

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday, July 13, 2026

HEADED ITEM NO.1 (b)

CONFIRMATION AND REAFFIRMATION OF MINUTES - FOR APPROVAL

Minutes of South Dublin County Council Special Meeting held on Friday 19 June 2026

PRESENT

Barnes, S.	Mannion, R.
Brady, C.	McCrave, L.
Carey, W.	McDonald, T.
Casserly, V.	McMahon, R.
Collins, Y.	McManus, D.
Cosgrave, P.	Moore, G.
de Courcy, L.	Murphy, E.
Donnelly, D.	Ó Broin, E.
Duff, M.	O'Hara, S.
Dunne, L.	O'Toole, L.
Edge, A.	Pereppadan Baby
Farrell, H.	Pereppadan Britto
Hayes, A.	Richardson, D.
Holohan, P.	Sinnott, J.
Johansson, M.	Smyth, A.
Keane, K.	Spear, J.
Kearns, P.	Timmons, F.
Kenny, G.	Tuffy, J.
Lawlor, B.	Whelan, N.
Loftus, D.	

OFFICIALS PRESENT

Chief Executive	C. Ward
Director	E. Burke
Senior Planners	H. Craigie, W. Byrne

Senior Executive Planners	P. Collins, A. Hyland, L. Clarke
Acting Senior Executive Officer	B. Shannon
Executive Planners	D. Toomey, J. Madden
T/Graduate Planners	J. Eccleston, E. Partika
Senior Staff Officer	E. Colgan
Staff Officer	M. Callan
Assistant Staff Officer	R. Murray

The Mayor, Councillor P. Kearns, presided. Apologies were received from Councillor T. Gilligan

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Therefore, by entering the Council Chamber and using the seats around the meeting tables, public gallery etc. you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting.

The Mayor, Councillor Pamela Kearns, welcomed everyone and informed the Members of the etiquette for Hybrid Meetings:

Members attending remotely must check that they can access the “Chat Function” before commencing the meeting.

Members can indicate they wish to speak on an item through the chat function – using “Speak please.”

Members must be able to be seen, specifically for roll call, when speaking and voting.

Mics to be on mute until invited to speak through the Chair.

Members attending in person can indicate they wish to speak by signalling to the Chair.

Members must be able to be seen, specifically for roll call, when speaking and voting.

At the outset of the meeting Chief Executive Colm Ward addressed the members.

H1/0626 Item ID:91656

The following report by the Chief Executive, which had been circulated, was presented by Hazel Craigie, Senior Planner and was considered:

(a) Presentation - CE Report

(b) CE Report (for noting)

(a) CE Report - NPF Variation Presentation

(b) CE Report

The Report was **NOTED**

Amendments 1 - Ballynakelly Newcastle

M1/0626 Item ID:91623

Proposed by Councillor F. Timmons, seconded by Councillor H. Farrell

That this council accepts the proposed variation to County Development plan to zone the site in Ballynakelly in Newcastle from Open Space to Residential on condition of the following SLOs

- 1) Designated zoned secondary school site as per Dept of Education size requirements
- 2) Extension to current park
- 3) Designated sports / community space (site of former proposed Hotel)

Reason: Huge demand for secondary school locally

Potential for sports - community facility

CE Response:

Amendment No. 1 at Ballynakelly, Newcastle proposes to change 24.47ha of land from Objective Rural 'RU' to Objective New Residential 'RES-N' (19.56ha) and Open Space 'OS' (4.91ha). The Amendment attaches a specific local objective (CS9 SLO5) to the lands as follows:

‘Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development which provides for, inter alia:

- 1. Delivery of a public park of a minimum of 2 hectares in tandem with, or prior to, development of the site,*
- 2. Reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority having regard to the requirements of the Department of Education and Youth,*
- 3. Active travel connections to the existing Taobh Chnoic Park and land to the east, and*
- 4. Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses’.*

The motion seeks to amend the CS9 SLO5 in relation to the Ballynakelly site proposed under the Variation No. 2 on the condition of the delivery of a designated zoned secondary school site as per the Department of Education size requirements, the extension of the current park, and that a designated sports / community space be developed on the site of the existing unfinished structure.

Designated School Site

CS9 SLO5 states that the: *‘Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development which provides for, inter alia:*

- 1. Reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority having regard to the requirements of the Department of Education and Youth,’*

It is noted that the Department of Education and Youth, in their submission in respect to Variation No. 2 and Amendment 1 Ballynakelly lands state the following; ‘The department notes that as per Table 11 Core Strategy there is a projected 516 potential units in this settlement. This is 118 units above the current CDP figures. These projected figures could see an increase in primary school place demand, which potentially could be met by the

possible expansion of the existing facilities, if required. In the context of post primary provision, the projected growth figures could see a significant increase in post primary school place demand, which potentially could be accommodated within existing post primary schools and current capital projects.'

However, the Department of Education and Youth also state that they: 'acknowledge Specific Local Objective CS9 SLO5: to develop RES-N zoned land south of Ballynakelly which will include the reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority regard to the requirements of the Department of Education and Youth.'

The Department notes and supports existing County Development Plan Policy COS8: Primary and Post Primary Schools, to work in conjunction with the Department of Education to promote and support the provision of primary and post-primary schools in the County to reflect the diverse educational needs of communities and, to engage with the Department of Education and support the Department's School 43 Building Programme by actively identifying sites for primary and post primary schools at suitable locations, based on forecast need.

Given this context and the original inclusion of the school provision, the SLO as it stands aligns with the current mechanism in the County Development Plan to reserve school sites by way of specific objective. Therefore, the school site is designated in effect by the SLO, as it cannot be specifically zoned.

Extension of the Park

The lands proposed are to be zoned from Rural to New-Residential (19.56ha) and Open Space (4.91ha). The open space zoning proposed will ensure a significant new area of zoned open space to the east and adjoining the proposed development area facilitating lands for active recreation. Part of the lands to the east to be zoned for open space contain a car park and GAA pitch.

There is a requirement under Item 1 of CS9 SLO5 a minimum of 2 hectares for a public park is additional to the open space lands and is to be provided within the RES-N zoned lands.

The proposed RES-N zoned lands under Amendment No. 1 at Ballynakelly immediately adjoin at the northwest boundary the recently completed Taobh Chnoic Park of approximately 4.4 hectares containing a large play space, exercise equipment, a Multi-Use Games Area (With facility for soccer / tennis and basketball), a large allotment area, a soccer sized grass pitch and walking, jogging and cycling routes in a high quality landscape. There is a requirement under CS9 SLO5 Item 3 for Active travel connections to the existing Taobh Chnoic Park and the proposed 'OS' land to the east, linking two areas of open space.

The proposed RES-N lands under Amendment No. 1 also adjoin the existing primary school site at its northwest boundary. The school site is currently occupied by Rathcoole ETNS in temporary accommodation.

Given the context within the Amendment No. 1 lands, with existing Taobh Chnoic Park to the northwest, and the proposed zoning of approximately 4.91 hectares as 'OS' in the eastern part of the Ballynakelly lands, it is considered that the provision of open space and parks proposed under this Amendment and associated SLO is appropriate and reflects the intention of the motion.

Designated Sports / Community Space

The motion also seeks to amend point 4 of the proposed SLO to require a designated sports / community space to be developed on the site of the existing unfinished structure. It should be noted that plans for a new community centre in Newcastle are being progressed by the Community Department with funding allocated within the 2026-2028 Capital Programme.

The CS9 SLO5 states that: *'Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development which provides for, inter alia:*

- 1. Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses'.*

The Ballynakelly lands are brownfield due to the partially constructed hotel structure located on same. Community Centre use and Sports Club /

Facility use are both permitted in principle on 'RES-N' and 'OS' zoned lands.

As per Item 4 of CS9 SLO5, the Planning Authority require the '*Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses*'. A detailed assessment will need to be carried out on the remaining structures and a sustainable development proposal to be developed on foot of this assessment. However, consideration can be given to various uses which would be compatible with neighbouring residential uses, including a sports / community space. As such, it is recommended that the SLO is amended at point 4. The reuse/ redevelopment of the existing structure requires flexibility in land use terms. It may emerge that community and sports uses are appropriate and feasible, however, it is premature and not recommended to require the building to be a community or sports use at this stage.

The extension of zoned lands in the County for residential development under Variation No. 2, and for open space purposes in respect to Amendment No. 1, on adoption, will need to be fully absorbed by all Departments of the Council, including Community, Parks and Public Realm, in terms their infrastructure development strategies and capital programme.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

It is considered reasonable to include an amendment to point 4 of the SLO so that uses such as sports and community space can be considered for inclusion as part of development of the unfinished structure.

As set out in Section 2 of the CE Report, the OPR has made one recommendation which is that the Planning Authority continue to progress the zoning of additional residential zoned lands, identified as Amendments 1 to no. 16 of the proposed Variation.

CE Recommendation:

To amend Item 4 of CS9 SLO5 of Variation No. 2, Amendment no. 1, Ballynakelly, as follows:

From

‘Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses’.

To

‘Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses, with consideration given to the facilitation of uses such as sports / community space where feasible’.

Map of Proposed Amendment as Published

An amendment to the Motion was proposed by Councillor S. O’Hara, seconded by Councillor B. Lawlor as follows:

“That this council accepts the proposed variation to County Development plan to zone the site in Ballynakelly in Newcastle from Open Space to Residential on condition of the following SLOs

- 1. Designated zoned secondary school site of c. 4.6 hectares to facilitate the delivery with adequate facilities.*
- 2. Extension to current park*
- 3. Designated sports / community space (site of former proposed Hotel)*

Reason: The current school reservation of 3 hectares would not meet the minimum conditions for the Department of Education's specifications for a post-primary school, and this is what is needed in the area, especially given that increased zoning will further increase the population of Newcastle. Potential for sports - community facility"

A discussion followed with contributions from Councillors F. Timmons, S. O'Hara and W. Carey. Mr C. Ward, Chief Executive and Mr E. Burke, Director of Services responded to queries raised.

A **Roll Call Vote** on the **AMENDED** motion was called for in the names of Councillors S. O'Hara, S. Barnes and B. Lawlor,

FOR: 10(Ten)

Councillors: S. Barnes, C. Brady, V. Casserly, B. Lawlor, L. McCrave, R. McMahon, D. McManus, S. O'Hara, B. Pereppadan, B. Pereppadan.

AGAINST: 29(Twenty-Nine)

Councillors: W. Carey, Y. Collins, P. Cosgrave, L. DeCourcy, D. Donnelly, M. Duff, L. Dunne, A. Edge, H. Farrell, A. Hayes, P. Holohan, M. Johansson, K. Keane, P. Kearns, G. Kenny, D. Loftus, R. Mannion, T. McDonald, G. Moore, E. Murphy, E. Ó Broin, L. O'Toole, D. Richardson, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffy, N. Whelan.

As a result of the roll call vote, the **AMENDED** Motion **FELL**.

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

M2/0626 Item ID:91702

Proposed by Councillor S. O'Hara

For amendment 1 (Newcastle) 1. That the SLO be amended to increase the school reservation to 4.6 hectares to facilitate the delivery of a post-primary school with adequate facilities Reason: The current school reservation of 3 hectares would not meet the minimum conditions for the Department of Education's specifications for a post-primary school, and this is what is needed in the area, especially given that increased zoning will further increase the population of Newcastle.

Co-Sponsored: Cllr. Brian Lawlor, Cllr. Sarah Barnes

It was proposed by Councillor S. O'Hara, seconded by Councillor A. Edge and **AGREED** to **WITHDRAW** the motion.

M3/O626 Item ID:91703

Proposed by Councillor S. O'Hara, seconded by Councillor R. McMahon

For amendment 1 (Newcastle) That the SLO be amended to increase the provision of the park from 2 ha to 3ha, and the Park shall provide an all-weather pitch.

Reason: The current park reservation of 2 ha is insufficient and should include provision for a playing pitch. There is a campaign locally to deliver an astro pitch for existing sports clubs, and this site could fulfil that community need.

Co-Sponsored: Cllr. Brian Lawlor, Cllr. Sarah Barnes

CE Response:

The CE acknowledges the intent of the motion. Amendment No. 1 at Ballynakelly, Newcastle proposes to change 24.47ha of land from Objective Rural 'RU' to Objective New Residential 'RES-N' (19.56ha) and Open Space 'OS' (4.91ha). The Amendment attaches a specific local objective (CS9 SLO5) to the lands as follows:

'Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development which provides for, inter alia:

- 1. Delivery of a public park of a minimum of 2 hectares in tandem with, or prior to, development of the site,*
- 2. Reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority having regard to the requirements of the Department of Education and Youth,*
- 3. Active travel connections to the existing Taobh Chnoic Park and land to the east, and*

4. *Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses’.*

The motion seeks to amend point 1 of CS9 SLO5 by increasing the provision of the park from 2 hectares to 3 hectares, and requiring the provision of an all-weather pitch.

Expansion of the Park Provision

The lands proposed in the Variation are to be zoned from Rural to New-Residential (19.56ha) and Open Space (4.91ha). The open space (OS) zoning proposed to the east will ensure a significant area of zoned open space adjoining the proposed RES-N area to facilitate active recreation. Part of the lands to the east to be zoned for open space contain a car park and GAA pitch, and the proposed OS zoning will extend these lands further to the south. These OS lands provide sufficient opportunity for the delivery of an all weather pitch.

In addition, the proposed RES-N zoned lands immediately adjoin at the northwest boundary the recently completed Taobh Chnoic Park of approximately 4.4 hectares containing a large play space, exercise equipment, a Multi-Use Games Area (With facility for soccer / tennis and basketball), a large allotment area, a soccer sized grass pitch and walking, jogging and cycling routes in a high quality landscape. There is a requirement under CS9 SLO5 point 3 for Active travel connections to the existing Taobh Chnoic Park and the ‘OS’ land to the east, linking the two areas of open space.

Having regard to the extensive areas of new Open Space zoning, to the recent delivery of multiple sports and recreational facilities a Taobh Chnoic Park, both adjoining the proposed RES-N lands, and to the inclusion for the requirement of a 2 hectare park and links to the parklands to the east and west of the zoning, it is considered unnecessary to require a further 1 hectare of park within the RES-N zoning. It is noted that the RES-N zoning also requires a 3 hectare site for a school reservation, in total reducing the area for housing and other related infrastructure, including the active travel requirements, by 5 hectares.

Conclusion

Given the context within the Ballynakelly lands, with existing Taobh Chnoic Park, including its multi-use games area and other facilities, to the northwest, and the proposed zoning of approximately 4.91 hectares as 'OS' in the eastern part of Ballynakelly lands, in addition to the proposed 2 hectare park within the RES-N zoning, it is considered that the provision of an additional 1 hectare of park and all-weather pitch within the RES-N zoning as proposed in the motion is not required and would unduly impact on the delivery of housing. Opportunity exists to provide the all weather pitch on the OS lands to the east and the Council will active pursue same.

CE Recommendation:

No change to Amendment No. 1 Ballynakelly of Variation No. 2 to the South Dublin County Development Plan 2022-2028.

Map of Proposed Amendment as Published

Following contributions from Councillors S. O'Hara, and W. Carey, Mr C. Ward, Chief Executive responded to queries raised.

The Members **AGREED** to accept the Chief Executive's recommendation.

M4/O626 Item ID:91734

Proposed by Councillor L. de Courcy

That Amendment #1 Ballynakelly, Newcastle is rejected except for the proposed post primary school, and the rest of the lands remain zoned as Open Space Reasons Roads and public transport: public transport is inadequate; the promised increased frequency of the #68 bus has not materialised. The introduction of the W6 Orbital route is welcome but does not meet the needs of a majority of residents. Given the State's record on delivering capital projects, the proposed plans for DART+ South West cannot be relied upon when considering rezoning land. 'Additionally, it is noted that the DART+ South West project will extend as far as the Hazelhatch Train Station, which is roughly 3km from Newcastle village centre. Dart+ South West's Railway Order was permitted in November 2024. The National Development Plan (NDP) review, published in November 2025, gave a construction date of '2030+' with the procurement

timeline set for 2028-2029.' Education: As per 'COS8 SLO 1 To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest / Saggart / Rathcoole / Newcastle to provide for the needs identified for the catchment area by the Department of Education, the identification of a site within this proposed amendment is welcome.' However, there is no commitment whatsoever from the Department of Education to build a secondary school even if an additional 516 homes are built "The department notes that as per Table 11 Core Strategy there is a projected 516 potential units in this settlement. This is 118 units above the current CDP figures. These projected figures could see an increase in primary school place demand, which potentially could be met by the possible expansion of the existing facilities, if required. In the context of post primary provision, the projected growth figures could see a significant increase in post primary school place demand, which potentially could be accommodated within existing post primary schools and current capital projects." 'However, the Department of Education and Youth also state that they: 'acknowledge Specific Local Objective CS9 SLO5: to develop RES-N zoned land south of Ballynakelly which will include the reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority regard to the requirements of the Department of Education and Youth.'

As the members accepted the Chief Executive's recommendation in respect of Motion 1, this Motion **FELL**

M5/O626 Item ID:91756

Proposed by Councillor W. Carey, seconded by Councillor L. Dunne

Proposed Amendments to Variation no1. Ballynakelly, Newcastle - Page 33

Motion: This Council agrees to insert a new point 5 in CS9 SLO 5 to read:

'Development may not commence until the Bus Connects network for Newcastle and Rathcoole is completed and fully operational.' Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents of the area. Proposed by Cllr's Carey, Dunne, Whelan and Mannion

CE Response:

Amendment No. 1 at Ballynakelly, Newcastle proposes to change 24.47ha of land from Objective Rural 'RU' to Objective New Residential 'RES-N'

(19.56ha) and Open Space 'OS' (4.91ha). The Amendment attaches a specific local objective (CS9 SLO5) to the lands as follows:

'Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development which provides for, inter alia:

- 1. Delivery of a public park of a minimum of 2 hectares in tandem with, or prior to, development of the site,*
- 2. Reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority having regard to the requirements of the Department of Education and Youth,*
- 3. Active travel connections to the existing Taobh Chnoic Park and land to the east, and*
- 4. Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses'.*

The motion seeks to amend the CS9 SLO5 in relation to the Ballynakelly site proposed under the Variation No. 2 to insert a new point 5 in CS9 SLO 5 to read: *'Development may not commence until the Bus Connects network for Newcastle and Rathcoole is completed and fully operational.'*

Public Transport and Roads

The County Development Plan includes the following objective: SM6 SLO 1: *'To carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement.'*

The Council is currently engaging consultants to identify the transport needs and solutions for the western area of the county, including the three metropolitan towns of which Newcastle is one. It is envisaged that the Transport Assessment and Transport Plan will be developed using an Area-Based Transport Assessment (ABTA) methodology, in accordance with TII and NTA guidance, and that one or more Local Transport Plans will be prepared. The process is expected to include public consultation and will assess existing and future travel demand across all transport modes, review existing and planned transport infrastructure and services, identify the need

for additional transport interventions, assess options including phasing and cost implications, and identify an integrated package of transport solutions. In parallel, it is intended to identify a number of interim local measures to address traffic management issues within the study area. As such, this transport study will seek to address both strategic and local transport needs.

While the National Transport Authority notes that Newcastle is not as well served by public transport as some of the other sites in the proposed variation, they recognise that lands at this location align with the principle of consolidation into existing settlements. The Council will continue to work with the NTA to facilitate service improvements. Currently Dublin Bus route 68 runs from Greenogue through Newcastle to Dublin. The W6 operated by Go-Ahead Ireland provides an orbital service between Tallaght and Maynooth through Newcastle with stops at Hazelhatch Train Station. There have been difficulties for this route due to the constraint posed by the narrowness of the Hazelhatch Bridge. However, the NTA has indicated that they approved designs to undergo a road safety audit (RSA) on 22/05/2026, and this activity is in progress.

Noting the ongoing advancements being made to improve connectivity and transport solutions for this area, it is not recommended to include an objective which would undermine the purpose of the variation by preventing development commencing on this site, a significant percentage of which is brownfield. It is considered that this motion, providing a SLO restricting development of housing on the lands until 'the Bus Connects network for Newcastle and Rathcoole is completed and fully operational' will undermine the timely delivery of housing, schools and open space. The Chief Executive would not recommend a phasing style SLO linked to a variable such as a bus service frequency or route which are open to change.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

While it is acknowledged that transport improvements need to be made to facilitate ease of movement as the metropolitan towns and the county grows, it is considered that the active steps that the Planning Authority is currently progressing, in the form of a comprehensive transport assessment and transport plan, to address both strategic and local needs, will advance the solutions needed. In relation to Bus Connects, it is noted that the NTA is advancing the Tallaght to Maynooth connection at Hazelhatch Bridge which will significantly improve the facility for onward connections on both the mainline train and Luas. In terms of advancing Bus Connects further, the Planning Authority will continue to work with the NTA to advance the delivery of improved bus services.

CE Recommendation:

No change to Variation No. 2 (Amendment no. 1, Ballynakelly) to the South Dublin County Development Plan 2022-2028.

Map of Proposed Amendment as Published

A discussion followed with contributions Councillors W. Carey, A. Edge, L. DeCourcy, E. Ó Broin, J. Tuffy, M. Johansson, L. O'Toole, E. Murphy, D. Loftus. Mr. C. Ward, Chief Executive and Mr. E. Burke, Director of Services responded to queries raised.

It was proposed by Councillor W. Carey, seconded by Councillor R. McMahon and **AGREED** to **WITHDRAW** the Motion

M6/O626 Item ID:91950

Proposed by Councillor W. Carey, seconded by Councillor L. DeCourcy

Ballynakelly - Amendment 1 - Motion: This Council agrees to insert a new point 6 in CS9 SLO 5 to read: 'Development may not commence until the Council has approved a master plan the land' Reason: To ensure that

development on these lands is plan led as determined by the Council.
Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Response:

The motion seeks to amend the CS9 SLO5 in relation to the Ballynakelly site proposed under the Variation No. 2 to insert a new Item 6 to read: *'Development may not commence until the Council has approved a master plan the land.'*

Amendment No. 1 at Ballynakelly, Newcastle proposes to change 24.47ha of land from Objective Rural 'RU' to Objective New Residential 'RES-N' (19.56ha) and Open Space 'OS' (4.91ha). The Amendment attaches a specific local objective (CS9 SLO5) to the lands as follows:

'Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development which provides for, inter alia:

- 1. Delivery of a public park of a minimum of 2 hectares in tandem with, or prior to, development of the site,*
- 2. Reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority having regard to the requirements of the Department of Education and Youth,*
- 3. Active travel connections to the existing Taobh Chnoic Park and land to the east, and*
- 4. Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses'.*

The SLO as it currently stands requires that *'zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development'*. Masterplans are non-statutory planning frameworks to guide development, particularly within larger site where sections may be delivered in phases but require an overall masterplan to ensure all parts are delivered in a co-ordinated manner.

It is considered that the wording as set out in the SLO is appropriate. However, it is agreed that the Council should have oversight of masterplans through the relevant area committee before they are formally agreed by the planning authority. In this regard it is considered appropriate to amend the SLO to include the need for the masterplan to be noted by the relevant Area Committee before being agreed.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Having regard to the request in the motion it is considered that CS9 SLO5 as proposed, should be amended to include the need for any masterplan to go before the relevant ACM for noting.

As set out in Section 2 of the CE Report, the OPR has made one recommendation which is that the Planning Authority continue to progress the zoning of additional residential zoned lands, identified as Amendments 1 to no. 16 of the proposed Variation.

CE Recommendation:

To amend CS9 SLO5 in Variation No. 2, Amendment no. 1 Ballynakelly as follows (proposed change in **bold**):

*‘Development on RES-N zoned land south of Ballynakelly shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority **and noted by the relevant area committee** in advance of the submission of a planning application for residential development which provides for, inter alia:*

1. *Delivery of a public park of a minimum of 2 hectares in tandem with, or prior to, development of the site,*
2. *Reservation of a secondary school site of 3 hectares unless otherwise agreed in writing by the planning authority having regard to the requirements of the Department of Education and Youth,*
3. *Active travel connections to the existing Taobh Chnoic Park and land to the east, and*
4. *Use of the existing unfinished structure on site in an early phase of development in a sustainable manner which is compatible with neighbouring residential uses’.*

Map of Proposed Amendment as Published

Following a contribution from Councillor W. Carey, Mr E. Burke, Director of Services responded to queries raised.

The Motion was **AGREED**

The Members AGREED to consider Motions 7, 25, 38, 58, 69, 85, 90, 98, 105, 116, 123, 134, 139, 147, 163, 165, 168, 172 and 177 together.

M7/0626 Item ID:91694

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 1 - Ballynakelly Newcastle

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest,

Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should

be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the County. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M25/O626 Item ID:91931

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 2 - Adamstown SDZ West

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

M38/O626 Item ID:91932

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 3 - Finnstown Castle

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of

recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

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- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

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(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would

be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

M58/O626 Item ID:91933

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 4 - Tubber Lane North

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of

parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response:

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

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In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition

towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M69/O626 Item ID:91934

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 5 - Citywest

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

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- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

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Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

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CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M85/O626 Item ID:91936

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 7 - Edmondstown Road

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of

recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

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Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

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As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would

be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP M98 is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M90/0626 Item ID:91937

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 8 - Kiltipper Road

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of

parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition

towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M98/O626 Item ID:91938

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 9 - Knockmeenagh Framework Site

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;

- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for

the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is

recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M105/0626 Item ID:91939

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 10 - Stonewall

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of

parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition

towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M116/O626 Item ID:91940

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 12 - Cherryfield Way

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning

authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of car parking standards in the county. For this reason, it is considered that a

review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M123/0626 Item ID:91941

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 13 - Rathcoole

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly

escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should

be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M134/0626 Item ID:91942

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 14 - Foxhunter

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

M139/0626 Item ID:91943

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady.

Amendment 15 - Ninth Lock Road

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development,

where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M147/O626 Item ID:91944

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 16 - Liffey Valley MRC

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly

escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate

of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M163/O626 Item ID:91945

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 17 - Adamstown South & West (Outer)

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the delivery of housing on new lands for residential. A SLO on lands is not recommended. The motion indicates a two-tier car parking approach. A single car parking policy shall apply to residential development. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

M165/0626 Item ID:91946

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 18 - Grange Castle

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of

recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of

the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the delivery of housing on new lands for residential. A SLO on lands is not recommended. The motion indicates a two-tier car parking approach. A single car parking policy shall apply to residential development. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

M168/0626 Item ID:91947

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 19 - Newlands

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the delivery of housing on new lands for residential. A SLO on lands is not recommended. The motion indicates a two tier car parking approach. A single car parking policy shall apply to residential development. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

M172/O626 Item ID:91948

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 20 - Belgard Road

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–

street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the delivery of housing on new lands for residential. A SLO on lands is not recommended. The motion indicates a two-tier car parking approach. A single car parking policy shall apply to residential development. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

[Map of Proposed Amendment as Published](#)

M177/O626 Item ID:91949

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 21 - Stocking Avenue, Ballycullen

Add SLO text to site as follows - Prior to a grant of planning permission for this site, SDCC shall complete a review of the car parking policy including provision, management and standards. This policy review shall assess the effectiveness, adequacy and impacts of existing carparking provision in newer developments such as Two Oaks, Citywest, Adamstown and Clonburris and shall include a public consultation. A report on the review should then be noted by Members and be used to inform future parking policy for this site.

Reason: RTE Prime Time recently highlighted the parking disputes in high density housing estates and SDZs in SDCC. Motions to SDCC Area Committee Meetings and Traffic Management Meetings show that lack of parking is an issue that residents in areas such as Two Oaks, Citywest, Adamstown and Clonburris, and surrounding areas, are constantly escalating to elected members because not enough carparking spaces are being built into new high-density developments.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes'

CE Response:

The intent of the motion to address car parking issues is acknowledged. The motion seeks to add an SLO that, prior to the granting of planning permission for the identified lands, South Dublin County Council undertake a review of car parking provision and standards, including assessment of recent developments and a process of public consultation and use the review to inform parking policy for the newly zoned site.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of

car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Consideration of the Proposed Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current implementation of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate. It is recommended that this research and review is carried out.

It is not recommended to link this research and review of car parking to the zoning and delivery of housing on new lands for residential. A SLO on the zoned lands is not recommended. The motion indicates a two tier car parking approach based on the timing of the zoning. A single car parking policy shall apply to residential development, regardless of the timing of the zoning of a particular site. A general objective in the CDP is the recommended approach.

CE Recommendation

Amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors B. Lawlor, P. Holohan, E. Ó Broin, K. Keane, L. Dunne, H. Farrell, A. Edge, and V. Casserly.

Mr E. Burke, Director of Services responded to queries raised.

The Chief Executive’s recommendation was **AGREED** for Motions 7, 25, 38, 58, 69, 85, 90, 98, 105, 116, 123, 134, 139, 147, 163, 165, 168, 172 and 177.

The Members AGREED to consider Motions 8, 26, 39, 59, 70, 86, 91, 99, 106, 117, 124, 135, 140, 148, 164, 167, 170, 173 and 178 together.

M8/O626 Item ID:91693

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendments 1 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

CE Response

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas.

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

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing

Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M26/O626 Item ID:91963

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment No. 2 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that

a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street

parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M39/0626 Item ID:91964

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 3 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may

result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M59/0626 Item ID:91966

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 4 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU)

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks

are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M70/0626 Item ID:91968

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 5. Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with

the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be

at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M86/0626 Item ID:91969

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 7 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV

charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV

infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined

through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M91/O626 Item ID:91970

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 8 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant

growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly,

moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and

- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M99/0626 Item ID:91971

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 9 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks ("private wires") in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council’s established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in “blocks or pods”, or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,

- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M106/0626 Item ID:91972

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 10 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVI strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks ("private wires") in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new

licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council’s established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in “blocks or pods”, or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M117/0626 Item ID:91974

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 12 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland’s Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M124/0626 Item ID:91980

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 13 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030.

Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland’s Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M135/0626 Item ID:91976

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 14 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland’s Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained

- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed

through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M140/0626 Item ID:91978

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 15 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999

to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council’s established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in “blocks or pods”, or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid

the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M148/O626 Item ID:91973

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 16 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure

at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council’s established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV

infrastructure is generally required to be provided in “blocks or pods”, or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M164/0626 Item ID:91990

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 17 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M167/O626 Item ID:91989

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 18 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M170/0626 Item ID:91979

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 19 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points.

These provisions already align with national policy, including the NPF First Revision (2025) and ZEV strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

[Map of Proposed Amendment as Published](#)

M173/O626 Item ID:91967

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 20 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas.

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

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing

Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

M178/O626 Item ID:91985

Proposed by Councillor B. Lawlor, seconded by Councillor C. Brady

Amendment 21 Add SLO text to site as follows - That any development on these lands provide operational electric vehicle (EV) charging infrastructure at a minimum requirement of 20% of all on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases. Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

REPORT:

The intent of the motion to provide more opportunities for on street EV charging is acknowledged and it is considered that the intent is to address the issue of residents installing private EV chargers in the public realm.

EV Charging – Existing Policy Framework

The Council recognises the importance in supporting appropriate EV charging infrastructure to meet evolving demand, in line with Ireland's Climate Action objectives. The Council also acknowledges the significant growth in EV uptake nationally and the need to ensure that new developments are future-proofed in this regard.

Objective 5 associated with Policy SM7 (Car Parking and EV Charging) of the County Development Plan seeks to support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.

Section 12.7.5 of the Plan requires EV charging to be provided in all residential, mixed-use and commercial developments, whilst identifying that a minimum of 20% of total car parking shall be allocated towards EV charging, with a higher provision within this range required in urban areas.

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

These provisions already align with national policy, including the NPF First Revision (2025) and ZEVl strategies.

Private Wires Bill – Emerging National Legislative Context

The national policy and legislative framework for EV infrastructure is currently undergoing significant change through the proposed Private Wires Bill, for which Government approved drafting in December 2025. The proposed legislation will amend the Electricity Regulation Act 1999 to permit privately developed electricity networks (“private wires”) in defined circumstances, including:

- Facilitating on-street EV charging solutions, particularly where conventional grid connections are constrained
- Enabling direct connections between energy generation and users, including integration with storage
- Allowing hybrid and shared grid arrangements

The Bill is still in the drafting stage, with detailed regulatory, technical and delivery mechanisms yet to be finalised. It is likely to introduce new licensing, safety and regulatory oversight frameworks, led by the Commission for Regulation of Utilities (CRU).

The emergence of the Private Wires Bill is highly relevant to how EV infrastructure—particularly on-street and shared systems—is delivered in practice. It is clear that EV charging delivery models are evolving rapidly, moving beyond traditional individual point provision toward shared, managed and networked solutions. The Private Wires framework is expected to directly influence the design, location and operation of EV infrastructure, particularly in residential schemes without off-street parking.

In this context, introducing a prescriptive SLO at this point risks pre-empting national legislation and may constrain the application of more efficient or innovative charging solutions enabled by private wires, may result in standards that quickly become outdated as national frameworks are finalised. In addition, the proposed SLO focuses solely on on-street parking, whereas the Development Plan applies a whole-development approach and it would duplicate and potentially conflict with existing

Development Plan standards and limit design flexibility at planning stage, where appropriate, site-specific solutions should be determined.

The Council's established approach, as reflected in Development Plan standards and applied through planning conditions, is that EV charging in communal and on-street environments should be delivered in a coordinated and managed manner. In residential and mixed-use developments, EV infrastructure is generally required to be provided in "blocks or pods", or through shared charging facilities, rather than dispersed on an individual basis. This reflects the need to ensure efficient use of shared parking, avoid the appropriation of communal spaces, and maintain safety and accessibility within the public realm.

Given the strategic residential supply nature of Variation No. 2, detailed infrastructure requirements of this nature are more appropriately addressed through the Development Plan policy framework and at planning application stage, having regard to evolving national standards and technologies

Conclusion

The Council acknowledges the intent of the proposed SLO and its alignment with climate action objectives. However, having regard to:

- The comprehensive EV charging requirements already contained in the County Development Plan 2022–2028,
- The emerging national legislative framework under the proposed Private Wires Bill, and
- The need to retain flexibility in a rapidly evolving technical and regulatory environment,

it is considered that the existing EV policy in the County Development Plan remains appropriate. The matter can be more appropriately examined through the next Development Plan review, when the Private Wires legislative framework and associated national guidance are fully established. Any change to EV standards and requirements should be at CDP level and not create a two-tier policy system in the county through SLOs.

It is considered that EV Charging infrastructure will be part of the proposed car parking review and research.

CE Recommendation

No change to the proposed Variation.

Map of Proposed Amendment as Published

An amendment to Motions 8, 26, 39, 59, 70, 86, 91, 99, 106, 117, 124, 135, 140, 148, 164, 167, 170, 173 and 178 was proposed by Councillor L. Dunne and seconded by Councillor W. Carey as follows:

"Add SLO text to site as follows

any development on these lands shall provide a minimum of one car parking space per dwelling. In addition to this minimum ordinary parking provision, operational electric vehicle {EV} charging infrastructure shall be installed for at least 20% of on-street parking spaces within the development and furthermore, that the design and installation of this infrastructure includes the necessary capacity to facilitate future expansion of EV charging provision to additional parking spaces, as demand increases.

Reason: This supports Ireland's Climate Action Plan target of 30% of the private car fleet being electric by 2030"

Following contributions from Councillors B. Lawlor, C. Brady, L. DeCourcy, E. Murphy, L. Dunne, E. Ó Broin, Mr C. Ward, Chief Executive and Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the **AMENDED** wording for motions 8, 26, 39, 59, 70, 86, 91, 99, 106, 117, 124, 135, 140, 148, 164, 167, 170, 173 and 178 was called for in the names of Councillors L. Dunne, N. Whelan and R. Mannion

FOR: 9(Nine)

Councillors: W. Carey, D. Donnelly, L. Dunne, P. Holohan, M. Johansson, D. Loftus, R. Mannion, J. Sinnott, N. Whelan.

AGAINST: 25(Twenty-Five)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, M. Duff, A. Edge, A. Hayes, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S. O'Hara, B. Pereppadan, B. Pereppadan, A. Smyth, J. Spear, F. Timmons, J. Tuffy

ABSTAIN: 4 (Four)

Councillors: L. DeCourcy, H. Farrell, G. Moore, L. O'Toole

As a result of the roll call vote the motion **AS AMENDED**, was **NOT AGREED**.

The Chief Executive's recommendation was **AGREED** for Motions 8, 26, 39, 59, 70, 86, 91, 99, 106, 117, 124, 135, 140, 148, 164, 167, 170, 173 and 178.

The Members AGREED to consider Motions 9, 27, 40, 60, 71, 79, 87, 92, 100, 107, 113, 118, 125, 136, 141 and 149 together

M9/0626 Item ID:91775

Proposed by Councillor P. Holohan, seconded by Councillor R. Mc Mahon

Amendment 1 - Ballynakelly Newcastle

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Ballynakelly, Newcastle lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development,

where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘Metropolitan Towns and Villages- Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

Suburban areas are the low-density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied. Densities of up to 100 dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the Metropolitan Towns and Villages – Suburban/Urban Extension classification, Ballynakelly, Newcastle falls under (iii) in the SPPR:

In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 2 spaces per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the County. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 1 falls into an area described as Metropolitan Towns and Villages – Suburban/Urban Extension for which there is a maximum parking provision of 2 spaces per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time. Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 2.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To amend the motion to provide for a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to

consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Published

M27/O626 Item ID:91879

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 2 - Adamstown SDZ West

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response:

This motion is seeking an SLO for the Adamstown SDZ West lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied in urban neighbourhoods of Dublin and

Cork. Densities of up to 150 dph shall be open for consideration at 'accessible' suburban / urban extensions locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Adamstown SDZ West falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 2 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Published

M40/0626 Item ID:91880

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 3 - Finnstown Castle

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Finnstown Castle lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum

rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40dph to 80dph(net) shall generally be applied in urban neighbourhoods of Dublin and Cork. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extensions locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Finnstown Castle falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned

lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Finntown Castle 2 falls into an area described as City – Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M60/0626 Item ID:91881

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 4 - Tubber Lane North

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response:

This motion is seeking an SLO for the Tubber Lane North lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly

when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80 dph shall generally be applied. Densities of up to 150 dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the City
– Suburban/Urban Extension classification, Tubber Lane North falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 4 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M71/O626 Item ID:91882

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 5 - Citywest

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response:

This motion is seeking an SLO for the 5 lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no.

spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburbs areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use

(including residential) development. It is a policy 40-80 dph shall generally be applied. Densities of up to 150 dph shall be open for consideration at 'accessible' suburban / urban extension locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Citywest falls under (ii) in the SPPR:

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 5 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M79/O626 Item ID:91883

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 6 - St. Edmundsbury

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the St. Edmundsbury lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be

minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising

from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40dph to 80dph(net) shall generally be applied in urban neighbourhoods of Dublin and Cork. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extensions locations.

On the basis of being within the City
– Suburban/Urban Extension classification, St. Edmundsbury falls under (ii) in the SPPR:

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking

standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 5 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Amended in CE Report

M87/O626 Item ID:91884

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 7 - Edmondstown Road

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response:

This motion is seeking an SLO for the Edmondstown Road lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential

development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the City
– Suburban/Urban Extension classification, Edmondstown Road falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for

residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 7 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of

the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M92/0626 Item ID:91885

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 8 - Kiltipper Road

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Kiltipper Road lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs

of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1-2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the City
– Suburban/Urban Extension classification, Kiltipper Road falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking

standards in the County. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 8 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Published

M100/0626 Item ID:91886

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 9 - Knockmeenagh Framework Site

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response:

This motion is seeking an SLO for the Knockmeenagh Framework Site lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3

(Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be

applied. Densities of up to 150dph shall be open for consideration at 'accessible' suburban / urban extension locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Knockmeenagh Framework

Site falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 9 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M107/0626 Item ID:91887

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 10 - Stonewall

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Stonewall lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible

parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the City
– Suburban/Urban Extension classification, Stonewall falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 10 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Published

M113/0626 Item ID:91888

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 11 - Coldcut Road

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Coldcut Road lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking

provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at 'accessible' suburban / urban extension locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Coldcut Road falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 11 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M118/O626 Item ID:91889

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 12 - Cherryfield Way

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Cherryfield Way lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of

the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Cherryfield Way falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 12 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Published

M125/0626 Item ID:91890

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 13 - Rathcoole

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response:

This motion is seeking an SLO for the Rathcoole lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1-2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision

for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘Metropolitan Towns and Villages – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

Metropolitan Towns and Villages – Suburban/Urban Extension

Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35dph to 50dph (net) shall generally be applied. Densities of up to 100dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the Metropolitan Towns and Villages – Suburban/Urban Extension classification, Rathcoole falls under (iii) in the SPPR:

In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 2 spaces per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 13 falls into an area described as Metropolitan Towns and Villages – Suburban/Urban Extension for which there is a maximum parking provision of 2 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 2.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M136/0626 Item ID:91891

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 14 - Foxhunter

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Foxhunter lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum

rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for 'City – Suburban/Urban Extension' within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at 'accessible' suburban / urban extension locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Foxhunter falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 14 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

Map of Proposed Amendment as Published

M141/O626 Item ID:91892

Proposed by Councillor P. Holohan, seconded by Councillor R. McMahon

Amendment 15 - Ninth Lock Road

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Ninth Lock Road lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential

development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Suburban/Urban Extension’ within the city and suburb area of Dublin, described as:

City – Suburban/Urban Extension

Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40-80dph shall generally be applied. Densities of up to 150dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

On the basis of being within the City

– Suburban/Urban Extension classification, Ninth Lock Road falls under (ii) in the SPPR:

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1.5 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 15 falls into an area described as City -Suburban/Urban Extension for which there is a maximum parking provision of 1.5 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.5.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including minimum one car parking space per dwelling.’

[Map of Proposed Amendment as Published](#)

M149/0626 Item ID:91893

Proposed by Councillor P. Holohan, Seconded by Councillor R. McMahon

Amendment 16 - Liffey Valley MRC

SLO to be applied that a parking space be a requirement per Unit proposed in a planning application on this land.

CE Response

This motion is seeking an SLO for the Liffey Valley MRC lands which would require that each unit proposed would be provided with a parking space in any future planning application.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition

towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

- Objectives SM7 1-4 and 6-11 then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed developments which:

- Are generally highly accessible;
- Will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+ South West;

Sustainable Residential Development and Compact Settlement

Guidelines These Guidelines (2024) were published after the adoption of the County Development Plan and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined

in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development

Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

This Amendment is in an area which is currently considered to meet the description set out in Table 3.1 of the Compact Settlement Guidelines for ‘City – Urban Neighbourhood’ within the city and suburb area of Dublin, described as:

City - Urban Neighbourhoods

The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations⁷, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

On the basis of being within the City – Urban Neighbourhood classification, Liffey Valley MRC falls under (i) in the SPPR:

In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

Given the SPPR, which overrides any conflicting objectives in the County Development Plan, the Planning Authority is required to implement a maximum rate of car parking of 1 space per dwelling for these lands.

Consideration of a Review

While the Planning Authority is constrained by National policy in terms of the extent to which it can amend car parking requirements, it is recognised that there are issues arising in the current application of the car parking standards in the county. For this reason, it is considered that a review and research into the implementation, management and ratio would be appropriate.

It is not recommended to link this research and review of car parking to the zoning of new lands. A single car parking policy should apply to zoned lands, regardless of the timing of the zoning. The intention is for the review to inform the future implementation of National policy.

Conclusion

Having regard to the above, Amendment 16 falls into an area described as City -Urban Neighbourhood for which there is a maximum parking provision of 1 space per dwelling, subject to that provision being justified. Justification can only be fully assessed at planning application stage through the development management process and having regard to public transport and accessibility to services available at the time.

Therefore, the intent of the motion is contained within existing policy which generally provides for a range up to a maximum of 1.

The CE recommends a new objective in Policy SM7 of the County Development Plan to carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.

CE Recommendation

To include a new objective in Policy SM7 of the County Development Plan as follows:

‘To carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to

consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.’

Map of Proposed Amendment as Published

An amendment to Motions 9, 27, 40, 60, 71, 79, 87, 92, 100, 107, 113, 118, 125, 136, 141 and 149 was proposed by Councillor L. Dunne and seconded by Councillor L. DeCourcy as follows:

*"SLO to be applied that **a minimum of 1** parking space be a requirement per Unit proposed in a planning application on this land."*

A discussion followed with contributions from Councillors P. Holohan, E. Ó Broin, L. Dunne, L. DeCourcy, J. Spear, R. Mannion and J. Sinnott. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the **AMENDED** wording for motions 9, 27, 40, 60, 71, 79, 87, 92, 100, 107, 113, 118, 125, 136, 141 and 149 was called for in the names of Councillors L. Dunne, D. Donnelly and L. DeCourcy

FOR: 13(Thirteen)

Councillors: W. Carey, L. DeCourcy, D. Donnelly, L. Dunne, H. Farrell, P. Holohan, M. Johansson, D. Loftus, R. Mannion, R. McMahon, L. O’Toole, J. Sinnott, N. Whelan.

AGAINST: 24(Twenty-Four)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, M. Duff, A. Edge, A. Hayes, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. McCrave, T. McDonald, D. McManus, E. Murphy, E. Ó Broin, S. O’Hara, B. Pereppadan, B. Pereppadan, A. Smyth, J. Spear, F. Timmons, J. Tuffy

As a result of the roll call vote the motion **AS AMENDED**, was **NOT AGREED**.

The Chief Executive’s recommendation was **AGREED** for Motions 9, 27, 40, 60, 71, 79, 87, 92, 100, 107, 113, 118, 125, 136, 141 and 149.

The members AGREED to consider motions 10, 28, 41, 61, 72, 80, 88, 93, 101, 108, 114, 119, 126, 137, 142 and 150 together.

M10/O626 Item ID:91774

Proposed by Councillor P. Holohan

Amendment 1 - Ballynakelly Newcastle

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M28/O626 Item ID:91894

Proposed by Councillor P. Holohan

Amendment 2 - Adamstown SDZ West

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M41/O626 Item ID:91895

Proposed by Councillor P. Holohan

Amendment 3 - Finnstown Castle

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on

this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M61/0626 Item ID:91896

Proposed by Councillor P. Holohan

Amendment 4 - Tubber Lane North

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M72/0626 Item ID:91898

Proposed by Councillor P. Holohan

Amendment 5 - Citywest

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M80/0626 Item ID:91899

Proposed by Councillor P. Holohan

Amendment 6 - St. Edmundsbury

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on

this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M88/0626 Item ID:91900

Proposed by Councillor P. Holohan

Amendment 7 - Edmondstown Road

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M93/0626 Item ID:91901

Proposed by Councillor P. Holohan

Amendment 8 - Kiltipper Road

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M101/0626 Item ID:91902

Proposed by Councillor P. Holohan

Amendment 9 - Knockmeenagh Framework Site

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M108/0626 Item ID:91903

Proposed by Councillor P. Holohan

Amendment 10 - Stonewall

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

current Housing Delivery Action Plan 2022-2026.

M114/0626 Item ID:91904

Proposed by Councillor P. Holohan

Amendment 11 - Coldcut Road

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M119/0626 Item ID:91905

Proposed by Councillor P. Holohan

Amendment 12 - Cherryfield Way

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M126/0626 Item ID:91906

Proposed by Councillor P. Holohan

Amendment 13 - Rathcoole

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M137/0626 Item ID:91907

Proposed by Councillor P. Holohan

Amendment 14 - Foxhunter

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

M142/0626 Item ID:91908

Proposed by Councillor P. Holohan

Amendment 15 - Ninth Lock Road

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

or both.

SDCC Housing Department through planning application agreement balance and manage the supply of social housing and affordable units under

Part V as part of its wider housing strategy for the County as set out in the current Housing Delivery Action Plan 2022-2026.

M150/0626 Item ID:91909

Proposed by Councillor P. Holohan

Amendment 16 - Liffey Valley MRC

SLO to be applied for the maximum level of social housing to be applied as a stipulation upon receiving planning permission for residential dwellings on this land. The 20% requirement to be applied as a requirement when lodging a planning application.

A proposed amendment submitted by Councillor L. Dunne, was withdrawn before being put to the floor.

Prior to the motions being put to the floor there was a discussion with contributions from Councillors E. Murphy, L. Dunne, J Tuffy and P. Holohan.

Mr. C. Ward, Chief Executive responded to the members.

It was proposed by Councillor P. Holohan, seconded by Councillor A. Edge and AGREED to withdraw Motions 10, 28, 41, 61, 72, 80, 88, 93, 101, 108, 114, 119, 126, 137, 142 and 150.

The members AGREED to consider Motions 11, 29, 42, 62, 73, 81, 89, 94, 102, 109, 115, 120, 127, 138, 143 and 151 together

M11/0626 Item ID:91786

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No. 1 - Ballynakelly Newcastle

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government department's, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M29/O626 Item ID:91913

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No. 2 - Adamstown SDZ West

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M42/O626 Item ID:91912

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.3 - Finnstown Castle

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

Map of Proposed Amendment as Published

M62/O626 Item ID:91988

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.4 - Tubber Lane North

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases IE pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

Map of Proposed Amendment as Published

M73/O626 Item ID:91914

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.5 - Citywest

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M81/O626 Item ID:91915

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.6 - Saint Edmundsbury

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not

concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

Map of Proposed Amendment as Amended in CE Report

M89/0626 Item ID:91916

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.7 - Edmondstown Road

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

Map of Proposed Amendment as Published

M94/O626 Item ID:91917

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.8 - Kiltipper Road

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

Map of Proposed Amendment as Published

M102/0626 Item ID:91918

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.9 - Knockmeenagh Framework Site

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible

for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M109/0626 Item ID:91919

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.10 - Stonewall

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M115/O626 Item ID:91920

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.11 - Coldcut Road

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions

that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M120/0626 Item ID:91921

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.12 - Cherryfield Way

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing

Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M127/O626 Item ID:91922

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.13 - Rathcoole

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

Map of Proposed Amendment as Published

M138/0626 Item ID:91923

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.14 - Foxhunter

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M143/0626 Item ID:91924

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.15 - Ninth Lock Road

To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission'.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

M151/0626 Item ID:91925

Proposed by Councillor P. Holohan, seconded by Councillor R. Mannion

Amendment No.16 - Liffey Valley MRC

To include an SLO on the lands as follows: ‘No bulk purchases on units built on these lands only individual private purchases permitted as stipulation on planning permission’.

REASON: Aimed to avoid bulk purchases i.e. pension funds, government departments, investors. To prioritise family's and first-time buyers becoming owners.

REPORT:

The Regulation of Commercial Institutional Investment in Housing (May 2021 Section 28 of the Planning and Development Act 2000) – Guidelines for Planning Authorities were published by the Department of Housing Local Government and Heritage. These guidelines restrict bulk-purchasing of new housing by institutional investors. They mandate planning conditions that ring-fence "own-door" houses and duplex units in developments of 5 or more units for individual owner-occupiers and social/affordable housing.

The Planning Authority is required to impose a planning condition on a site by site basis ensuring the applicant or any person with an interest in the land shall enter into an agreement with the planning authority that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

In addition, the Planning Authority reports to the Minister on the numbers of residential units subject to conditions on bulk-purchasing.

On this basis the suggested SLO is not required given that the appropriate national legislation and local planning conditions are in place to manage any potential Bulk-Buying on a site-by-site basis. Therefore, Bulk-Buying is not concern for the strategic rezoning of the subject lands and is assessed in detail via the planning application process.

CE Recommendation

No change to the proposed Variation

[Map of Proposed Amendment as Published](#)

An amendment to motions 11, 29, 42, 62, 73, 81, 89, 94, 102, 109, 115, 120, 127, 138 and 143 was proposed by Councillor L. Dunne and seconded by Councillor W. Carey as follows:

"To include an SLO on the lands as follows: 'No bulk purchases on units built on these lands No bulk purchases of residential units developed on these lands shall be permitted, with the exception of acquisitions by the County Council or AHBs for the purposes of meeting its statutory housing functions. Residential units shall otherwise be sold only to individual private purchasers, and this requirement shall be included as a condition of any planning permission granted. Remove: ~~only individual private purchases permitted as stipulation on planning permission~~"

A second amendment to Motions 11, 29, 42, 62, 73, 81, 89, 94, 102, 109, 115, 120, 127, 138 and 143 was proposed by Councillor M. Johansson and seconded by Councillor K. Keane as follows:

"To include an SLO on the lands as follows: 'No bulk purchases, except for provision of social, cost rental and affordable housing, on units built on these lands only individual private purchases permitted as stipulation on planning permission

A discussion followed with contributions from Councillors L. O'Toole, P. Holohan, K. Keane, J. Tuffy, L. Dunne, H. Farrell, M. Johansson, E. Murphy, E. Ó Broin. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the first amendment to 11, 29, 42, 62, 73, 81, 89, 94, 102, 109, 115, 120, 127, 138, and 143 was called for in the names of Councillors L. Dunne, R. Mannion and N. Whelan.

FOR: 23 (Twenty-Three)

Councillors: W. Carey, L. DeCourcy, D. Donnelly, M. Duff, L. Dunne, A. Edge, H. Farrell, A. Hayes, P. Holohan, M. Johansson, K. Keane, P. Kearns, G. Kenny, D. Loftus, R. Mannion, G. Moore, E. Ó Broin, L. O'Toole, D. Richardson, J. Sinnott, J. Spear, F. Timmons, N. Whelan

AGAINST: 16 (Sixteen)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, S. O'Hara, B. Pereppadan, B. Pereppadan, A. Smyth, J. Tuffy.

As a result of the Roll Call Vote the Motion **AS AMENDED** was **AGREED**

Councillor M. Johansson **WITHDREW** her **AMENDMENT** on Motions 11, 29, 42, 62, 73, 81, 89, 94, 102, 109, 115, 120, 127, 138, and 143 and it was agreed to take Motion 151 out of order.

An amendment to Motion 151 was proposed by Councillor M. Johansson, seconded by Councillor P. Holohan as follows:

“To include an SLO on the lands as follows: ‘No bulk purchases, **except for provision of social, cost rental and affordable housing**, on units built on these lands only individual private purchases permitted as stipulation on planning permission’.”

Following contributions from Councillors M. Johansson, D. McManus, J. Tuffy, P. Holohan, L. Dunne

A Roll Call vote on the amended Motion was called for in the names of Councillors M. Johansson, J. Spear and K. Keane.

FOR: 7 (Seven)

Councillors: D. Donnelly, P. Holohan, M. Johansson, K. Keane, G. Kenny, E. Ó Broin, J. Spear.

AGAINST: 30 (Thirty)

Councillors: S. Barnes, C. Brady, W. Carey, V. Casserly, Y. Collins, P. Cosgrave, L. DeCourcy, M. Duff, A. Edge, L. Dunne, A. Edge, H. Farrell A. Hayes, P. Kearns, B. Lawlor, D. Loftus, R. Mannion, L. McCrave, T. McDonald, R. McMahon, D. McManus, G. Moore, E. Murphy, S. O'Hara, B. Pereppadan, D. Richardson, A. Smyth, F. Timmons, J. Tuffy, N. Whelan

ABSTAIN: 1 (One)

Councillor: J. Sinnott

As a result of the Roll Call Vote the Motion **AS AMENDED, FELL**

Following a discussion with contributions from Councillors P. Holohan and J. Tuffy the Chief Executive's recommendation was **ACCEPTED** and **AGREED**

Amendments 2 - Adamstown SDZ West

M12/O626 Item ID:91698

Proposed by Councillor H. Farrell, seconded by Councillor L. O'Toole

Amendment No. 2 Adamstown SDZ West, Lucan That the Council reject the proposed residential zoning of Adamstown SDZ West and retain the existing zoning as Rural.

Reasons: - significant residential capacity remains available within existing SDZ lands; - public submissions consistently highlighted deficits in transport, community infrastructure, recreational facilities and service provision; - the rezoning would represent a further expansion of development before the completion and consolidation of existing planned communities

CE Response:

This motion seeks to reject the proposal as part of the Variation to rezone lands at Adamstown SDZ West to RES-N from their current RU (rural) zoning. The lands are located directly to the west of Adamstown SDZ, adjoining its western boundary.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Prematurity

The motion outlines concern in the context of ongoing development within the Adamstown and Clonburris SDZs and suggests it is premature to zone more land until these areas are completed.

The SDZ lands at Adamstown and Clonburris are on-going planned developments with phased infrastructure requirements in line with housing delivery. There is a need for the housing in these areas, and on other zoned land in the county, to be delivered to meet the housing targets. However, they are not sufficient on their own, as outlined in the Settlement Capacity Audit presented in the Report to Councillors at the Council Meeting in October 2025.

The revised National Planning Framework (NPF) places an obligation on the Planning Authority to ensure that sufficient land is available to meet

increased housing targets within the lifetime of the Development Plan. The Amendments in the proposed Variation have identified sufficient and suitable lands with additional capacity built in, to ensure that South Dublin can provide the target units needed to meet the demands of the growing population.

The Planning Authority must ensure a sufficient pipeline of zoned land to meet updated national targets, both for the short to medium term, such as these lands, and for the longer term. The proposed rezonings therefore form part of a plan-led, forward-looking approach to housing delivery, in addition to the provisions and delivery requirements of the respective planning schemes for the SDZs.

Accordingly, the Planning Authority is satisfied that the proposed variation is necessary and appropriate, ensuring alignment with the revised NPF, supporting compact growth in well-serviced locations, and maintaining a sufficient supply of deliverable lands to meet current and future housing demand.

Infrastructure Provision

The motion indicates that submissions to the Variation raised issues around infrastructure deficits.

The lands at Adamstown West are located adjacent to the Adamstown West SDZ, which, as outlined above, is a scheme with clear phasing requirements as part of housing development. A new phase of development cannot proceed until the required infrastructure set out in the scheme has been delivered.

The proposed Amendment for Adamstown West will benefit from the existing infrastructure but, as part of the proposed Variation through CS7 SLO4 will also be required to include the infrastructure necessary to ensure sustainable development on the lands. Specifically, the SLO requires that development complies with:

- No development to commence until Dart+SW has commenced construction;
- An infrastructure masterplan for water and wastewater upgrades as necessary;
- A masterplan informed by:
- Historic hedgerow protection,

- Historic hedgerow protection,
- A Social Infrastructure Audit
- A traffic and transport assessment including measures to alleviate impact
- A public open space audit to inform proposals for open space and recreation
- Provision for future infrastructure and access connections to the south and west including reservation for a future vehicular bridge should it be required.

Planning Authority considers that these issues are addressed through a clear, plan-led and infrastructure-driven framework anchored in both the Adamstown SDZ Planning Scheme and site-specific safeguards.

Further to this, the County Development Plan also provides for the Western Dublin Orbital Route to improve network resilience, subject to environmental protections and further review, alongside Objective SM6 SLO 1 to assess wider transport needs across the western area. The Council is commissioning an Area-Based Transport Assessment for the western county to identify short-, medium-, and long-term solutions, including interim measures and a full Transport Plan with public consultation. This approach will further enhance resilience in the wider transport network.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the Adamstown SDZ West, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

As outlined above, the Planning Authority must ensure that the housing targets can be delivered in the short-medium term on sites that are serviced and well located. Adamstown West meets these needs and can deliver on the requirement to meet the new housing targets and ensure that national policy on housing delivery and compact growth is achieved.

For these reasons it is recommended that the motion is rejected.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To reject the motion and to adopt Amendment No. 2 Adamstown SDZ West with the following amendment to CS7 SLO4 to reflect the recommendations in the CE Report (amendments in **bold**):

CS7 SLO4

Development on RES-N zoned lands to the west of Adamstown SDZ shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:

- a. Retention and enhancement of the east-west hedgerow in the northern part of the site as recorded on 1st Edition OS maps, unless required for wider movement needs,
- b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
- c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
- d. A Public Open Space Audit to inform proposals for public open space and recreational facilities, and
- e. Provision for future infrastructure and access connections to lands to the south and west, including reservation for a future vehicular bridge over the railway line, unless determined otherwise in writing by the planning authority; and
- f. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for in consultation with the Department of Education and Youth.**

Map of Proposed Amendment as Published

Following contributions from Councillors H. Farrell, J. Tuffy, W. Carey, M. Johansson, L. O'Toole, E. Murphy, A. Edge, L. Dunne, Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote was called for in the names of Councillors M. Johansson, L. O'Toole and H. Farrell.

FOR: 5(Five)

Councillors: D. Donnelly, H. Farrell, A. Hayes, M. Johansson, L. O'Toole,

AGAINST: 32(Thirty-Two)

Councillors: S. Barnes, C. Brady, W. Carey, V. Casserly, Y. Collins, P. Cosgrave, L. De Courcy, M. Duff, L. Dunne, A. Edge, P. Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, D. Loftus, R. Mannion, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S. O'Hara, B. Pereppadan, D. Richardson, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffy, N. Whelan.

As a result of the Roll Call Vote, the Motion **FELL**.

M13/O626 Item ID:91706

Proposed by Councillor L. O'Toole, seconded by Councillor E. Murphy

Amendment No. 2, Pg 48 - Adamstown SDZ West (DART+ Southwest) That this Council amends the Chief Executive's proposed amendment to CS7 SLO4 contained within Amendment No. 2 Adamstown SDZ West by replacing the reference to the commencement of DART+ Southwest with the following wording: 'No significant residential development other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ Southwest and associated rail capacity improvements are operational and demonstrate sufficient capacity to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor'

REASONS: DART+ Southwest forms a key component of the strategic transport infrastructure relied upon to support future growth within the wider Lucan, Adamstown and Clonburris corridor. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the area. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by the strategic transport infrastructure required to support sustainable communities and proper planning and sustainable development.

CE Response

The motion seeks to include an amend CS7 SLO4 attached to the Adamstown SDZ West Amendment in the proposed Variation as follows:

'No significant residential development other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ Southwest and associated rail capacity improvements are operational and demonstrate sufficient capacity to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor'

In terms of impact, the motion appears to be seeking to ensure that no housing is commenced until such time as the Dart+SW is operational and has sufficient capacity to accommodate the populations of Lucan, Adamstown and Clonburris.

Proposed Specific Local Objective (SLO) for Adamstown SDZ West that went out on public display, in relation to Dart+SW stated:

CS7 SLO4: Development on RES-N zoned lands north of Adamstown SDZ West shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction.

Additional wording was recommended by the Chief Executive in the CE Report to facilitate development should an equivalent rail service to Dart+SW be delivered which would be unlikely to require the additional rail infrastructure needed by Dart+SW, as follows (**bold text**):

1. Development may not commence until Dart+ Southwest **or the commencement of an equivalent rail service to the Dart** has commenced construction **or operation, as may be relevant.**

Public Transport Provision

Bus Service

The Planning Authority has proposed these lands based on their ability to benefit from proximity to Adamstown Station and planned BusConnects services. It is noted that once the various roads are available for use by buses, this site is intended to be served by the C2, which the NTA indicates has 8 services in the peak hour. These lands are immediately adjacent to existing road infrastructure, being at the termination point of Adamstown Way on which the C2 travels from Adamstown Station to Sandymount by way of Shackleton Drive. The route currently runs down Aderrig Park Avenue as a temporary route until such time as there is connection further to the west of the SDZ to the Celbridge Link Road. While the current bus route is generally within walking distance from the Adamstown West lands, that distance will shorten over time increasing the appeal of the service.

Active Travel

Adamstown SDZ West is located immediately west of the Adamstown SDZ and the established active travel network of pedestrian and cycle routes with strong connections to Adamstown and the wider area. The SDZ already incorporates robust and extensive active travel infrastructure, linking southwards to the Grand Canal Greenway, with further strategic routes planned under Cycle South Dublin. The SLO requires a masterplan-led

approach that prioritises connectivity, and permeability, between the existing SDZ and the variation lands.

Enhanced active travel provision will also support modal shift and help optimise capacity on existing and planned public transport services, including bus routes and rail connections.

DART+SW

The SLO attached to Adamstown SDZ West links development to the commencement of DART+ South West. In their submission, the NTA suggested that development at Adamstown West need not be strictly tied to the commencement of DART+ Southwest construction. However, the Planning Authority considers that it is nonetheless important that the enhanced rail service is committed to in order to facilitate efficiencies in the wider public transport network and to encourage modal shift as a behavioural norm, and therefore the link is appropriate.

However, requiring that DART+ Southwest be not only commenced but also operational prior to any commencement of construction of housing would introduce an undue level of uncertainty and dependency on operational timelines that are outside the control of the Planning Authority and risk stalling sustainable growth.

The approach taken by the Planning Authority, to link development to the commencement of Dart+SW is considered to strike an appropriate and proportionate balance between ensuring alignment with strategic transport investment and allowing for orderly, plan-led development.

It is noted that the Dart+ SW is a strategic project with planning approval and will serve the future residents of the subject lands.

Critically, the SLO also mandates a comprehensive masterplan, integrated with the Adamstown SDZ Planning Scheme, alongside a detailed Transport and Traffic Assessment that must address cumulative impacts and demonstrate deliverable measures to secure access to high-capacity public transport, including the existing Bus Connects service, in accordance with national guidelines.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period.

They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Adamstown SDZ West, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Adamstown SDZ West is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

Public transport to serve Adamstown SDZ West will be facilitated both by accessible high-frequency bus services and by its proximity to the train station. Active travel infrastructure is also adjacent for those who choose to walk or cycle to their destination. It is considered strategically important that the Chief Executive's recommended SLO in relation to Dart+SW is retained in its current form, as it strikes an appropriate and proportionate balance between ensuring alignment with strategic transport investment and allowing for orderly, plan-led development. In contrast, the proposed change put forward by the motion would, notwithstanding that construction on Dart+ SW may have been commenced, create undue uncertainty and prejudice the delivery of housing to meet the NPF targets.

The absence of the Dart+SW does not in itself preclude the delivery of a high standard of residential amenity and sustainable transport access for future residents of these lands.

Furthermore, the motion SLO as worded is difficult to assess compliance with. The Chief Executive would not recommend a phasing style SLO linked to a variable such as a rail service frequency/ capacity which is open to change. The assessment of compliance with 'significant residential' and 'demonstrating sufficient capacity' will provide uncertainty. Such uncertainty will impact on the timely delivery of housing at this appropriate location.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To reject the motion.

Cllr submitted Timeline Visual

Map of Proposed Amendment as Published

An amendment to the Motion was proposed by Councillor M. Johansson and seconded by Councillor W. Carey as follows:

“No significant residential develop other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ Southwest, **or an equivalent rail service, is operational**”

Following a discussion with contributions from Councillors L. O’Toole, M. Johansson, J. Tuffy, A. Hayes and V. Casserly, Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the **AMENDED** wording was called for in the names of Councillors L. O’Toole, M. Johansson and F. Timmons.

FOR: 19(Nineteen)

Councillors: W. Carey, L. DeCourcy, D. Donnelly, L. Dunne, H. Farrell, A. Hayes, P. Holohan, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion, E Ó Broin, L. O’Toole, D. Richardson, J. Sinnott, J. Spear, F. Timmons, N. Whelan.

AGAINST: 18(Eighteen)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, M. Duff, A. Edge P. Kearns, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, S. O’Hara, Baby Pereppadan, A. Smyth, J. Tuffy.

As a result of the Roll Call Vote the Motion **AS AMENDED** was **AGREED**.

M14/O626 Item ID:91707

Proposed by Councillor L. O’Toole, Councillor, seconded by Councillor H. Farrell

Amendment No. 2, Pg 48 - Adamstown SDZ West (Luas to Lucan) That this Council amends the Chief Executive's proposed amendment to CS7 SLO4

contained within Amendment No. 2 Adamstown SDZ West by inserting the following additional requirement: "No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for Luas to Lucan TII Project Management Guidelines Phase 5 Detailed Design and Procurement has been reached." REASONS: Luas to Lucan has been a longstanding strategic transport objective for the wider Lucan corridor. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the area. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by strategic public transport infrastructure consistent with proper planning and sustainable development.

CE Response:

The motion seeks to include an additional point into CS7 SLO4 attached to the Adamstown SDZ West Amendment in the proposed Variation as follows:

"No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for Luas to Lucan TII Project Management Guidelines Phase 5 Detailed Design and Procurement has been reached."

The reason for the motion outlines that the scale of existing and proposed development within what is described as the Lucan, Adamstown and Clonburris corridor warrants the delivery of strategic public transport infrastructure.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

The growth referred to in Adamstown and Clonburris is part of phased development aligning housing with specified social and physical infrastructure. In this regard, both SDZ schemes were planned adjacent to the existing fixed rail line with associated delivery of train stations. The capacity of the rail line will be further enhanced by the permitted Dart+SW.

Lucan Luas

As it stands, the recommendation in the SLO for the Adamstown SDZ West lands by the Chief Executive includes a phasing of development with the commencement of Dart+SW. It is noted that the Dart+ SW is a strategic project with planning approval and will actively serve the future residents of the subject lands.

The Chief Executive carefully considered the principle and wording of the SLO for the Dart+ SW and on balance, considers it to be appropriate. The Chief Executive would caution on linking the commencement of specific residential lands to a strategic transport project at zoning stage as this would effectively pre-determine the transport accessibility of the lands in advance of the detailed, evidence-based assessment that is properly

undertaken at planning application stage. Such an approach would lack a clear evidential basis, given that strategic transport infrastructure serves wide catchments and is not designed to unlock individual sites in isolation.

The proposed motion to include an additional point in the SLO to restrict the commencement of residential development until a funded delivery programme for the Luas to Lucan has been reached is seen as unduly restrictive given the existing bus services and trains services adjacent to the lands and the inclusion in the SLO of phasing aligning with the commencement of the Dart+SW.

The Council fully supports the delivery of Lucan Luas as a key strategic objective, and this is reflected in the County Development Plan. The NTA has outlined the Lucan Luas is at the emerging preferred route stage and this route will go out for public consultation in Q3 this year. Following the public consultation, the route will be considered further to advance the final route.

At this time and having regard to the other public transport and active travel options for the lands, it would be disproportionate to link the delivery of residential development at Adamstown SDZ West to a specific later-stage milestone in the project lifecycle, particularly one dependent on funding and approvals outside the control of the Planning Authority. Furthermore, the funding of the project is a variable that may be later withdrawn.

The National Transport Authority's submission to the variation emphasises the importance of a balanced, evidence-based approach to land use and transport integration, prioritising compact growth and Transport Oriented Development in accessible locations as a means of promoting sustainable travel while avoiding unnecessary delays to housing delivery.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the Adamstown SDZ West lands, to meet the housing shortfall for 2028

with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the Adamstown SDZ West lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Adamstown SDZ West is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth. The Council fully supports the delivery of Lucan Luas as a key strategic objective and this is reflected in the County Development Plan.

It is considered that this motion, providing a SLO linking to the funding of Lucan Luas will undermine the timely delivery of housing on this site. Such an approach lacks a clear evidential basis, given that strategic transport infrastructure serves wide catchments and is not designed to unlock individual sites in isolation.

The absence of Lucan Luas does not in itself preclude the delivery of a high standard of residential amenity and sustainable transport access for future residents of these lands. Residential amenity and accessibility will be assessed on the basis of the full range of existing and planned transport measures at planning application stage and should not be contingent on the progression of a single project in the wider catchment such as Lucan Luas.

CE Recommendation

To reject the motion

[Cllr submitted Timeline Visual Rev1](#)

[Map of Proposed Amendment as Published](#)

Following contributions from Councillors L. O'Toole, J. Tuffy and L. DeCourcy, Mr. E. Burke, Director of Service responded to the members.

A Roll Call Vote was called for in the names of Councillors M. Johansson, H. Farrell and G. Kenny.

FOR: 6(Six)

Councillors: V. Casserly, H. Farrell, M. Johansson, E. Ó Broin, L. O'Toole, F. Timmons

AGAINST: 31(Thirty-One)

Councillors: S. Barnes, C. Brady, W. Carey, Y. Collins, P. Cosgrave, L. De Courcy, D. Donnelly, L. Dunne, A. Edge, A. Hayes, P. Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, D. Loftus, R. Mannion, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, S. O'Hara, B. Pereppadan, B. Pereppadan, D. Richardson, J. Sinnott, A. Smyth, J. Spear, J. Tuffy, N. Whelan.

As a result of the Roll Call Vote the Motion **FELL**.

The Chief Executive's recommendation was **ACCEPTED** and **AGREED**

M15/O626 Item ID:91708

Proposed by Councillor L. O'Toole, seconded by Councillor H. Farrell

Amendment No. 2, Pg 48 - Adamstown SDZ West (Western Orbital Route)
That this Council amends the Chief Executive's proposed amendment to CS7 SLO4 contained within Amendment No. 2 Adamstown SDZ West by inserting the following additional requirement: "No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for the Western Orbital Route (N7-N4 Link) has been established." REASONS: The Western Orbital Route has long been identified as strategic transport infrastructure required to support growth within the wider Lucan, Adamstown and Clonburris corridor. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the area. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by the strategic transport infrastructure necessary to support sustainable communities and proper planning and sustainable development.

CE Response:

The motion seeks to include an additional point into CS7 SLO4 to state:

" No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for the Western Orbital Route (N7-N4 Link) has been established."

It is indicated in the reason that this addition to the SLO is ‘to strengthen the planning framework to ensure future growth is accompanied by the strategic transport infrastructure necessary to support sustainable communities and proper planning and sustainable development.’

Western Orbital Route

Table 7.5 in the County Development Plan as adopted sets out the Six Year Road Programme. It includes what is called the ‘Western Dublin Orbital Route’. The description of this route is set out in the table as:

‘New road from the N7 to the N4 Leixlip Interchange with an extension to the N81’.

The table also includes a Function of the road, which is described as:

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

In addition, the County Development Plan includes Objective SM6 SLO 1—*to comprehensively assess transport needs across the wider western area, including Rathcoole, Saggart, Newcastle and their hinterlands.*

It is recognised that congestion is also an issue for the Lucan area. In this regard, the Council is engaging consultants to identify the transport needs and solutions for the western area of the County which will include Lucan. It

is envisaged that the Transport Assessment and Transport Plan will be developed using an Area-Based Transport Assessment (ABTA) methodology, in accordance with TII and NTA guidance, and that one or more Local Transport Plans will be prepared. The process is expected to include public consultation and will assess existing and future travel demand across all transport modes, review existing and planned transport infrastructure and services, identify the need for additional transport interventions, assess options including phasing and cost implications, and identify an integrated package of transport solutions.

In parallel, the transport study will include the identification of interim measures to address existing traffic and mobility challenges in the short to medium term. This ensures that development can proceed in a managed and responsive manner while longer-term strategic solutions are being defined and progressed. The Council is taking a proactive, structured, and transparent approach, including public consultation and environmental assessment. This is a more appropriate and sustainable framework than tying all development to a single infrastructure trigger in advance of the study's conclusions.

Introducing the amendment proposed by the motion would result in an overly restrictive approach to development of the lands, especially in the context of potential interim solutions to traffic congestion and to the context of this site which is well served by public transport.

In this context, the amendment is inappropriate and risks the delivery of housing. The proposed SLO in the Variation and the existing policy framework in the CDP alongside the progression of identifying transport solutions for the western area of the county will ensure that transport infrastructure requirements will be appropriately assessed and phased to align with development.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Adamstown SDZ West Lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The Adamstown SDZ West lands are well-located relation to public transport and have options on the road network to access the N4 along the Celbridge Link Road.

It is considered that this motion, providing a SLO linking to the funding of a Western Orbital road will undermine the timely delivery of housing on this site. Consideration of funding for the Western Orbital is premature pending the west of county Transport Plan.

CE Recommendation

To reject the motion amending the SLO and to adopt Amendment No. 2 Adamstown SDZ West with the following amendment to CS7 SLO4 to reflect the recommendations in the CE Report (changes in **bold**):

CS7 SLO4

Development on RES-N zoned lands to the west of Adamstown SDZ shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the

cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:

- a. Retention and enhancement of the east-west hedgerow in the northern part of the site as recorded on 1st Edition OS maps, unless required for wider movement needs,
- b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
- c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
- d. A Public Open Space Audit to inform proposals for public open space and recreational facilities, and
- e. Provision for future infrastructure and access connections to lands to the south and west, including reservation for a future vehicular bridge over the railway line, unless determined otherwise in writing by the planning authority; and
- f. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for in consultation with the Department of Education and Youth.**

Map of Proposed Amendment as Published
Timeline Visual Rev1

The Members **AGREED** to accept the Chief Executive's recommendation.

M16/O626 Item ID:91709

Proposed by Councillor L. O'Toole, seconded by Councillor H. Farrell

Amendment No. 2, Pg 48 - Adamstown SDZ West (Strategic Bus Services)

That this Council amends the Chief Executive's proposed amendment to CS7 SLO4 contained within Amendment No. 2 Adamstown SDZ West by inserting the following additional requirement: "No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until enhanced and dedicated bus services serving Adamstown and Clonburris independent of existing Lucan public transport service

capacity have been established and are operational." REASONS:
Adamstown and Clonburris have experienced significant population growth and are planned to accommodate substantial additional development. Future transport provision should include dedicated bus services designed to serve the needs of these communities and should not be reliant on existing Lucan public transport capacity. The attached timeline visual demonstrates the historic mismatch between housing delivery and transport infrastructure delivery within the wider Lucan, Adamstown and Clonburris corridor. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by the public transport infrastructure necessary to support sustainable communities and proper planning and sustainable development.

CE Response

The motion seeks to include an additional point into CS7 SLO4 attached to the Adamstown SDZ West Amendment in the proposed Variation as follows:

"No development, other than infrastructure necessary to facilitate strategic transport infrastructure, shall commence until enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational."

It is indicated in the reason for the motion that the lands at Adamstown SDZ West are part of a wider growth corridor within what is described as Lucan, Adamstown and Clonburris. It is indicated that future transport provision should include dedicated bus services designed to serve the needs of these communities and should not be reliant on existing Lucan public transport capacity. The motion contains an infrastructure timeline infographic.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Wider Growth

The growth referred to in Adamstown and Clonburris is part of phased development aligning housing with specified social and physical infrastructure. In this regard, both SDZ schemes were planned along the rail line with associated delivery of train stations. The NTA has recently advised that consultation for new bus routes for Clonburris will take place this summer. NTA have also advised of a review of the C routes in Adamstown, in operation since 2021, with a view to improving them. It has been acknowledged by NTA that additional capacity will be required to meet demand from the growing population.

Adamstown Area – Bus Services

In terms of public transport, utilising the SLO to ensure integration with Adamstown SDZ, and once roads are available for use by buses, this site is intended to be served by the C2, which the NTA indicates has 8 services in the peak hour. These lands are immediately adjacent to existing road infrastructure, being at the termination point of Adamstown Way on which the C2 travels from Adamstown Station to Sandymount by way of Shackleton Drive. The route currently runs down Aderrig Park Avenue as a temporary route until such time as there is connection further to the west of the SDZ to the Celbridge Link Road. While the current bus route is generally within walking distance from the Adamstown West lands, that distance will shorten over time increasing the appeal of the service.

The SLO as part of the proposed Variation requires a traffic and transport assessment informing the masterplan for the lands as follows:

4. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands,

d. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines.

The SLO sets out a clear and structured requirement for a masterplan-led approach to the development of the lands, supported by a Transport and Traffic Assessment. This ensures that all transport-related matters, including cumulative impacts arising from surrounding development, are carefully examined and addressed in a coordinated manner, while also taking account of environmental considerations and the need for sustainable mobility.

In parallel, the Council continues to actively engage with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to influence the delivery of bus services to support existing and planned

growth. It is therefore considered that the SLO caters for the impact of growth and the traffic and transport planning for the lands.

Linking the timing of development to the delivery of strategic bus services, some of which would operate outside the lands e.g. Clonburris, would create uncertainty for the delivery of housing and is not consistent with the statutory planning function.

The proposed requirement to link development commencement to the prior operation of dedicated bus services is therefore not supported. Service routing, frequency and efficiency must respond to overall demand and network performance. To link restrictions for lands where the delivery of housing is served by an existing Bus Connect route would not be appropriate.

Notwithstanding the proposed lands will be served by the C2 BusConnects route, the Council will continue to engage proactively with the NTA to ensure that service provision reflects growth in Adamstown, Clonburris and Adamstown West.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Adamstown SDZ West, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Adamstown SDZ West is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

Imposing a requirement preventing residential development until *‘enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational’* risks undermining the timely delivery of

housing in an area where high-capacity public transport exists and further is planned.

It is considered that this motion, providing a SLO restricting development of housing on the lands until '*enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational*' will undermine the timely delivery of housing on this site. Furthermore, the motion SLO as worded is difficult to assess compliance with.

The Chief Executive would not recommend a phasing style SLO linked to a variable such as a bus service frequency or route which are open to change. The assessment of compliance with 'enhanced' and 'dedicated bus services serving Adamstown and Clonburris' will provide uncertainty and impact on the timely delivery of housing at this appropriate location.

It is recommended that this motion is rejected.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To reject the motion.

[CLlr submitted Timeline Visual Rev1](#)

[Map of Proposed Amendment as Published](#)

The Members **AGREED** to accept the Chief Executive's recommendation.

M17/0626 Item ID:91748

Proposed by Councillor C. Brady, seconded by Councillor S. O'Hara

Amendment No. 2 Adamstown SDZ West. To add SLO To support the provision of community parking on lands identified under Variation No. 2 within the Adamstown area, to serve existing and future residents, visitors and community uses, and to be delivered in a co-ordinated manner as part of the overall development of these lands, and to ensure that such facilities are designed and laid out to allow for future adaptation or redevelopment, having regard to changes in transport provision and demand over time.

Reason: To support existing and future parking demand in Adamstown in a planned and co-ordinated manner, while ensuring flexibility for such lands

and facilities to be repurposed over time in line with changes in public transport provision, travel patterns and wider infrastructure delivery, similar to approaches under consideration in Clonburris.

CE Response

This motion seeks to add an SLO to Amendment 2 of the proposed Variation to read:

‘To support the provision of community parking on lands identified under Variation No. 2 within the Adamstown area, to serve existing and future residents, visitors and community uses, and to be delivered in a co-ordinated manner as part of the overall development of these lands, and to ensure that such facilities are designed and laid out to allow for future adaptation or redevelopment, having regard to changes in transport provision and demand over time.’

The reasons put forward for the motion include the need to support existing and future parking demand in Adamstown in a planned and co-ordinated manner while allow for repurposing of the community parking areas over time as public transport provision and travel patterns change. It indicated that this would be similar to approaches under consideration for Clonburris.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of carparking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no.spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Community Parking

The Council is engaged in a study in relation to Sustainable Transport Hubs as funded in the Capital Programme 2026-2028. This study is ongoing and is to examine the provision of sustainable transport hubs to promote behavioural change to sustainable modes and reduce car ownership and dependency, where compact residential development is accompanied by neighbourhood parking facilities that prioritise shared and sustainable transport modes as well as providing some space for other vehicles.

In addition, the Chief Executive has made a recommendation on foot of Item 91933, relating to these and other Variation lands that the Planning Authority will *‘carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.’*

The addition of a specific requirement to provide “community parking” at this stage may risk pre-empting the outcomes of the implementation review recommended by the Chief Executive and the sustainable transport hub study.

There is a concern that the term 'community parking' is undefined and it is unclear how that relates to the overall car parking standards in the Sustainable Residential Development and Compact Settlement

Guidelines. In this context, the provision of a SLO for these lands in the absence of clarity is not recommended at this time. An objective in the written text is recommended.

Conclusion

It is recognised that car parking is an issue in certain areas including in Adamstown. While a community parking approach may be appropriate, the solutions to car parking within the lands will come forward through the requirement in the masterplan for a traffic and transport assessment. It is also noted that the Chief Executive has made a commitment, on foot of a recommendation to another motion, that the Planning Authority will carry out a car parking review to inform the future approach to car parking and realisable solutions to the current issues arising, within the scope of the relevant national policy.

CE Recommendation

To amend the motion to add an objective to the County Development Plan that states

'To investigate and research the potential of shared car storage and sustainable transport hubs to promote behavioural change to sustainable modes and reduce car ownership and dependency and promote their provision as part of compact residential developments.'

Map of Proposed Amendment as Published

Following a contribution from Councillor C. Brady, Mr. E. Burke, Director of Services responded to queries raised.

The Members **AGREED** to accept the Chief Executive's recommendation.

M18/0626 Item ID:91752

Proposed by Councillor W. Carey, seconded by Councillor F. Timmons

Proposed Amendments to Variation no 2.- Adamstown SDZ West - Page 48
Motion: This Council agrees to amend Variation No. 2 (Amendment No.10) to read: 'Development should only proceed following the construction of a shared pedestrian/cycle connection from the junction of the Celbridge Rd/New Celbridge Link Rd to the junction of the Celbridge Rd/Cooldrinagh Lane.'

Reason: This being an 'Active Travel' improvement measure to the west, enabling newer communities to travel safely via the new Celbridge Link Rd-Celbridge Rd-Cooldrinagh Lane-N4 Footbridge-Cooldrinagh Ln Nth-Leixlip Rd/Village/St Catherine's Park and beyond.

Proposed by, Cllr Loftus, Carey, Dunne, Whelan & Mannion

CE Response

This motion seeks to amend CS7 SLO4, as follows:

Development should only proceed following the construction of a shared pedestrian/cycle connection from the junction of the Celbridge Rd/New Celbridge Link Rd to the junction of the Celbridge Rd/Cooldrinagh Lane.

The Planning Authority notes that the motion refers to Amendment 10, which is Stonewall in the variation, however states Adamstown SDZ West and references page 48 in the CE Report which relates to same. Therefore, it is considered that the motion being proposed was for variation lands at Adamstown SDZ West.

Active Travel Route – Cooldrinagh link

The development of safe and accessible walking and cycling infrastructure is strongly supported as part of the Council's broader commitment to sustainable transport and active travel.

It is noted that the National Transport Authority (NTA), through the Greater Dublin Area Cycle Network Plan and initiatives such as SDCC's Cycle South Dublin programme, continues to review, develop and prioritise active travel schemes across the County. These programmes are designed to respond to current and projected demand, ensuring that investment is directed in a coordinated and strategic manner through SDCC via the NTA. In this regard, opportunities for additional links, including the route referenced in the motion, can be considered as part of these wider programmes via the funding mechanisms provided from the NTA.

Notwithstanding this, it is considered that the proposed SLO wording amendment, which would make the commencement of development contingent upon the prior delivery of a specific off-site pedestrian and cycle connection, outside the redline of the lands, may be overly restrictive in the context of the established transport framework for the area, notably those in Adamstown SDZ, an area which already benefits

from a comprehensive and well-integrated active travel network, including high-quality pedestrian and cycle connections linking:

- The Grand Canal Greenway;
- Clonburris SDZ and Clondalkin Village;
- Local schools, neighbourhood centres and rail stations; and
- Dublin City Centre (along the canal)

These existing and planned connections, together with access to high-frequency public transport services, provide a strong and sustainable mobility framework for both existing and future residents.

While the Planning Authority is supportive of the investigation and potential delivery of additional active travel connections, it is considered more appropriate that such infrastructure is planned, prioritised and delivered through the relevant transport agencies and programmes in the Council, rather than being directly tied to the commencement of residential development without the relevant funding or programme for delivery.

This may also have the unintended effect of placing disproportionate emphasis on a single route, potentially impacting the prioritisation and delivery of other active travel projects ongoing or planned across the County, which are being advanced based on strategic need and available resources, in the interest of housing delivery as per the NPF requirements, impacting spatial equity elsewhere in SDCC.

The Planning Authority will continue to engage with the NTA and other relevant stakeholders to support and promote enhanced active travel connectivity in the area, including the potential for future links of the nature proposed. However, it is considered that the existing policy and SDZ framework already provides for a high level of accessibility and connectivity, and that additional linkages can be appropriately progressed in a coordinated manner without constraining the timely delivery of housing on the lands.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Adamstown West lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Adamstown SDZ West is well located to deliver on the requirement to meet the new housing targets and ensure that national policy on housing delivery and compact growth is achieved. While the Planning Authority supports the principle of new active travel routes, it is considered more appropriate that such infrastructure is planned, prioritised and delivered through the relevant transport agencies and programmes in the Council, rather than being directly tied to the commencement of residential development without the relevant funding or programme for delivery.

The proposed Active Travel route should be considered as part of a review to Cycle South Dublin Programme.

CE Recommendation

To amend the motion and to adopt Amendment No. 2 Adamstown SDZ West with the following amendment to CS7 SLO4 to reflect the recommendations in the CE Report (changes in **bold**):

Development on RES-N zoned lands to the west of Adamstown SDZ shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning

authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:

- a. Retention and enhancement of the east-west hedgerow in the northern part of the site as recorded on 1st Edition OS maps, unless required for wider movement needs,
- b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
- c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
- d. A Public Open Space Audit to inform proposals for public open space and recreational facilities, and
- e. Provision for future infrastructure and access connections to lands to the south and west, including reservation for a future vehicular bridge over the railway line, unless determined otherwise in writing by the planning authority; and
- f. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for in consultation with the Department of Education and Youth.**

Map of Proposed Amendment as Published

Following a contribution from Councillor W. Carey, Mr E. Burke, Director of Services responded.

The Members **AGREED** to accept the Chief Executive's recommendation.

M19/O626 Item ID:91757

Proposed by Councillor W. Carey

Amendment to Variation No 2. Adamstown SDZ West - Page 48 Motion:
This Council agrees to amend point 1 in CS7 SLO4 to read: Development may not commence until Dart+ Southwest or an equivalent rail service has

completed construction and is operational'. Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents of the area. Proposed by Cllr's Carey, Dunne, Whelan and Mannion

It was proposed by Councillor W. Carey, seconded by Councillor A. Edge and **AGREED** to **WITHDRAW** the Motion.

M20/O626 Item ID:91778

Proposed by Councillor C. Brady

Amendment 2(Adamstown SW) Amend the proposed SLO no 1 to delete: Development may not commence until Dart+ Southwest or the commencement of an equivalent rail service to the Dart has commenced construction or operation, as may be relevant. And replace with: That development shall not commence in advance of the delivery of additional capacity on the rail service to Adamstown and Kishoge, and that the occupation of residential units be subject to the commencement and operation of the Dart+ South West service, or the commencement of an equivalent rail service to the Dart.

Reason: The current rail infrastructure is already operating at full capacity and urgently needs to be upgraded before additional demand comes onstream. Homes must be delivered hand in hand with the necessary increased infrastructure, therefore the population along this rail corridor should not be increased until Dart+ South West is operational.

As the Members had **AGREED** Motion 13, already considered, this Motion (20) must **FALL**

The Motion **FELL**

M21/O626 Item ID:91929

Proposed by Councillor D. Loftus

Proposed Amendments to Variation no 2.- Adamstown SDZ West - Page 48
Motion: This Council agrees to amend Variation No. 2 (Amendment No.10) to read: 'Development should only proceed following the construction of a shared pedestrian/cycle connection from the junction of the Celbridge Rd/New Celbridge Link Rd to the junction of the Celbridge Rd/Cooldrinagh

Lane.' Reason: This being an 'Active Travel' improvement measure to the west, enabling newer communities to travel safely via the new Celbridge Link Rd-Celbridge Rd-Cooldrinagh Lane-N4 Footbridge-Cooldrinagh Ln Nth-Leixlip Rd/Village/St Catherine's Park and beyond.

Mr E. Burke, Director of Services reminded the meeting of the outcome of Motion 18 already considered. He advised that as the Members had AGREED to accept the Chief Executive's recommendation on Motion 18, this Motion 21 must now **FALL**.

The Motion **FELL**

M22/O626 Item ID:91951

Proposed by Councillor W. Carey

Amendment 2 - Adamstown West - Motion: This Council agrees to amend point 1 in CS7 SLO4 to insert: 'and the Bus Connects network redesign or equivalent bus service for the Adamstown area is fully operational' at the end of the existing point 1 Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents Proposed by Cllr Carey, Dunne, Whelan & Mannion

It was proposed by Councillor W. Carey, seconded by Councillor A. Edge and **AGREED** to **WITHDRAW** the Motion.

It was agreed to take Motion 24 and subsequent motions next and return to Motion 23.

M24/O626 Item ID:91953

Proposed by Councillor W. Carey, seconded by Councillor L. O'Toole

Amendment 2 - Adamstown West

Motion: This Council agrees to insert a new point 3i in CS7 SLO4 to read: 'The masterplan should include provision for a vehicular bridge across the rail line at a location as deemed appropriate during the master planning process.' Reason: To improve transport access from Adamstown West to the

adjoining lands to the south of the rail line Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Response:

This motion seeks to amend point 3 of the SLO of Adamstown SDZ West of the proposed Variation to insert (as per below recommendation):

3 i 'The masterplan should include provision for a vehicular bridge across the rail line at a location as deemed appropriate during the master planning process.'

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In

particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Future Connections

The SLO as part of the proposed Variation requires a traffic and transport assessment informing the masterplan for the lands as follows:

A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address,

And

Provision for future infrastructure and access connections to lands to the south and west, including reservation for a future vehicular bridge over the railway line, unless determined otherwise in writing by the planning authority.

This is further supplemented by the requirement Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, in addition to understand the requirements for futures connections and integration with SDZ and wider surrounding lands.

The SLO sets out a clear and structured requirement for future infrastructure access connections to lands to the south and west within the existing wording SLO, as well as a reservation for a future vehicular bridge over the railway line, as required, unless determined otherwise in writing by the planning authority.

Therefore, it is considered that the SLO is appropriately and adequately worded as currently recommended and that no change be made as sufficient provision exists within the existing wording to establish a clear understanding of the future needs for the proposed variation lands, whilst taking into account the surrounding context and access requirements over the railway line.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Adamstown SDZ West, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Adamstown SDZ West is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

It is considered that the wording of the recommended SLO is adequate and covers the items in motion, including a masterplan and connections/vehicular bridge, as required.

It is recommended that this motion is rejected.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

No change recommended, motion content in the proposed variation

A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning

authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address,

And

Provision for future infrastructure and access connections to lands to the south and west, including reservation for a future vehicular bridge over the railway line, unless determined otherwise in writing by the planning authority

Map of Proposed Amendment as Published

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

Amendments 3 - Finnstown Castle

The Members agreed to consider motions 30, 31, 32 and 33 together

M30/0626 Item ID:91697

Proposed by Councillor H. Farrell, seconded by Councillor M. Johansson

Amendment No. 3 Finnstown Castle, Lucan That this Council reject the proposed rezoning of Finnstown Castle and retain the existing zoning as Open Space. Reasons: - significant undeveloped residential capacity remains available elsewhere within the county; - substantial concerns were raised by the public regarding cumulative infrastructure impacts, transport capacity, community facilities and quality of life; - the lands perform an important role in maintaining landscape character and settlement separation from the housing surrounding it and form part of the original curtilage of the Protected Structures of Finnstown Castle and Finnstown House; - the rezoning is premature pending the substantial completion of existing strategic growth areas in the county, existing zoned land, and all supporting infrastructure and services necessary for the Quality of Life of existing and planned residents.

CE Response:

This amendment is in relation to the rezoning of lands at Finnstown Castle that are currently zoned Objective OS to RES under Variation No. 2 of the South Dublin County Development Plan 2022-2028. The rezoning went out to public consultation with an accompanying specific local objective (SLO) as follows, with additional text recommended in the CE Report in **bold**:

CS7 SLO3

Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until DART+ South West **or an equivalent rail service** has commenced construction **or operation, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
 - b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
 - d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
 - e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
 - f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and

g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

It should be noted that the approach undertaken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Record of Protected Structures

The motion reason raises concern relating to the historic significance of Finnstown House (RPS 112), a Protected Structure. However, it is important to clarify that the proposed rezoning does not alter or diminish the statutory protection afforded to these structures, their curtilage, or their setting. The rezoning process simply establishes the land-use framework at a strategic level. Therefore, all lands in proximity or associated with the RPS remain subject to the full rigour of heritage protection policies and objectives set out in the South Dublin County Development Plan 2022–2028.

Furthermore, the Specific Local Objective (SLO) for the Finnstown Castle lands provides a robust mechanism to ensure that any future development proposals respond sensitively and appropriately to the historic context. In particular, it requires the preparation of a Design Statement and supporting heritage documentation to demonstrate how the proposal respects the setting, curtilage and special interest of the Protected Structures. These will include the preparation of Conservation Reports and, where necessary, Architectural Heritage Impact Assessments.

Landscape Character and Separation from Existing Build Form

The motion reason raises concerns regarding the landscape character of the Finnstown Castle lands, including their role as open greenfield lands and as a visual and environmental buffer between Adamstown, Lucan Village and surrounding infrastructure.

The proposed rezoning does not disregard these landscape sensitivities. Instead, it is framed to ensure that landscape character is protected to the degree possible. It is noted that the lands are within a landscape character type described in South Dublin's Landscape Character Assessment, adopted as part of the County Development Plan, as 'Urban Fringe / Periurban'. Therefore, while the lands are currently open in character, they are within a wider urban character landscape. The Finnstown Castle Specific Local Objective (SLO) requires that the key natural heritage features—particularly historic hedgerows, tree lines and defining features of the demesne landscape—be retained and enhanced, and that development responds to the site's established character, setting and environmental

qualities. This will be dealt with at a detailed level as part of a planning application assessment. Further to this the site also contains an RPS designation (RPS 112), which as outlined above, will require careful consideration and appropriate responses.

In addition, the Development Plan includes clear objectives to protect landscape character and safeguard green infrastructure networks, requiring that development avoids fragmentation and maintains ecological connectivity. Proposals must demonstrate a sensitive approach to future designs, ensuring that open space provision, layout and built form are informed by the existing landscape framework.

Overall, the Planning Authority is satisfied that the combination of Development Plan policies and the SEA-informed mitigation measures within the SLO provide a strong framework to ensure that critical elements of the landscape character, visual amenity and green infrastructure functions are protected and enhanced as part of any future development, as well as the historic designation on the site.

Cumulative Infrastructure Impacts

The Planning Authority notes that Adamstown SDZ has been comprehensively planned and delivered with a broad range of community and social infrastructure. This includes a Primary Care Centre, district and neighbourhood centres with retail and service uses, larger shopping facilities, cafés, a veterinary practice, community centre and a permitted library and enterprise/community facility. Adamstown also benefits from rail connectivity to Dublin City Centre, providing access to higher-order services, employment and amenities. Both Adamstown and Clonburris SDZs incorporate, or will provide, dedicated community centres as development progresses, to which Finnstown will have direct access to, in addition to the existing services and facilities on the Newcastle Road.

At a wider level, the Council has recently enhanced social infrastructure across Lucan, including the Lucan Leisure Campus and swimming pool, public realm upgrades in Lucan Village, the opening of Lucan House, and the ongoing development of Griffeen Park. The zoning of lands at Adamstown West will further support the coordinated planning and delivery of social infrastructure, informed by ongoing engagement with key

stakeholders, including the Department of Education and Youth, the Health Service Executive and the National Transport Authority.

The proposed rezoning of Finnstown Castle is subject to a robust Specific Local Objective (SLO), which directly addresses concerns regarding cumulative infrastructure impacts and quality of life. The SLO requires that any residential development be informed by a Social Infrastructure Audit to assess existing capacity and identify additional requirements arising from the proposal, with appropriate provision to be incorporated within the development. This ensures that infrastructure needs are identified and addressed at the earliest stage, taking account of cumulative growth across the wider area.

In addition, in addressing these issues, it is important to note that school provision is planned and delivered by the Department of Education and Youth (DoEY) in response to identified demographic demand. The Department's submission acknowledges that projected population growth across Adamstown, Clonburris, Lucan and the wider catchment, including Finnstown Castle lands, may generate the need for additional primary and post-primary school provision over time. Such requirements are contingent on the pace of population delivery, age cohort profiles and other relevant factors. The DoEY has confirmed that it will continue to engage proactively with South Dublin County Council in assessing and responding to evolving educational needs, in accordance with County Development Plan policy, including Policy COS8. This coordinated and plan-led approach facilitates the timely and evidence-based delivery of school infrastructure as demand materialises, consistent with national policy and established practice.

To ensure that there is sufficient capacity in schools to accommodate the new population, the Chief Executive made a recommendation in the CE Report that the SLO be amended to include the following provision:

“(g) Demonstrate that adequate educational capacity to serve residential growth at Finnstown Castle and adjacent areas, including Adamstown, is provided for, in consultation with the Department of Education and Youth.”

While the Planning Authority acknowledges concerns raised by the public and in this motion regarding pressures on transport, community facilities and overall quality of life, it is satisfied that a strong, plan-led framework is in place. The combination of significant existing and

committed infrastructure within Adamstown and Clonburris SDZs, recent and ongoing investment in the wider Lucan area, the integration requirements of the amended Finnstown Castle SLO, and continued inter-agency coordination provides a robust basis to accommodate future population growth. Accordingly, the Planning Authority is satisfied that development at Finnstown Castle can be delivered in a manner that is aligned with infrastructure capacity and integrated within a well-served and accessible community.

Completion of Existing Strategic Growth Areas

Plan-led growth in Adamstown and Clonburris is progressively delivering district and local facilities and infrastructure. Their Planning Schemes require the phased provision of physical and social infrastructure, benefiting the communities within them and the wider Lucan area. These areas are also subject to strict phasing and delivery requirements under their respective schemes, ensuring a structured, plan-led approach to infrastructure and housing. These will continue to be built out in line with their phasing requirements.

Furthermore, City Edge is a significant regeneration area and is subject to Variation No. 3 which has recently come off public display. Tallaght Town Local Area Plan (as extended) is delivering on significant new housing and infrastructure as part of plan-led development. The Planning Authority is therefore actively pursuing the delivery of the currently zoned lands, including the infrastructure required to release them. As set out in the Settlement Capacity Audit, there is a requirement for further zoning to meet the needs of the growing population and to ensure a pipeline of housing supply, beyond that already zoned.

The land use approach to provide residential growth at this location supports compact growth and transport-oriented development, promoting modal shift towards public transport and active travel.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the Finnstown lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The issues raised by this motion have been considered and addressed as part of the proposed rezoning through the associated SLO and the existing County Development Plan policy. As such, Finnstown is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

The Chief Executive supports zoning at Finnstown on the basis that it forms part of a plan-led, evidence-based response to housing need, aligned with national policy on compact growth. The lands are strategically located adjacent to Adamstown SDZ, within walking distance of rail and high-frequency bus services, and capable of integrating with existing infrastructure. The rezoning ensures a continued supply of residential land across the plan period while embedding robust safeguards through a Specific Local Objective to manage infrastructure, social services and environmental impact.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 3 Finnstown Castle with the following amendment to CS7 SLO3 to reflect the recommendations in the CE Report and the recommendations of the strategic environmental assessment in response to submissions made at public consultation stage (changes in **bold**):

CS7 SLO3 - Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**

2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
 - b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
 - d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
 - e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
 - f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and
 - g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.**

Map of Proposed Amendment as Published

M31/O626 Item ID:91715

Proposed by Councillor L. O'Toole, seconded by Councillor M. Johansson

Amendment No 3, Pg 104 Finnstown Castle That the Council amends the Chief Executive's Recommendation in respect of Amendment No. 3 Finnstown Castle by deleting the proposed residential zoning and retaining the existing zoning applicable to the lands.

REASONS The Council acknowledges the requirement to provide sufficient zoned land to meet housing demand in accordance with the National Planning Framework and Housing Growth Requirements Guidelines. However, the Planning Authority has identified capacity for approximately 16,937 units against a baseline requirement of 11,699 units providing significant additional capacity above the minimum requirement. Accordingly, the rezoning of every proposed site is not necessary to achieve compliance with national housing policy. The Chief Executive's assessment acknowledges the significant level of public interest and submissions received in respect of the Finnstown Castle lands and recognises the heritage sensitivity of the site. Finnstown House (RPS Ref. 112) is a Protected Structure of regional significance and forms part of an historic demesne landscape recognised within the Record of Protected Structures and the National Inventory of Architectural Heritage. Previous planning proposals within the curtilage of Finnstown House were refused by both South Dublin County Council and An Bord Pleanála on the basis of their impact on the protected structure, its curtilage, attendant grounds, historic landscape setting and tree-lined entrance avenue. The lands represent one of the last remaining undeveloped landscape buffers between the established communities of Adamstown and the Newcastle Road corridor and perform an important heritage, landscape, visual amenity and biodiversity function. The proposed rezoning would facilitate approximately 1,017 residential units in close proximity to a Protected Structure and within a sensitive historic demesne landscape. Such a yield would require a significantly intensified form of development that would fundamentally alter the character of the lands and diminish the open landscape context which contributes to the significance and appreciation of Finnstown House. The Chief Executive's Report further acknowledges concerns regarding the concentration of future development within the Lucan-Adamstown area together with concerns relating to the capacity of existing social, community and physical infrastructure to support further growth. Having regard to the proper planning and sustainable development of the area, the acknowledged heritage sensitivity of the site, the previous planning history of the lands, the importance of preserving the remaining landscape buffer

between major growth areas, and the availability of alternative lands to meet housing requirements these lands should not be re-zoned for residential development.

CE Response:

This amendment is in relation to the rezoning of lands at Finnstown Castle that are currently zoned Objective OS to RES under Variation No. 2 of the South Dublin County Development Plan 2022-2028. The rezoning went out to public consultation with an accompanying specific local objective (SLO) as follows, with additional text recommended in the CE Report in **bold**:

CS7 SLO3 - Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until DART+ South West, **or an equivalent rail service** has commenced construction **or operation, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including ClonburrisSDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
 - b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
 - d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,

e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,

f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and

g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

It should be noted that the approach undertaken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Record of Protected Structure

The motion reason raises concern relating to the historic significance of Finnstown House (RPS 112), a Protected Structure. However, it is important to clarify that the proposed rezoning does not alter or diminish the statutory protection afforded to these structures, their curtilage, or their setting.

The rezoning process establishes the land-use framework at a strategic level. Therefore, all lands in proximity or associated with the RPS remain subject to the full rigour of heritage protection policies and objectives set out in the South Dublin County Development Plan 2022–2028.

Furthermore, the Specific Local Objective (SLO) for the Finnstown Castle lands provides a robust mechanism to ensure that any future development proposals respond sensitively and appropriately to the historic context. In particular, it requires the preparation of a Design Statement and supporting heritage documentation to demonstrate how the proposal respects the setting, curtilage and special interest of the Protected Structures. These will include the preparation of Conservation Reports and, where necessary, Architectural Heritage Impact Assessments.

Accordingly, while the historical association of the lands with the wider demesne is recognised, the Planning Authority is satisfied that the combination of statutory protections, Development Plan policies and the site-specific SLO provides a comprehensive and effective framework to safeguard the architectural and landscape heritage of Finnstown Castle.

Landscape Character and Separation from Existing Built Form (buffer)

The motion reason raises concerns regarding the landscape character of the Finnstown Castle lands, including their role as open greenfield lands and as a visual and environmental buffer between Adamstown, Lucan Village and surrounding infrastructure.

The proposed rezoning does not disregard these landscape sensitivities. Instead, it is framed to ensure that landscape character is protected to the

degree possible. It is noted that the lands are within a landscape character type described in South Dublin's Landscape Character Assessment, adopted as part of the County Development Plan, defined as 'Urban Fringe / Periurban'. Therefore, while the lands are currently open in character, they are within a wider urban character landscape. The Finnstown Castle Specific Local Objective (SLO) requires that the key natural heritage features—particularly historic hedgerows, tree lines and defining features of the demesne landscape—be retained and enhanced, and that development responds to the site's established character, setting and environmental qualities. This will be dealt with at a detailed level as part of a planning application assessment. Further to this the site also contains an RPS designation (RPS 112), which as outlined above, will require careful consideration and appropriate responses.

In addition, the Development Plan includes clear objectives to protect landscape character and safeguard green infrastructure networks, requiring that development avoids fragmentation and maintains ecological connectivity. Proposals must demonstrate a sensitive approach to future designs, ensuring that open space provision, layout and built form are informed by the existing landscape framework.

While currently zoned open space, the site is located within a broader urban context, adjoining established and planned communities with significant existing services and public transport connectivity. National and regional policy supports compact growth and consolidation in such locations. In this regard, the lands have the capacity to accommodate development in a manner that aligns with sustainable planning principles while still protecting defining features within the landscape.

Overall, the Planning Authority is satisfied that the combination of Development Plan policies, SEA-informed mitigation measures within the SLO provides a strong and enforceable framework to ensure that landscape character, visual amenity and green infrastructure functions are protected and enhanced as part of any future development.

Previous Applications and Assessments

In relation to concerns regarding previous refusals on the subject lands by An Coimisiún Pleanála (ACP), formerly An Bord Pleanála (ABP), it is noted that each application is assessed on its own individual merits, having regard to the relevant policy context from the relevant development plan, and

material considerations at time of determination. The decisions and outcome of the various assessment do not in themselves prejudice the rezoning of the lands.

The refusals were generally related to the RPS and the impact of the proposals on the RPS. It is noted that none of the refusals were located in the lands north of the main avenue. Notwithstanding the proposed change in zoning, as per the variation, any future proposal on the lands would be required to address all the items as per the previous refusals, including issues relating to the RPS and impact upon the receiving environment which can be assessed at planning application stage. It is considered that the parameters of any previous application(s) do not invoke a sterilisation of the lands from alternative uses and/or access arrangements under a revised zoning objective.

It is considered that a development proposal of an appropriate scale and design, having regard to its receiving environment and the protection of Finnstown Castle, will be supported by robust technical assessment. It is also noted that there are many examples throughout the county and elsewhere, of successful development on lands around protected structures.

Having regard to the above, it is considered appropriate to retain the proposed 'RES' zoning objective, with detailed matters to be addressed at planning application stage, in consultation with the relevant aforementioned statutory bodies.

Cumulative Infrastructure Impacts

The motion refers to the concentration of future development around the Lucan / Adamstown area. The Planning Authority notes that Adamstown SDZ has been comprehensively planned and delivered with a broad range of community and social infrastructure. This includes a Primary Care Centre, district and neighbourhood centres with retail and service uses, larger shopping facilities, cafés, a veterinary practice, and a permitted library and enterprise/community facility. Adamstown also benefits from strong rail connectivity to Dublin City Centre, providing access to higher-order services, employment and amenities. Both Adamstown and Clonburris SDZs incorporate, or will provide, dedicated community centres as development progresses, to which Finnstown will have direct access to, in addition to the existing services and facilities on the Newcastle Road.

At a wider level, the Council has recently enhanced social infrastructure across Lucan, including the Lucan Leisure Campus and swimming pool, public realm upgrades in Lucan Village, the opening of Lucan House, and the ongoing development of Griffeen Park.

The proposed rezoning of Finnstown Castle is subject to a robust Specific Local Objective (SLO), which directly addresses concerns regarding cumulative infrastructure impacts and quality of life. The SLO requires that any residential development be informed by a Social Infrastructure Audit to assess existing capacity and identify additional requirements arising from the proposal, with appropriate provision to be incorporated within the development. This ensures that infrastructure needs are identified and addressed at the earliest stage, taking account of cumulative growth across the wider area.

The Planning Authority is satisfied that strong, plan-led frameworks are in place to deliver on sustainable development. The combination of significant existing and committed infrastructure within Adamstown and Clonburris SDZs, recent and ongoing investment in the wider Lucan area, the integration requirements of the amended Finnstown Castle SLO, and continued inter-agency coordination provides a robust basis to accommodate future population growth. Accordingly, the Planning Authority is satisfied that development at Finnstown Castle can be delivered in a manner that is aligned with infrastructure capacity and integrated within a well-served and accessible community.

NPF Requirements

As mentioned above, the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The Section 28 Guidelines state as follows:

‘...planning authorities should address the scope for additional provision of up to 50% in excess of the baseline housing growth requirement set out in Appendix 1, in light of the urgent need to increase housing delivery and to optimise the ability to deliver on the housing requirements of the Revised

NPF. 'Additional provision' recognises the fact that, for a variety of reasons, a relatively significant proportion of zoned lands are not activated over the period of a development plan'.

SDCC have sought to comply with the section 28 guidelines by zoning 45% additional provision. This approach is consistent with the NPF Implementation Guidelines (2025), which require Planning Authorities not only to meet baseline housing targets but also to provide a sufficient surplus of zoned land to ensure flexibility, choice and delivery over the lifetime of the Development Plan.

In this regard, the identification of a range of sites of varying scale and characteristics is necessary to ensure that housing delivery is not reliant on a limited number of sites and can respond to infrastructure, phasing and market constraints. It is therefore not considered appropriate to exclude individual sites, such as Finnstown Castle, on the basis that capacity exists elsewhere, as this would undermine the robustness and resilience of the identified overall land supply.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Finnstown lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The issues raised in motion regarding infrastructure capacity, cumulative growth, heritage sensitivity, and community provision have been comprehensively considered and are addressed through CS7 SLO3 and the existing County Development Plan framework. While Finnstown represents a strategically located opportunity to contribute to housing targets, compact growth, and transit-oriented development, any potential development is subject to stringent requirements. These include the commencement of

DART+ South West, the preparation of an agreed infrastructure masterplan, and the submission of detailed assessments covering social infrastructure, transport, open space, heritage protection, and educational capacity. The SLO further ensures the retention of key landscape features, including hedgerows, and the protection of the setting of the Protected Structure. Accordingly, while the lands have potential in principle, their suitability for development is strictly contingent on demonstrable compliance with these robust criteria at planning stage, ensuring that all previously identified issues are fully addressed in the interests of proper planning and sustainable development.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 3 Finnstown Castle with the following amendment to CS7 SLO3 to reflect the recommendations in the CE Report (changes in **bold**):

CS7 SLO3

Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including ClonburrisSDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,

- b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
- c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
- d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
- e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
- f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and

g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth

Map of Proposed Amendment as Published

M32/O626 Item ID:91724

Proposed by Councillor V. Casserly, seconded by Councillor M. Johansson

Motion: Amendment No 3. (Finnstown Castle) Propose: that Amendment No.3 (Finnstown Castle) be withdrawn; that the designation of lands at Finnstown Castle that are the subject of this Material Variation remain zoned OS; that a site specific SLO is an insufficient protective measure for these important green belt lands and; that the status quo (as provided for in the South Dublin County Development Plan 2022-2028) regarding of the zoning designation of the said Finnstown Castle lands be preserved;

Reason: The proposed rezoning is a disproportionate and arbitrary response to the National Planning Framework. The proposed rezoning is wholly premature given the incomplete build out of the Adamstown SDZ and Clonburris SDZ. The proposed rezoning was fully considered, deliberated upon and ultimately rejected during the original County Development Plan process in 2022. The proposed rezoning would be injurious to a protected structure - Finnstown Castle The proposed rezoning (amongst others) places a disproportionate burden on Lucan and the Lucan Electoral Area in terms of the county wide compliance with the National Planning Framework. This proposed rezoning would lead to a catastrophic loss of

green space as the subject lands are the last piece of green belt buffer from the N4 to 12th Lock of the Grand Canal along the Newcastle Road corridor. The subject lands have very poor access and egress points, the Newcastle Road (R120) is currently at saturation point, the only other access part is a designated local access road - Old Tandy's Lane. The proposed rezoning on the face of it constitutes a de facto alteration to the Adamstown SDZ boundary - it is noted that a large number of submissions have raised legal concerns on this point under the Doctrine of Legitimate Expectations. In the future an opinion from the County Law Agent should be sought to clarify whether this proposal creates a potential legal liability for the County. The CE's report concedes that the 'submissions raise consistent and strongly held concerns that the Lucan-Adamstown area is experiencing unsustainable levels of development, characterised by cumulative population growth, a concentration of housing delivery, and infrastructure provision not keeping pace with development'. The CE's report also concedes that 'Submissions also raise concerns that a disproportionate quantum of lands identified under the proposed variation are located within the Lucan-Adamstown area and that The Planning Authority acknowledges the perception that a disproportionate share of future development is directed to the Lucan area'. The CE's report also concedes that 'the Planning Authority notes the strength and volume of submissions objecting to the principle of rezoning the Finnstown Castle lands from Open Space to Residential, including concerns regarding loss of greenfield land, perceived departure from long-standing planning intent and the role of the lands as an environmental and visual buffer between Adamstown, Lucan village and the road network. The importance of Finnstown Castle as a landscape feature and part of the wider green infrastructure network is acknowledged.' The CE's report 'acknowledges that significant congestion exists along the R120 (Newcastle Road) and surrounding routes, with impacts on accessibility'. The CE's report 'acknowledges the concerns raised in submissions regarding pressure on schools, healthcare provision and wider community and social facilities in the Finnstown-Adamstown-Lucan area. These matters are recognised as fundamental to the creation of sustainable communities

Cllr Vicki Casserly Cllr Caroline Brady Cllr Liona O'Toole

CE Response:

This amendment is in relation to the rezoning of lands at Finnstown Castle that are currently zoned Objective OS to RES under Variation No. 2 of the South Dublin County Development Plan 2022-2028. The rezoning went out to public consultation with an accompanying specific local objective (SLO) as follows, with the recommendations from the CE Report in **bold**:

CS7 SLO3

Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until DART+ South West **or an equivalent rail service** has commenced construction **or operation, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
 - b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
 - d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
 - e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
 - f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and

g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

It should be noted that the approach undertaken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

SDZ Not Fully Built Out

It is considered that the approach for this site, and other proposed sites, is in line with the requirements of the Section 28 Guidelines with regard to the implementation of the revised NPF. The location of the sites proposed are based on the parameters and principles of the Compact Settlement Guidelines and grounded in the principles set out within these to ensure sites which are proposed as part of the variation to the plan are sustainable, compact and have access to public transport. The NPF requires additional lands to be zoned to meet a revised housing target, that target will need the build out of key strategic locations, such as Adamstown and Clonburris SDZ, in addition to newly zoned lands, as per the variation. Therefore, the process is not considered disproportionate or arbitrary, but more so a requirement from national government which the Planning Authority is seeking to meet through an evidence-based approach to the identification of sites based on proper planning and sustainable development.

Previous Development Plan Process

The motion notes the process for current CDP 2022-2028, the same plan currently being varied under this section 58 variation process. Since the adoption of the County Development Plan in 2022, a Revised National Planning Framework has been published with revised population and housing targets. The Planning Authority is responding to this need and to the requirements set out in the associated NPF Implementation Guidelines, for which a Report to Councillors was presented at the October 2025 Council Meeting.

It is considered that the site, given its context, and location in proximity to the Adamstown train station, a high frequency bus service, within access of local services and retail, alongside the proposed measures set out in the SLO, is a suitable site for rezoning at a time when housing targets have increased to meet the demands of population growth.

Record of Protected Structures

The motion raises concern relating to the historic significance of Finnstown House (RPS 112), a Protected Structure. However, it is important to clarify that the proposed rezoning does not alter or diminish the statutory protection afforded to these structures, their curtilage, or their setting.

The rezoning process simply establishes the land-use framework at a strategic level and does not confer development consent or predetermine the acceptability, form or extent of any future development. All lands in proximity to the Protected Structures, including those that may historically have formed part of the wider demesne, remain subject to the full rigour of heritage protection policies and objectives set out in the South Dublin County Development Plan 2022–2028.

Furthermore, the Specific Local Objective (SLO) for the Finnstown Castle lands provides a robust mechanism to ensure that any future development proposals respond sensitively and appropriately to the historic context. In particular, it requires the preparation of a Design Statement and supporting heritage documentation to demonstrate how the proposal respects the setting, curtilage and special interest of the Protected Structures. These will include the preparation of Conservation Reports and, where necessary, Architectural Heritage Impact Assessments.

The rezoning places a disproportionate burden on Lucan

The rezoning forms part of a county-wide strategy to meet NPF housing targets, with a focus on transport-oriented development (TOD) in accordance with national policy. The lands are well-located to utilise existing infrastructure, services and transport, as well as planned transport infrastructure ensuring efficient and sustainable growth distribution.

Furthermore, the proposed zoning is consistent with the National Planning Framework and Regional Spatial and Economic Strategy, which promote compact and sequential growth, and the efficient use of serviced land within metropolitan areas. The development of these lands will be supported by existing and planned infrastructure associated with Adamstown SDZ, together with site-specific servicing requirements

Loss of Green Space and Buffer

It is noted that the lands are within a landscape character type described in South Dublin's Landscape Character Assessment, adopted as part of the County Development Plan, as 'Urban Fringe / Periurban'. Therefore, while the lands are currently open in character, they are within a wider urban character landscape. The Finnstown Castle Specific Local Objective (SLO) requires that the key natural heritage features—particularly historic hedgerows, tree lines and defining features of the demesne landscape—

be retained and enhanced, and that development responds to the site's established character, setting and environmental qualities. This will be dealt with at a detailed level as part of a planning application assessment. Further to this the site also contains an RPS designation (RPS 112), which as outlined above, will require careful consideration and appropriate responses.

In addition, the Development Plan includes clear objectives to protect landscape character and safeguard green infrastructure networks, requiring that development avoids fragmentation and maintains ecological connectivity. Proposals must demonstrate a sensitive approach to future designs, ensuring that open space provision, layout and built form are informed by the existing landscape framework.

Overall, the Planning Authority is satisfied that the combination of Development Plan policies and the SEA-informed mitigation measures within the SLO provide a strong framework to ensure that critical elements of the landscape character, visual amenity and green infrastructure functions are protected and enhanced as part of any future development, as well as the historic designation on the site.

SDZ Boundary

The proposed rezoning is not an alteration to the SDZ or its boundary. It is a standalone proposed variation to the zoning of the site within the context of the current development plan. The proposal has no bearing on the statutory grounding associated with the Adamstown SDZ, and the planning scheme will continue to be applied to the Adamstown SDZ lands. The lands at Finnstown will be required to conform with the SDCC CDP, National Guidelines (Section 28 or as superseded) and the relevant zoning and SLO.

Cumulative Development and Infrastructure Provision

The Planning Authority notes that Adamstown SDZ has been comprehensively planned and delivered with a broad range of community and social infrastructure. This includes a Primary Care Centre, district and neighbourhood centres with retail and service uses, larger shopping facilities, cafés, a veterinary practice, and a permitted library and enterprise/community facility. Adamstown also benefits from strong rail connectivity to Dublin City Centre, providing access to higher-order services, employment and amenities. Both Adamstown and Clonburris SDZs

incorporate, or will provide, dedicated community centres as development progresses, to which Finnstown will have direct access to, in addition to the existing services and facilities on the Newcastle Road.

At a wider level, the Council has recently enhanced social infrastructure across Lucan, including the Lucan Leisure Campus and swimming pool, public realm upgrades in Lucan Village, the opening of Lucan House, and the ongoing development of Griffeen Park. The zoning of lands at Adamstown West will further support the coordinated planning and delivery of social infrastructure, informed by ongoing engagement with key stakeholders, including the Department of Education and Youth, the Health Service Executive and the National Transport Authority.

The proposed rezoning of Finnstown Castle is subject to a robust Specific Local Objective (SLO), which directly addresses concerns regarding cumulative infrastructure impacts and quality of life. The SLO requires that any residential development be informed by a Social Infrastructure Audit to assess existing capacity and identify additional requirements arising from the proposal, with appropriate provision to be incorporated within the development. This ensures that infrastructure needs are identified and addressed at the earliest stage, taking account of cumulative growth across the wider area.

Accordingly, the Planning Authority is satisfied that development at Finnstown Castle can be delivered in a manner that is aligned with infrastructure capacity and integrated within a well-served and accessible community.

Traffic and Transport

The motion raises issues of access and egress, notably on to R120/Newcastle Road and access from Tandy's Lane, a smaller local lane. A Transport and Traffic Assessment is required as one of the objectives attached to the proposed rezoning. Such an assessment will examine the impact of the proposed development and measures to alleviate its impact for any future development. It is considered that this is an appropriate and enforceable measure to ensure appropriate access and understand needs and requirements of the site, prior to development, allowing a full and robust assessment of any potential application for development on site.

The issues raised relating to traffic and transport will be further supported by active travel routes and future linkages between Adamstown SDZ and site, the delivery of DART+SW, and the existing high capacity bus service in the area.

Further to this, the County Development Plan also provides for the Western Dublin Orbital Route (N7–N4, with potential N81 extension) to improve network resilience, subject to environmental protections and further review, alongside Objective SM6 SLO 1 to assess wider transport needs across the western area. The Council is commissioning an Area-Based Transport Assessment for the western County to identify short-, medium-, and long-term solutions, including interim measures and a full Transport Plan (2026–2028) with public consultation. This approach will further supplement the SLO, existing and planned transport provision for area, and aid the combating of traffic and congestion

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Finnstown lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Finnstown represents a strategically located opportunity to contribute to the required housing targets, compact growth, and transit-oriented development in line with national policy. The SLO, alongside existing County Development Plan policy will ensure that key issues for the site are addressed through a masterplan and other specified measures, including the retention of key hedgerows landscape features, and the protection of the setting of the Protected Structure.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 3 Finnstown Castle with the following amendment to CS7 SLO3 to reflect the recommendations in the CE Report (changes in **bold**):

CS7 SLO3

Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including ClonburrisSDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
 - b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
 - d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
 - e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
 - f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and

g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth

Map of Proposed Amendment as Published

M33/0626 Item ID:91758

Proposed by Councillor W. Carey, seconded by Councillor M. Johansson

Proposed Amendment to Variation No3. Finnstown Castle - Page 104

Motion: This Council agrees to retain the current Objective OS zoning designation of lands at Finnstown Castle

Reason: To maintain existing open space and avoid overdevelopment

Proposed by Cllr's Carey, Dunne, Whelan and Mannion

CE Response:

This amendment is in relation lands at Finnstown Castle that are currently zoned Objective OS to rezone to RES under Variation No. 2 of the South Dublin County Development Plan 2022-2028. The rezoning went out to public consultation with an accompanying specific local objective (SLO) as follows, with additional text recommended in the CE Report in **bold**:

CS7 SLO3 - Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until DART+ South West **or an equivalent rail service** has commenced construction **or operation, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including ClonburrisSDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject

lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:

- a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
- b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
- c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
- d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
- e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
- f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and

g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this

provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

NPF Objectives: Compact Growth and TOD

It should be noted that the approach undertaken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

SLO

The Specific Local Objective (SLO) establishes a comprehensive and enforceable framework to ensure that any development of the Finnstown Castle lands is aligned with infrastructure capacity and sustainable planning principles. It links development directly to the delivery of strategic public transport through the requirement for DART+ South West (or equivalent), and mandates the preparation of an agreed infrastructure masterplan to address water and wastewater capacity without prejudicing surrounding areas. The SLO further requires that planning applications be informed by detailed assessments addressing cumulative impacts, including social infrastructure provision, transport and traffic, open space, and educational capacity. It ensures the protection of heritage and landscape features through design requirements relating to the Protected Structure and the retention of key hedgerows, while also securing active travel connectivity to Adamstown. Collectively, these provisions ensure that development is carefully managed, infrastructure-led, and responsive to both the site's sensitivities and the needs of the wider area.

Infrastructure Provision and Open Space

The proposed rezoning of Finnstown Castle is subject to a robust Specific Local Objective (SLO), which directly addresses concerns regarding cumulative infrastructure impacts and quality of life, as well as environmental and historic structure concerns.

The SLO requires that any residential development be informed by a Social Infrastructure Audit to assess existing capacity and identify additional requirements arising from the proposal, with appropriate provision to be incorporated within the development. This helps to facilitate needs arising from Finnstown development having regard to cumulative growth across the wider area.

The SLO also ensures that any proposed development demonstrates adequate educational capacity exists to provide for the growth from Finnstown.

In terms of open space, there is a requirement in the SLO for a public open space audit to inform proposals for open space and recreational facilities. Finnstown is immediately adjacent to Tandy's Lane Park and there is potential to add value to the existing park through the design of open space within any future development.

Accordingly, the Planning Authority is satisfied that development at Finnstown Castle can be delivered in a manner that is aligned with physical and social infrastructure capacity and integrated within a well-served and accessible community.

The approach adopted is a policy-led response to population increase which supports compact growth and transport-oriented development, promoting modal shift towards public transport and active travel.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the Finnstown lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Finnstown is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth. While the lands are open in character, they are within an urban settlement and do not currently provide public open space. There is potential to enhance existing adjacent public open space through redevelopment. Furthermore, it is considered that the issues raised by this motion have been considered and addressed as part of the proposed rezoning through the associated SLO and the existing County Development Plan policy.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 3 Finnstown Castle with the following amendment to CS7 SLO3 to reflect the recommendations in the CE Report and the recommendations of the strategic environmental assessment in response to submissions made at public consultation stage (changes in **bold**):

CS7 SLO3

Development on RES zoned lands at Finnstown Castle shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including ClonburrisSDZ, are not

compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.

3. Through appropriate studies or otherwise and having regard to the cumulative development potential around and including the subject lands, planning applications for residential development on the subject lands shall be informed by and address, inter alia:
 - a. Retention and enhancement of the hedgerow and tree line on the north-western boundary of the site as recorded on 1st Edition OS maps,
 - b. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - c. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact,
 - d. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage,
 - e. A Public Open Space Audit to inform proposals for public open space and recreational facilities,
 - f. Provision for direct active travel connections from the subject lands into Adamstown SDZ; and
 - g. Demonstrate that adequate educational capacity for residential growth adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth**

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors H. Farrell, V. Casserly, L. O'Toole, T. McDonald, C. Brady and S. Barnes, Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on Motions 30, 31, 32 and 33 was called for in the names of Councillors L. DeCourcy, L. O'Toole and H. Farrell.

FOR: 21(Twenty-one)

Councillors: C. Brady, W. Carey, V. Casserly, L. DeCourcy, L. Dunne, H. Farrell, P. Holohan, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion, T. McDonald, R. McMahan, E. Ó Broin, L. O'Toole, D. Richardson, J. Sinnott, J. Spear, J. Tuffy, N. Whelan.

AGAINST: 14(Fourteen)

Councillors: S. Barnes, Y. Collins, P. Cosgrave, A. Edge, P. Kearns, B. Lawlor, L. McCrave, D. McManus, E. Murphy, S. O'Hara, B. Pereppadan, B. Pereppadan, A. Smyth, F. Timmons,

ABSTAIN: 1(One)

Councillor: A. Hayes

As a result of the Roll Call Vote, Motions 30, 31, 32 and 33 were **AGREED**.

As a result of Motions 30, 31, 32, and 33 AGREED, **the following Motions 34, 35, 36 and 37 FELL**

M34/O626 Item ID:91780

Proposed by Councillor J. Tuffy

That the proposed Amendment No. 3 St. Finnstown including the related CS7 SLO7 is deleted from the part of Proposed Variation and replaced by an amendment that retains the current zoning of open space but designates this site as Future Strategic Long Term Development Area and relates this designation to CS3 Objective 4 and CS03 1 to 3 and relevant SLOs.

REASON: That the proposed variation rezones an entire site for residential that has been an amenity - a heritage hotel and associated green space. It misses an opportunity to extend Tandy's Lane Park. It fronts on to a traffic congestion hot spot. To amend the proposed variation to make this a Future Strategic Long Term Development Area allows these issues to be considered thoroughly, including the possibility of a proposal that retains a substantial area of open space. This could be done as early as 2 years from now during the next County Development Plan process.

Cllr. Joanna Tuffy Cllr. Caroline Brady

M35/O626 Item ID:91873

Proposed by Councillor C. Brady

Amendment 3 (Finnstown) Amend the proposed SLO no 1 to delete: Development may not commence until Dart+ Southwest or the commencement of an equivalent rail service to the Dart has commenced construction or operation, as may be relevant. And replace with: That development shall not commence in advance of the delivery of additional capacity on the rail service to Adamstown and Kishoge, and that the occupation of residential units be subject to the commencement and operation of the Dart+ South West service, or the commencement of an equivalent rail service to the Dart.

Reason: The current rail infrastructure is already operating at full capacity and urgently needs to be upgraded before additional demand comes onstream. Homes must be delivered hand in hand with the necessary increased infrastructure, therefore the population along this rail corridor should not be increased until Dart+ South West is operational.

Map of Proposed Amendment as Published

M36/O626 Item ID:91876

Proposed by Councillor C. Brady

Amendment No. 3 Finnstown Castle. To add SLO To support the provision of community parking on lands identified under Variation No. 2 within the Adamstown area, to serve existing and future residents, visitors and community uses, and to be delivered in a co-ordinated manner as part of the overall development of these lands, and to ensure that such facilities are designed and laid out to allow for future adaptation or redevelopment, having regard to changes in transport provision and demand over time.

Reason: To support existing and future parking demand in Adamstown in a planned and co-ordinated manner, while ensuring flexibility for such lands and facilities to be repurposed over time in line with changes in public

transport provision, travel patterns and wider infrastructure delivery, similar to approaches under consideration in Clonburris.

M37/O626 Item ID:91954

Proposed by Councillor W. Carey

Amendment 3 - Finnstown

Motion: This Council agrees to add a new point 3g in CS7 SLO3 to read: 'the need for a regional water drainage solution to the waterlogging of lands between Finnstown Castle, Finnstown Fairways and Somerton Green'

Rationale: To address ongoing waterlogging issues that occur at the intersection of these three locations.

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

Amendments 4 - Tubber Lane North

M43/O626 Item ID:91700

Proposed by Councillor H. Farrell, seconded by Councillor L. O' Toole

Amendment No. 4 Tubber Lane North, Lucan. That the Council reject the proposed residential zoning of Tubber Lane North and retain the existing zoning as Rural.

Reasons: - public submissions identified concerns regarding infrastructure provision, cumulative growth and environmental impacts; - the lands form part of the wider transition between established communities and strategic growth areas; - the rezoning is premature pending completion of infrastructure and development already planned within Adamstown and Clonburris.

CE Response

This motion seeks to reject the proposal as part of the Variation to rezone lands at Tubber Lane North to RES-N and OS (open space) from their current RU (rural) zoning. The lands are located directly north of Adamstown SDZ, adjoining its northern boundary, and to the east of the Celbridge Link Road and south/southwest of Lucan Golf Course.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Zoning - RES-N & Open Space

The proposed rezoning encompasses the RES-N objective for new residential development and an Open Space (OS) zoning of c2.6ha to the east of the lands in recognition of this more sensitive part of the site and to allow for an expansion to Tubbermaclugg Park which lies to the south within Adamstown SDZ. As part of the CE report and Recommendation additions to the SLO for Tubber Lane North related to woodland protection and lighting requirements recommended by the environmental consultants were inadvertently placed into Adamstown West Amendment. The CE Amendments to this meeting have recommended their omission from Adamstown West and their originally intended placement into Tubber Lane North.

A revised SLO for the site with the key amendments from the original SLO (in response to public consultation with additional environmental points) outlined in bold is recommended, providing for comprehensive phasing and assessment which will enable detailed plan-led consideration of the concerns raised in this motion.

The SLO recommendation includes all required amendments pertaining to the delivery of DART+SW or equivalent service, environmental requirements and retention of woodland, lighting design, additional detail with respect to traffic and transport assessment, additional requirements for the Public Open Space Audit, and continued engagement with Department of Education and Youth on school delivery and capacity. In this way it provides for detailed consideration of phasing requirements that may be required to ensure that growth is plan-led.

Infrastructure Provision and Cumulative Growth

While the Adamstown and Clonburris SDZs continue to make a significant contribution to housing delivery, their phased build-out means they cannot alone satisfy the need to maintain an adequate pipeline of zoned land in line with updated national targets. Both SDZs operate under established planning schemes with defined and on-going phasing frameworks that ensure the coordinated delivery of housing and infrastructure.

These structured phasing arrangements remain in place and continue to guide development in both locations. The inclusion of Tubber Lane North complements these schemes, and the proposed rezoning represents a planned, proactive approach to meeting future housing needs rather than a premature intervention. Cumulative growth has been carefully considered as part of the amendment, with requirements for phasing, having regard to growth in the area, embedded to ensure that planning decisions at application stage are informed by up to date, evidence-based assessments rather than fixed assumptions.

The Planning Authority is satisfied that the proposed variation is necessary and appropriate, ensuring alignment with the revised NPF, supporting compact growth in well-serviced locations, and maintaining a sufficient supply of deliverable lands to meet current and future housing demand.

Environmental Impact

The basis for the growth is linked to the revised NPF and the principles of Compact Growth and Transport Orientated Development. The SLO ensures that development is aligned with the delivery of DART+ South West, and the lands are accessible to a high-frequency bus service under BusConnects, and the established cycling and walking network within Adamstown SDZ and beyond. This framework supports a modal shift away from private car use, which is central to national and local climate objectives.

The SLO also requires a masterplan which deals specifically with the retention of existing hedgerows, the need for compliance with riparian corridor policy in the County Development Plan, a traffic and transport assessment and a public space audit to inform proposals for public open space and recreational facilities.

As outlined above, following public consultation, the issues raised by the submissions were further reviewed by the Strategic Environmental Assessment consultants who undertook further assessments to ensure a robust analysis of the site pending consideration of same as part of the variation process. The outcome of that was that the Chief Executive recommends the inclusion in CS7 SLO5 of additional points in the required masterplan to ensure adequate protection of environmental sensitivities as outlined below in the recommendation, noting part 4 of the

SLO, points b and c, relating to retention of the woodland and lighting conditions.

The Chief Executive considers that compact growth in accessible locations, rather than continued outward expansion into less connected areas, represents the most effective long-term environmental response.

Environmental considerations are further embedded through the strong County Development Plan policies on:

- Green Infrastructure and Energy objectives, which recognises the role of green infrastructure as a carbon sink and as a means of offsetting greenhouse gas emissions;
- Protection and enhancement of landscape character; and
- Integration of climate resilience, including SuDS and urban cooling measures, into development design.

Transition between established communities and strategic growth areas

The lands at Tubber Lane North are not isolated or peripheral, but form part of a defined and evolving urban edge. They are bounded by Lucan Golf Club to the north, the Celbridge Link Road to the south-west, and Adamstown SDZ beside establishing residential areas such as Hallwell and the identified Tobermaclugg Park site.

The Specific Local Objective (CS7 SLO 5) provides a clear framework to ensure that these lands are properly integrated with the adjoining SDZ, including requirements for connectivity, alignment with infrastructure delivery and access to existing and planned community facilities. This will support cohesive, consolidated development, avoiding fragmentation and reinforcing the transition from existing development to planned growth areas.

Given their location adjacent to established residential areas in the SDZ and planned strategic infrastructure, the lands represent a logical and appropriate extension to the lands at Adamstown SDZ, contributing to a coherent urban structure rather than creating a disconnected or stand-alone development.

Importantly, the safeguards set out in CS7 SLO 5 ensure that development is infrastructure-led and appropriately sequenced, with particular regard to transport and utilities and to environmental mitigation. This ensures that

the transition between established communities and strategic growth areas is managed in a coordinated, sustainable and plan-led manner.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The zoning of Tubber Lane is a policy-aligned response to revised national housing requirements, representing a sequential extension of Adamstown that can be delivered in a planned and sustainable manner. The inclusion of robust safeguards in the SLO ensures that any development will proceed in tandem with transport capacity, services, and environmental protections. On this basis, the Chief Executive considers the zoning to residential and open space appropriate and recommends that it be progressed.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 5 Tubber Lane North with the following amendment to CS7 SLO5 (amendments in **bold**):

CS7 SLO5:

Development on RES-N zoned lands north of Tubber Lane shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**

2. Development may not commence until Tobermaclugg Park, a phasing requirement of the Adamstown SDZ Planning Scheme, has commenced construction.
3. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
4. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:
 - a. Retention and enhancement of the north-south hedgerow as recorded on 1st Edition OS maps, unless required for wider movement needs,
 - b. Retain woodland as area of importance for wildlife and a key stepping stone in the wider ecological network; any interventions in or adjacent to the woodland should be informed by an EcIA and generally support the maintenance of such habitat as a refuge for wildlife.**
 - c. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.**
 - d. Ensure compliance with G13 (Riparian Corridors) in relation to any watercourses on site,
 - e. A Social Infrastructure Audit and provision within development proposals to address any needs identified,
 - f. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-**

capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;

g. A Public Open Space Audit to inform proposals for public open space and recreational facilities, having regard to environmental sensitivities and ensuring the provision of an appropriate balance of passive and active amenity in the public open space; and

h. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

Map of Proposed Amendment as Published

Following contributions from Councillor H. Farrell and J. Tuffy, Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the Motion was called for in the names of Councillors L. O'Toole, H. Farrell and M. Johansson.

FOR: 4 (Four)

Councillors: V. Casserly, H. Farrell, M. Johansson, L. O'Toole

AGAINST: 31 (Thirty-one)

Councillors: S. Barnes, C. Brady, W. Carey Y. Collins, P. Cosgrave, D. Donnelly, L. Dunne, A. Edge, A. Hayes, P. Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, R. Mannion, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S. O'Hara, B. Pereppadan, B. Pereppadan, D. Richardson, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffy, N. Whelan

ABSTAIN: 1 (One)

Councillors: L. DeCourcy

As a result of the Roll Call Vote the Motion **FELL**.

M44/0626 Item ID:91710

Proposed by Councillor L. O'Toole, seconded by Councillor D. Donnelly

MOTION 5 Amendment No. 4, Pg 164 - Tubber Lane North (Strategic Bus Services) That this Council amends the Chief Executive's proposed amendment to CS7 SLO5 contained within Amendment No. 4 Tubber Lane

North by inserting the following additional requirement: "No development, other than infrastructure necessary to facilitate strategic transport infrastructure, shall commence until enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational."

REASONS: The lands proposed under Amendment No. 4 form part of a wider growth corridor that is already experiencing significant population growth through the ongoing development of Adamstown and Clonburris. Future transport provision should include dedicated bus services designed to serve the needs of these communities and should not be reliant on existing Lucan public transport capacity. The attached timeline visual demonstrates the historic mismatch between housing delivery and transport infrastructure delivery within the wider Lucan, Adamstown and Clonburris corridor. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by the public transport infrastructure necessary to support sustainable communities and proper planning and sustainable development.

CE Response:

The motion seeks to include an additional point into CS7 SLO5 attached to the Tubber Lane North Amendment in the proposed Variation as follows:

"No development, other than infrastructure necessary to facilitate strategic transport infrastructure, shall commence until enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational."

It is indicated in the reason for the motion that the lands at Tubber Lane North are part of a wider growth corridor within what is described as Lucan, Adamstown and Clonburris. It is indicated that future transport provision should include dedicated bus services designed to serve the needs of these communities and should not be reliant on existing Lucan public transport capacity. The motion contains an infrastructure timeline infographic.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan

period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Wider Growth

The growth referred to in Adamstown and Clonburris is part of phased development aligning housing with specified social and physical infrastructure. In this regard, both SDZ schemes were planned along the rail line with associated delivery of train stations. The NTA has recently advised that consultation for new bus routes for Clonburris will take place this summer. NTA have also advised of a review of the C routes in Adamstown, in operation since 2021, with a view to improving them. It has

been acknowledged by NTA that additional capacity will be required to meet demand from the growing population.

Tubber Lane North – Bus Services

In terms of public transport, Tubber Lane North will be primarily served by bus and active travel infrastructure. The lands are within walking distance to services on Shackleton Drive within Adamstown (C2 and X30), with the potential for linkages to be enhanced through future development and the delivery of Tobermaclugg Park, as required by the SLO. The lands are also located approximately 900m from high capacity bus services along the Celbridge Road (C4 and X27).

The SLO as part of the proposed Variation requires a traffic and transport assessment informing the masterplan for the lands as follows:

1. *A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands,*
d. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;

The SLO sets out a clear and structured requirement for a masterplan-led approach to the development of the lands, supported by a Transport and Traffic Assessment. This ensures that all transport-related matters, including cumulative impacts arising from surrounding development, are carefully examined and addressed in a coordinated manner, while also taking account of environmental considerations and the need for sustainable mobility.

In parallel, the Council continues to actively engage with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to influence the delivery of bus services to support existing and planned

growth. It is therefore considered that the SLO caters for the impact of growth and the traffic and transport planning for the lands.

The Planning Authority will continue to support and facilitate the delivery of strategic public transport infrastructure—including BusConnects, DART+ South West and Lucan Luas—and to ensure that development is aligned in an appropriate way with this infrastructure through plan-led development. It is considered that the proposed SLO for the Tubber Lane lands is appropriate and ensures that a masterplan for the lands is informed by a traffic and transport assessment which will include the public transport provision in the area.

Linking the timing of development to the delivery of strategic bus services, some of which would operate outside the lands e.g. Clonburris, would create uncertainty for the delivery of housing and is not consistent with the statutory planning function.

The proposed requirement to link development commencement to the prior operation of dedicated bus services is therefore not supported. Service routing, frequency and efficiency must respond to overall demand and network performance. To link restrictions for lands where the delivery of housing is served by an existing Bus Connect route would not be appropriate. While the Council will continue to engage proactively with the NTA to ensure that service provision reflects growth in Adamstown, Clonburris and Tubber Lane North, this is most effectively achieved through ongoing coordination and the delivery of enabling infrastructure, rather than through a SLO on lands.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in

the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Tubber Lane North is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

Imposing a requirement preventing residential development until '*enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational*' risks undermining the timely delivery of housing in an area where high capacity public transport exists and further is planned.

It is considered that this motion, providing a SLO restricting development of housing on the lands until '*enhanced and dedicated bus services serving Adamstown and Clonburris, independent of existing Lucan public transport service capacity, have been established and are operational*' will undermine the timely delivery of housing on this site. Furthermore, the motion SLO as worded is difficult to assess compliance with.

The Chief Executive would not recommend a phasing style SLO linked to a variable such as a bus service frequency or route which are open to change. The assessment of compliance with 'enhanced' and 'dedicated bus services serving Adamstown and Clonburris' will provide uncertainty and impact on the timely delivery of housing at this appropriate location.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To reject the motion amending the SLO

[Cllr submitted Timeline Visual](#)

[Map of Proposed Amendment as Published](#)

A discussion ensued with contributions from Councillors L. O'Toole, J. Tuffy and P. Kearns, Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the Motion was called for in the names of Councillors L. O'Toole, H. Farrell, and M. Johansson.

FOR: 5 (Five)

Councillors: V. Casserly, H. Farrell, M. Johansson, L. O'Toole, F. Timmons

AGAINST: 31 (Thirty-one)

Councillors: S. Barnes, C. Brady, W. Carey Y. Collins, P. Cosgrave, L. DeCourcy, M. Duff, L. Dunne, A. Edge, A. Hayes, P. Holohan, K. Keane, P. Kearns, B. Lawlor, D. Loftus, R. Mannion, L. McCrave, T. Mc Donald, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S. O'Hara, B. Pereppadan, B. Pereppadan, D. Richardson, J. Sinnott, A. Smyth, J. Spear, J. Tuffy, N. Whelan

ABSTAIN: 2 (Two)

Councillors: D. Donnelly, G. Kenny

As a result of the Roll Call Vote the Motion **FELL**

M45/O626 Item ID:91711

Proposed by Councillor L. O'Toole, seconded by Councillor D. Donnelly

Amendment No. 4, Pg 164 - Tubber Lane North (DART+ Southwest) That this Council amends the Chief Executive's proposed amendment to CS7 SLO5 contained within Amendment No. 4 Tubber Lane North by replacing the reference to the commencement of DART+ Southwest with the following wording: 'No significant residential development other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ Southwest and associated rail capacity improvements are operational and demonstrate sufficient capacity to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor'

REASONS: The lands proposed under Amendment No. 4 form part of a wider growth corridor already experiencing significant population growth. DART+ Southwest forms a key component of the strategic transport infrastructure relied upon to support future growth within the corridor. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the area. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by the strategic transport infrastructure required to

support sustainable communities and proper planning and sustainable development.

CE Response:

The motion seeks to amend the SLO, point 1 to state:

'No significant residential development other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ Southwest and associated rail capacity improvements are operational and demonstrate sufficient capacity to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor'

In terms of impact, the motion appears to be seeking to ensure that no housing is commenced until such time as the Dart+SW is operational and has sufficient capacity to accommodate the populations of Lucan, Adamstown and Clonburris.

Link to Dart+SW Project

While recognising the NTA's view, as set out in the CE Report, that the direct relationship between the site (approximately 1.5km from Adamstown Station) and DART+ South West requires clearer justification, the Planning Authority considers that enhanced rail capacity remains strategically important to ensure that there is adequate public transport options for Adamstown and the proposed lands in this Variation. The SLO attached to Tubber Lane North links development to the commencement of DART+ South West. It is considered that this choice of public transport, including an enhanced rail service, will facilitate greater efficiencies in bus movement and active travel within the road network.

However, requiring that DART+ Southwest be not only commenced but also constructed and operational prior to occupation of housing would introduce an undue level of uncertainty and dependency on operational timelines that are outside the control of the Planning Authority and risk stalling sustainable growth.

The Chief Executive carefully considered the principle and wording of the SLO for the Dart+ SW and on balance, considers it to be appropriate. In general, the Chief Executive would not recommend linking the delivery of

specific residential lands to a strategic transport project at zoning stage as this partially pre-determines the transport accessibility of the lands in advance of the detailed, evidence-based assessment that is properly undertaken at planning application stage.

The approach taken in the proposed SLO, to link development to the commencement of Dart+SW is considered to strike an appropriate and proportionate balance between ensuring alignment with strategic transport investment and allowing for orderly, plan-led development. It is noted that the Dart+ SW is a strategic project with planning approval and will serve the future residents of the subject lands.

Critically, the SLO also mandates a comprehensive masterplan, integrated with the Adamstown SDZ Planning Scheme, alongside a detailed Transport and Traffic Assessment that must address cumulative impacts and demonstrate deliverable measures to secure access to high-capacity public transport, including the existing Bus Connects service, in accordance with national guidelines.

Public Transport

Future residents will be well served by high-frequency bus services, including routes at Shackleton Drive (C2 and X30) and along the Celbridge Road (C4 and X27), all within walking distance of the site. These services are complemented by a strong and expanding active travel network, integrated with the Adamstown SDZ and wider cycling and walking infrastructure. Together, this provides good connectivity and supports sustainable travel patterns without reliance on any single project.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the Tubber Lane Lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in

the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Tubber Lane North is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

Public transport to serve Tubber Lane North will largely be facilitated by accessible high-frequency bus services along Shackleton Drive with active travel infrastructure also adjacent for those who choose to walk or cycle to their destination. Nonetheless, it is considered strategically important that the Chief Executive's recommended SLO in relation to Tubber Lane North is retained in its current form, recognising that it will give added choice to future residents on these lands but also to those who are and will be living closer to the station. It is considered that the recommended SLO strikes an appropriate and proportionate balance between ensuring alignment with strategic transport investment and allowing for orderly, plan-led development. In contrast, the proposed change put forward by the motion would, notwithstanding that construction on Dart+ SW may have been commenced, prevent housing from being built and undermine the progression of housing in a timely manner.

The absence of the Dart+SW does not in itself preclude the delivery of a high standard of residential amenity and sustainable transport access for future residents of these lands.

It is considered that this motion, providing a SLO restricting commencement of housing on the lands until 'DART+ Southwest and associated rail capacity improvements are operational and demonstrate sufficient capacity to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor' will undermine the timely delivery of housing on this site.

Furthermore, the motion SLO as worded is difficult to assess compliance with. The Chief Executive would not recommend a phasing style SLO linked to a variable such as a rail service frequency/ capacity which is open to change. The assessment of compliance with 'significant residential' and 'demonstrating sufficient capacity' will provide uncertainty. Such uncertainty will impact on the timely delivery of housing at this appropriate location.

CE Recommendation

To reject the motion amending the SLO and to adopt Amendment No. 5 Tubber Lane North with the following amendment to CS7 SLO5 to reflect the recommendations in the CE Report and the recommendations of the strategic environmental assessment in response to submissions made at public consultation stage (changes in **bold**):

CS7 SLO5:

Development on RES-N zoned lands north of Tubber Lane shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
 2. Development may not commence until Tobermaclugg Park, a phasing requirement of the Adamstown SDZ Planning Scheme, has commenced construction.
 3. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including ClonburrisSDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
1. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:
 - a. Retention and enhancement of the north-south hedgerow as recorded on 1st Edition OS maps, unless required for wider movement needs,
 - b. Retain woodland as area of importance for wildlife and a key stepping stone in the wider ecological network; any interventions in or adjacent to the woodland should be informed by EcIA and SDCC will support the maintenance of such habitat as a refuge for wildlife.**

c. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.

d. Ensure compliance with G13 (Riparian Corridors) in relation to any watercourses on site,

e. A Social Infrastructure Audit and provision within development proposals to address any needs identified,

f. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;

g. A Public Open Space Audit to inform proposals for public open space and recreational facilities, having regard to environmental sensitivities and ensuring the provision of an appropriate balance of passive and active amenity in the public open space; and

h. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

[Cllr submitted Timeline Visual](#)

[Map of Proposed Amendment as Published](#)

A discussion followed with contributions from Councillors L. O'Toole, L. Dunne, A. Edge, P. Kearns, W. Carey, Mr. C. Ward, Chief Executive responded to queries raised.

A Roll Call vote on the Motion was called for in the names of Councillors L. O'Toole, H. Farrell and M. Johansson.

FOR: 4 (Four)

Councillors: V. Casserly, H. Farrell, M. Johansson, L. O'Toole,

AGAINST: 33 (Thirty-three)

Councillors: S. Barnes, C. Brady, W. Carey Y. Collins, P. Cosgrave, L. DeCourcy, D. Donnelly, M. Duff, L. Dunne, A. Edge, A. Hayes, P. Holohan, K. Keane, P. Kearns, B. Lawlor, D. Loftus, R. Mannion, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S. O'Hara, B. Pereppadan, B. Pereppadan, D. Richardson, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffy, N. Whelan

ABSTAIN: 1 (One)

Councillors: G. Kenny

As a result of the Roll Call Vote the Motion **FELL**

M46/O626 Item ID:91712

Proposed by Councillor L. O'Toole, seconded by Councillor M. Johansson

Amendment No. 4, Pg 164 - Tubber Lane North (Luas to Lucan) That this Council amends the Chief Executive's proposed amendment to CS7 SLO5 contained within Amendment No. 4 Tubber Lane North by inserting the following additional requirement: "No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for Luas to Lucan TII Project Management Guidelines Phase 5 Detailed Design and Procurement has been reached."

REASONS: Luas to Lucan has been a longstanding strategic transport objective for the wider Lucan corridor. The scale of existing and proposed development within Lucan, Adamstown and Clonburris warrants the delivery of strategic public transport infrastructure. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the area. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by strategic public transport infrastructure consistent with proper planning and sustainable development.

CE Response:

The motion seeks to include an additional point into CS7 SLO5 attached to the Tubber Lane North Amendment in the proposed Variation as follows:

"No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme

for Luas to Lucan TII Project Management Guidelines Phase 5 Detailed Design and Procurement has been reached."

The reason for the motion outlines that the scale of existing and proposed development within what is described as the Lucan, Adamstown and Clonburris corridor warrants the delivery of strategic public transport infrastructure.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the

identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

The growth referred to in Adamstown and Clonburris is part of phased development aligning housing with specified social and physical infrastructure. In this regard, both SDZ schemes were planned adjacent to the existing fixed rail line with associated delivery of train stations. The capacity of the rail line will be further enhanced by the permitted Dart+SW.

Lucan Luas

As it stands, the recommendation in the SLO for the Tubber Lane North lands by the Chief Executive includes a phasing of development with the commencement of Dart+SW. It is noted that the Dart+ SW is a strategic project with planning approval and will actively serve the future residents of the subject lands. The Chief Executive carefully considered the principle and wording of the SLO for the Dart+ SW and on balance, considers it to be appropriate. The Chief Executive would caution on linking the commencement of specific residential lands to a strategic transport project at zoning stage as this would effectively pre-determine the transport accessibility of the lands in advance of the detailed, evidence-based assessment that is properly undertaken at planning application stage. Such an approach would lack a clear evidential basis, given that strategic transport infrastructure serves wide catchments and is not designed to unlock individual sites in isolation.

The proposed motion to include an additional point in the SLO to restrict the commencement of residential development until a funded delivery programme for the Luas to Lucan has been reached is seen as unduly restrictive given the existing bus services and trains services adjacent to the lands and the inclusion in the SLO of phasing aligning with the commencement of the Dart+SW.

The Council fully supports the delivery of Lucan Luas as a key strategic objective, and this is reflected in the County Development Plan. The NTA has outlined the Lucan Luas is at the emerging preferred route stage and this route will go out for public consultation in Q3 this year. Following the public consultation, the route will be considered further to advance the final route.

At this time, and having regard to the other public transport and active travel options for the lands, it would be disproportionate to link the delivery of residential development at Tubber Lane North to a specific later-stage milestone in the project lifecycle, particularly one dependent on funding and approvals outside the control of the Planning Authority. Furthermore, the funding of the project is a variable that may be later withdrawn.

The National Transport Authority's submission to the variation emphasises the importance of a balanced, evidence-based approach to land use and transport integration, prioritising compact growth and Transport Oriented Development in accessible locations as a means of promoting sustainable travel while avoiding unnecessary delays to housing delivery.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Tubber Lane North is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

The Council fully supports the delivery of Lucan Luas as a key strategic objective, and this is reflected in the County Development Plan.

It is considered that this motion, providing a SLO linking to the funding of Lucan Luas will undermine the timely delivery of housing on this site. Such an approach lacks a clear evidential basis, given that strategic transport infrastructure serves wide catchments and is not designed to unlock individual sites in isolation.

The absence of Lucan Luas does not in itself preclude the delivery of a high standard of residential amenity and sustainable transport access for future residents of these lands. Residential amenity and accessibility will be

assessed on the basis of the full range of existing and planned transport measures at planning application stage and should not be contingent on the progression of a single project in the wider catchment such as Lucan Luas.

CE Recommendation

To reject the motion amending the SLO and to adopt Amendment No. 5 Tubber Lane North with the following amendment to CS7 SLO5 to reflect the recommendations in the CE Report and the recommendations of the strategic environmental assessment in response to submissions made at public consultation stage (changes in **bold**):

CS7 SLO5:

Development on RES-N zoned lands north of Tubber Lane shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. Development may not commence until Tobermaclugg Park, a phasing requirement of the Adamstown SDZ Planning Scheme, has commenced construction.
3. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
4. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:

a. Retention and enhancement of the north-south hedgerow as recorded on 1st Edition OS maps, unless required for wider movement needs,

b. Retain woodland as area of importance for wildlife and a key stepping stone in the wider ecological network; any interventions in or adjacent to the woodland should be informed by EcIA and SDCC will support the maintenance of such habitat as a refuge for wildlife.

c. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.

d. Ensure compliance with G13 (Riparian Corridors) in relation to any watercourses on site,

e. A Social Infrastructure Audit and provision within development proposals to address any needs identified,

f. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;

g. A Public Open Space Audit to inform proposals for public open space and recreational facilities, having regard to environmental sensitivities and ensuring the provision of an appropriate balance of passive and active amenity in the public open space; and

h. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

CLlr submitted Timeline Visual Rev1

Map of Proposed Amendment as Published

Following a contribution from Councillor L. O'Toole, the Chief Executive's recommendation was **AGREED**.

M47/O626 Item ID:91713

Proposed by Councillor L. O'Toole, seconded by Councillor P. Cosgrave

Amendment No. 4, Pg 164 - Tubber Lane North (Western Orbital Route)

That this Council amends the Chief Executive's proposed amendment to CS7 SLO5 contained within Amendment No. 4 Tubber Lane North by inserting the following additional requirement: "No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for the Western Orbital Route (N7-N4 Link) has been established."

REASONS: The Western Orbital Route has long been identified as strategic transport infrastructure required to support growth within the wider Lucan, Adamstown and Clonburris corridor. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the area. This amendment seeks to strengthen the planning framework to ensure future growth is accompanied by the strategic transport infrastructure necessary to support sustainable communities and proper planning and sustainable development.

CLlr submitted Timeline Visual Rev1

CE Response:

The motion seeks to include an additional point into CS7 SLO5 to state:

" No development other than infrastructure necessary to facilitate strategic transport infrastructure shall commence until a funded delivery programme for the Western Orbital Route (N7-N4 Link) has been established."

It is indicated in the reason that this addition to the SLO is 'to strengthen the planning framework to ensure future growth is accompanied by the strategic transport infrastructure necessary to support sustainable communities and proper planning and sustainable development.'

Western Orbital Route

Table 7.5 in the County Development Plan as adopted sets out the Six Year Road Programme. It includes what is called the 'Western Dublin Orbital Route'. The description of this route is set out in the table as:

'New road from the N7 to the N4 Leixlip Interchange with an extension to the N81'.

The table also includes a Function of the road, which is described as:

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

In addition, the County Development Plan includes Objective SM6 SLO 1—*to comprehensively assess transport needs across the wider western area, including Rathcoole, Saggart, Newcastle and their hinterlands.*

It is recognised that congestion is also an issue for the Lucan area. In this regard, the Council is engaging consultants to identify the transport needs and solutions for the western area of the county which will include Lucan. It is envisaged that the Transport Assessment and Transport Plan will be developed using an Area-Based Transport Assessment (ABTA) methodology, in accordance with TII and NTA guidance, and that one or more Local Transport Plans will be prepared. The process is expected to include public consultation and will assess existing and future travel demand across all transport modes, review existing and planned transport infrastructure and services, identify the need for additional transport interventions, assess options including phasing and cost implications, and identify an integrated package of transport solutions.

In parallel, the transport study will include the identification of interim measures to address existing traffic and mobility challenges in the short to medium term. This ensures that development can proceed in a managed and responsive manner while longer-term strategic solutions are being defined and progressed. The Council is taking a proactive, structured, and transparent approach, including public consultation and environmental assessment. This is a more appropriate and sustainable framework than

tying all development to a single infrastructure trigger in advance of the study's conclusions.

Introducing the amendment proposed by the motion would result in an overly restrictive approach to development of the lands, especially in the context of potential interim solutions to traffic congestion and to the context of this site which is well served by public transport.

In this context, the amendment is inappropriate and risks the delivery of housing. The proposed SLO in the Variation and the existing policy framework in the CDP alongside the progression of identifying transport solutions for the western area of the county will ensure that transport infrastructure requirements will be appropriately assessed and phased to align with development.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane Lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The Tubber Lane North lands are well located in relation to public transport and have options on the road network to access the N4 along the Celbridge Link Road. In addition, the SLO requires phasing of development with water services, Dart+SW or an equivalent rail service, delivery of Tobermaclugg Park alongside a Masterplan addressing traffic and transport, environmental sensitivities, social infrastructure, and public open space. As such, Tubber Lane North is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth.

It is considered that this motion, providing a SLO linking to the funding of a Western Orbital road will undermine the timely delivery of housing on this

site. Consideration of funding for the Western Orbital is premature pending the west of county Transport Plan.

CE Recommendation

To reject the motion amending the SLO

[Map of Proposed Amendment as Published](#)

The Chief Executive recommendation was **AGREED**

M48/0626 Item ID:91754

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Proposed Amendments to Variation No. 4 - Tubber lane North - Page 164

Motion: This council agrees to insert a new point 3j in CS7 SLO4

(Amendment No.4) to read: 'Development will only proceed in unison with an agreed new bus route connection being established and operational between Adamstown/Lucan and Tallaght.'

Reason: • Both Lucan & Tallaght are major urban neighbouring population centres, that continue to see extensive planned development with significant further development proposed. • To improve transport connectivity i.e. to the Luas Cheeverstown, Luas Tallaght-City Ctr. • To provide connectivity to Tallaght Hospital, IT Tallaght, Stadium, Square and other vital services.

Proposed by, Cllr Loftus, Carey, Dunne, Whelan & Mannion

CE Response

This motion seeks to insert a new point 3j into the SLO of Amendment 4 Tubber Lane North of the proposed Variation to read:

'Development will only proceed in unison with an agreed new bus route connection being established and operational between Adamstown/Lucan and Tallaght '

The reasons put forward for the motion include the need to improve transport connectivity between Lucan and Tallaght and related Luas lines and social infrastructure in Tallaght.

It is noted that the motion refers to CS7 SLO4 which relates to Adamstown West Amendment but given the page number reference and two references

to Amendment 4 Tubber Lane North, it is understood that this motion is referencing the Tubber Lane North Amendment and therefore the insertion would be into CS7 SLO5.

Public Transport

The proposed amendment set out in the motion is seeking to link housing development at Tubber Lane to the provision of a bus link from Tallaght to Lucan/Adamstown, directly. The reasons for this are to improve transport connectivity to Tallaght Hospital, IT Tallaght, Stadium, Square and other vital services.

Existing Bus Services and Public Transport Options

At present Adamstown is well serviced by bus routes which generally have their origin on station road. The Tubber Lane North lands are accessible to existing high frequency services on Shackleton Drive (C2 and X30), and linkages can be enhanced through future development, and the delivery of Tobermaclugg Park. The lands are also approximately 900m to existing high frequency bus routes along the Celbridge Road (C4 and X27) to the north. These routes provide services to Dublin City.

It is acknowledged that as it stands there are no direct services from Lucan/Adamstown to Tallaght. Indirect routes exist which can be taken in proximity to Adamstown, for instance at Finnstown local centre in addition to various other locations throughout Lucan. From Finnstown, the TFI plan-a-journey indicates it is typically a 56-minute journey by way of the L53 with a change at Liffey Valley to the W2. Alternatively, the C1 and C2 which originate in Adamstown provide a slightly more direct route with a change to the W4 running along the R136, and existing from Kingswood adjacent to the Cheeverstown Luas before terminating at the Square.

Continued Engagement with NTA

It is important to continue to support the enhancement of public transport provision in line with population growth. In this regard, ongoing engagement with the National Transport Authority (NTA) will be key to facilitating any future service improvements.

Within this broader context, the Planning Authority will continue to engage with the NTA to deliver on priority routes, recognising the advantages that better connectivity between the two growth areas of Tallaght and Lucan would provide.

However, to link housing development at Tubber Lane North to the delivery and operation of a bus route between Lucan / Adamstown and Tallaght is considered to be overly onerous and likely to prevent timely delivery of housing in a location which has a good bus service and access to the existing rail and active travel links in the immediate vicinity. Nonetheless, it is considered appropriate to include a new point in the SLO, point 5, to support the delivery of a direct bus route from Lucan / Adamstown to Tallaght.

SLO

It is considered that this motion, providing a SLO restricting development of housing on the lands until '*with an agreed new bus route connection being established and operational between Adamstown/Lucan and Tallaght*' will undermine the timely delivery of housing on this site. The NTA is leading the phased roll out of the Bus Connects programme and that is the priority for funding and delivery. The advancement of alternative bus routes is a lower priority.

Furthermore, the motion SLO as worded is difficult to assess compliance with. The Chief Executive would not recommend a phasing style SLO linked to a variable such as a bus route which are open to change. The assessment of compliance will provide uncertainty and impact on the timely delivery of housing at this appropriate location.

The absence of the proposed bus service does not in itself preclude the delivery of a high standard of residential amenity and sustainable transport access for future residents of these lands.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane Lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Tubber Lane North is well located to deliver on the requirement to help meet the new housing targets and provide for national policy on compact growth. Linking development to the operation of a new bus route to Tallaght is considered to be overly onerous and could jeopardise the timely delivery of much needed housing.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To reject the motion amending the SLO

[Map of Proposed Amendment as Published](#)

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

M49/0626 Item ID:91759

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Proposed Amendment to Variation No.4 Tubber Lane - Page 164 Motion:
This Council agrees to amend point 1 in CS7 SLO5 to read: Development may not commence until Dart+ Southwest or an equivalent rail service has completed construction and is operational'.

Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents of the area.

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

Following the outcome of Motion 45, already considered, this Motion 49 must now **FALL**

The Motion **FELL**

M50/O626 Item ID:91768

Proposed by Councillor V. Casserly, seconded by Councillor L. O'Toole

Motion: Amendment Ref No 4 (Tubber Lane North) Propose: (a) that Amendment No.4 (Tubber Lane North) be withdrawn; (b) that the designation of lands at Tubber Lane North that are the subject of this Material Variation remain zoned RU (Rural) (c) that the status quo (as provided for in the South Dublin County Development Plan 2022-2028) regarding of the zoning designation of the said Tubber Lane North lands be preserved; Reason: • The proposed rezoning is a disproportionate and arbitrary response to the National Planning Framework. • The proposed rezoning is wholly premature given the incomplete build out of the Adamstown SDZ and Clonburris SDZ. • The subject lands form a rural hinterland and rural buffer to the Adamstown SDZ. • The proposed rezoning (amongst others) places a disproportionate burden on Lucan and the Lucan Electoral Area in terms of the county wide compliance with the National Planning Framework. • This proposed rezoning would lead to a catastrophic loss of green space. • The subject lands have very poor access and egress points, decanting onto a road network that is currently at saturation point. • The proposed rezoning would result in the permanent and irreversible loss of habitat, fragmentation of wildlife corridors, and a reduction in overall biodiversity resilience.

CE Response

This motion seeks to reject the proposal as part of the Variation to rezone lands at Tubber Lane North to RES-N and OS (open space) from their current RU (rural) zoning. The lands are located directly north of Adamstown SDZ, adjoining its northern boundary, and to the east of the Celbridge Link Road and south/southwest of Lucan Golf Course.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Zoning - RES-N & Open Space

The proposed rezoning encompasses the RES-N objective for new residential development and an Open Space (OS) zoning of c2.6ha to the east of the lands in recognition of this more sensitive part of the site and to allow for an expansion to Tubbermaclugg Park which lies to the south within Adamstown SDZ. As part of the CE report and Recommendation additions to the SLO for Tubber Lane North related to woodland protection and lighting requirements recommended by the environmental consultants were inadvertently placed into Adamstown West Amendment. The CE Amendments to this meeting have recommended their omission from Adamstown West and their originally intended placement into Tubber Lane North.

A revised SLO for the site with the key amendments from the original SLO (in response to public consultation with additional environmental points) outlined in bold is recommended, providing for comprehensive phasing and assessment which will enable detailed plan-led consideration of the concerns raised in this motion.

The SLO recommendation includes all required amendments pertaining to the delivery of DART+SW or equivalent service, environmental requirements and retention of woodland, lighting design, additional detail with respect to traffic and transport assessment, additional requirements for the Public Open Space Audit, and continued engagement with Department of Education and Youth on school delivery and capacity. In this way it provides for detailed consideration of phasing requirements that may be required to ensure that growth is plan-led.

Adamstown and Clonburris Build Out

One of the reasons put forward for rejecting the Amendment is that the proposed rezoning is wholly premature given the incomplete build out of the Adamstown SDZ and Clonburris SDZ. Both Adamstown and Clonburris SDZs are approved planning schemes which have gone through a rigorous process in their adoption which includes clear phasing programmes. Adamstown, which is closest to the proposed Variation at Tubber Lane, is starting into the final phases of development but these will not be progressed without the required infrastructure provision coming forward. The CE Report gives a detailed account of the infrastructure delivered to date, which is significant and in line with the delivery of housing. A similar approach is being taken to Clonburris, with the early phases of infrastructure delivery advancing alongside housing. As such, the zoning of lands at Tubber Lane is not premature but rather reflects the continuation of the Planning Authority's plan-led approach to development which will ensure a continuous pipeline of appropriately located lands to meet projected need in accordance with the revised NPF targets.

The rezoning places a disproportionate burden on Lucan LEA

The rezoning forms part of a county-wide strategy to meet NPF housing targets, with a focus on transport-oriented development (TOD) in accordance with national policy. The lands are well-located to utilise existing infrastructure, services and transport, as well as

planned transport infrastructure such ensuring efficient and sustainable growth distribution.

Furthermore, the proposed zoning is consistent with the National Planning Framework and Regional Spatial and Economic Strategy, which promote compact and sequential growth, and the efficient use of serviced land within metropolitan areas. The development of these lands will be supported by existing and planned infrastructure associated with Adamstown SDZ, together with site-specific servicing requirements.

Access and Egress Points

The site is subject to a requirement for the preparation of a comprehensive masterplan, which will include a detailed Transport and Traffic Assessment. This process will consider site layout, and the identification of appropriate and coordinated access points. It is noted that the site has a current access point to the Celbridge Link Road, a road which is not at capacity. Notwithstanding, the SLO provides for the coordination of access arrangements as part of a plan-led approach to development through the inclusion of the need for a traffic and transport assessment as part of the required masterplan.

Biodiversity Resilience, Habitat and Open Space Loss

The SLO attached to the Amendment requires a masterplan which deals specifically with the retention of existing hedgerows, the need for compliance with riparian corridor policy in the County Development Plan, a traffic and transport assessment and a public space audit to inform proposals for public open space and recreational facilities. The current zoning on the lands is RU, the proposal is to zone the western element of the lands as RES-N but to rezone the more eastern part of the lands as OS. This will facilitate a connected area of open space to Tobermaclugg Park, thereby increasing public open space in the area by 2.6ha.

Following public consultation, the issues raised by the submissions were further reviewed by the Strategic Environmental Assessment consultants who undertook further assessments to ensure a robust analysis of the site pending consideration of same as part of the variation process. The outcome of that was that the Chief Executive recommends the inclusion in CS7 SLO5 of additional points in the required masterplan to ensure adequate protection of environmental sensitivities

as outlined below in the recommendation, noting part 4 of the SLO, points b and c, relating to retention of the woodland and lighting conditions.

The amended text for inclusion is as follows:

1. **Retain woodland as area of importance for wildlife and a key stepping stone in the wider ecological network; any interventions in or adjacent to the woodland should be informed by EcIA and SDCC will support the maintenance of such habitat as a refuge for wildlife.**
2. **Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.**

The Chief Executive considers that compact growth in accessible locations, rather than continued outward expansion into less connected areas, represents the most effective long-term environmental response.

Environmental considerations are further embedded through the strong County Development Plan policies on:

- Green Infrastructure and Energy objectives, which recognises the role of green infrastructure as a carbon sink and as a means of offsetting greenhouse gas emissions;
- Protection and enhancement of landscape character; and
- Integration of climate resilience, including SuDS and urban cooling measures, into development design.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The zoning of Tubber Lane is a policy-aligned response to revised national housing requirements, representing a sequential extension of Adamstown that can be delivered in a planned and sustainable manner. The inclusion of robust safeguards in the SLO ensures that any development will proceed in tandem with transport capacity, services, and environmental protections. On this basis, the Chief Executive considers the zoning to residential and open space appropriate and recommends that it be progressed.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 5 Tubber Lane North with the following amendment to CS7 SLO5 (amendments in **bold**):

CS7 SLO5:

Development on RES-N zoned lands north of Tubber Lane shall comply with the following:

1. Development may not commence until Dart+ Southwest has commenced construction **or an equivalent rail service to the Dart+SW is operational, as may be relevant.**
2. Development may not commence until Tobermaclugg Park, a phasing requirement of the Adamstown SDZ Planning Scheme, has commenced construction.
3. An infrastructure masterplan shall be submitted to the planning authority as part of a planning application for residential development, addressing the water and wastewater network upgrades as necessary to serve the subject lands while demonstrating that the needs of zoned lands in the surrounding area, including Clonburris SDZ, are not compromised. To be agreed with Uisce Éireann in advance of submission of a planning application.
4. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands, the masterplan shall be informed by and address, inter alia:

a. Retention and enhancement of the north-south hedgerow as recorded on 1st Edition OS maps, unless required for wider movement needs,

b. Retain woodland as area of importance for wildlife and a key stepping stone in the wider ecological network; any interventions in or adjacent to the woodland should be informed by an EcIA and generally support the maintenance of such habitat as a refuge for wildlife.

c. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.

d. Ensure compliance with G13 (Riparian Corridors) in relation to any watercourses on site,

e. A Social Infrastructure Audit and provision within development proposals to address any needs identified,

f. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;

g. A Public Open Space Audit to inform proposals for public open space and recreational facilities, having regard to environmental sensitivities and ensuring the provision of an appropriate balance of passive and active amenity in the public open space; and

h. Ensure adequate educational capacity for sites adjacent to Adamstown are catered for, in consultation with the Department of Education and Youth.

Map of Proposed Amendment as Published

Following the outcome of Motion 43, already considered, this Motion 50 must now **FALL**

The Motion **FELL**

M51/O626 Item ID:91875

Proposed by Councillor C. Brady

Amendment 4 (Tubber Lane) Amend the proposed SLO no 1 to delete: Development may not commence until Dart+ Southwest or the commencement of an equivalent rail service to the Dart has commenced construction or operation, as may be relevant. And replace with: That development shall not commence in advance of the delivery of additional capacity on the rail service to Adamstown and Kishoge, and that the occupation of residential units be subject to the commencement and operation of the Dart+ South West service, or the commencement of an equivalent rail service to the Dart.

Reason: The current rail infrastructure is already operating at full capacity and urgently needs to be upgraded before additional demand comes onstream. Homes must be delivered hand in hand with the necessary increased infrastructure, therefore the population along this rail corridor should not be increased until Dart+ South West is operational.

Following the outcome of Motion 45, already considered, Motion 51 must now **FALL**

The Motion **FELL**

M52/O626 Item ID:91877

Proposed by Councillor C. Brady, seconded by Councillor A. Edge

Amendment No. 4 Tubber Lane North. To add SLO To support the provision of community parking on lands identified under Variation No. 2 within the Adamstown area, to serve existing and future residents, visitors and community uses, and to be delivered in a co-ordinated manner as part of the overall development of these lands, and to ensure that such facilities are designed and laid out to allow for future adaptation or redevelopment, having regard to changes in transport provision and demand over time.

Reason: To support existing and future parking demand in Adamstown in a planned and co-ordinated manner, while ensuring flexibility for such lands and facilities to be repurposed over time in line with changes in public

transport provision, travel patterns and wider infrastructure delivery, similar to approaches under consideration in Clonburris.

CE Response

This motion seeks to add an SLO to Amendment 4 Tubber Lane North of the proposed Variation to read:

‘To support the provision of community parking on lands identified under Variation No. 2 within the Adamstown area, to serve existing and future residents, visitors and community uses, and to be delivered in a co-ordinated manner as part of the overall development of these lands, and to ensure that such facilities are designed and laid out to allow for future adaptation or redevelopment, having regard to changes in transport provision and demand over time.’

The reasons put forward for the motion include the need to support existing and future parking demand in Adamstown in a planned and co-ordinated manner while allow for repurposing of the community parking areas over time as public transport provision and travel patterns change. It is indicated that this would be similar to approaches under consideration for Clonburris.

National Policy Context

The National Planning Framework (NPF) and Climate Action policy require a shift towards sustainable mobility and reduced car dependency, for proposed development which are generally highly accessible and will benefit from existing and planned public transport, including for South Dublin Bus Connects, Luas Red Line and rail including DART+South West.

Sustainable Residential Development and Compact Settlement Guidelines

These Guidelines (2024) were published after the adoption of the South Dublin County Development Plan 2022-2028 and include SPPR 3 which requires:

- Reduced or minimised car parking in accessible urban areas;
- Maximum parking thresholds (e.g. 1–2 spaces per dwelling depending on location and accessibility);
- Justification where the maximum levels of parking are proposed.

Planning authorities are required to have regard to the policies and objectives of the Guidelines and **to apply** the specific planning policy requirements (SPPRs). This is set out in legislation.

In this regard SPPR 3 – Car Parking states:

It is a specific planning policy requirement of these Guidelines that:

(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of carparking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no.spaces per dwelling.

(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

As such, a maximum car parking standard, based on the accessibility of the location is set at National level. The assessment of accessibility to inform the maximum is on a case-by-case basis.

Existing Development Plan Standards

The current County Development Plan contains policy and objectives on car parking in section 7.10, in this regard Policy SM7 states:

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objectives SM7 1-4 and 6-11 of the CDP then indicate how this will be implemented, alongside more detailed implementation requirements set out under Section 12.7.4 of the County Development Plan.

Community Parking

The Council is engaged in a study in relation to Sustainable Transport Hubs as funded in the Capital Programme 2026-2028. This study is ongoing and is to examine the provision of sustainable transport hubs to promote behavioural change to sustainable modes and reduce car ownership and dependency, where compact residential development is accompanied by neighbourhood parking facilities that prioritise shared and sustainable transport modes as well as providing some space for other vehicles.

In addition, the Chief Executive has made a recommendation on foot of Item 91933, relating to these and other Variation lands that the Planning Authority will *‘carry out a review, including public consultation, of the implementation of car parking policy, including provision, management and ancillary infrastructure within the context of the Sustainable Residential and Compact Settlement Guidelines (or as may be superseded). The review to consider necessary and appropriate parking levels for dwellings including one car parking space per dwelling.’*

The addition of a specific requirement to provide “community parking” at this stage may risk pre-empting the outcomes of the implementation review recommended by the Chief Executive and the sustainable transport hub study.

There is a concern that the term 'community parking' is undefined and it is unclear how that relates to the overall car parking standards in the Sustainable Residential Development and Compact Settlement

Guidelines. In this context, the provision of a SLO for these lands in the absence of clarity is not recommended at this time. An objective in the written text is recommended.

Conclusion

It is recognised that car parking is an issue in certain areas including in Adamstown. While a community parking approach may be appropriate, the solutions to car parking within the lands will come forward through the requirement in the masterplan for a traffic and transport assessment. It is also noted that the Chief Executive has made a commitment, on foot of a recommendation to another motion, that the Planning Authority will carry out a car parking review to inform the future approach to car parking and realisable solutions to the current issues arising, within the scope of the relevant national policy.

CE Recommendation

To amend the motion to add an objective to the County Development Plan that states

'To investigate and research the potential of shared car storage and sustainable transport hubs to promote behavioural change to sustainable modes and reduce car ownership and dependency and promote their provision as part of compact residential developments.'

Map of Proposed Amendment as Published

The Members **AGREED** to accept the Chief Executive's recommendation

M53/0626 Item ID:91930

Proposed by Councillor D. Loftus

Proposed Amendments to Variation No.4- Tuber lane North - Page 164

Motion: This council agrees to insert a new point 3j in CS7 SLO4

(Amendment No.4) to read: 'Development will only proceed in unison with an agreed new bus route connection being established and operational between Adamstown/Lucan and Tallaght.'

Reason: • Both Lucan & Tallaght are major urban neighbouring population centres, that continue to see extensive planned development with significant further development proposed.

- To improve transport connectivity i.e. to the Luas Cheeverstown, Luas Tallaght-City Ctr.

- To provide connectivity to Tallaght Hospital, IT Tallaght, Stadium, Square and other vital services.

REPORT:

This motion seeks to insert a new point 3j into the SLO of Amendment 4 Tubber Lane North of the proposed Variation to read:

‘Development will only proceed in unison with an agreed new bus route connection being established and operational between Adamstown/Lucan and Tallaght ’

The reasons put forward for the motion include the need to improve transport connectivity between Lucan and Tallaght and related Luas lines and social infrastructure in Tallaght.

It is noted that the motion refers to CS7 SLO4 which relates to Adamstown West Amendment but given the page number reference and two references to Amendment 4 Tubber Lane North, it is understood that this motion is referencing the Tubber Lane North Amendment and therefore the insertion would be into CS7 SLO5.

Public Transport

The proposed amendment set out in the motion is seeking to link housing development at Tubber Lane to the provision of a bus link from Tallaght to Lucan/Adamstown, directly. The reasons for this are to improve transport connectivity to Tallaght Hospital, IT Tallaght, Stadium, Square and other vital services.

Existing Bus Services and Public Transport Options

At present Adamstown is well serviced by bus routes which generally have their origin on station road. The Tubber Lane North lands are accessible to existing high frequency services on Shackleton Drive (C2 and X30), and linkages can be enhanced through future development, and the delivery of Tobermaclugg Park. The lands are also

approximately 900m to existing high frequency bus routes along the Celbridge Road (C4 and X27) to the north. These routes provide services to Dublin City.

It is acknowledged that as it stands there are no direct services from Lucan/Adamstown to Tallaght. Indirect routes exist which can be taken in proximity to Adamstown, for instance at Finnstown local centre in addition to various other locations throughout Lucan. From Finnstown, the TFI plan-a-journey indicates it is typically a 56-minute journey by way of the L53 with a change at Liffey Valley to the W2. Alternatively, the C1 and C2 which originate in Adamstown provide a slightly more direct route with a change to the W4 running along the R136, and existing from Kingswood adjacent to the Cheeverstown Luas before terminating at the Square.

Continued Engagement with NTA

It is important to continue to support the enhancement of public transport provision in line with population growth. In this regard, ongoing engagement with the National Transport Authority (NTA) will be key to facilitating any future service improvements.

Within this broader context, the Planning Authority will continue to engage with the NTA to deliver on priority routes, recognising the advantages that better connectivity between the two growth areas of Tallaght and Lucan would provide.

However, to link housing development at Tubber Lane North to the delivery and operation of a bus route between Lucan / Adamstown and Tallaght is considered to be overly onerous and likely to prevent timely delivery of housing in a location which has a good bus service and access to the existing rail and active travel links in the immediate vicinity. Nonetheless, it is considered appropriate to include a new point in the SLO, point 5, to support the delivery of a direct bus route from Lucan / Adamstown to Tallaght.

SLO

It is considered that this motion, providing a SLO restricting development of housing on the lands until '*with an agreed new bus route connection being established and operational between Adamstown/Lucan and Tallaght*' will undermine the timely delivery of housing on this site. The NTA is leading the phased roll out of the Bus Connects programme and that is

the priority for funding and delivery. The advancement of alternative bus routes is a lower priority.

Furthermore, the motion SLO as worded is difficult to assess compliance with. The Chief Executive would not recommend a phasing style SLO linked to a variable such as a bus route which are open to change. The assessment of compliance will provide uncertainty and impact on the timely delivery of housing at this appropriate location.

The absence of the proposed bus service does not in itself preclude the delivery of a high standard of residential amenity and sustainable transport access for future residents of these lands.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane Lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Tubber Lane North is well located to deliver on the requirement to help meet the new housing targets and provide for national policy on compact growth. Linking development to the operation of a new bus route to Tallaght is considered to be overly onerous and could jeopardise the timely delivery of much needed housing.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To reject the motion amending the SLO

[Map of Proposed Amendment as Published](#)

Following the outcome of Motion 48, already considered, this Motion 53 must now **FALL**

The Motion **FELL**

M54/0626 Item ID:91956

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Amendment 4 - Tubber Lane North

Motion: This Council agrees to amend point 1 in CS7 SLO5 to insert: 'and the Bus Connects network redesign or equivalent bus service for the surrounding area is fully operational' at the end of the existing point 1

Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents.

Proposed by Cllr's Carey, Dunne, Whelan and Mannion

CE Response

This motion seeks to amend point 1 of the SLO of Amendment 4 Tubber Lane North of the proposed Variation to read (as per below recommendation):

1. *Development may not commence until Dart+ Southwest has commenced construction or an equivalent rail service to the Dart+SW is operational, as may be relevant.*

To add:

'and the Bus Connects network redesign or equivalent bus service for the surrounding area is fully operational'

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model.

The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Tubber Lane North – Bus Services

In terms of public transport, Tubber Lane North will be primarily served by bus and active travel infrastructure. The lands are within walking distance to services on Shackleton Drive within Adamstown (C2 and X30), with the potential for linkages to be enhanced through future development and the delivery of Tobermaclugg Park, as required by the SLO. The lands are also located approximately 900m from high-capacity bus services along the Celbridge Road (C4, C6 and X27). Therefore, it is considered that the requirement to have additional services redesigned and then become operational is overly restrictive given existing services and access to Adamstown Station and Active Travel.

The SLO as part of the proposed Variation requires a traffic and transport assessment informing the masterplan for the lands as follows:

1. *A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands,*
 - d. *A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;*

The SLO sets out a clear and structured requirement for a masterplan-led approach to the development of the lands, supported by a Transport and Traffic Assessment. This ensures that all transport-related matters, including cumulative impacts arising from surrounding development, are carefully examined and addressed in a coordinated manner, while also taking account of environmental considerations and the need for sustainable mobility. This will allow SDCC to understand the future needs and requirements for the future growth of the lands/area.

In parallel, the Council continues to actively engage with the National Transport Authority (NTA) to influence and facilitate the delivery of bus services to support existing and planned growth. It is therefore considered that the SLO comprehensively caters for the impact of cumulative growth and the traffic and transport master planning for the lands, and therefore the network does not require a redesign.

The Planning Authority will continue to support and facilitate the delivery of strategic public transport infrastructure—including BusConnects, DART+ South West and Lucan Luas—and to ensure that development is aligned in an appropriate way with this infrastructure through plan-led development. It is considered that the SLO for the Tubber Lane lands is appropriate and ensures that a masterplan for the lands is informed by a traffic and transport assessment which will include the public transport provision in the area.

Therefore, it is considered that an appropriate link is provided to the surrounding areas, and the wider Adamstown area. Therefore, a network

redesign and requirement for operation of same is not considered appropriate due to the existence of the SLO and the requirements for transport.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The issues raised by this motion and by submissions at public consultation stage in relation to infrastructure provision and cumulative growth have been considered and addressed as part of the proposed rezoning through the associated SLO and the existing County Development Plan policy. The SLO requires phasing of development with water services, Dart+SW or an equivalent rail service, delivery of Tobermaclugg Park (which will provide quicker links to the bus stop at Shackleton Drive) alongside a Masterplan addressing environmental sensitivities, social infrastructure, traffic and transport and public open space. The Masterplan also requires integration with Adamstown SDZ.

Imposing a requirement to redesign the network and for the same to become operational, at present, without NTA support risks undermining the timely delivery of much-needed housing in an area where high-capacity public transport exists and additional services are planned.

Furthermore, the Chief Executive would not recommend a phasing style SLO linked to the motion for the above reasons, as it could provide uncertainty and /or impact on the timely delivery of housing at this appropriate location, already serviced by transport links which will be further enhanced through the SLO.

CE Recommendation

To reject the motion.

Map of Proposed Amendment as Published

The Members **AGREED** to accept the Chief Executive's recommendation.

M55/O626 Item ID:91957

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Amendment 4 - Tubber Lane North

Motion: This Council agrees to amend point 1 in CS7 SLO5 to insert: 'and a bus connection to Celbridge is introduced' at the end of the existing point 1

Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents.

CE Response

This motion seeks to amend point 1 of the SLO of Amendment 4 Tubber Lane North of the proposed Variation to read (as per below recommendation):

1. *Development may not commence until Dart+ Southwest has commenced construction or an equivalent rail service to the Dart+SW is operational, as may be relevant.*

To add:

'...and a bus connection to Celbridge is introduced'

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Tubber Lane North – Bus Services

In terms of public transport, Tubber Lane North will be primarily served by bus and active travel infrastructure. The lands are within walking distance to services on Shackleton Drive within Adamstown (C2 and X30), with the potential for linkages to be enhanced through future development and the delivery of Tobermaclugg Park, as required by the SLO. The lands are also located approximately 900m from high-capacity bus services along the Celbridge Road (C4, C6 and X27).

The SLO as part of the proposed Variation requires a traffic and transport assessment informing the masterplan for the lands as follows:

- 1. A masterplan for the lands, integrated with the existing parameters of the Adamstown SDZ Planning Scheme, shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of the submission of a planning application for residential development on the subject lands. Having regard to the cumulative development potential around and including the subject lands,*

d. A Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, informed by options which can be demonstrated as being capable of being delivered as part of development, phased or otherwise, to provide access to high-capacity public transport as defined in the Sustainable Residential Development and Compact Settlement Guidelines;

The SLO sets out a clear and structured requirement for a masterplan-led approach to the development of the lands, supported by a Transport and Traffic Assessment. This ensures that all transport-related matters, including cumulative impacts arising from surrounding development, are carefully examined and addressed in a coordinated manner, while also taking account of environmental considerations and the need for sustainable mobility.

In parallel, the Council continues to actively engage with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to influence the delivery of bus services to support existing and planned growth. It is therefore considered that the SLO comprehensively caters for the impact of cumulative growth and the traffic and transport master planning for the lands.

The Planning Authority will continue to support and facilitate the delivery of strategic public transport infrastructure—including BusConnects, DART+ South West and Lucan Luas—and to ensure that development is aligned in an appropriate way with this infrastructure through plan-led development. It is considered that the SLO for the Tubber Lane lands is appropriate and ensures that a masterplan for the lands is informed by a traffic and transport assessment which will include the public transport provision in the area.

Therefore, it is considered that an appropriate link is provided to the surrounding areas, and the wider Adamstown area. The further addition of Celbridge, at this movement in time, is not considered appropriate, and was not raised a potential link required by the NTA as part of their submission.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50%

above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Tubber Lane lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The issues raised by this motion and by submissions at public consultation stage in relation to infrastructure provision and cumulative growth have been considered and addressed as part of the proposed rezoning through the associated SLO and the existing County Development Plan policy. The SLO requires phasing of development with water services, Dart+SW or an equivalent rail service, delivery of Tobermaclugg Park (which will provide quicker links to the bus stop at Shackleton Drive) alongside a Masterplan addressing environmental sensitivities, social infrastructure, traffic and transport and public open space. The Masterplan also requires integration with Adamstown SDZ.

Imposing a requirement to deliver an additional bus link to Celbridge, at present, without NTA support risks undermining the timely delivery of much-needed housing in an area where high-capacity public transport exists and further is planned, and is not consistent with national policy to deliver on the housing targets in suitable locations. The NTA is leading the phased roll out of the Bus Connects programme and that is the priority for funding and delivery. The advancement of alternative bus routes is a lower priority and will be difficult to achieve.

Furthermore, the Chief Executive would not recommend a phasing style SLO linked to the motion for the above reasons, as it could provide uncertainty and /or impact on the timely delivery of housing at this appropriate location, already serviced by transport links which will be further enhanced through the SLO.

CE Recommendation

To reject the motion.

[Map of Proposed Amendment as Published](#)

The Members **AGREED** to accept the Chief Executive's recommendation.

M56/O626 Item ID:91958

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Amendment 4 - Tubber Lane North This Council agrees to amend point 4c in CS7 SLO5 to insert: 'and to have a plan to meet these needs and in particular the need for increased childcare, health and dental care provision' at the end of the existing point 4c

Reason: To ensure adequate provision of services including childcare, GPs and dental practices

Proposed by Cllr's Carey, Dunne, Whelan and Mannion

CE Response

This motion seeks to amend point 4c of the SLO of Amendment 4 Tubber Lane North of the proposed Variation to read:

A Social Infrastructure Audit and provision within development proposals to address any needs identified,

To add:

'... and to have a plan to meet these needs and in particular the need for increased childcare, health and dental care provision.'

The motion references point 4c, which is considered to be 4 c of the original written statement, referencing a social infrastructure audit. The response below is in response to this understanding.

Social Infrastructure Audit

The proposed amendment set out in the motion is seeking to provision for childcare, health and dental care into the part of the SLO which refers to the Social Infrastructure Audit (4 c of the written statement, as referenced above). The reasons stated are to ensure adequate services are available in the area.

Existing Services

The subject lands will be serviced in Adamstown, with the soon to be completed and opened primary centre, located next to the district centre plaza/The Crossings. This is in an highly accessible location and will provide

a variety of primary care and health functions to the wider Adamstown area and will be in close proximity to this site.

Further to this a change of use was granted for Airlie House, a protected structure, also within Adamstown SDZ, under application reference SDZ26A/0002W, for a 'medical clinic facility' to 'include consultation rooms, treatment rooms, storage, and nursing station; Proposed new two-storey side extension to the existing Airlie house that consists of the main reception, administration rooms, staff room, storerooms, consultation rooms, and other ancillary rooms'.

Both the primary health care centre and the proposed change of use facility would be appropriate to cater for the uses outlined in the motion and SDCC will continue to work with the HSE on the delivery of additional facilities.

Childcare services are delivered through the Adamstown SDZ planning scheme and the relevant phasing requirements, in tandem with housing. Furthermore, childcare facilities are generally delivered via the planning application process and the application of the relevant Childcare guidance. The existing policy framework of the County Development Plan applies to any future development.

There are some dental practices located around Adamstown, and in close proximity of the site, such as on Doddsborough Road and the Newcastle Road. SDCC will continue to provide the land use and policy framework through the CDP for healthcare, ensuring opportunities for all types of health uses in the county as per Policy COS6: Healthcare Facilities Support the Health Service Executive (HSE) in their aim to provide access to a range of quality health services, in line with Sláintecare and relative to the scale of each settlement and community, and facilitate other statutory and voluntary agencies, and the private sector in the provision of healthcare facilities and services, including the system of hospital care and the provision of community based primary care facilities appropriate to the size and scale of each settlement.

SLO

Therefore, with the above in mind, the Social Infrastructure Audit is also required, pending the approval of the variation for the lands at Tubber Lane North. This will ensure items like health services, childcare and

other key health services and facilities are accounted for and addressed based on future growth from this site and other surrounding sites in the area, such as Finnstown Castle and Adamstown SDZ West, as well as Stonewall. It is considered that these services and any potential shortfall will be accounted for during the undertaking of a social infrastructure audit and the remit of the audit shall be broad to cover the services mentioned in the motion, as well as other key healthcare services.

Conclusion

The current variation process is to identify strategic residential lands areas in the County. It is considered that Tubber Lane is well located with respect to existing and planned health services and childcare services, predominantly to the south in the SDZ. An amendment to the wording is recommended.

CE Recommendation

To amend the motion to insert 'and to provide the planning framework to address social infrastructure and proactively engage with the relevant states agencies'

Map of Proposed Amendment as Published

The Members **AGREED** to accept the Chief Executive's recommendation.

M57/O626 Item ID:91959

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Amendment 4 - Tubber Lane North Motion: This Council agrees to insert a new 4h in CS7 SLO5 to read: 'Adequate flood alleviation and mitigation measures to address persistent waterlogging on these lands'

Reason: To ensure adequate provision of public transport to meet the needs of the existing and future residents

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Response

This motion seeks to amend point 4 of the SLO of Tubber Lane North of the proposed Variation to insert a new point 4h(as per below recommendation):

'Adequate flood alleviation and mitigation measures to address persistent waterlogging on these lands'

Note it is considered that the reason given has been posted in error to the motion, however it is assumed the reason is 'to address persistent waterlogging on these lands', as per motion wording.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97, and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Flood Requirements and Assessment

As part of the assessment of the lands for the variation a Strategic Flood Risk Assessment (SFRA) was undertaken for each site, including Tubber Lane North.

The assessment found, as outlined in the CE Report, that the land is situated slightly within Flood Zones A and B, and within the HEFS 0.1% and 1% AEP extents. A tributary of the River Liffey runs along the northern boundary of the site. In direct response to this flood risk, the proposed variation divides the site into two sections: the main portion is proposed for residential use (outside the flood zone), and the flood-affected portion is designated as open space, pulled back from the riparian corridor in accordance with GI3 Objective 3.

The flood-affected portion has been excluded from residential zoning as a direct result of the SFRA assessment. A site-specific FRA will be required at planning application stage in accordance with Section 4.3 of the SFRA. The Planning Authority concludes that the proposed zoning of lands at Tubber Lane North (Variation Site No. 4) does not override national flood risk management policy. Any future development will be required to comply with the Planning System and Flood Risk Management Guidelines (as amended).

Any issues raised during the planning application stage will be required to be addressed through a site-specific Flood Risk Assessment (FRA) and Surface Water Management. The Council has adopted Sustainable Drainage Systems (SuDS) Guidelines, which are to be utilised in the design of developments, green spaces and public realm areas. These guidelines support the use of integrated green infrastructure, including permeable surfaces, attenuation features and nature-based solutions, to manage runoff, enhance water quality and increase climate resilience. The application of SuDS will be required to ensure that surface water runoff is appropriately controlled and that drainage solutions are demonstrably effective.

The SLO as part of the proposed Variation requires compliance with G13 (Riparian Corridors) in relation to any watercourses on site, this will be, in addition to, other key requirements set out in the CDP, as well as assessments required at Planning Application Stage.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including Tubber Lane North, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Tubber Lane is well located to deliver on the requirement to meet the new housing targets and provide for national policy on compact growth, and has taken account of on site issues related to flooding in the selection of the site and review of the lands following the SFRA.

It is considered that the wording of the recommended SLO is adequate and covers the items in motion, which will be further assessed at Planning Application stage assessment.

CE Recommendation

no change to the proposed variation

[Map of Proposed Amendment as Published](#)

The Members **AGREED** to accept the Chief Executive's recommendation.

Amendments 5 - Citywest

M63/O626 Item ID:91624

Proposed by Councillor F. Timmons, seconded by Councillor K. Keane

That this Council supports the RES-N zoning at Citywest subject to the amendment of point g of CS8 SLO2 to read as follows: Integrate and deliver as part of housing development a Multi-Purpose Sports Facility (1,500sq m), a sports pitch and a local park with mixed play facilities for the community.

Reason: to deliver much needed housing on fully serviced lands alongside needed local sporting and play facilities and local parks.

CE Response:

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement to ensure there are sufficient options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Citywest lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Zoning

The proposed motion supports the proposed Variation rezoning at Citywest (Amendment no. 5) subject to the amendment of point g of CS8 SLO2 to read as follows: ‘Integrate and deliver as part of housing development a Multi-Purpose Sports Facility (1,500sq m), a sports pitch and a local park with mixed play facilities for the community.’

The Chief Executive welcomes the motion’s support to rezone the Citywest lands.

Local Park and Mixed Play Facilities

Future development proposals on this site must comply with the CDP 2022-2028 standards for public open space to be delivered on residentially zoned lands. The public open space standards as set out in Table 8.2 of the County Development Plan (see below), with a minimum 10% of open space to be delivered on the lands as part of any development.

Table 8.2 Public Open Space Standards

Land Use	Public Open Space Standards (minimum)
Overall Standard	2.4 Ha per 1,000 Population
New Residential Development on Land Zone RES-N	Minimum 15% of site area
New Residential Development on Lands in Other Zones including mixed use	Minimum 10% of site area
Institutional Lands/ "Windfall" Sites	Minimum 20% of site area

These standards will ensure that quantified areas of public open space are met as part of development on the lands and must meet qualitative standards set out in the CDP. In addition, the County Development Plan contains existing policies and objectives which support the delivery of mixed play facilities in new residential areas including the following:

COS5 Objective 19

To support the provision within new residential developments and parks and public open spaces, of formal and informal play areas with appropriate equipment and facilities, incorporating nature-based play opportunities where appropriate, ensuring that the needs of differing age groups

including young children, older children and teenagers are catered for and that different abilities and needs are accommodated to be able to access and participate in play, and to ensure play spaces and play facilities comply with universal design principles.

COS5 Objective 20

To ensure that children's play areas are provided as an integral part of the design and delivery of new residential and mixed-use developments and addressed as part of a landscape plan in accordance with the requirements set out in Chapter 12: Implementation and Monitoring.

Having regard to these existing objectives and standards in the County Development Plan there is no requirement for additional points to be inserted into the proposed SLO for the lands.

Sports Pitch

In recognition of the additional population growth, the Chief Executive, in the CE Report, has recommended the provision of a community centre / sports hall on the lands as part of the masterplan. This is included as point g to CS8 SLO2:

‘g. Provision for a community centre / sports hall of approximately 1500sqm, or as agreed with the Planning Authority.’

The motion's proposed addition of a sports pitch into the SLO as a requirement for the lands, in addition to the standards for open space set out above, and the land required to facilitate the proposed 1,500sq m community centre / sports hall, would significantly reduce the potential land for housing. The available land could be further reduced by the requirements in the SLO for 'An analysis of the existing water features to include for their incorporation as part of wider nature-based solutions to surface water management where feasible and appropriate' and by the outcome of the required ecological impact assessment and any recommendations that it may make.

The proposed Variation site is located in close proximity to established and open space provision being approximately 500m away from Rathcoole Park which is identified as a 'Neighbourhood Park' in the public open space hierarchy. Additional sports pitch facilities are being planned for Rathcoole Park as part of the forthcoming proposed development. In addition, the

Planning Authority is continuing to investigate options for the delivery of further pitches in the vicinity.

In this context, it is considered that prescribing additional requirements, through the amendment of point g of CS8 SLO2, for a sports pitch would severely limit the capacity of the lands to contribute to addressing the identified housing shortfall. The omission of a requirement for a pitch on this site is recommended.

Conclusion

Given the evidence-based approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including these lands at Citywest, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The delivery of public open space and mixed play facilities can be accommodated as part of residential development under the current policy in the County Development Plan. However, the delivery of a sports pitch on the lands would unduly reduce the remaining land available for housing and have a significant impact on the capacity of the planning authority to meet the targets set out in the NPF. Alternative solutions to the delivery of a pitch will continue to be a priority for the Chief Executive.

As set out in Section 2 of the CE Report, the OPR has made one recommendation which is that the Planning Authority continue to progress the zoning of additional residential zoned lands, identified as amendments 1 to no. 16.

On this basis, it is recommended that Amendment no. 5 should be adopted with the additional points in CS8 SLO2 recommended in the CE Report.

CE Recommendation:

To adopt Amendment 5, Citywest in the proposed Variation with the additional recommendations from the CE Report (shown in **bold**) for CS8 SLO2 as follows:

‘CS8 SLO2: Development on RES-N zoned lands on the former golf course of the Citywest Hotel shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

- a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species, **ECIAs to be undertaken by appropriately experienced and qualified ecologists and prepared in accordance with the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine (CIEEM, 2018) and any superseding guidance.**
- b. **Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife through sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.**
- c. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact and
- d. Provision for a direct active travel link through the subject lands between Mill Road and Garter Lane.
- e. **A site-specific FRA addressing both the ornamental surface water features within the site and the un modelled watercourse to the south.**
- f. **An analysis of the existing water features to include for their incorporation as part of wider nature-based solutions to surface water management where feasible and appropriate**
- g. **Provision for a community centre / sports hall of approximately 1500sqm, or as agreed with the Planning Authority.’**

Map of Proposed Amendment as Published

At the outset the Chief Executive, Mr C. Ward spoke on the order of business and outlined that if Motion 63 passes, then Motions 64, 65, 66 & 68 will FALL

A discussion followed with contributions from Councillors F. Timmons, L. DeCourcy, P. Holohan, L. Dunne, W. Carey, K. Keane, E. Ó Broin, R. Mannion, Mr. E. Burke, Director of Services responded to the members.

A Roll Call vote was called for in the names of Councillors J. Spear, K. Keane and L. DeCourcy

FOR: 22 (Twenty-two)

Councillors: S. Barnes, C. Brady, V. Casserly, Y Collins, P. Cosgrave, M. Duff, A. Edge, A. Hayes, P. Kearns, B. Lawlor, L. McCrave, T. McDonald, R. McMahan, D. McManus, E. Murphy, E. Ó Broin, B. Pereppadan, B. Pereppadan, J. Sinnott, A. Smyth, F. Timmons, J. Tuffy.

AGAINST: 16 (Sixteen)

Councillors: W. Carey, L. DeCourcy, D. Donnelly, L. Dunne, H. Farrell, P. Holohan, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion, S. O'Hara, L. O'Toole, D. Richardson, J. Spear, N. Whelan.

As a result of the Roll Call Vote, the Chief Executive's recommendation was **AGREED** and motions 64, 65, 66 and 68 **FELL**

M64/O626 Item ID:91696

Proposed by Councillor P. Holohan

Proposal to rezone the lands at Citywest is withdrawn. Based on the huge overdevelopments in this area through the SHD project and ongoing complications caused by the lack of democratic input to the planning process during them developments, allowing planned facilities and infrastructure time to catch up with the rise of population in this area.

The Motion **FELL**

M65/O626 Item ID:91704

Proposed by Councillor L. Dunne,

5. Citywest Motion: This Council agrees to retain the current Objective OS zoning designation of lands at Citywest Reason: To maintain existing open

space and oppose overdevelopment The populations of Citywest and Saggart have grown significantly over the past two decades, largely due to extensive residential development, including high-density apartment schemes. This level of growth is unusually high by national standards. Through successive planning frameworks, the delivery of essential social, community and transport infrastructure has not kept pace with the scale of development. In this context, there is already substantial cumulative pressure on infrastructure in the area, and further rezoning for significant residential development should not proceed. In addition, the proposed rezoning would result in the loss of valuable open space that, while formerly used as a golf course, still plays an important role in the local environment. Such lands contribute to visual amenity, provide relief from high-density urban development, support surface water drainage, assist in local microclimate regulation, and offer accessible open space within an increasingly built-up area. Given ongoing population growth, it is important to retain remaining open spaces to support sustainable development and maintain quality of life for existing and future residents.

The Motion **FELL**

M66/O626 Item ID:91735

Proposed by Councillor L. de Courcy

That Amendment #5 - Citywest, be rejected and the zoning of the lands remain Open Space. REASONS Transport infrastructure: traffic congestion in Saggart is quite severe, congestion increases with every new housing development opening in the area. Public transport, particularly the Luas, is at capacity. The estimated figure of over 600 new units (if the land is rezoned) will add around 1,800 people to this community (with a similar number moving in when Boherboy is built). In addition, the large volumes of residents at the IPAS centre in Citywest add to the pressure on public transport and road congestion. Saggart village cannot handle such an increase in the volume of people and traffic this proposed rezoning will bring. Social cohesion: the purchase of Citywest Hotel and Conference Centre by the state has had a negative impact on the daily lives of a significant number of residents. Residents were promised services and facilities as a compromise for turning their hotel into an IPAS centre. 'Provision for a community centre / sports hall (c. 1500sqm') is a welcome amendment to the proposed variation, but should not be contingent on the area being rezoned from OS to RES-N. Schools: While the report notes

'there are a number of major school projects reserved/under construction in the Citywest area: - There is a major project under construction to provide a new education campus accommodating a new post-primary school for Coláiste Pobail Fóla and a primary school for Gaelscoil Lir at the Fortunestown Lane school site under SD19A/0393/EP (as extended under SD19A/0393/EP). There is an existing School Site Symbol on this site under the South Dublin County Council 2022-2028. - The Boherboy lands located to the southeast of the Fortunestown Lane site also contains a school site symbol. As indicated above, a LRD for approximately 611 units has been granted on these lands. In line with the provisions of the South Dublin County Council 2022-2028, the permitted development includes the reservation within the site for the delivery of a school of approximately 1.03 Ha (10,311sq.m).' This does not in any way guarantee the Department of Education will take it upon themselves to build a school on the Boherboy lands. 'COS8 SLO 1 To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest / Saggart / Rathcoole / Newcastle to provide for the needs identified for the catchment area by the Department of Education.' Nor is an acknowledgement by the Department of Education of the Variation's proposal a commitment to build a secondary school. Objections by residents: along with approximately 150 submissions via the portal, councillors received over 300 emails from residents objecting to the rezoning.

The Motion **FELL**

M67/0626 Item ID:91736

Proposed by Councillor L. de Courcy, seconded by Councillor D. Donnelly

That Amendment #5, Citywest is strengthened for the benefit of residents of Saggart, Rathcoole and Citywest with the following amendments to be included in the Masterplan Community centre/sports hall: The inclusion of 'a community centre / sports hall (c. 1500sqm)' is welcome, it must meet the following criteria and be delivered in an early phase of any residential development: Indoor Facilities • Multi-Purpose Indoor Sports Hall: The hall must be suitable for a range of activities, including basketball, badminton, indoor football, volleyball, and fitness classes. • Ancillary Support: It must include dedicated changing rooms, toilets, and secure storage for local sports clubs and community groups. Outdoor Facilities • All-Weather Pitch: The complex should include at least one properly sized all-weather pitch or equivalent major sports facility (separate to the 1500sqm internal space) •

Multi-Use Games Areas: Dedicated outdoor areas for a range of court games must be provided. • Teen and Youth Amenities: The plan should include publicly accessible play facilities and amenities for teenagers. This site must provide safe pedestrian and cycle access that connects directly to Saggart, Citywest and Rathcoole and facilities should include seating, suitable lighting, and passive surveillance by design to support community safety. The scale of provision must be based on a Social Infrastructure Audit and designed to serve the wider existing community, not only future residents. Ensure adequate school places are in place: Before any housing construction takes place, both proposed additional schools in the report are either under construction or have a construction date set. 'The Boherboy lands located to the southeast of the Fortunestown Lane site also contains a school site symbol. As indicated above, a LRD for approximately 611 units has been granted on these lands. In line with the provisions of the South Dublin County Council 2022-2028, the permitted development includes the reservation within the site for the delivery of a school of approximately 1.03 Ha (10,311sq.m).' 'COS8 SLO 1 To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest / Saggart / Rathcoole / Newcastle to provide for the needs identified for the catchment area by the Department of Education.' Hard constraints on wastewater: That the proposed Drainage Area Plan is implemented prior to any development. 'Uisce Éireann have also advised the Planning Authority that the 9B sewer is the main strategic foul sewer serving a significant part of South Dublin. There are known constraints and issues with this sewer primarily due to stormwater/surface water run-off water inputs and storm misconnections. A Drainage Area Plan of the network is being developed which considers both current and future scenarios. There is a feasibility study / concept design ongoing to determine the preferred solutions and phasing required for the 9B Sewer catchment.' Road infrastructure & active travel: That the construction of the 'Western Orbital Route' Road as part of the six-year road programme in the County Development Plan' has commenced, before any housing development takes place. The active travel link between Mill Road and Garter Lane must be direct, safe and in place before the first home is occupied.

CE Response:

Amendment no. 5 proposes a zoning change from Open Space ('OS') to New Residential ('RES-N') to lands (c. 22ha) on the former golf course of the Citywest Hotel. Alongside this, a new Specific Local Objective (SLO) is proposed with further recommendations for the SLO proposed by the Chief Executive in the CE Report including the provision of a Community Centre/Sports Hall. The full CE Recommendation is given below (the recommended new text is shown here in **bold**):

CS8 SLO2:

Development on RES-N zoned lands on the former golf course of the Citywest Hotel shall be in accordance with a masterplan for the lands to be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

- a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species, **ECIAs to be undertaken by appropriately experienced and qualified ecologists and prepared in accordance with the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine (CIEEM, 2018) and any superseding guidance.**
- b. **Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife through sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.**
- c. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact and
- d. Provision for a direct active travel link through the subject lands between Mill Road and Garter Lane.
- e. **A site-specific FRA addressing both the ornamental surface water features within the site and the un modelled watercourse to the south.**
- f. **An analysis of the existing water features to include for their incorporation as part of wider nature-based solutions to surface water management where feasible and appropriate**

g. Provision for a community centre / sports hall of approximately 1500sqm, or as agreed with the Planning Authority.'

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery. The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Citywest lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

Settlement Context

The Citywest/ Fortunestown area is identified in the Regional Spatial and Economic Strategy, and in the County Development Plan, as within the 'Dublin City and Suburbs' settlement (RSES). The Dublin City and Suburbs settlement is the top-level settlement for the region and is described as an 'international business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment'. For South Dublin County, Dublin City and Suburbs is a regionally identified settlement within the county.

In addition, Saggart, Rathcoole and Newcastle are identified within the County Development Plan as self-sustaining growth towns. All of South Dublin County is within the Dublin Metropolitan Area Strategic Plan (MASP) which identifies strategic residential and employment corridors along key public transport corridors existing and planned, that contain development opportunities. Citywest is on the South West Corridor which is currently supported by the LUAS Red Line and will facilitate the DART expansion/Kildare Line.

The Citywest lands proposed in the Variation are within walking distance (500m) of the Luas Red Line Fortunestown Stop, which provides a high frequency public transport service.

Motion content

The proposed motion proposes a series of amendments to the City West site. If passed, the following is required to be added to the City West SLO:

- Multi-Purpose Indoor Sports Hall: **The hall must be suitable for a range of activities, including basketball, badminton, indoor football, volleyball, and fitness classes.**
- Ancillary Support: **It must include dedicated changing rooms, toilets, and secure storage for local sports clubs and community groups**
- Multi-Use Games Areas: Dedicated outdoor areas for a range of court games **must be provided.**
- **Before any housing construction takes place, both proposed additional schools in the report are either under construction or have a construction date set.**
- **The proposed Drainage Area Plan is implemented prior to any development.**
- **The construction of the 'Western Orbital Route' Road as part of the six-year road programme in the County Development Plan' has commenced, before any housing development takes place.**
- The active travel link between Mill Road and Garter Lane **must be direct, safe and in place before the first home is occupied.**

It is considered that this motion, providing a SLO restricting development of housing to the list above will undermine the timely delivery of housing on

this site. In particular, the delivery of additional schools and the commencement of the Western Orbital will significant delay housing and aren't considered required to deliver housing on the lands. The approach taken in the proposed SLO is considered to strike an appropriate and proportionate balance.

The Chief Executive, in the CE Report, has recommended the inclusion of point g to CS8 SLO2:

‘Provision for a community centre / sports hall of approximately 1500sqm, or as agreed with the Planning Authority.’

This provides for the provision of a community centre / sports hall on the lands as part of a masterplan. In relation to the motion's request that this facility be delivered at an early phase of residential development, it is envisaged that delivery will occur in tandem with residential development. As for the delivery of certain indoor and outdoor facilities, this will be considered as part of the design of the facility and will be based on identified needs at that time and therefore cannot be defined in detail at this time. Identified needs will be determined by the Community Department of the Council at design stage. The purpose of the SLO is to ensure a facility of appropriate size is delivered. The inclusion of detailed requirements for the building as mandatory 'must' items is not recommended as it constrains the design process. The hall will be suitable for a range of activities.

Future development proposals on this site must comply with the CDP 2022-2028 standards for public open space to be delivered on residentially zoned lands. The public open space standards as set out in Table 8.2 of the County Development Plan (see below), with a minimum 10% of open space to be delivered on the lands as part of any development.

Table 8.2 Public Open Space Standards

Land Use	Public Open Space Standards (minimum)
Overall Standard	2.4 Ha per 1,000 Population
New Residential Development on Land Zone RES-N	Minimum 15% of site area

New Residential Development on Lands in Other Zones including mixed use	Minimum 10% of site area
Institutional Lands/ "Windfall" Sites	Minimum 20% of site area

These standards will ensure that quantified areas of public open space are met as part of development on the lands and must meet qualitative standards set out in the CDP. In addition, the County Development Plan contains existing policies and objectives which support the delivery of mixed play facilities in new residential areas including the following:

COS5 Objective 19

To support the provision within new residential developments and parks and public open spaces, of formal and informal play areas with appropriate equipment and facilities, incorporating nature-based play opportunities where appropriate, ensuring that the needs of differing age groups including young children, older children and teenagers are catered for and that different abilities and needs are accommodated to be able to access and participate in play, and to ensure playspaces and play facilities comply with universal design principles.

COS5 Objective 20

To ensure that children's play areas are provided as an integral part of the design and delivery of new residential and mixed-use developments and addressed as part of a landscape plan in accordance with the requirements set out in Chapter 12: Implementation and Monitoring.

Having regard to these existing objectives and standards in the County Development Plan there is no requirement for additional points to be inserted into the proposed SLO for the lands.

The motion's proposed addition of a sports pitch as a requirement for the lands, in addition to the standards for open space set out above, and the land required to facilitate the proposed 1,500sq m community centre / sports hall, would significantly reduce the potential land for housing. The available land could be further reduced by the requirements in the SLO for 'An analysis of the existing water features to include for their incorporation as part of wider nature-based solutions to surface water management where feasible and appropriate' and by the outcome of the required ecological impact assessment and any recommendations that it may make.

The proposed Variation site is located in close proximity to established and open space provision being approximately 500m away from Rathcoole Park which is identified as a 'Neighbourhood Park' in the public open space hierarchy. Additional sports pitch facilities are being planned for Rathcoole Park as part of the forthcoming proposed development. In addition, the Planning Authority is continuing to investigate options for the delivery of further pitches in the vicinity.

In this context, it is considered that prescribing additional requirements, through the amendment of point g of CS8 SLO2, for a sports pitch would severely limit the capacity of the lands to contribute to addressing the identified housing shortfall. The omission of a requirement for a pitch on this site is recommended.

Active Travel

The motion requests the provision of safe pedestrian and cycle access connecting directly to Saggart, Citywest and Rathcoole, including facilities such as seating, appropriate lighting and passive surveillance by design, and for the active travel link between Mill Road and Garter Lane to be direct, safe and in place prior to the occupation of the first dwelling. Attention is drawn to point d of CS8 SLO2:

d. 'Provision for a direct active travel link through the subject lands between Mill Road and Garter Lane.'

The Variation supports walking and cycling accessibility and prioritisation through the master planning process. The SLO includes the provision for a direct active travel link through the subject lands between Mill Road and Garter Lane. The design process will ensure that it integrates with existing and planned walking and cycling networks in the surrounding areas. The timing of the delivery of this link will be in tandem with residential development. The standards for active travel routes are set by Transport Infrastructure Ireland (TII), the National Transport Authority (NTA) and the Department of Transport. These organisations publish guidelines and standards for the design, construction and maintenance of active travel infrastructure, ensuring it meets safety and accessibility requirements. Regarding the request for seating, appropriate lighting and appropriate passive surveillance, these matters will be addressed as part of the detail design of the proposed active travel route and cannot be determined at this time.

Schools

The motion also seeks to ensure adequate school places are in place before any housing construction takes place and correctly identifies that there are planned schools either under construction or have a construction date in the Citywest area, this is highlighted in the CE Report. The planning authority engages with the Department of Education and Youth on an ongoing basis through an ongoing 'Memorandum of Understanding' (MOU) to actively review school needs and proposals to ensure adequate school places are delivered and planned for, in accordance with the needs and research undertaken by the Department and informed by information provided by the Planning Authority.

All of the reserved school sites in Citywest have schools built and operational or have planning permission with the exception of Boherboy, which it is envisaged will come forward for planning permission at the appropriate timescale as the Boherboy lands progress. The Department does not build schools in advance of population increase and evidenced demand for them. In addition, the Department of Education and Youth made a submission to the Variation stating that the increased school demand in the Saggart area 'could be accommodated within existing post primary schools and current capital projects'. Therefore, it is considered that there is an adequate supply of school provision in the area.

Water and Wastewater

As stated in the 'Context and Process' section above, the identification of lands for rezoning is based on an evidence-based assessment suitability informed by national policy, infrastructure capacity, and planning policy objectives. In this regard, the proposed Variation responds to updated requirements under the revised National Planning Framework (NPF) and associated Section 28 Guidelines, which require planning authorities to ensure that sufficient, deliverable land is available to meet increased housing targets.

A comprehensive capacity audit was undertaken to support this process, considering site constraints, infrastructure availability, accessibility to services and public transport, and the ability of lands to support compact growth and transport-oriented development. Engagement with key stakeholders, including the National Transport Authority, Uisce Éireann and the Department of Education and Youth, informed this assessment. The

lands identified represent some of the most suitable, accessible and serviceable locations within the County, particularly where they can integrate with the established urban framework and benefit from existing and planned infrastructure investment. As such, the identification of lands, which includes Citywest (Amendment no. 5), reflects planning suitability and deliverability.

The subject lands comprise of the former golf lands of the Citywest hotel, which remain in private ownership and while zoned as open space they are not functioning as public open space. In this context and given the location of the lands within an urban settlement and adjacent to public transport and the need to identify lands for residential rezoning, as set out above, it is considered appropriate that these lands are included in the Variation with the SLO as shown above.

With regard to the motion's reason to implement the proposed Drainage Area Plan in advance of development, it is noted that the Chief Executive's Report states 'A Drainage Area Plan of the network is being developed which considers both current and future scenarios'. However, this is a text error in the CE Report as Uisce Éireann has advised it has already developed a Drainage Area Plan of the network which considers both current and future scenarios.

In respect of the 9B sewer Uisce Eireann advises that 9B sewer is the main strategic foul sewer serving a significant part of South Dublin. There are known constraints and issues with this sewer primarily due to stormwater/surface water run-off water inputs and storm misconnections. Uisce Eireann have developed a Drainage Area Plan (DAP) of the network which considers both current and future scenarios. There is a Feasibility Study /Concept Design ongoing to determine the preferred solutions and phasing required for the 9B Sewer catchment. In the interim, developers may off-set flows into the existing network by removing surface water, infiltration and other misconnections from the combined system and direct to the surface water network. The Drainage Catchment area terminates at Ringsend WWTW that has recently undergone a major upgrade and has capacity.'

Western Orbital Route

Table 7.5 in the County Development Plan as adopted sets out the Six Year Road Programme. It includes what is called the ‘Western Dublin Orbital Route’. The description of this route is set out in the table as:

‘New road from the N7 to the N4 Leixlip Interchange with an extension to the N81’.

The table also includes a Function of the road, which is described as:

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

The Planning Authority acknowledges that the existing road network in the Saggart / Rathcoole / Citywest area experiences peak-hour congestion, particularly on radial routes linking to the N7 corridor and within local distributor roads during morning and evening commuting periods.

In this regard, the Council is engaging consultants to identify the transport needs and solutions for the western area of the county which will include Lucan. It is envisaged that the Transport Assessment and Transport Plan will be developed using an Area-Based Transport Assessment (ABTA) methodology, in accordance with TII and NTA guidance, and that one or more Local Transport Plans will be prepared. The process is expected to include public consultation and will assess existing and future travel demand across all transport modes, review existing and planned transport infrastructure and services, identify the need for additional transport interventions, assess options including phasing and cost implications, and identify an integrated package of transport solutions.

In parallel, the transport study will include the identification of interim measures to address existing traffic and mobility challenges in the short to medium term. This ensures that development can proceed in a managed and responsive manner while longer-term strategic solutions are being defined and progressed. The Council is taking a proactive, structured, and transparent approach, including public consultation and environmental assessment. This is a more appropriate and sustainable framework than tying a development to a single infrastructure trigger in advance of the study's conclusions.

Introducing the amendment proposed by the motion would result in an overly restrictive approach to development of the lands, especially in the context of potential interim solutions to traffic congestion and to the context of this site which is served by public transport.

In this context, the amendment is inappropriate and risks the delivery of housing. The proposed SLO in the Variation and the existing policy framework in the CDP alongside the progression of identifying transport solutions for the western area of the county will ensure that transport infrastructure requirements will be appropriately assessed and phased to align with development.

Conclusion

Given the evidenced based approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including the lands at Citywest, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The Chief Executive is satisfied that the proposed rezoning of Citywest, represents a strategic, plan-led response to national housing requirements, grounded in compact growth and Transport Oriented Development principles. When read in conjunction with the adopted County Development Plan policies, and the proposed Specific Local Objective, the rezoning provides a controlled framework that addresses overdevelopment concerns while supporting sustainable development in an accessible location.

It is recognised that a strategic solution to traffic in the western area of the county is required and a transport study to address these issues is in the process of being commissioned. This will inform decision making on the wider transport infrastructure needs of the area and will provide interim solutions where needed to facilitate development. The Chief Executive is satisfied that the active travel, school and community centre/sport facility and wastewater provisions as set out in the variation and accompanying SLO as per the Chief Executives Report are appropriate to this stage of the process and the proposals seeking to strengthen them further are would unduly constrain development and are not required to ensure sustainable development on the lands.

As set out in Section 2 of the CE Report, the OPR has made one recommendation which is that the Planning Authority continue to progress the zoning of additional residential zoned lands, identified as amendments 1 to no. 16.

CE Recommendation

To reject the motion

Map of Proposed Amendment as Published

Following contributions from Councillors L. DeCourcy and P. Holohan, Mr. E. Burke, Director of Services responded to queries raised.

The Members **AGREED** to accept the Chief Executive's recommendation.

M68/O626 Item ID:91760

Proposed by Councillor W. Carey

Proposed Amendment to Variation No 5 - Citywest - Page 208 Motion: This Council agrees to retain the current Objective OS zoning designation of lands at City West

Reason: To maintain existing open space and oppose overdevelopment

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

The Motion **FELL**

Amendments 6 - St. Edmundsbury

The Members AGREED to consider Motions 74, 75, 76, 77 and 78 together

M74/O626 Item ID:91621

Proposed by Councillor F. Timmons, seconded by Councillor C. Brady

That this council reject the proposed variation to County Development plan to zone St. Edmundsbury from High Amenity to Residential

Reason

High amenity Area Biodiversity and Climate Emergency. To protect the existing High Amenity function of St Edmundsbury that contribute to the landscape character, buffer zone to the SAA, visual amenity, biodiversity value and role within the wider Liffey Valley ecological corridor; to safeguard the long-term environmental and amenity value of lands adjoining the Liffey Valley; to maintain consistency with sustainable development and the environmental protection objectives of the SDCC Development Plan and having regard to established planning principles that environmentally sensitive and High Amenity lands may be protected from residential rezoning in the interests of proper planning and sustainable development, notwithstanding wider housing objectives.

CE Response:

This motion seeks to reject the proposal as part of the Variation to rezone lands at St. Edmundsbury to RES-N from their current HA-LV (High Amenity – Liffey Valley) zoning. The subject lands are located directly north/northeast of Lucan village, adjoining its northern boundary is the Liffey Valley SAA.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50%

above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The additional lands proposed as part of variation are therefore required for SDCC to continue to meet its now increased housing target into the future following the revision of the NPF.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

These lands lie within the wider Lucan village, immediately adjacent to primary and secondary schools, to health and community infrastructure and other services and to retail. The lands run along the R835 – the old Dublin-Lucan Road – and are well served by high-capacity bus services on a dedicated bus lane, a short distance to the N4. They are ideally placed to accommodate the scale of development being proposed while still protecting the wider environment.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the

identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Zoning and High Amenity

Following the public consultation the CE recommended a reduced site area proposed for rezoning in response to concerns raised about the proximity to the SAAO and to the treeline along the boundary and additional points to the SLO to further strengthen the requirements around protection of the key natural heritage features. The proposed amended zoning has the following changes:

Proposed Revised Area of Res-N 9.67 Ha from 14.98

Proposed Revised Retention of HA-LV 5.31 Ha

And the Amendment to SLO (CE Recommendation in CE Report in **bold**):

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

1.The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include lands within the HA-LV zoning objective to the north and west of the Res-N zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2.A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,

- b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,
- c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**
- d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and
- e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage.
- f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress. See amended map below.**
- g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance**

These recommended amendments are considered to comprise a comprehensive and consolidated response which will ensure the protection of the environment, the SAAO, Liffey Valley, and Green Infrastructure.

Climate Action

In relation to climate resilience, all future proposals will be required to demonstrate compliance with the relevant objectives in the County Development Plan and with relevant legislation, including requirements to combat climate issues through flood risk management, where relevant and through sustainable surface water management (SuDS). New buildings have

to conform with the building regulations which include climate action requirements outside the remit of the planning function. The retention of significant green infrastructure, combined with enhanced planting and ecological design, ensures that the lands will continue to contribute to climate adaptation objectives, consistent with the SDCC Climate Action Plan 2024–2029.

In this context, the proposed development has been assessed through Strategic Environmental Assessment (SEA), Appropriate Assessment (AA), and Strategic Flood Risk Assessment (SFRA), ensuring consistency with climate objectives, environmental protection requirements, and long-term resilience.

Development must be guided by a masterplan and informed by ecological assessments addressing species, habitat retention, and mitigation. Targeted measures include a 50m ecological buffer, protection of hedgerows and tree lines, sensitive lighting, Ecological Impact Assessment, and landscape/visual assessment.

The remaining lands retain HA-LV zoning and SAAO protections. All proposals must comply with the County Development Plan and national guidelines, ensuring no adverse environmental or amenity impacts. Overall, the amended SLO provides a balanced, sustainable approach that protects the Liffey Valley while enabling carefully managed development

Environmental Concerns

It is noted that the motion raises concerns regarding potential environmental impacts, including biodiversity loss and the reduction of existing green space, arising from the proposed variation lands at St. Edmundsbury. The Planning Authority considers the proposed amended zoning and Specific Local Objective (SLO) to be a robust and enforceable framework for development which responds appropriately to its context. This framework is specifically designed to avoid adverse environmental outcomes and instead ensure that any future development is accompanied by appropriate mitigation measures.

A central component of this approach is the requirement for the delivery of a substantial public park within the Liffey Valley. This park must be provided as part of any residential development. The creation of this park is intended to protect environmentally sensitive lands while transforming existing

intensively farmed (tillage) areas into a multifunctional green infrastructure network. This will enhance biodiversity, improve ecological resilience, and significantly strengthen habitat connectivity across the wider landscape, while also delivering meaningful public amenity.

The SLO further requires that all development proposals be guided by a comprehensive masterplan, subject to approval by the Planning Authority. This masterplan must be informed by detailed ecological assessments, including the identification and protection of species such as bats, otters, and badgers, as well as the preservation and enhancement of key landscape features such as hedgerows, tree lines, and riparian corridors. These measures are intended to ensure that biodiversity is not only protected but actively enhanced as part of the development process.

In relation to the Liffey Valley Green Corridor and the Special Amenity Area Order (SAAO), the proposed framework reinforces the strategic objective of maintaining and enhancing the environmental integrity of the corridor. While the variation does entail some reduction in zoned lands—now revised downward following submissions and environmental review—it is considered that the overall approach will strengthen the connectivity and functionality of green infrastructure across the area. The integration of the public park and associated green linkages is aligned with the policies and objectives of the County Development Plan (CDP), ensuring improved interconnectedness within the Liffey Valley landscape.

Importantly, the remainder of the lands outside the variation area will continue to be protected under the HA-LV zoning and the SAAO designation. This ensures that the broader environmental and landscape value of the Liffey Valley is safeguarded, maintaining continuity with existing protections and reinforcing long-term conservation objectives.

Overall, it is considered that the proposed approach—anchored by the SLO, the delivery of strategic green infrastructure, and the ongoing protection afforded by the SAAO—strikes an appropriate balance. It aligns with the requirements of the revised National Planning Framework (NPF), responds to the site's environmental sensitivities, and leverages the location's strategic development potential, while ensuring that ecological protection and enhancement remain central to any future development.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the revised St. Edmundsbury lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The proposed St. Edmundsbury lands, as amended, are ideally located to deliver on compact growth without damaging the wider environment, being within the village environs and having access to multiple services and social and community infrastructure, with high-capacity bus service on the doorstep. As such, they meet the requirement to deliver the new housing targets and ensure that national policy on housing delivery and compact growth is achieved.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 6 St. Edmundsbury with the following amendment to CS7 SLO2 to reflect the recommendations in the CE Report (amendments in **bold**):

Amend the Zoning Boundary Extent

Proposed Revised Area of Res-N 9.67 Ha

Proposed Revised Area of HA-LV 5.31 Ha

And

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

1. The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include lands within the HA-LV zoning objective to the north and west of the Res-N zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2. A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,

b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,

c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**

d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and

e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage

f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub

species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress.

g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance

Map of Proposed Amendment as Amended in CE Report

M75/O626 Item ID:91669

Proposed by Councillor C. Brady, seconded by Councillor L. O'Toole

That the proposed Amendment No. 6 St. Edmundsbury including the related CS7 SLO6 is rejected and that the lands retain their current HA-LV zoning.

REASON:

Green Infrastructure

The retention of the St. Edmundsbury lands as High Amenity is essential for two fundamental reasons.

First, they form part of the Liffey Valley Green Infrastructure network and function as the “lungs of the capital”, providing critical environmental services including biodiversity protection, flood attenuation, carbon sequestration and climate resilience, both now and into the future.

Second, the lands are directly adjacent to the Liffey Valley Special Amenity Area and contribute to its integrity, character and function as a protected landscape of strategic importance. The lands are currently zoned HA-LV in the County Development Plan, with the stated objective to protect and enhance the outstanding character and amenity of the Liffey Valley.

The reasons for high amenity zoning have not diminished; rather, in the context of climate change, they have become more compelling. The protection of continuous Green Infrastructure corridors and floodplain

landscapes is increasingly critical to avoiding future harm and safeguarding communities.

HA-LV zoning at St. Edmundsbury is applied to protect and enhance the landscape, ecological and recreational value of the Liffey Valley. It safeguards the area as a core Green Infrastructure corridor, maintaining biodiversity, river floodplain function and environmental quality, while preserving heritage and visual amenity. It ensures the continued use of the lands for public amenity and recreation and prevents inappropriate development or urban encroachment. In this context, any loss or weakening of the High Amenity designation would undermine the strategic role of these lands, conflict with the objectives of the Development Plan, and fail to protect the Liffey Valley for future generations.

SDCC Climate Action Plan 2024–2029

The implementation of the SDCC Climate Action Plan 2024–2029 is an objective of the County Development Plan. The Plan identifies river and pluvial flooding as significant future risks and states that “extreme...river flooding events... will become more frequent and will expose new areas and assets that were previously unaffected”. It further notes that “higher flood levels” will result in environmental assets being exposed to “short and long term damage”. These lands function as critical Green Infrastructure, providing natural flood attenuation, environmental protection and community benefit. Retaining these lands as High Amenity is essential to protect against future climate risk. Development would reduce this capacity, increase exposure to flooding, and conflict with the Climate Action Plan requirement to reduce future climate impacts and protect environmental assets. Retention of HA-LV in this context is therefore essential.

Best Practice

Fingal County Council recognised the importance of High Amenity lands by largely retaining such zoning in their County Development Plan to strictly control overdevelopment and protect sensitive landscapes. The lands at St. Edmundsbury perform an equivalent function within the Liffey Valley corridor in South Dublin County and are of comparable strategic importance. Retaining the HA-LV zoning at St. Edmundsbury is therefore consistent with best practice across local authorities and is necessary to safeguard these lands from incremental erosion, to protect their

environmental, landscape and Green Infrastructure value, and to ensure their long-term role in supporting climate resilience and community amenity. <https://consult.fingal.ie/ga/node/26660>

CE Response:

This motion seeks to reject the proposal as part of the Variation to rezone lands at St. Edmundsbury to RES-N from their current HA-LV (High Amenity – Liffey Valley) zoning. The subject lands are located directly north/north east of Lucan village, adjoining its northern boundary is the Liffey Valley SAA.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The additional lands proposed as part of variation are therefore required for SDCC to continue to meet its now increased housing target into the future following the revision of the NPF.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on

compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

These lands lie within the wider Lucan village, immediately adjacent to primary and secondary schools, to health and community infrastructure and other services and to retail. The lands run along the R835 – the old Dublin-Lucan Road – and are well served by high-capacity bus services on a dedicated bus lane, a short distance to the N4. They are ideally placed to accommodate the scale of development being proposed while still protecting the wider environment.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Zoning

Following the public consultation the CE recommended a reduced site area proposed for rezoning in response to concerns raised about the proximity to the SAAO and to the treeline along the boundary and additional points to the SLO to further strengthen the requirements around protection of the key natural heritage features. The proposed amended zoning has the following changes:

Proposed Revised Area of Res-N 9.67 Ha from 14.98

Proposed Revised Retention of HA-LV 5.31 Ha

And the Amendment to SLO (CE Recommendation in CE Report in **bold**):

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

1. The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include

lands within the HA-LV zoning objective to the north and west of the Res-N zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2. A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,

b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,

c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**

d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and

e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage

f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress. See amended map below.

g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in

line with Institute of Lighting Practice Note 23/8 and any superseding guidance

These recommended amendments are considered to comprise a comprehensive and consolidated response which will ensure the protection of the environment, the SAAO, Liffey Valley, and Green Infrastructure.

Environmental Concerns

It is noted that the motion raises concerns regarding potential environmental impacts, including biodiversity loss and the reduction of existing green space, arising from the proposed variation lands at St. Edmundsbury. The Planning Authority considers the proposed amended zoning and Specific Local Objective (SLO) to be a robust and enforceable framework for development which responds appropriately to its context. This framework is specifically designed to avoid adverse environmental outcomes and instead ensure that any future development is accompanied by appropriate mitigation measures.

A central component of this approach is the requirement for the delivery of a substantial public park within the Liffey Valley. This park must be provided as part of any residential development. The creation of this park is intended to protect environmentally sensitive lands while transforming existing intensively farmed (tillage) areas into a multifunctional green infrastructure network. This will enhance biodiversity, improve ecological resilience, and significantly strengthen habitat connectivity across the wider landscape, while also delivering meaningful public amenity.

The SLO further requires that all development proposals be guided by a comprehensive masterplan, subject to approval by the Planning Authority. This masterplan must be informed by detailed ecological assessments, including the identification and protection of species such as bats, otters, and badgers, as well as the preservation and enhancement of key landscape features such as hedgerows, tree lines, and riparian corridors. These measures are intended to ensure that biodiversity is not only protected but actively enhanced as part of the development process.

In relation to the Liffey Valley Green Corridor and the Special Amenity Area Order (SAAO), the proposed framework reinforces the

strategic objective of maintaining and enhancing the environmental integrity of the corridor. While the variation does entail some reduction in zoned lands—now revised downward following submissions and environmental review—it is considered that the overall approach will strengthen the connectivity and functionality of green infrastructure across the area. The integration of the public park and associated green linkages is aligned with the policies and objectives of the County Development Plan (CDP), ensuring improved interconnectedness within the Liffey Valley landscape.

Importantly, the remainder of the lands outside the variation area will continue to be protected under the HA-LV zoning and the SAAO designation. This ensures that the broader environmental and landscape value of the Liffey Valley is safeguarded, maintaining continuity with existing protections and reinforcing long-term conservation objectives.

Overall, it is considered that the proposed approach—anchored by the SLO, the delivery of strategic green infrastructure, and the ongoing protection afforded by the SAAO—strikes an appropriate balance. It aligns with the requirements of the revised National Planning Framework (NPF), responds to the site’s environmental sensitivities, and leverages the location’s strategic development potential, while ensuring that ecological protection and enhancement remain central to any future development.

Climate Action

In relation to climate action and climate resilience, all future proposals will be required to demonstrate compliance with the relevant objectives in the County Development Plan and with relevant legislation, including requirements to combat climate issues through flood risk management, where relevant and through sustainable surface water management (SuDS). New buildings have to conform with the building regulations which include climate action requirements outside the remit of the planning function. The retention of significant green infrastructure, combined with enhanced planting and ecological design, ensures that the lands will continue to contribute to climate adaptation objectives, consistent with the SDCC Climate Action Plan 2024–2029 and the County Development Plan.

In this context, the proposed development has been assessed through Strategic Environmental Assessment (SEA), Appropriate Assessment (AA),

and Strategic Flood Risk Assessment (SFRA), ensuring consistency with climate objectives, environmental protection requirements, and long-term resilience.

Development must be guided by a masterplan and informed by ecological assessments addressing species, habitat retention, and mitigation. Targeted measures include a 50m ecological buffer, protection of hedgerows and tree lines, sensitive lighting, Ecological Impact Assessment, and landscape/visual assessment.

The remaining lands retain HA-LV zoning and SAAO protections. There is no proposal to change the current restrictions on the High Amenity zoned lands. All proposals must comply with the County Development Plan and national guidelines, ensuring no adverse environmental or amenity impacts. Overall, the amended SLO provides a balanced, sustainable approach that protects the Liffey Valley while enabling carefully managed development.

Best Practice

The comparison with Fingal County Council is noted. However, each planning authority must respond to its own statutory housing requirements, settlement structure, and land availability.

In this case, the proposal does not represent a general weakening of High Amenity zoning, but a targeted, plan-led adjustment informed by environmental assessment and national policy requirements. The Liffey Valley corridor, including lands protected by the SAAO, retains its High Amenity status with no change to the restrictive policy proposed within it.

The proposed approach is consistent with best practice in integrating development with green infrastructure, ensuring that environmental assets are protected, actively managed, and enhanced, while also facilitating sustainable growth in accordance with national policy.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the revised St. Edmundsbury lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The proposed St. Edmundsbury lands, as amended, are ideally located to deliver on compact growth without damaging the wider environment, being within the village environs and having access to multiple services and social and community infrastructure, with high-capacity bus service on the doorstep. As such, they meet the requirement to deliver the new housing targets and ensure that national policy on housing delivery and compact growth is achieved.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 6 St. Edmundsbury with the following amendment to CS7 SLO2 to reflect the recommendations in the CE Report (amendments in **bold**):

Amend the Zoning Boundary Extent

Proposed Revised Area of Res-N 9.67 Ha

Proposed Revised Area of HA-LV 5.31 Ha

And

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

1.The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include lands within the HA-LV zoning objective to the north and west of the Res-N

zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2. A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,

b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,

c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**

d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and

e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage

f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress.

g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.

Map of Proposed Amendment as Amended in CE Report

M76/O626 Item ID:91716

Proposed by Councillor L. O'Toole, seconded by Councillor C. Brady

Amendment No. 6, Pg 250 St. Edmundsbury That the Council amends the Chief Executive's Recommendation in respect of Amendment No. 6 St. Edmundsbury by deleting the proposed residential zoning and retaining the existing zoning and protections applicable to the lands. REASONS The St. Edmundsbury lands form part of a highly sensitive landscape adjoining the River Liffey corridor and are located in close proximity to lands designated High Amenity (HA) and protected under the River Liffey Special Amenity Area framework. The Chief Executive's assessment acknowledges the significant level of public interest and submissions received in relation to the proposed rezoning of these lands and recognises the sensitivity of the site through the recommendation to reduce both the extent of the lands proposed for rezoning and the associated development capacity. The lands represent an important component of the green infrastructure network serving Lucan and provide significant amenity, biodiversity, landscape and environmental value for existing and future communities. The South Dublin County Development Plan recognises the importance of protecting inter-connected green infrastructure, natural landscapes and open space corridors as essential components of sustainable communities. The Council can continue to meet its housing requirements without the rezoning of these lands. Consequently, there is no overriding planning necessity to rezone a site of such environmental and amenity value. The reduction in development capacity recommended by the Chief Executive demonstrates an acknowledgement that the site is constrained and sensitive. Having regard to those acknowledged constraints the environmental sensitivity of the lands, their role within the wider green infrastructure network and the availability of alternative lands to accommodate housing growth Members may reasonably conclude that the most appropriate planning out-come is

the retention of the existing zoning and protections applicable to the lands. Accordingly, these lands should not be rezoned for residential development

CE Response

This motion seeks to reject the proposal as part of the Variation to rezone lands at St. Edmundsbury to RES-N from their current HA-LV (High Amenity – Liffey Valley) zoning.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The additional lands proposed as part of variation are therefore required for SDCC to continue to meet its now increased housing target into the future following the revision of the NPF.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the

existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

These lands lie within the wider Lucan village, immediately adjacent to primary and secondary schools, to health and community infrastructure and other services and to retail. The lands run along the R835 – the old Dublin-Lucan Road – and are well served by high capacity bus services on a dedicated bus lane, a short distance to the N4. They are ideally placed to accommodate the scale of development being proposed while still protecting the wider environment.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond in locations which comply with planning principles such as compact growth and TOD. The lands have not been chosen on an ad hoc basis but in principles related to proper planning and sustainable development.

Sensitivities and High Amenity /SAAO

Following the public consultation the CE recommended a reduced site area proposed for rezoning in response to concerns raised about the proximity to the SAAO and to the treeline along the boundary and additional points to the SLO to further strengthen the requirements around protection of the key natural heritage features. The proposed amended zoning has the following changes:

Proposed Revised Area of Res-N 9.67 Ha from 14.98

Proposed Revised Retention of HA-LV 5.31 Ha

And the Amendment to SLO (CE Recommendation in CE Report in **bold**):

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

- 1.The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include

lands within the HA-LV zoning objective to the north and west of the Res-N zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2.A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

- a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,
- b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,
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- d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and
- e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage
- f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress. See amended map below.**
- g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in

line with Institute of Lighting Practice Note 23/8 and any superseding guidance

These recommended amendments are considered to comprise a comprehensive and consolidated response which will ensure the protection of the environment, the SAAO, Liffey Valley, and Green Infrastructure.

Environmental Concerns, SAAO, Liffey Valley and Green Infrastructure

It is noted that the motion raises concerns regarding potential environmental impacts, including biodiversity loss and the reduction of existing green space, arising from the proposed variation lands at St. Edmundsbury. The Planning Authority considers the proposed amended zoning and Specific Local Objective (SLO) to be a robust and enforceable framework for development which responds appropriately to its context. This framework is specifically designed to avoid adverse environmental outcomes and instead ensure that any future development is accompanied by appropriate mitigation measures.

A central component of this approach is the requirement for the delivery of a substantial public park within the Liffey Valley. This park must be provided as part of any residential development. The creation of this park is intended to protect environmentally sensitive lands while transforming existing intensively farmed (tillage) areas into a multifunctional green infrastructure network. This will enhance biodiversity, improve ecological resilience, and significantly strengthen habitat connectivity across the wider landscape, while also delivering meaningful public amenity.

The SLO further requires that all development proposals be guided by a comprehensive masterplan, subject to approval by the Planning Authority. This masterplan must be informed by detailed ecological assessments, including the identification and protection of species such as bats, otters, and badgers, as well as the preservation and enhancement of key landscape features such as hedgerows, tree lines, and riparian corridors. These measures are intended to ensure that biodiversity is not only protected but actively enhanced as part of the development process.

In relation to the Liffey Valley Green Corridor and the Special Amenity Area Order (SAAO), the proposed framework reinforces the

strategic objective of maintaining and enhancing the environmental integrity of the corridor. While the variation does entail some reduction in zoned lands—now revised downward following submissions and environmental review—it is considered that the overall approach will strengthen the connectivity and functionality of green infrastructure across the area. The integration of the public park and associated green linkages is aligned with the policies and objectives of the County Development Plan (CDP), ensuring improved interconnectedness within the Liffey Valley landscape.

Importantly, the remainder of the lands outside the variation area will continue to be protected under the HA-LV zoning and the SAAO designation. This ensures that the broader environmental and landscape value of the Liffey Valley is safeguarded, maintaining continuity with existing protections and reinforcing long-term conservation objectives.

Overall, it is considered that the proposed approach—anchored by the SLO, the delivery of strategic green infrastructure, and the ongoing protection afforded by the SAAO—strikes an appropriate balance. It aligns with the requirements of the revised National Planning Framework (NPF), responds to the site’s environmental sensitivities, and leverages the location’s strategic development potential, while ensuring that ecological protection and enhancement remain central to any future development.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the revised St. Edmundsbury lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The proposed St. Edmundsbury lands, as amended, are ideally located to deliver on compact growth without damaging the wider environment, being within the village environs and having access to multiple services and

social and community infrastructure, with high-capacity bus service on the doorstep. As such, they meet the requirement to deliver the new housing targets and ensure that national policy on housing delivery and compact growth is achieved.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 6 St. Edmundsbury with the following amendment to CS7 SLO2 to reflect the recommendations in the CE Report (amendments in **bold**):

Amend the Zoning Boundary Extent

Proposed Revised Area of Res-N 9.67 Ha

Proposed Revised Area of HA-LV 5.31 Ha

And

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

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- b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,
- c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**
- d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and
- e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage
- f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress.**
- g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.**

Map of Proposed Amendment as Amended in CE Report

M77/0626 Item ID:91725

Proposed by Councillor V. Casserly, seconded by Councillor J. Tuffy

Motion: Amendment Ref No 6. (St Edmundsbury) Propose: that Amendment No.6 (St Edmundsbury) be withdrawn; that the designation of lands at St Edmundsbury that are the subject of this Material Variation remain zoned HA-LV; that this proposed rezoning cannot proceed as it is a complete departure from decades long commitment by the Planning

Authority to protecting the subject lands as part of the Liffey Valley; that the status quo (as provided for in the South Dublin County Development Plan 2022-2028) regarding of the zoning designation of the said St Edmundsbury lands be preserved; Reason: The proposed rezoning is a disproportionate and arbitrary response to the National Planning Framework. The proposed rezoning is wholly premature given the incomplete build out of the Adamstown SDZ and Clonburris SDZ. The subject lands form an integral component of the Liffey Valley green infrastructure network, acting as a strategic ecological corridor linking St. Catherine's Park, Lucan Demesne and downstream habitats along the River Liffey. The proposed rezoning (amongst others) places a disproportionate burden on Lucan and the Lucan Electoral Area in terms of the county wide compliance with the National Planning Framework. This proposed rezoning would lead to a catastrophic loss of green space. The subject lands have very poor access and egress points, decanting onto a road network that is currently at saturation point. The proposed rezoning would result in the permanent and irreversible loss of habitat, fragmentation of wildlife corridors, and a reduction in overall biodiversity resilience. The Department of Housing, Local Government and Heritage (DHLGH), through the NPWS, highlights that the lands at St. Edmundsbury, proposed for rezoning from High Amenity (HA-LV) to residential, are of high ecological sensitivity, given their proximity to the Liffey Valley proposed Natural Heritage Area (pNHA) and Special Amenity Area. The subject lands contain a number of protected structures and are also situated adjacent to the Liffey Valley Special Amenity Area Order (SAAO), which is recognised as an area of high scenic, ecological and cultural value. CS7 SLO2: Development on RES-N zoned lands at St. Edmundsbury, Lucan Road is insufficient, ad hoc, piece meal and a manifestly inferior measure to protect the subject lands.

Cllr Vicki Casserly, Cllr Liona O'Toole, Cllr Caroline Brady

CE Response

This motion seeks to reject the proposal as part of the Variation to rezone lands at St. Edmundsbury to RES-N from their current HA-LV (High Amenity – Liffey Valley) zoning. The subject lands are located directly north/northeast of Lucan village, adjoining its northern boundary is the Liffey Valley SAAO.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The additional lands proposed as part of variation are therefore required for SDCC to continue to meet its now increased housing target into the future following the revision of the NPF.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

These lands lie within the wider Lucan village, immediately adjacent to primary and secondary schools, to health and community infrastructure and other services and to retail. The lands run along the R835 – the old Dublin-Lucan Road – and are well served by high-capacity bus services on a dedicated bus lane, a short distance to the N4. They are ideally placed to accommodate the scale of development being proposed while still protecting the wider environment.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond in locations which comply with planning principles such as compact growth and TOD. The lands have not been chosen on an ad hoc basis but in principles related to proper planning and sustainable development

Zoning and High Amenity /SAAO

Following the public consultation the CE recommended a reduced site area proposed for rezoning in response to concerns raised about the proximity to the SAAO and to the treeline along the boundary and additional points to the SLO to further strengthen the requirements around protection of the key natural heritage features. The proposed amended zoning has the following changes:

Proposed Revised Area of Res-N 9.67 Ha from 14.98

Proposed Revised Retention of HA-LV 5.31 Ha

And the Amendment to SLO (CE Recommendation in CE Report in **bold**):

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

1.The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include lands within the HA-LV zoning objective to the north and west of the Res-N zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2.A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of

the submission of a planning application for residential development informed by and addressing, inter alia:

- a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,
- b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,
- c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**
- d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and
- e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage
- f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress. See amended map below.**
- g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance**

These recommended amendments are considered to comprise a comprehensive and consolidated response which will ensure the protection of the environment, the SAAO, Liffey Valley, and Green Infrastructure.

Environmental Concerns, Loss of Green Space, and the Liffey Valley Green Corridor / SAAO

It is noted that the motion raises concerns regarding potential environmental impacts, including biodiversity loss and the reduction of green space, associated with the proposed variation lands at St. Edmundsbury. The Planning Authority considers the proposed amended zoning and Specific Local Objective (SLO) to be a robust and enforceable framework for development which responds appropriately to its context. This framework is specifically designed to avoid adverse environmental outcomes and instead ensure that any future development is accompanied by appropriate mitigation measures.

A central component of this approach is the requirement for the delivery of a substantial public park within the Liffey Valley, to be provided in advance of, or alongside, any residential development. This park will play a key role in protecting sensitive lands, while transforming existing intensively farmed (tillage) areas into a diverse and multifunctional green infrastructure network. In doing so, it will enhance biodiversity, strengthen ecological connectivity, and significantly improve public amenity within the area.

All development proposals will also be required to be guided by a comprehensive masterplan, to be prepared in consultation with and approved by the Planning Authority. This masterplan must be informed by detailed ecological assessments, including the evaluation of protected species such as bats, otters, and badgers, and must ensure the retention and enhancement of important landscape features including hedgerows, tree lines, and associated habitats. These requirements are intended to ensure that ecological considerations are fully integrated into the design and delivery of any development.

In the context of the Liffey Valley Green Corridor and the Special Amenity Area Order (SAAO), the proposed approach seeks to reinforce and enhance the environmental integrity of the wider corridor. While the variation does involve some loss of lands—now reduced following submissions and environmental review—it is considered that the overall effect will be positive, improving the connection and interconnectedness of green infrastructure in accordance with County Development Plan policies and objectives. The delivery of the park, combined with strong SLO provisions, will support a more coherent and accessible green network.

Furthermore, the remainder of the lands outside the variation area will continue to be protected under the HA-LV zoning objective and the SAOA

designation. This ensures that the broader environmental and landscape value of the Liffey Valley is safeguarded in the long term. It is therefore considered that the approach, underpinned by the SLO, strikes an appropriate balance between facilitating sustainable development in a strategically located area and protecting the environmental sensitivities and green infrastructure of the Liffey Valley.

Built Heritage - RPS

There are several RPS structures within the vicinity of the site, with one being in the western edge of the site, described as ‘Detached Two-Bay Two-Storey House and Stable Block’. The SLO requires a design statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage. Furthermore, there is existing strong policy and objectives within the County Development Plan which will also inform assessment of any development on the land.

Access and Egress

The SLO requires a Masterplan, an element of which is a Transport and Traffic Assessment. This will inform access and egress points. It will also take account of the public transport available to future residents and the potential for modal shift.

Adamstown and Clonburris Build Out

The Development Plan and proposed Variation, in terms of housing delivery, is dependent on the full completion of SDZs in addition to these proposed lands to meet revised housing targets. This ensures a continuous pipeline of appropriately located lands to meet projected need as per revised NPF targets. St. Edmundsbury represents compact growth within the existing urban footprint, complementing—not competing with—Adamstown and Clonburris.

The rezoning places a disproportionate burden on Lucan

The rezoning forms part of a county-wide strategy to meet NPF housing targets, rather than seeking to place an undue pressure on a single area. Lucan is within the metropolitan area and within Dublin City and Suburbs. The NPF includes a requirement to accommodate 50% of new housing within the built-up footprint of the City and Suburbs. Therefore, the inclusion of this land at St. Edmundsbury is consistent with national and regional policy.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the revised St. Edmundsbury lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The proposed St. Edmundsbury lands, as amended, are ideally located to deliver on compact growth without damaging the wider environment, being within the village environs and having access to multiple services and social and community infrastructure, with high-capacity bus service on the doorstep. As such, they meet the requirement to deliver the new housing targets and ensure that national policy on housing delivery and compact growth is achieved

It is noted that the OPR has recommended progression of the Variation amendments 1-16

CE Recommendation

To adopt Amendment No. 6 St. Edmundsbury with the following amendment to CS7 SLO2 to reflect the recommendations in the CE Report (amendments in **bold**):

Amend the Zoning Boundary Extent

Proposed Revised Area of Res-N 9.67 Ha

Proposed Revised Area of HA-LV 5.31 Ha

And

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

1.The development of a park within the Liffey Valley (zoning objective HA-LV) with enhanced recreational amenity and accessibility of the area while protecting the valley's biodiversity and enhancing the green infrastructure network shall be provided for in tandem with, or prior to, residential development of the adjoining Res-N zoned lands. The park shall include lands within the HA-LV zoning objective to the north and west of the Res-N zoned lands extending to the River Liffey, including to the north and west of St. Patrick's Hospital grounds and including connections westwards to Lucan Village and Chapel Hill. A detailed proposal to achieve this shall be agreed with the planning authority in advance of submission of a planning application for residential development on the Res-N zoned lands.

2.A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,

b. Retention and enhancement of the east-west hedgerow and tree line in the north of the site as recorded on 1st Edition OS maps,

c. A Local landscape and historical character assessment, which shall **include a landscape and visual impact assessment taking account of views to be agreed in advance with the Planning Authority**

d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and

e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage

f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the

Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress.

g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance

Map of Proposed Amendment as Amended in CE Report

M78/O626 Item ID:91761

Proposed by Councillor W. Carey, seconded by Councillor L. O'Toole

Proposed Amendment to Variation No.6 - St Edmundsbury - Page 250

Motion: This Council agrees to retain the current Objective HA zoning designation of lands at St Edmundsbury

Reason: To maintain existing high amenity area

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Response

This motion seeks to reject the proposal as part of the Variation to rezone lands at St. Edmundsbury to RES-N from their current HA-LV (High Amenity – Liffey Valley) zoning.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The additional lands proposed as part of variation are therefore required for SDCC to continue to meet its now increased housing target into the future following the revision of the NPF.

NPF Objectives: Compact Growth and TOD

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

These lands lie within the wider Lucan village, immediately adjacent to primary and secondary schools, to health and community infrastructure and other services and to retail. The lands run along the R835 - the old Dublin-Lucan Road - and are well served by high capacity bus services on a dedicated bus lane, a short distance to the N4. They are ideally placed to accommodate the scale of development being proposed while still protecting the wider environment.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Zoning and High Amenity

Following the public consultation the CE recommended a reduced site area proposed for rezoning in response to concerns raised about the proximity to the SAAO and to the treeline along the boundary and additional points to the SLO to further strengthen the requirements around protection of the

key natural heritage features. The proposed amended zoning has the following changes:

Proposed Revised Area of Res-N 9.67 Ha from 14.98

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And the Amendment to SLO (CE Recommendation in CE Report in **bold**):

CS7 SLO2

Development on RES-N zoned lands at St. Edmundsbury, Lucan Road shall comply with the following:

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2.A masterplan for the lands shall be prepared by the planning authority or in consultation with, and approved by, the planning authority, in advance of the submission of a planning application for residential development informed by and addressing, inter alia:

- a. An Ecological Impact Assessment to ascertain usage of the site and surrounding lands by mobile species,
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- d. Transport and Traffic Assessment detailing the impact of the proposed development and measures to alleviate its impact, and

e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage

f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and the informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress. See amended map below.

g. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance

These recommended amendments are considered to comprise a comprehensive and consolidated response which will ensure the protection of the environment, the SAAO, Liffey Valley, and Green Infrastructure.

Existing HA-LV Zoning

The motion seeks to maintain the existing zoning. However, the Planning Authority, following the application of the section 28 Compact Settlement Guidelines in response to the Revised NPF and the associated implementation guidelines, considered the site, following a capacity assessment for key areas such as access to services, transport accessibility, infrastructure and capacity, and considered the lands at St. Edmundsbury as appropriate for rezoning. The Planning Authority is required to zone additional lands under the NPF Guidelines to aid the delivery of additional housing and meet the higher target as set out in the revised NPF. These lands in Lucan, as set out above, meet the criteria for rezoning.

Further to this, the SLO ensures that appropriate measures are in place to deliver a development which responds to its context, and which will ensure a

high level of amenity not only to future residents but to existing residents of Lucan. The requirement for a masterplan, a park, a landscape assessment, ecological assessment, historical character assessment, transport assessment, a design statement with regard to protected structures and an ecological buffer from the SAAO and woodland, as well as a lighting design and implementation plan, are key features to ensure the lands will be developed in an appropriate and considerate manner.

It is important that a balance is struck between the need to deliver additional housing nationally and locally, as well as the need to preserve existing high amenity areas. Following on from the consultations and the submissions received in response to the public display of the variation, and in consultation with environmental consultants, it was considered to amend the boundary of the proposed variation lands. This reduces the size of the lands being proposed for rezoning by approximately 5ha, in addition to increasing the buffer and safeguarding of the SAAO and other more sensitive HA-LV characteristics.

All future proposals must comply with the County Development Plan and national guidelines, ensuring no adverse environmental or amenity impacts while delivering on housing. Overall, the amended SLO provides a balanced, sustainable approach that protects and enhances the Liffey Valley while enabling carefully managed development. Finally, the approach aligns with National Strategic Outcome 7 by seeking to enhance amenity and environmental quality through well-designed public realm and green infrastructure, and ensuring an appropriate balance is met between sustainable growth and environmental consideration.

Conclusion

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the revised St. Edmundsbury lands, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the

shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

The proposed St. Edmundsbury lands, as amended, are ideally located to deliver on compact growth without damaging the wider environment, being within the village environs and having access to multiple services and social and community infrastructure, with high-capacity bus service on the doorstep. As such, they meet the requirement to deliver the new housing targets and ensure that national policy on housing delivery and compact growth is achieved.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

To adopt Amendment No. 6 St. Edmundsbury with the following amendment to CS7 SLO2 to reflect the recommendations in the CE Report (amendments in **bold**):

Amend the Zoning Boundary Extent

Proposed Revised Area of Res-N 9.67 Ha

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And

CS7 SLO2

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- e. A Design Statement outlining how the proposal responds to the setting and special interest of the Protected Structures and their curtilage
- f. The inclusion of an Ecological buffer to form part of the eastern and northern boundary of the lands and to include retention of the mature woodland in the southeast of the lands. The buffer to comprise minimum of 50m from boundary, following contours and be informed by ecological surveys - The objective of the buffer will be to provide an ecological and visual buffer between future residential development and lands of the Liffey Valley to the east and north. Design and planting regime to be agreed with SDCC in advance and provide for thorny and native shrub species that support foraging and commuting habitat for species whilst deterring human and domestic animal ingress.**
- h. Lighting design and implementation should be informed by ecological surveys and seek to minimise impacts on wildlife via sensitive design in line with Institute of Lighting Practice Note 23/8 and any superseding guidance.**

Map of Proposed Amendment as Amended in CE Report

A discussion ensued with contributions from Councillors L. O'Toole, V. Casserly, L. Dunne, C. Brady, J. Tuffy, L. McCrave, T. McDonald, P. Holohan, W. Carey, H. Farrell, G. Kenny and A. Edge. Mr E. Burke, Director of Services responded to the Members.

Motions 74, 75, 76, 77 and 78 were **AGREED** by the Members.

Amendments 7 - Edmondstown Road

The Members agreed to take Motion 84 in conjunction with Motion 82

M82/O626 Item ID:91692

Proposed by Councillor D. McManus, seconded by Councillor A. Edge

Amendment Ref. No. 7 of Variation No. 2 of the South Dublin Development Plan 2022-2028. That if the lands adjoining Edmondstown Golf Club, referred to in Amendment No. 7 proceed to residential rezoning, as proposed, a Specific Local Objective (SLO) similar to that applied to nearby residential lands to the south to be placed on these lands. COS 4 SLO 5:- To ensure that any future development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course.

Reasons: To ensure a consistent approach is maintained on these lands, in line with existing SLO on the southern boundary which is already in place in the existing County Development Plan. This new SLO would be on the North and North-West side of the boundary of Edmondstown Golf Course.

Submitted with Councillor Paddy Cosgrave

CE Response

The motion requests that, if the lands adjoining Edmondstown Golf Club, referred to in Amendment No. 7 proceed to residential rezoning, as proposed, a Specific Local Objective (SLO) similar to that applied to nearby residential lands to the south to be placed on these lands which states:

COS 4 SLO 5: To ensure that any future development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course.

It is noted that a similar request was made during the public consultation on Variation No. 2. It was considered in the CE Report that the existing

SLO was sufficient, having a general application for future development. In the interest of clarity, it is recommended that the following SLO be applied to the proposed residential zoned lands at Edmondstown Road.

Conclusion

It is recommended that an SLO (similar to the existing COS4 SLO 5) be applied to the Amendment No. 7 lands at Edmondstown Road.

CE Recommendation

To amend the proposed Variation and Amendment 7 to include a new Specific Local Objective on the lands as follows:

CS7 SLO X: To ensure that any future development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course.

Map of Proposed Amendment as Published

M84/O626 Item ID:91750

Proposed by Councillor R. Mannion, seconded by Councillor A. Edge

If Proposed Amendment no. 7 - Edmondstown lands proceeds, that the existing SLO ("to ensure that any future development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course") in relation to the 'RES' zoned lands at Whitechurch - Edmondstown which adjoin the golf club lands to the South, be expanded to include all boundaries adjoining 'RES' zoned lands.

Additional proposers: William Carey, Louise Dunne, Daniel Loftus, Niamh Whelan

CE Response

The motion requests that, if the lands adjoining Edmondstown Golf Club, referred to in Amendment No. 7 proceed to residential rezoning, as proposed, a Specific Local Objective (SLO) similar to that applied to nearby residential lands to the south to be placed on these lands which states:

COS 4 SLO 5: To ensure that any future development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course.

It is noted that a similar request was made during the public consultation on Variation No. 2. It was considered in the CE Report on the submissions that the existing SLO could be applied to these lands and that was sufficient. In the interest of clarity, it is recommended that a SLO be applied to the proposed residential zoned lands at Edmondstown Road.

Conclusion

It is recommended that an SLO be applied to the Amendment No. 7 lands at Edmondstown Road.

CE Recommendation

Subject to the RES zoning under Amendment no.7 - Edmondstown being approved, a new Specific Local Objective on the lands be inserted as follows:

CS7 SLO X: To ensure that any future residential development has regard to the boundary with and protection of the amenity and function of Edmondstown Golf Course.

Map of Proposed Amendment as Published

Following contributions from Councillors D. McManus and R. Mannion the Members **AGREED** to accept the Chief Executive's recommendation for Motions 82 and 84.

M83/0626 Item ID:91743

Proposed by Councillor R. Mannion, seconded by Councillor G. Kenny

MOTION: That this Council retains the RU zoning on the Edmondstown lands (Proposed Amendment no. 7)

REASON: Rezoning of this site from RU to RES does not meet the brief of providing "deliverable" housing under this plan, as the current owners have

clearly stated their opposition to the rezoning given their lack of intention to sell or develop the site, and their desire to continue to farm their land.

Co-signed by: William Carey; Louise Dunne; Daniel Loftus; Niamh Whelan

CE Response

The motion seeks that the RU zoning on the Edmondstown lands (Amendment No. 7) be retained by reason that it does not fit the brief of providing 'deliverable' housing as the current owners have clearly stated their opposition to the rezoning and their lack of intention to sell or develop these lands and their desire to continue to farm their land.

Amendment No. 7 proposes to rezone lands adjoining Edmondstown Road, that are currently zoned Objective RU to RES under Variation No. 2 of the South Dublin County Development Plan 2022-2028. Incorporated into Amendment No. 7 is Specific Local Objective CS7 SLO6 which is discussed in more detail below.

Context and Process

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

The Settlement Capacity Audit (SCA) presented to Councillors in October 2025, indicated that by the end of 2028 the current zoned land in the county could deliver 9,613 dwellings based on a business-as-usual model. The NPF Revised baseline housing target for the county to 2028 is 11,699 dwellings, resulting in an identified shortfall of lands to deliver 2,086 units.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

The approach taken by the Planning Authority is directly aligned with key policies underpinning the sustainable policy approach within the National Planning Framework (NPF). This approach places a strong

emphasis on compact growth and Transport Orientated Development (TOD). In particular, National Policy Objectives 10, 97 and 99 support the delivery of residential development at appropriate locations within or adjacent to the existing urban footprint, focused on areas served by existing or planned high-capacity public transport.

The process therefore aligns with national policy which requires that planning authorities plan proactively for future growth, including the identification of lands that may contribute to housing delivery within the lifetime of the Development Plan and beyond.

Zoning

The subject lands are the only 'RU' zoned lands within the county located within the M50 corridor. Lands zoned 'RU' have the objective 'to protect and improve rural amenity and to provide for the development of agriculture'. All of South Dublin is located within the Dublin Metropolitan Area and is subject to the Metropolitan Area Strategic Plan set out in the Regional Spatial and Economic Strategy. The lands subject to this proposed Amendment at Edmondstown Road are also within the Dublin City and Suburbs settlement boundary. National Policy Objective (NPO) 16 of the Revised National Planning Framework states: To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets.

Also of relevance, National Policy Objective 8 requires:

Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.

Therefore, the proposed rezoning of these lands from 'RU' to 'RES' aligns with national and regional planning policy and the Settlement Hierarchy set out in the CDP 2022-2028, facilitating growth within the Dublin City and Suburbs settlement area, ensuring compact and sequential patterns of growth.

Roads Objectives, Phasing, Public Transport

Proposed Amendment No. 7 is also closely linked to Amendment No. 22 and Amendment No. 23.

Amendment No. 22 is for a new 6 Year Road Objective to upgrade Edmondstown Road to enhance pedestrian, cycling and public transport facilities and access to new residential lands. Amendment No. 23 is also for a 6 Year Road Objective for a new link road between Whitechurch Road to the east and Edmondstown Road to the west that would traverse the existing 'RES' zoned lands to the south, that have been zoned for residential development for approximately 18 years, since the adoption of the 1998-2004 South Dublin County Development Plan.

In addition, it is important to note that the proposed RES zoning on the lands incorporates the following Specific Local Objective CS7 SLO6:

Development on RES zoned lands on Edmondstown Road shall comply with the following:

1. *A local centre to serve the day-to-day needs of surrounding residents shall be provided unless otherwise agreed in writing by the planning authority.*
2. *A Design Statement shall be prepared as part of a planning application for the subject lands outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage.*
3. *Retention and enhancement of the existing hedgerows as recorded on 1st Edition OS mapping.*

A recommendation has been made by the Chief Executive to add to proposed CS7 SLO6 on these lands to include a new point 'd' in relation to phasing for public transport as follows:

(d) Any road upgrades required to facilitate public transport to serve proposed residential development on these lands shall be delivered to provide for public transport improvements in advance of occupation of any units and measures to ensure the extension of public transport to this area and further north as far as the lands south of the M50 agreed with the NTA.

The intention of CS7 SLO6 and Amendments No. 22 is to ensure that any residential development is provided in tandem with the necessary infrastructure.

In relation to the timing of delivery, the Variation has provided for 'additional provision' to ensure that there is sufficient capacity to accommodate the housing targets. This reflects the evidence from analysis

of zoning over different cycles of development plans that not all lands may come forward immediately.

Conclusion

Given their location within the M50 and within Dublin City and Suburbs settlement boundary, the proposed rezoning of these lands reflects national policy including sequential growth, the need for compact settlement and that at least 50% of all new homes in Dublin City and Suburbs are to be delivered within the existing built-up footprint.

The NPF Implementation Guidelines requires Councils to identify the lands needed for delivery of the new targets within the Development Plan period. They also included the need for Councils to consider capacity for up to 50% above the baseline housing growth requirements to provide options for delivery.

Following the full review process Variation No. 2 identifies lands which significantly increase the capacity of the county to deliver the baseline target of 11,699 units to 2028 through providing an additional 156.5 hectares with an equivalent potential for 7,324 dwellings. In total this provides capacity for 16,937 units which incorporates c. 45% additional provision over the baseline requirement.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable land for rezoning, including these lands at Edmondstown, to meet the housing shortfall for 2028 with built-in additional capacity consistent with the achievement of the shared goals in the NPF, RSES and County Development Plan in relation to compact growth, accessibility, sustainable mobility and climate action.

As set out in Section 2 of the CE Report, the OPR has made one recommendation which is that the Planning Authority continue to progress the zoning of additional residential zoned lands, identified as amendments 1 to no. 16 of the proposed Variation.

CE Recommendation

To reject the motion and to adopt Amendment No. 7 of the proposed Variation no. 2 to the South Dublin County Development Plan 2022-2028, to zone from objective 'RU' to objective 'RES' with the following specific local objective CS7 SLO6:

Development on RES zoned lands on Edmondstown Road shall comply with the following:

- a. A local centre to serve the day-to-day needs of surrounding residents shall be provided unless otherwise agreed in writing by the planning authority.*
- b. A Design Statement shall be prepared as part of a planning application for the subject lands outlining how the proposal responds to the setting and special interest of the Protected Structure and its curtilage.*
- c. Retention and enhancement of the existing hedgerows as recorded on 1st Edition OS mapping.*
- d. Any road upgrades required to facilitate public transport to serve proposed residential development on these lands shall be delivered to provide for public transport improvements in advance of occupation of any units and measures to ensure the extension of public transport to this area and further north as far as the lands south of the M50 agreed with the NTA.*

(**bold** text reflects the Chief Executive recommendation in the CE Report)

Map of Proposed Amendment as Published

Following a contribution from Councillor R. Mannion, Mr. E. Burke, Director of Service responded.

The Members **AGREED** to accept the Chief Executive's recommendation.

The meeting concluded at 23.01

Signed: _____
Mayor

Date: _____