

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday, July 13, 2026

HEADED ITEM NO. 1 (c)

CONFIRMATION AND REAFFIRMATION OF MINUTES - FOR APPROVAL

Minutes of Adjourned Special Meeting of County Council held on Wednesday 24 June 2026

PRESENT

Barnes, S.	Loftus, D.
Brady, C.	Mannion, R.
Carey, W.	McCrave, L.
Casserly, V.	McDonald, T.
Collins, Y.	McMahon, R.
Cosgrave, P.	McManus, D.
de Courcy, L.	Moore, G.
Donnelly, D.	Murphy, E.
Duff, M.	Ó Broin, E.
Dunne, L.	O'Hara, S.
Edge, A.	O'Toole, L.
Farrell, H.	Pereppadan Baby
Gilligan, T.	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.

OFFICIALS PRESENT

Chief Executive	C. Ward
Director	E. Burke
Senior Planners	H. Craigie, W. Byrne
Senior Executive Planners	P. Collins, A. Hyland, L. Clarke
Senior Executive Officers	B. Shannon, S. Conroy
Executive Planner	D. Toomey
T/Graduate Planners	J. Eccleston, E. Partika
Senior Staff Officer	E. Colgan
Staff Officer	M. Callan
Assistant Staff Officers	R. Murray, M. Dunne

The Mayor, Councillor P. Kearns, presided.

WEBCASTING NOTICE

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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.

AMENDMENT 2 – ADAMSTOWN WEST

M23/ITEM ID 91952

Proposed by Councillor W. Carey, seconded by Councillor D. Loftus

Motion: This Council agrees to amend point 3e in CS7 SLO4 to read:

Development may only commence in parallel with increased provision of community infrastructure including expanded community centre provision, a swimming pool and other social infrastructure as recommended following the completion of a Social Infrastructure Audit as part of the master plan to determine local needs.

Reason: To address the current and future community and social infrastructure needs of the residents of Adamstown Proposed by Cllr's Carey, Dunne Whelan and Mannion

CE Response

This motion seeks to amend point 3 of the SLO of Adamstown SDZ West of the proposed Variation to read (as per below recommendation):

3 e. A Social Infrastructure Audit and provision within development proposals to address any needs identified,

To amend to:

Development may only commence in parallel with increased provision of community infrastructure including expanded community centre provision, a swimming pool and other social infrastructure as recommended following the completion of a Social Infrastructure Audit as part of the master plan to determine local needs.

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.

Community Facilities

The SLO sets out a clear and structured requirement for integration of the development of the lands, supported by a social infrastructure audit, outlined in the SLO. This ensures that all matters relating to social and community infrastructure, including the provision of items such as a pool will be assessed, including cumulative impacts arising from surrounding development. These will be carefully examined and addressed in a coordinated manner, while also taking account of future growth needs and the delivery of any additional services and facilities planned for the area. This assessment and audit 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 key services providers like the HSE to support the delivery of additional services and facilities to support existing and planned growth. It is therefore considered that the SLO comprehensively caters for the impact of cumulative growth and to assess the potential requirements stemming from the audit for the lands.

Furthermore, the SLO requires integration with the surrounding SDZ, and will provide access to existing and planned services and facilities such as:

- Existing and Planned Schools (32 classrooms) (2 with planning permission)
- Local and District Centres

- Childcare facilities
- Primary Care Centre
- Retail and Commercial
- Community Centre
- Plaza and Parks
- Adamstown Station and Bus Services.

The above list is a sample and not exhaustive, which will be supplemented by the provision of additional services and facilities. Further to this, SDCC has recently completed and opened a pool in Lucan.

Therefore, it is considered that the CE SLO is appropriate 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 services, as set out in part 3 of the SLO which requires the master plan of the lands to be submitted to ‘... *the planning authority in advance of the submission of a planning application for residential development on the subject lands*’, such a master plan will be informed by the SIA required.

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 social infrastructure requirement to meet the new housing targets and provide for national policy on compact growth, and the SDCC social and community infrastructure strategies and the capital programmes will be reviewed and adapted to reflect the outcome of relevant social infrastructure audits and increasing demand for social infrastructure. The Chief Executive is committed to adapting the programme to meet any future growth from the proposed variation.

It is recommended that no change is made to the variation.

CE Recommendation

No change to the proposed variation

A discussion followed with contributions from Councillors W. Carey, J. Tuffy, D. Loftus, E. Murphy, A. Edge, L. O'Toole, L. Dunne, E. Ó Broin 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 W. Carey, L. Dunne and N. Whelan.

FOR: 9 (Nine)

Councillors W. Carey, L. Dunne, H. Farrell, M. Johansson, D. Loftus, R. Mannion, E.Ó Brion, L O'Toole, N. Whelan

AGAINST 29 (Twenty -Nine)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, L. De Courcy. D. Donnelly, M. Duff, A. Edge, T. Gilligan, A. Hayes, P Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. Mc Crave, T. Mc Donald, R. Mc Mahon, D. Mc Manus, G. Moore, E. Murphy, S. O' Hara, B. Pereppadan. B. Pereppadan, J. Sinnott, A. Smith, J. Spear, F. Timmons, J. Tuffy.

As a result of the Roll Call Vote the Motion **FELL**

AMENDMENTS 9 - KNOCKMEENAGH FRAMEWORK SITE

M95/O626 Item ID:91762

Proposed by Councillor W. Carey, seconded by Councillor D. Loftus

Proposed amendment to Variation No. 9 Knockmeenagh Framework Site - Page 421 Motion: This Council agrees to amend CS7 SLO7 by inserting the following: 'Road access shall be onto the N7 slip road. There shall be no vehicular permeability onto Knockmeenagh Lane or Monastery Road.' Reason: To ensure adequate traffic management

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Report

This motion is seeking to limit access from the Knockmeenagh Framework lands to the N7 slip road to ensure adequate traffic management.

Amendment no. 9 of Variation No. 2 to the South Dublin County Development Plan 2022-2028 proposes rezoning from EE to REGEN of lands identified as Knockmeenagh Framework Site (8.69Hs), Clondalkin. The rezoning is supported by a proposed Specific Local Objective (CS7 SLO7) for the lands as follows:

‘A phasing and delivery plan for the REGEN zoned lands between the N7 and Knockmeenagh Lane shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of a planning application for development on the subject lands. It shall be integrated with adjoining land uses, deliver on the parameters of the Knockmeenagh Framework site in the Clondalkin Local Planning Framework and include a transport and movement plan, in liaison with TII, NTA and landowners **and agreement with TII and the NTA.** (bold text shows recommendation by the Chief Executive in the CE Report on foot of a submission from TII)

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.

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 Knockmeenagh, 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.

Landuse and Zoning

These lands are currently primarily zoned for employment uses with residential zoned land containing St. Brigid’s ACA in the centre.

Typically, the demand for employment use along the N7 has been in the form of logistics and retail or car showrooms. Notwithstanding the different context with the presence of an ACA between the employment lands, the presence of the N7 to the south and the associated slip road between it and the framework lands has led to difficulties in developing the lands to their full potential. Discussion as part of the preparation of the Clondalkin Local Planning Framework (adopted in March

2026) and this variation with TII has indicated that no further access points can be accommodated along this stretch of road and ideally the number of current access points would be reduced. This is further reflected in reasons for refusal on planning applications on lands within the Framework area.

Knockmeenagh Lane and Road enclose the lands on their northern boundary, this lane is recognised as part of an old pilgrim route, a Slí. As the road narrows at its eastern end its use is appropriate for walking and cycling only. At the same time, the link between Knockmeenagh Lane and Monastery Road is sub-optimal for the accommodation of active travel in terms of its width, surface materials, boundary treatment and safety. The Clondalkin Local Planning Framework indicates that there are opportunities to improve this active travel route as part of any future residential / mixed use development while protecting the Slí and historic walls.

At its more western end, Knockmeenagh Road is residential in context. Having regard to that context it would not be appropriate for an intensification of industrial type vehicles to exit onto the road or lane towards New Road and onwards to the N7. This means that under the current zoning any new development would be limited to access / egress by way of the N7 slip. As indicated above, TII have indicated that they will not support any further access to this slip, their preference being to reduce the access points.

As part of the preparation of the Clondalkin Local Planning Framework (LPF) an assessment of the development potential of these lands (Knockmeenagh Local Framework Site) was carried out to inform the adopted Urban Design Strategy. An analysis of the current 'EE' zoning of the site indicated that given the constraints in the current road infrastructure and the lack of alternative solutions to facilitate the economic zoning, the framework site could not be progressed as employment lands. However, the LPF considered whether a form of mixed-use development would facilitate a more efficient and appropriate use of the land. In this regard, design parameters for the lands were set out in the LPF to establish the urban grain and overall character of any future development based on a mixed use zoning.

The future development of this site is heavily constrained by the factors set out above. The premise of the proposed rezoning to mixed use development (REGEN) is that traffic movements from residential development would be more suited to the existing local road network and via the N7 (where agreed by TII) to help release the potential of this site. This is also in the context of the proximity (within walking distance) of the site to the Red Cow Luas Stop, making it a highly accessible site in public transport terms.

The adoption of this motion would severely constrain the opportunities for the future development of this site. The purpose of proposed CS7 SLO7, outlined again below, is to enable further consideration of the options for providing access to and from these lands by way of the N7 and the local road network for future residents and associated mixed uses, in agreement with TII and NTA.

‘A phasing and delivery plan for the REGEN zoned lands between the N7 and Knockmeenagh Lane shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of a planning application for development on the subject lands. It shall be integrated with adjoining land uses, deliver on the parameters of the Knockmeenagh Framework site in the Clondalkin Local Planning Framework and include a transport and movement plan, in liaison with TII, NTA and landowners and **agreement with TII and the NTA.**’

It is notable also that the SLO requires the preparation of a transport and movement plan.

Conclusion

The Chief Executive considers that the progression of Amendment No. 9 should proceed as proposed and that the adoption of the proposed motion would pre-empt the outcome of the work required by CS7 SLO 7, would effectively mean that the lands would remain underdeveloped and would be contrary to the recently adopted Variation no. 1 to the County Development Plan – the Clondalkin Local Planning Framework.

CE Recommendation

No change to Amendment No. 9 of the proposed Variation no. 2 of the South Dublin County Development Plan 2022-2028

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors W. Carey, L. O’Toole, L. DeCourcy and E. Ó Broin. 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 W. Carey, M. Johansson and D. Loftus.

FOR 8 (Eight)

Councillors: W. Carey, L. De Courcy, I. Dunne, T. Gilligan, M. Johansson, D. Loftus, R. Mannion, N. Whelan.

AGAINST 29 (Twenty- Nine)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, D. Donnelly, M. Duff, A. Edge, H. Farrell, A. Hayes, P. Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. Mc Crave, T. Mc Donald, R. Mc Mahon, D. Mc Manus, G. Moore, E. Ó Broin, S. O’ Hara, L. O’Toole, B. Pereppadan. B. Pereppadan, J. Sinnott, A. Smith, J. Spear, F. Timmons, J. Tuffy.

As a result of the Roll Call Vote, the Motion **FELL**

M96/O626 Item ID:91779

Proposed by E. Ó Brion, seconded by Councillor G. Kenny

Amendment No. 9 Knockmeenagh Framework Site (p421) That this Council increases the area covered by Amendment No 9 to include the triangular shaped parcel of land to the east of the L1020 (which leads to the Joe Williams Bridge) that is bordered by the Monastery Road and the Old Naas Road/N7.

REASON: I believe that the Regen Zoning offers better possibility for an improved entrance vista to Clondalkin at this landmark corner where the Monastery Road meets the Naas Road. Its main tenant is currently the Leinster Motor Group although they are not the landowner.

CE Response:

The motion relates to the triangular area of land, much of which is currently occupied by Leinster Motor Group at Monastery Road, Clondalkin. The land parcel is essentially an island located adjacent to the Red Cow interchange, with Monastery Road and roundabout to the north/east, the L1019 and Joe Williams Bridge to the west and a slip road off the N7 and the N7 itself to the south. Knockmeenagh Framework site lies to the west on the other side of Monastery Road and its spur which joins Joe Williams Bridge.

(see map)

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 identified lands which have been carefully evaluated through a criteria-based approach to best meet the housing shortfall for 2028 with built-in additional capacity. The Chief Executive is satisfied that the inclusion of Amendment No. 9 as is currently proposed is appropriate and sustainable.

Relationship with Knockmeenagh Framework Site

The adopted Variation No. 1 to the County Development Plan - the Clondalkin Local Planning Framework - included an analysis of lands in Knockmeenagh. The lands in the Framework extended as far as the L1019 between Monastery Road roundabout and the Joe Williams Bridge. As part of the early analysis for Variation no. 1, consideration was given to the triangular piece of land and whether it would be included as part of the Framework but given their constrained nature and dislocation from the Framework site they were not included. However, on foot of a submission lodged during the public consultation process for this Variation further assessment of these lands was carried out and is set out in pages 868-874 of the CE Report.

The proposed site is isolated and disconnected from adjoining lands, including the Knockmeenagh lands from which it is separated by the heavily trafficked L1019 leading to Joe Williams Bridge. Given the dislocation of the site, surrounded by a busy road network at the Red Cow interchange and the hostile nature of the surrounding environment it is considered that the site is severely constrained and would not be suitable for intensive employment or residential led regeneration. In this context, the development of the site in an integrated manner with the Knockmeenagh Framework Site is highly problematic. The environment is hostile for residential use in terms of noise and traffic, access to services etc and the ability to connect the lands to Knockmeenagh in a meaningful way is very limited and would involve significant infrastructural investment. Having regard to these issues, it is considered that the site is more suitable to its current zoning for general employment uses.

Preliminary Environmental Evaluation

As the site referred to in the motion is one which was proposed for rezoning in submissions made to the consultation process a preliminary environmental evaluation has been carried out and is referred to in the CE Report.

For sites put forward in submissions which were not included as part of the proposed Variation, the Council's environmental consultants were requested to provide a preliminary evaluation of the lands in the context of Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment. This preliminary evaluation is provided below following a desktop analysis of relevant baseline data.

SEA: This small brownfield area would interact positively in terms of the Strategic Environmental Objectives (SEOs) for Soil and Geology given its current brownfield condition. However, potential and likely adverse effects in the absence of mitigation relating to Air Quality and Noise SEOs and accompanying impacts on Population and Human Health SEOs given its location and proximity to the road network.

AA: Given the potential presence of hydrological pathway, the potential for likely significant effects would not be ruled out at the screening stage and this amendment would need to be subject to appropriate assessment and consideration as part of the NIR of the proposed Variation. It is noted that the NIR of the proposed Variation identified conceivable impacts arising from land use activities associated with future residential development. The NIR has set out all necessary safeguards to ensure that the implementation of the proposed Variation and land use activities arising from it, will not result in adverse effects on European Sites. These lands would require further investigation to ensure the safeguards that are set out in the existing NIR will provide appropriate protection to European Sites from any land use activities that may arise from future residential development at this location.

SFRA: The lands are confirmed as being within Flood Zone C per the SDCC CDP 2022–2028 Strategic Flood Risk Maps and are not within the 1% AEP or 0.1% AEP HEFS extents. No Justification Test would be required.

Conclusion

The Planning Authority has identified sufficient and suitable lands to meet the targets set out in the NPF and the associated Guidelines. In relation to this site, given the constrained nature of the lands being proposed for zoning to REGEN from employment, cut off from adjoining lands and associated services and amenities by the busy nature of the surrounding road network at the Red Cow Interchange and the hostile environment this would offer to intensive development

it is considered that the extension of the rezoning of lands at Knockmeenagh Framework (Amendment No. 9) as proposed in the motion is not appropriate or sustainable and that the current EE zoning should be retained.

CE Recommendation

No change to the proposed Variation

[Item 91779 Aerial Image](#)

[Map of Proposed Amendment as Published](#)

Following contributions from Councillors E. Ó Broin and W. Carey, Mr E. Burke, Director of Services responded to queries raised.

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

M97/0626 Item ID:91781

Proposed by Councillor E. Ó Broin, seconded by Councillor J. Sinnott

Amendment No. 9 Knockmeenagh Framework Site (p421) That this Council amends CS7 SLO7 contained within Amendment No. 9 by inserting the following additional requirement: - Provision of an All-Weather Football pitch

REASON: Under the SDCC Pitch Strategy it was envisaged that a full-size all-weather football pitch would be located in the Clondalkin area. This has however not been found to be possible due to lack of public land available. The Knockmeenagh Framework site contains one such possible location.

CE Report:

The motion is seeking an additional requirement to be included in the CS7 SLO7 on the Knockmeenagh Framework lands for an all-weather football pitch.

Amendment no. 9 of Variation No. 2 provides for rezoning from EE to REGEN of lands identified as Knockmeenagh Framework Site (8.69Hs), Clondalkin. The rezoning is supported by a proposed Specific Local Objective (CS7 SLO7) for the lands as follows, with recommendations from the CE Report shown in **bold**.

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.

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 these lands at Knockmeenagh 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.

All Weather Pitches in SDCC

South Dublin County Sport Pitch Strategy (SPS) 2019-2035 provides the Council with clear evidence base and set of recommendations for future outdoor sports facility development across the County. The SPS recommends the provision of at least 5 No. pitches across the county to allow for an even distribution and facilitate use county-wide. As of January 2026, there was a council approved and funded Artificial Grass Pitch Programme agreed and underway.

2 No. artificial grass pitches have been delivered (at Airlie Park and Sean Walsh Park) as part of this programme of delivery, the other 3 required locations are in the west and east of the county and within the new Strategic Development Zone area at Clonburris. Pitches are in the process of being delivered in the Clonburris SDZ and at Greenhills in the east of the County. Consideration is currently being given to the potential location for an all-weather pitch in the west of the County within the Clondalkin, Newcastle, Rathcoole, Saggart and Brittas Local Electoral Area, the location will be dependent on site availability, site suitability and other feasibility assessments. The subject lands are in private ownership, and it would be difficult to rely on the delivery of a pitch at this location to meet the programme. Any consideration of a pitch on this site would be additional to the current programme and subject to agreement with the landowner and a budget allocation.

Conclusion

While noting the extent of land required to facilitate an all-weather pitch and the limitations this might put on the capacity of the site to accommodate development the Chief Executive is open to the consideration of the Knockmeenagh Framework site as a potential location for an all-weather pitch to be considered as part of the requirement to deliver on the parameters of the Knockmeenagh Framework site in the Clondalkin Local Planning Framework.

CE Recommendation

To amend CS7 SLO7 as follows (changes in response to motion shown in **bold**):

‘A phasing and delivery plan for the REGEN zoned lands between the N7 and Knockmeenagh Lane shall be prepared by the planning authority or in consultation with, and approved by, the planning authority in advance of a planning application for development on the subject lands. It shall be integrated with adjoining land uses, deliver on the parameters of the Knockmeenagh Framework site in the Clondalkin Local Planning Framework, **including an evidence based investigation of the potential for delivery of an all weather pitch on the lands in addition to the Artificial Grass Pitch Programme**, and include a transport and movement plan, in liaison with TII, NTA and landowners and agreement with TII and the NTA.

Map of Proposed Amendment as Published

Following a contribution from Councillor E. Ó Broin, Mr E. Burke, Director of Services responded.

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

AMENDMENTS 10 - STONEWALL

M103/O626 Item ID:91720

Proposed by Councillor L. O’Toole, seconded by Councillor G. Kenny

Amendment No. 10, Pg 444 Stonewall That the Council amends the Chief Executive's Recommendation in respect of the Stonewall / Backweston lands by deleting the proposed residential zoning and retaining the existing agricultural 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 sufficient residential capacity elsewhere to contribute towards the achievement of housing targets and the rezoning of every proposed site is not necessary to achieve compliance with national housing policy. The existing accommodation on the Stonewall / Back Weston lands was facilitated through exceptional emergency measures introduced in response to an unprecedented humanitarian crisis. The exceptional and temporary circumstances under which the development was permitted should not in themselves form the basis for a permanent alteration of the zoning status of the lands. The proposed rezoning

would effectively convert a temporary emergency response into a permanent residential zoning objective through a variation process rather than through the comprehensive assessment ordinarily undertaken as part of a full County Development Plan review. Zoning decisions should be made through the plan-led process having regard to settlement strategy, infrastructure capacity, environmental considerations, transport provision, community facilities, agricultural land use and alternative land-use options. The proposed residential capacity is indicative only and the future form, scale and density of development that may ultimately arise cannot be fully assessed at this stage. Having regard to the exceptional circumstances under which the existing accommodation was permitted the importance of maintaining the integrity and consistency of the planning system and the availability of alternative lands to meet housing requirements these lands should retain their existing agricultural zoning and any future consideration of alternative zoning should be assessed through the next full review of the County Development Plan.

CE Response:

This motion is in relation to the designation of lands at Stonewall, Adamstown that are currently zoned Objective 'RU' to 'RES' and 'OS' under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028.

The land parcel in question is c. 5.53ha.

The subject lands contain 128 modular units which were constructed as part of exempt emergency accommodation by the State under Statutory Instrument No. 306/2022 (S.I. No. 306/2022).

While standard planning permission requirements were waived under the exemption at the time of construction, projects still had to adhere to the relevant environmental assessments under Sections 181A to 181C of the Planning and Development Act.

In addition, as part of the Variation process, the site has been subject to strategic environmental assessment, appropriate assessment and strategic flood risk assessment and the relevant reports attached as part of the public consultation.

While the homes on the lands are of modular construction they have an estimated minimum lifespan of c60 years, comparable to any other built accommodation. They are compliant with the building regulations. As such, and given the level of investment into the lands, including landscaping, open space and SuDS features, alongside utilities it is considered appropriate to amend the zoning to reflect their established nature.

Notwithstanding that the lands were originally identified for emergency accommodation, it is considered that the subject lands are in close proximity to

the Adamstown Strategic Development Zone (SDZ), and are a reasonable extension to its coherent urban framework that enables consistency for compact and Transport Oriented Development (TOD) development, ensuring key NPOs/NSOs of the NPF are delivered, such as NSO1 and NPO10. It is also noted that in time, should the amendments relating to Tubber Lane North and the long-term SDA at Adamstown West be adopted, the subject lands will be immediately contiguous to, and form part of, further planned growth and associated infrastructure and community / social facilities

The layout, density, and environmental measures show that the site has the physical and social infrastructural capacity to accommodate the development without loss of residential amenity, visual harm, or infrastructural strain. Importantly, the scheme has operated successfully as accommodation since its completion, providing evidence that traffic generation, service demand, and environmental impacts are modest and well absorbed by the surrounding area.

It is noted that concerns around community and social facilities relate primarily to future growth, it is considered that subject lands are integrated into the immediate Adamstown area, which benefits from social infrastructure planned and delivered as part of the SDZ (as amended), including the wider metropolitan area.

Overall, when considered against the criteria set out in the variation process and the capacity audit, in addition to key principles set out in the NPF, as well as the MASP, and the fact that the lands are already developed and occupied, it is considered appropriate that the lands be progressed as part of the variation.

Conclusion

The lands subject to this proposed amendment to the County Development Plan are already built and occupied and serviced by the necessary infrastructure to ensure their sustainability. They are directly adjacent to the Adamstown SDZ and to existing amenities, in proximity to high-capacity public transport and are adequately served by local schools.

Given the above it is considered appropriate that the lands are zoned to reflect their current and longer-term use.

It is noted that 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

Reject the motion

[Map of Proposed Amendment as Published](#)

A discussion followed with contributions from Councillors L. O'Toole, J. Tuffy, M. Johansson and C. Brady. Mr E. Burke, Director of Services responded to queries raised.

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

M104/0626 Item ID:91763

Proposed by Councillor W. Carey, seconded by Councillor D. Loftus

Proposed amendment to Variation No. 10 Stonewall - Page 444 Motion: This Council agrees to amend Variation No. 2 (Amendment no.10) to read:

'Development shall only occur in parallel with the provision of adequate bus services connecting Stonewall to existing bus services serving Adamstown'

Reason: To ensure adequate bus transport for existing and future residents

Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Response:

The Planning Authority notes that the subject lands contain 128 modular units which were constructed as part of exempt emergency accommodation by the State under Statutory Instrument No. 306/2022 (S.I. No. 306/2022).

While standard planning permission requirements were waived under the exemption, projects still had to adhere to the relevant environmental assessments under Sections 181A to 181C of the Planning and Development Act.

Notwithstanding that the lands were originally identified for emergency accommodation, it is considered that the subject lands are in close proximity to the Adamstown Strategic Development Zone (SDZ), and are a reasonable extension to its coherent urban framework that enables consistency for compact, Transport Oriented Development (TOD) development, ensuring key NPOs/NSOs of the NPF are delivered, such as NSO1 and NPO10. It is also noted that in time, should the amendments relating to Tubber Lane North and the long-term SDA at Adamstown West be adopted, the subject lands will be immediately contiguous to, and form part of, further planned growth and associated infrastructure and community / social facilities.

In this context, the subject lands are approximately 600m to the C4, C6, X27 and X28 services on the Lucan-Celbridge Road (R403). Pedestrian traffic lights facilitate crossing to the Dublin bound route and both the inbound and outbound routes have relocated the bus stops with associated footpaths to accommodate access from the Celbridge Link Road.

Similarly, the closest bus stop at Shackleton Drive, which serves the C2 route, is approximately 600m from the entrance to Stonewell.

Having regard to the choice of bus services, it considered that the development is accessible to and already using the high-capacity public transport in the area with access to the bus service within Adamstown. Furthermore, cycle paths connect the lands directly to Adamstown, to Shackleton Drive and to Tubber Lane.

Therefore, it is considered that the proposed wording would introduce an unnecessary and potentially restrictive condition on lands, that are already developed and occupied and would not reflect the established and functioning nature of the site, that is serviced by adequate public transport provision, including within Adamstown.

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. Given the developed nature of the site, the assessment of compliance will provide uncertainty and impact on the timely delivery of housing or alterations to existing houses at this appropriate location.

Conclusion

The lands subject to this proposed amendment to the County Development Plan are already built and occupied and serviced by the necessary infrastructure to ensure their sustainability. They are directly adjacent to the Adamstown SDZ and to existing amenities, in proximity to existing high-capacity public transport within Adamstown and are adequately served by local schools. Therefore, it is considered that the zoning should progress without the wording proposed in the motion.

It is noted that 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

Reject the motion

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors W. Carey, J. Tuffy and D. Loftus, 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 D. Loftus, W. Carey and M. Johansson.

FOR: 12 (Twelve)

Councillors: W. Carey, D. Donnally, L. Dunne, P. Holohan, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion, D. Richardson, J. Spear, N. Whelan

AGAINST: 26 (Twenty-Six)

Councillors: S. Barnes, C. Brady, Y. Collins. L. De Courcy, M. Duff, A. Edge, H. Farrell, T. Gilligan, A. Hayes, P. Kearns, B. Lawlor, L. Mc Crave, T. Mc Donald, R. Mc Mahon, D. Mc Manus, G. Moore, E. Murphy, E. Ó' Brion, S O' Hara, L. O' Toole, B. Pereppadan, B. Pereppadan, J. Sinnott, A. Smyth, F. Timmons, J. Tuffy

The Motion **FELL**

AMENDMENTS 11 - COLDCUT ROAD

The members **AGREED** to consider **Motions 110, 111 and 112 together.**

M110/0626 Item ID:91622

Proposed by Councillor F. Timmons, seconded by Councillor L. De Courcy

That this council reject the proposed variation to County Development plan to zone Coldcut from Open Space to Residential

Reason

Coldcut needs a full and detailed plan to address sporting needs in North Clondalkin and Palmerstown in conjunction with local clubs before any rezoning

CE Response:

Amendment No. 11 Coldcut Road (lands formerly owned by Dublin Bus Services Sports and Social Club) proposes a change of zoning from 'OS' To preserve and provide for open space and recreational amenities to 'RES' To protect/or improve residential amenity. The proposed rezoning is accompanied by a Specific Local Objective CS7 SLO9 which states:

(a) In tandem with, or prior to, development of the RES zoned lands to the south of Coldcut Road at the Dublin City Services Sports and Social Club, details as to how public access, permeability and recreational facilities will be improved on the remaining OS zoned lands shall be agreed with the planning authority.'

The CE Report also recommended an addition to CS7 SLO9 as follows:

(b) Having regard to the requirements of the Department of Education and Youth any planning application on this site shall be accompanied by evidence that sufficient primary and secondary school capacity is available in the wider area to serve existing and proposed development.

Zoning and the Subject Lands

The proposed re-zoning from open space to residential applies to c. 3.08ha of the current Open Space zoning, that is, approximately 28% of the current OS zoning.

Through the identification and assessment process (set out below) carried out in preparation of Variation No. 2 these lands were considered suitable to support housing development. It was concluded through this process that residential development could be supported on these lands in terms of social and physical infrastructure, access to parks and sustainable planning objectives. This approach considers current and proposed developments in the area. In order to meet the housing growth targets the subject lands are considered a suitable opportunity to support residential development encouraging the objectives of compact settlements focusing development in metropolitan areas in a sustainable manner.

Open Space

The inclusion of the accompanying Specific Local Objective CS7 SLO9, ensures the delivery and improvement of the remaining open space lands (c7.8ha) for recreational and amenity purposes to serve the wider community happens in tandem with the development of the residential lands. The SLO requires the improvement of public access, permeability and recreational facilities in agreement with the planning authority.

Parks and Opens Space (access to Sports and Active Recreation)

The Coldcut Road site is located within the Clondalkin/Clonburris/ Grange Castle Neighbourhood Area as identified in the County Development Plan and the Councils Parks and Open Space Strategy 2025. The Parks and Open Space Strategy 2025 provides the evidence base for the advancement of parks and open spaces in the county. The Strategy notes that ‘Overall the Neighbourhood Area is well-provided for in terms of the quantity of parks and open spaces, both for the existing population and for the projected population’ page 77. It is also notable in terms of access to sports/ recreational facilities within parks and open spaces that ‘In terms of accessibility most of the built-up areas of the neighbourhood are within 300m (5-minute walking distance) of publicly usable open space’ (page 78). Attention is also drawn to POS_SDN_10 of the 2025 Parks and Open Space Strategy which states as follows ‘To implement the actions of the Sports Pitch Strategy for the County in this area ensuring adequate provision and quality of pitches to meet need’

The delivery of the Sports Pitch Strategy 2020 is reviewed on a regular basis and implementation is reported and discussed at the relevant SPC. The sports pitch strategy recommends the provision of at least 5 all-weather pitches across the county to allow for an even distribution and facilitate use county-wide.

Having regard to the existing sports and open space facilities in the area, and to the retention of over two thirds of the open space zoning at Coldcut and the associated SLO to ensure public access, it is considered that the proposed zoning to residential of part of the lands is appropriate and will support the use of the open space lands and their improvement for public use.

Context and Process

The NPF Implementation Guidelines have asked Local Authorities throughout the country to identify lands to meet the baseline targets and to consider up to 50% additional provision in recognition that housing is not delivered on all zoned land for a variety of reasons. The Planning Authority has adopted a proactive approach which is considered both reasonable and appropriate in response to the NPF Implementation guidelines. This is in the context of a housing crisis where the need to deliver housing quickly in the right location is a priority. The Planning Authority's evidence based approach ensures that a sufficient quantum of land comes forward for development with the capacity to provide sufficient flexibility to meet the housing need in as timely a manner as possible.

Given the approach taken to the Variation, it is considered that South Dublin has identified lands which have been carefully evaluated through a criteria-based approach to best meet the housing shortfall for 2028 with built-in additional capacity. This assessment led to the inclusion of Amendment No. 11 Coldcut Road. It is the view of the Chief Executive that its inclusion, which also ensures the retention and improvement of the remaining c.7.8 hectares of open space, is appropriate and reasonable.

This approach is 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 this CE Report, the OPR has made one recommendation which is to continue to progress the zoning of additional residential zoned lands, identified as amendments no. 1 to no.16 of the proposed Variation. Planning authorities are requested to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Conclusion

This site meets the requirement of national, regional and local policy for the integration of transport and land use and for compact development while ensuring the retention and improvement of a significant area of open space (c7.8ha). Furthermore, the requirement for any development to provide details indicating improvements to public access, permeability and recreational

facilities is of significant benefit to the surrounding communities. The Chief Executive is satisfied that the proposed rezoning, when read in conjunction with the Specific Local Objective is appropriate and should proceed without further modification.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation:

Reject the Motion - No change to the proposed Variation

Map of Proposed Amendment as Published

M111/O626 Item ID:91737

Proposed by Councillor M. Johansson, seconded by Councillor L. DeCourcy

Motion: That the Amendment No 11 Coldcut Road (p. 453) be excluded from the Variation and that the zoning remain as Open Space. Reason: 1. The lands have an historical use as amenity space and with increased population this land is required to provide additional public amenities such as allotments, community and sports facilities. 2. The Liffey Valley LAP 2008 identified the Metro West and Lucan Luas as 'essential elements of the longer term success of the fledging Town Centre.' The lands at the Coldcut were not rezoned for Residential in the Development Plan 2009 with the Chief Executive report for the Draft plan outlining: 'The proposed rezoning of the land is not considered to be warranted at this time in the absence of public transport improvements and given the existence of the substantial town centre mixed use zoned lands to the north of the site.' While it is recognised that some public transport improvements have been delivered and are being planned through BusConnects they are not adequate to the needs of the existing community and would require significant investment before further residential development is constructed. 3. The council has exceeded the strict required baseline target of 11,699 units by an estimated 5,238 units. This brings the total provision to 16,937 units, which is within the maximum of up to 50% "additional provision" headroom permitted under national guidelines to secure long-term housing delivery up to 2030. However, the 'additional provision' of up to 50% is not an absolute requirement and for that reason the lands at Coldcut Road can be omitted while remaining within the guidelines of directive. In addition, the Office of the Planning Regulator's recommendation to 'continue to progress the zoning of additional residential zoned lands, identified as amendments no. 1 to no.16 of the proposed Variation' is over-prescriptive in a similar manner to Mount Salus Residents Owners Management Company Limited By Guarantee v. An Bord Pleanála [2026] IECA 28 and by recommending all the sites for rezoning is not allowing the council the flexibility granted by the NPF Implementation Guidelines

of 'up to 50% additional provision'. 4. The rezoning is contrary to 2 major EU directives: -2016/2284: reduction of 5 pollutants 2 of which are sources of nitrogen oxides and fine particulates matter. Increased traffic will add pollution which is already at high levels due to the proximity of the M50. -2024/1991 Article 8: Restoration of urban ecosystems which states that 'By 31 December 2030, Member States shall ensure that there is no net loss in the total national area of urban green space and of urban tree canopy cover in urban ecosystem areas, determined in accordance with Article 14(4), compared to 2024'. The rezoning of this land would significantly reduce the urban green space in this area and remove its potential for use for a significant increase in canopy cover in this area. According to South Dublin County Development Plan 2022-28 Chapter 4 page 153 the lands in question have less than 10% tree canopy cover, meaning it is covered by Article 8. 5. The rezoning is contrary to the County Development Plan 2022-28 because the lands form part of a Primary Green Infrastructure Corridor as per the Green Infrastructure map on page 163 of the County Development Plan. A number of Objectives relate to the area of these lands including 'To enhance connectivity between existing parks and open spaces on either side of the M50 corridor.', 'To investigate EU funding mechanisms for nature-based solutions to climate change, exploring the feasibility of developing or retrofitting an eco-bridge or eco-tunnel across the M50 to provide ecological connectivity between Collinstown Park and Green space at Cloverhill Road.' and 'To promote habitat improvement at Collinstown Park.' The rezoning of the lands will make those objectives more difficult to meet.

CE Response:

Amendment No. 11 Coldcut Road (lands formerly owned by Dublin Bus Services Sports and Social Club) proposes a change of zoning from 'OS' To preserve and provide for open space and recreational amenities to 'RES' To protect/or improve residential amenity. The proposed rezoning is accompanied by a Specific Local Objective CS7 SLO9 which states:

In tandem with, or prior to, development of the RES zoned lands to the south of Coldcut Road at the Dublin City Services Sports and Social Club, details as to how public access, permeability and recreational facilities will be improved on the remaining OS zoned lands shall be agreed with the planning authority.'

The CE Report has also recommended an addition to CS7 SLO9 as follows:

b) Having regard to the requirements of the Department of Education and Youth any planning application on this site shall be accompanied by evidence that sufficient primary and secondary school capacity is available in the wider area to serve existing and proposed development.

Zoning and the Subject Lands

The proposed re-zoning from open space to residential applies to c. 3.08ha of the current Open Space zoning, that is, approximately 28% of the current OS zoning.

Through the identification and assessment process (set out below) carried out in preparation of Variation No. 2 these lands were considered suitable to support housing development. It was concluded through this process that residential development could be supported on these lands in terms of social and physical infrastructure, access to parks and sustainable planning objectives. This approach considers current and proposed developments in the area. In order to meet the housing growth targets the subject lands are considered a suitable opportunity to support residential development encouraging the objectives of compact settlements focusing development in metropolitan areas in a sustainable manner.

Open Space

The inclusion of the accompanying Specific Local Objective CS7 SLO9, ensures the delivery and improvement of the remaining open space lands (c7.8ha) for recreational and amenity purposes to serve the wider community happens in tandem with the development of the residential lands. The SLO requires the improvement of public access, permeability and recreational facilities in agreement with the planning authority.

Parks and Opens Space (access to Sports and Active Recreation)

The Coldcut Road site is located within the Clondalkin/Clonburris/ Grange Castle Neighbourhood Area as identified in the County Development Plan and the Councils Parks and Open Space Strategy 2025. The Parks and Open Space Strategy 2025 provides the evidence base for the advancement of parks and open spaces in the county. The Strategy notes that ‘Overall the Neighbourhood Area is well-provided for in terms of the quantity of parks and open spaces, both for the existing population and for the projected population’ page 77. It is also notable in terms of access to sports/ recreational facilities within parks and open spaces that ‘In terms of accessibility most of the built-up areas of the neighbourhood are within 300m (5-minute walking distance) of publicly usable open space’ (page 78). Attention is also drawn to POS_SDN_10 of the 2025 Parks and Open Space Strategy which states as follows ‘To implement the actions of the Sports Pitch Strategy for the County in this area ensuring adequate provision and quality of pitches to meet need’

The delivery of the Sports Pitch Strategy 2020 is reviewed on a regular basis and implementation is reported and discussed at the relevant SPC. The sports pitch

strategy recommends the provision of at least 5 all-weather pitches across the county to allow for an even distribution and facilitate use county-wide.

Having regard to the existing sports and open space facilities in the area, and to the retention of over two thirds of the open space zoning at Coldcut and the associated SLO to ensure public access, it is considered that the proposed zoning to residential of part of the lands is appropriate and will support the use of the open space lands and their improvement for public use.

Context and Process

The NPF Implementation Guidelines have asked Local Authorities throughout the country to identify lands to meet the baseline targets and to consider up to 50% additional provision in recognition that housing is not delivered on all zoned land for a variety of reasons. The Planning Authority has adopted a proactive approach which is considered both reasonable and appropriate in response to the NPF Implementation guidelines. This is in the context of a housing crisis where the need to deliver housing quickly in the right location is a priority. The Planning Authority's evidence based approach ensures that a sufficient quantum of land comes forward for development with the capacity to provide sufficient flexibility to meet the housing need in as timely a manner as possible.

Given the approach taken to the Variation, it is considered that South Dublin has identified lands which have been carefully evaluated through a criteria-based approach to best meet the housing shortfall for 2028 with built-in additional capacity. This assessment led to the inclusion of Amendment No. 11 Coldcut Road. It is the view of the Chief Executive that its inclusion, which also ensures the retention and improvement of the remaining c.7.8 hectares of open space, is appropriate and reasonable.

This approach is 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 this CE Report, the OPR has made one recommendation which is to continue to progress the zoning of additional residential zoned lands, identified as amendments no. 1 to no.16 of the proposed Variation. Planning authorities are requested to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Public Transport and Roads

The Revised National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) and the South Dublin County Development Plan 2022–2028 sets out ambitions for a long-term approach to transport and land-use

integration, targeting a shift away from car dependency through focused growth along good public transport routes with access to key active travel infrastructure.

Policy SM1 (Overarching – Transport and Movement) of the Development Plan (2022) promotes ease of movement by integrating sustainable land-use planning with a high-quality sustainable transport and movement network.

Objective 3 of Policy SM1 (Overarching-Transport and Movement) in the Development Plan (2022) highlights the importance in supporting sustainable transport projects like Bus Connects. In addition to this, Policy SM3 (Public Transport – Bus) stipulates the importance in delivering the Bus Connect corridor routes in consultation with the NTA.

The subject lands have access to good public transport links ensuring that the proposed rezoning is in accordance with national, regional and local policy for land use and transport integration and compact growth. The National Transport Authority states in their submission to this Variation that the site is served by a variety of radial and orbital services and notes that the area will also benefit from investment in the Lucan and Liffey Valley Core Bus Corridor schemes.

The Liffey Valley core bus corridor scheme has commenced, the first of 12 core corridor schemes to do so. The Lucan to City Centre Bus Connects scheme is advancing with Notice to Treat issued to landowners in April 2026. It is also noted that as part of the Bus Connects scheme, the bus interchange with associated changes to car parking and traffic movement within the area surrounding the retail centre has now been delivered on the adjoining site at Liffey Valley Shopping Centre. The Planning Authority notes that the Bus Connects programme represents an evolving network, and SDCC will continue to work with the NTA to secure enhanced bus services.

In addition, significant development proposals are subject to detailed Transport Impact Assessment in accordance with the relevant NTA guidance and Road Safety Audits, where required. These assessments must demonstrate compliance with the GDA Transport Strategy's mode share targets and prioritise walking, cycling, and public transport accessibility. More detailed, cumulative junction and network analysis is required and undertaken at individual planning application stage where required, therefore specific development quantum, trip generation, and mitigation measures can be properly assessed at this point ensuring suitable pedestrian connectivity can be achieved.

While the concerns raised in the motion and supported by the quotation from the Draft Development Plan dated 2009 (County Development Plan 2010-2015) are acknowledged, it is clear from the above that the current proposed rezoning in 2026 is happening in a totally different policy and transport context and cannot be considered to be relevant at this time.

2016/2284: Air Pollution

The National Emissions Ceiling Directive requires a reduction of national emissions of certain atmospheric pollutants and amends an earlier directive. In urban areas these pollutants can be closely connected to transport capacity and travel behaviour. As outlined above, the identification of the Coldcut lands provides an opportunity to zone a modest area of land in a location which is well served by existing and planned and actioned public transport with a high level of services and facilities in the surrounding area.

There are a number of air monitors in SDCC, the closest to Coldcut is on the R120 in close proximity to St Patricks Catholic Church in Lucan. The monitor measures PM10 and NO2 levels in the area. In 2025 there was no exceedance under Ambient Air Quality Standards Regulations 2022. It is noted that there have been four exceedances to date in 2026 but the Planning Authority has been advised that some of these can be attributed to road works that have taken place on the stretch of road that the monitor is positioned. The Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive states that the daily limit for PM10 is 50 ug/m³. The limit is deemed breached if more than 35 exceedances occur during the year. The hourly limit for NO2 is 200 ug/m³. The limit is deemed breached if more than 18 exceedances occur during the year. Neither of these figures were exceeded on any days in 2025. As a result, the air quality is within the parameters set out in the Directive. It is also noted that the increasing prevalence of electric cars will help at both local and national level to reduce pollutants associated with vehicular traffic.

2024/1991 Article 8: Restoration of urban ecosystems

With regard to comments relating to the EU Nature Restoration Law and Regulation, it is noted that the first consultation on Ireland's Nature Restoration Plan, required under the Restoration Law, commenced during the 1st week of June 2026. With regard to urban ecosystems, an aim is to ensure that the coverage of urban green spaces, in particular trees, will no longer be at risk of being reduced. Achieving this can be done by integration of green infrastructure and nature-based solutions plus green roofs etc. Measures such as parks, gardens, hedges, pond, watercourses can be implemented for urban ecosystems under Annex VII of the Regulations. It is also noted that the Annex states that such measures should account for local conditions, native species and climate change resilience. This requirement aligns very well with SDCC's green infrastructure policy in the County Development Plan and in particular with the requirement that all development meets with the minimum scoring requirements of the Green Space Factor – an objective of the County Development Plan which is being successfully implemented in development.

Green Infrastructure

Wheatfield Park and Collinstown Park immediately adjoins the area of open space proposed to be retained in this rezoning to the south retaining the integrity of the M50 GI Corridor at this location. The retention of two thirds of the site for recreational and amenity purposes will ensure the retention and provide opportunities for improvement of this site as part of the Green Infrastructure network of the County. Any potential future eco crossing of the M50 from Collinstown Park will not be compromised.

Conclusion

For South Dublin County Council, the revised annual target arising from the NPF First Revision (April 2025) is 3,270 units, up from the 2,596 in the core strategy of the adopted County Development Plan. The NPF Implementation Guidelines required 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 of land with an equivalent unit potential of 7,324 dwellings. This is in addition to the capacity of the existing zoned land of 9,613 units (160ha) to meet the revised targets up to 2028 with the potential to continue to deliver up to 2030.

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 Coldcut, to meet the housing shortfall for 2028 with built-in additional capacity.

This site meets with the relevant national, regional and local policy for the integration of transport and land use and for compact development while ensuring the retention of a significant area of open space. Furthermore, the requirement for any development to provide details indicating improvements to public access, permeability and recreational facilities is of significant benefit to the surrounding communities. For the reasons set out above the lands at Coldcut should proceed to be rezoned.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation

Reject the motion

Map of Proposed Amendment as Published

M112/0626 Item ID:91764

Proposed by Councillor W. Carey, seconded by Councillor L. De Courcy

Proposed amendment to variation No 11 - Coldcut Road - Page 453 Motion: This Council agrees to maintain the existing OS zoning on the Cold Cut Road lands

Reason: To maintain existing open space Proposed by, Cllr Carey, Dunne, Whelan & Mannion

REPORT:

Amendment No. 11 Coldcut Road (lands formerly owned by Dublin Bus Services Sports and Social Club) proposes a change of zoning from 'OS' To preserve and provide for open space and recreational amenities to 'RES' To protect/or improve residential amenity. The proposed rezoning is accompanied by a Specific Local Objective CS7 SLO9 which states:

(a) In tandem with, or prior to, development of the RES zoned lands to the south of Coldcut Road at the Dublin City Services Sports and Social Club, details as to how public access, permeability and recreational facilities will be improved on the remaining OS zoned lands shall be agreed with the planning authority.'

The CE Report also recommended an addition to CS7 SLO9 as follows:

(b) Having regard to the requirements of the Department of Education and Youth any planning application on this site shall be accompanied by evidence that sufficient primary and secondary school capacity is available in the wider area to serve existing and proposed development.

Zoning and the Subject Lands

The proposed re-zoning from open space to residential applies to c. 3.08ha of the current Open Space zoning, that is, approximately 28% of the current OS zoning.

Through the identification and assessment process (set out below) carried out in preparation of Variation No. 2 these lands were considered suitable to support housing development. It was concluded through this process that residential development could be supported on these lands in terms of social and physical infrastructure, access to parks and sustainable planning objectives. This approach considers current and proposed developments in the area. In order to meet the housing growth targets the subject lands are considered a suitable opportunity to

support residential development encouraging the objectives of compact settlements focusing development in metropolitan areas in a sustainable manner.

Open Space

The inclusion of the accompanying Specific Local Objective CS7 SLO9, ensures the delivery and improvement of the remaining open space lands (c7.8ha) for recreational and amenity purposes to serve the wider community happens in tandem with the development of the residential lands. The SLO requires the improvement of public access, permeability and recreational facilities in agreement with the planning authority.

Context and Process

The NPF Implementation Guidelines have asked Local Authorities throughout the country to identify lands to meet the baseline targets and to consider up to 50% additional provision in recognition that housing is not delivered on all zoned land for a variety of reasons. The Planning Authority has adopted a proactive approach which is considered both reasonable and appropriate in response to the NPF Implementation guidelines. This is in the context of a housing crisis where the need to deliver housing quickly in the right location is a priority. The Planning Authority's evidence based approach ensures that a sufficient quantum of land comes forward for development with the capacity to provide sufficient flexibility to meet the housing need in as timely a manner as possible.

Given the approach taken to the Variation, it is considered that South Dublin has identified lands which have been carefully evaluated through a criteria-based approach to best meet the housing shortfall for 2028 with built-in additional capacity. This assessment led to the inclusion of Amendment No. 11 Coldcut Road. It is the view of the Chief Executive that its inclusion, which also ensures the retention and improvement of the remaining c.7.8 hectares of open space, is appropriate.

This approach is 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 this CE Report, the OPR has made one recommendation which is to continue to progress the zoning of additional residential zoned lands, identified as amendments no. 1 to no.16 of the proposed Variation. Planning authorities are requested to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Conclusion

This site meets the requirement of national, regional and local policy for the integration of transport and land use and for compact development while ensuring the retention and improvement of a significant area of open space (c7.8ha). The requirement to provide details indicating improvements to public access, permeability and recreational facilities is of significant benefit to the surrounding communities. The Chief Executive is satisfied that the proposed rezoning, when read in conjunction with the Specific Local Objective is appropriate and should proceed without further modification.

It is noted that the OPR has recommended progression of the Variation amendments 1-16.

CE Recommendation:

Reject the Motion - No change to the proposed Variation

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors F. Timmons, D. Loftus, M. Johansson, A. Edge, W. Carey, L. Dunne, E Ó Broin, P. Holohan, D. McManus, N. Whelan, G. Kenny, T. McDonald, A. Hayes, J. Sinnott and P. Kearns. Mr C. Ward, Chief Executive and Mr E. Burke, Director of Services responded to queries raised.

A Roll Call Vote on Motions 110, 111 and 112 was called for in the names of Councillors W. Carey, D. Loftus and L. DeCourcy.

FOR: 20 (Twenty)

Councillors: W. Carey, L. De Courcy, D. Donnelly, L. Dunne, H. Farrell, P. Holohan, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion. T. Mc Donald, R. Mc Mahon, G. Moore, E. Ó Broin, L. O'Toole, D. Richardson, J. Spear, F. Timmons, N. Whelan.

AGAINST: 19 (Nineteen)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, M. Duff, A. Edge, A. Hayes, P. Kearns, B. Lawlor, L. Mc Crave, D. Mc Manus, E. Murphy, S. O' Hara, B. Pereppadan, B. Pereppadan, J. Sinnott, A. Smyth, J. Tuffy

ABSTAIN: 1 |(One)

Councillor T. Gilligan

As a result of the Roll Call Vote Motions 110, 111 and 112 were **AGREED**

AMENDMENTS 13 - RATHCOOLE

M121/0626 Item ID:91723

Proposed by Councillor L. de Courcy, seconded by Councillor P. Holohan

To reject Amendment No. 13 Rathcoole and to retain the SSR on the lands.

REASONS Road infrastructure: While the construction of the 'Western Orbital Route' Road as part of the six-year road programme in the County Development Plan...The description of this road in the County Development Plan, Table 7.5 is that it will provide a '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 is welcome, traffic is currently heavily congested for long periods of the morning and afternoon/evening, due, in no small part to the traffic in and out of Greenogue Business Park. The proposed removing of the SSR designation should be delayed until at least construction of the orbital route has commenced. Public transport options from Rathcoole to the city centre are limited to two infrequent bus routes (69, hourly & 126, every 40 minutes). The Luas is at capacity, and it is a 60-minute walk from Whitehouse Lane. Building homes to the west of Rathcoole with limited public transport options will force more people to rely on private vehicles, further contributing to the existing congestion problems. Education: As per COS8 SLO 1 To identify a site for the appropriate location of a new post primary school within the Neighbourhood catchment area by the Department of Education. An acknowledgement by the Department of Education of the Variation's proposal is not a commitment to build a secondary school. The proposed removing of the SSR designation should be delayed until at least construction of the school has commenced.

CE Response:

Zoning History

The proposed motion requests the council to postpone the proposed Variation rezoning at Rathcoole (Amendment no. 13). The stated reasoning behind this is that transport and education facilities are under pressure and the Strategic Residential Reserve (SRR) designation should be delayed until the construction of the Western Orbital Route and a school has commenced.

Amendment no. 13 proposes to remove the SRR designation to lands, consisting of approximately 2 hectares, which are located along Whitehouse Lane, off Windmill Road to the west of Rathcoole with the Applegreen Service Station lying to the north along the N7.

The proposed site has been zoned 'RES-N' since South Dublin County Council Development Plan 2016-2022. However, the site remained undeveloped during the plan period. During the preparation of the South Dublin County Council Development Plan 2022–2028, it was determined that sufficient land was zoned at the time to reach the county's population targets, as set out in the Core Strategy and Settlement Strategy Chapter. As such, while retaining the underlying zoning, the site was designated to be a 'Strategic Residential Reserve' (SRR) in 2022 with the intention that the lands would be delivered when needed.

Variation 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. In this context, the subject site had already been designated for new residential development since 2016 and so was included in the proposed Variation.

As identified in the settlement capacity audit, the Council requires more zoned land to accommodate the revised housing targets. These lands in Rathcoole are already zoned through the reserve function of the Members as part of the adoption of the 2016 CDP. The proposed Variation is simply removing a designation put on the lands at a time when the targets were less and the lands were not required.

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 description of the ‘Function’ of the road, which is described as:

New Road to link between the N7 and the N4 Leixlip Interchange with a route bypass 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.

Regarding this, 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.*

The Council is currently engaging consultants to identify the transport needs and solutions for the western area of the County which will include Rathcoole. 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. Subject to the final scope, 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 development to a single infrastructure trigger in advance of the study’s conclusions.

Introducing the motion's request to delay the removal of the Strategic Residential Reserve designation until the construction of the Western Orbital Route has commenced, will result in an overly restrictive approach to development of these modest lands and risks the delivery of housing. Any future development of this site will also be subject to a traffic and transport assessment.

Schools

In relation to the motion's concerns around schools, provision for a post primary school has been made for this school catchment as part of CS9 SLO5 in Amendment no 1. at Ballynakelly, Newcastle, which requires as point 2:

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 also noted that there are a number of major school projects underway in Rathcoole:

- Rathcoole ETNS project is currently at Stage 2b (Detailed Design). Permission has been granted in Q4 2024 for a new primary school at Lands south of Coolamber Drive, Rathcoole, Co. Dublin (Planning Ref. SD23A/0336).
- Major Project at Holy Family Community School, Rathcoole, for a new post-primary school. The project is currently under construction. (Planning Ref. SD16A/0029 and SD16A/0029/EP).
- Major Project at Scoil Chronáin Primary School, Rathcoole, to provide a new replacement school is currently at Stage 3 (Tender Stage). This project was identified in the First Tranche of NDP Rollout by the Department of Education and Youth in Q1 2026.

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 evidence based 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.

The subject site has been zoned for residential development since 2016, as part of the adoption by Members of the County Development Plan 2016-2022. The SSR was included on the site at time when there was an overprovision of land to meet the targets set by the government. The Revised NPF has set new increased targets and it is now appropriate that the strategic residential reserve attached to the lands is removed.

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. 13 should be adopted.

CE Recommendation:

No change to Amendment no. 13 Rathcoole, to the proposed Variation of the County Development Plan 2022-2028.

Map of Proposed Amendment as Published

Following a contribution from Councillor L. De Courcy

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

M122/0626 Item ID:91765

Proposed by Councillor W. Carey, seconded by Councillor D. Loftus

Proposed amendment to variation No.13 Rathcoole - Page 490 Motion: This Council agrees to amend Variation No. 2 (Amendment no. 13) to read: 'Development shall only occur in parallel with the provision of a link road to the N81' and that the wording of Table 7.5 in the County Development Plan is amended in the 'Function' column from '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' to now read 'New road from the N7 to the N4 Leixlip Interchange with an extension to the N81'. Reason: This concerns the proposed western orbital route from N4 to N7 and extension around Saggart and Rathcoole to N81. Whilst the removal of the word 'potential' might seem small I believe we need to push a commitment to establish this extension as is wanted by people of Rathcoole and Saggart for a bypass from N81 to N7. This will ensure adequate road access to these lands and to ensure proper traffic management. Proposed by Cllr Carey, Dunne, Whelan & Mannion

CE Response:

The proposed motion requests the council to amend Amendment no. 13 to state that 'Development shall only occur in parallel with the provision of a link road to the N81' and to update the County Development Plan Table 7.5 'Function' column wording as follows:

From

‘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’

To

‘New road from the N7 to the N4 Leixlip Interchange with an extension to the N81’.

The purpose of motion is to commit to the delivery of the extension to the N81 in order to improve road connectivity to the subject lands and traffic management in the area.

Zoning

Amendment no. 13 proposes to remove the SRR designation to lands, consisting of approximately 2 hectares, which are located along Whitehouse Lane, off Windmill Road to the west of Rathcoole with the Applegreen Service Station lying to the north along the N7.

The proposed site has been zoned ‘RES-N’ since South Dublin County Council Development Plan 2016-2022. However, the site remained undeveloped during the plan period. During the preparation of the South Dublin County Council Development Plan 2022–2028, it was determined that sufficient land was zoned at the time to reach the county’s population targets, as set out in the Core Strategy and Settlement Strategy Chapter. As such, while retaining the underlying zoning, the site was designated to be a ‘Strategic Residential Reserve’ (SRR) in 2022 with the intention that the lands would be delivered when needed.

Variation 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. In this context, the subject site had already been designated for new residential development since 2016 and so was included in the proposed Variation.

As stated in the 'Context and Process' section above, the identification of lands for rezoning is based on a rigorous, evidence-based assessment of 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.

As identified in the settlement capacity audit, the Council requires more zoned land to accommodate the revised housing targets. These lands in Rathcoole are already zoned through the reserve function of the Members as part of the adoption of the 2016 CDP. The proposed Variation is simply removing a designation put on the lands at a time when the targets were less and the lands were not required.

Western Orbital Route

The Chief Executive notes the motion's request for development of the site to be delivered in parallel with the provision of a link road to the N81 and to update the County Development Plan Table 7.5 'Function' column wording to omit the word 'potential' in relation to linking to the N81.

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.*

The Council is currently engaging consultants to identify the transport needs and solutions for the western area of the County which will include Rathcoole. 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. Subject to the final scope, 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 development on these lands to a significant single infrastructure trigger in advance of the study's conclusions.

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 evidence based 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.

The subject site has been zoned for residential development since 2016 and is included in the proposed Variation in order to remove the SRR designation which prevents the lands being developed, notwithstanding that they are zoned. To link their development to the delivery of a link road to the N81 is a disproportionate constraint on housing delivery in the context of the size of the site and in the context of the preparation for a brief to engage consultants for a strategic transport study to include local transport plans.

On this basis, it is recommended that Amendment no. 13 should be adopted.

CE Recommendation:

No change to Amendment no. 13 Rathcoole, to the proposed Variation of the County Development Plan 2022-2028.

Map of Proposed Amendment as Published

Following contributions from Councillors W. Carey and J. Tuffy, Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the Motion was called in the names of Councillors J. Spear, D. Loftus and W. Carey.

FOR: 10 (Ten)

Councillors: W. Carey, L. Dunne, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion, D. Richardson, J. Spear, N. Whelan

AGAINST: 30 (Thirty)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, L. De Courcy, D. Donnelly, M. Duff, A. Edge, H. Farrell, T. Gilligan, A. Hayes, P. Holohan, P. Kearns, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, G. Moore, E. Murphy, E. Ó Brion, S. O'Hara, L. O'Toole, B. Pereppadan, B. Pereppadan. J. Sinnott. A. Smyth, F. Timmons, J. Tuffy

As a result of the Roll Call Vote, the Motion **FELL**

AMENDMENTS 14 - FOXHUNTER

The Members AGREED to consider Motions 128, 129, 130 and 132 together.

M128/O626 Item ID:91655

Proposed by Councillor T. McDonald, seconded by Councillor L. O'Toole

That the proposed Amendment No.14 Foxhunter, is rejected and the lands retain their RW zoning.

Reasons:

The proposed rezoning of the Foxhunter lands from "RW" Retail Warehousing to "RES" Residential is undermined by the consistent position taken by Transport Infrastructure Ireland (TII), regarding the unsuitability of residential development at this location without first resolving significant transport and safety concerns.

In its submission on Variation No. 2: "TII recommends that this proposed re-zoning is premature pending a evidenced review which identifies and addresses mitigations and measures for both the management of the safety and operation of the national road network and protection of the amenity of future residential occupants at this location".

In 2022 in a TII submission for planning reference SD20A/ 0259, TII stated that the development would create "an unacceptable adverse impact on the use of

adjoining national road and associated junction and would materially conflict with the Spatial Planning and National Roads Guidelines for Planning Authorities.

The proposed rezoning would inevitably intensify pressure for residential access arrangements through the adjoining Hermitage estate, including the opening of existing cul-de-sacs to facilitate vehicular permeability. This would fundamentally alter the established character and function of Hermitage Gardens as a quiet residential cul-de-sac.

The success of this rezoning is dependent on the opening of the cul-de-sac in Hermitage Gardens which residents are absolutely opposed to, and I support them in this. Without access via the Hermitage the rezoning is unworkable unless a compromise can be found with TII and direct vehicular access secured onto the N4 slip-road.

CE Response:

This motion is in relation to the designation of lands at the Foxhunter, Ballydowd that are currently zoned Objective 'RW' to 'RES' under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028. The land parcel in question is c. 1.18ha.

RW Zoning

The Planning Authority notes that the subject lands have been zoned objective 'RW' since the South Dublin County Development Plan (CDP) 2016-2022, prior to this, the lands in question were zoned 'RES' (previously objective A) under the 2004-2010 and 2010-2016 CDP. In this context, the subject lands have remained undeveloped for a prolonged period under the existing 'RW' zoning, which sought to provide for and consolidate retail warehousing, including previously anticipated occupiers which did not materialise. Notwithstanding this, no development to this effect has come forward, and the site remains an underutilised brownfield site. It is noted that the constraints highlighted from Transport Infrastructure Ireland (TII), including concerns regarding direct access to and impact upon the national road network (N4), limit the ability of the lands to accommodate a significant commercial led development.

TII and NTA

In relation to the matters raised by TII's submission, the Planning Authority acknowledges TII's role and recognises the importance of protecting the strategic function of the national road network, including the TEN-T Core and Comprehensive Networks.

Notwithstanding the above, it is emphasised that the zoning of the subject lands for residential development does not give rise to any immediate development. Should any future redevelopment proposal(s) on the site arise, they would remain subject to a Transport and Traffic Assessment through the development management process and be required to meet the appropriate CDP Policies and Objectives, in consultation with TII and other relevant bodies.

The National Transport Authority (NTA) has indicated that the Foxhunter lands could potentially be effectively served by existing and planned public transport infrastructure, including Bus Connects corridors serving the wider Lucan and Liffey Valley area. This supports the consideration for the lands for residential development within the broader national strategy of consolidating growth in accessible urban locations, as per the Compact Settlement Guidelines (2024).

Previous Planning Application

A previous application on the subject lands (SD20A/0259) sought permission for 161 residential units in blocks ranging from 3 to 20 storeys. Permission was refused, including on grounds of excessive height, zoning, density, visual impact, and unresolved traffic/access issues. This refusal reflected the scale and nature of that proposal. Furthermore, the national, regional, and local policy framework has been updated since ACP's decision (21/02/22) and the updated frameworks continue to ensure that development proposals respond appropriately to scale, height and design with respect to its surrounding context.

It is considered that a development proposal of an appropriate scale and design, having regard to its receiving environment, supported by robust technical assessment, would be considered on its own merits.

Should any future redevelopment proposal(s) on the site arise, they would be required to address all the items for refusal, including issues relating to density, height, layout and impact upon the receiving environment. It is considered that, the parameters of any previous application(s), including SD20A/0259, does not suggest an effective sterilisation of the lands, rather makes clear that any proposal must be appropriate to its context and meet the relevant transport requirements.

Access

It is emphasised that there is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands, or that established residential areas would be subject to inappropriate permeability measures. Any future planning application proposed for the site would be subject to assessment through the development management process ensuring

compliance with relevant Development Plan Policies and Objectives, relevant Section 28 guidelines, and stakeholder engagement. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

Conclusion

As outlined above, no retail warehousing use has come forward in the 10 years since its rezoning. The rezoning to residential would provide much needed housing in a sustainable location with good public transport. More recent residential planning applications for speculative development were not reflective of the context of the lands and are not a good basis on which to determine the suitability of the proposed residential zoning. The matter of access for a reduced scale of residential development can be considered with a proposed development specific transport assessment as part of a planning application in consultation with TII and the NTA.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Foxhunter 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.

However, having regard to the concerns expressed, it is considered that a SLO should be applied to the site to help address the transport and access concerns.

CE Recommendation

RES zoning and include a new Specific Local Objective on the Foxhunter lands as follows:

‘To ensure that any planning application on these lands adequately addresses vehicular access from the existing road network having regard to the need to protect the residential amenity of the adjoining area and safeguard the function of the national road network’.

[Item 91655 Aerial Image](#)

[Map of Proposed Amendment as Published](#)

M129/0626 Item ID:91701

Proposed by Councillor H. Farrell, seconded by Councillor T. McDonald

Amendment No. 14 Foxhunter. That the Council reject the proposed rezoning of Foxhunter and retain the existing employment-related zoning.

Reasons: - the lands occupy a strategic location adjacent to the N4 transport corridor which should remain as Retail Warehousing - public submissions identified the importance of retaining employment-generating lands; - a balanced relationship between employment and housing is a recognised objective of sustainable planning; - significant concerns were raised during public consultation regarding traffic, healthcare, community infrastructure and cumulative development pressures.

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.

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.

RW Zoning

The Planning Authority notes that the subject lands have been zoned objective 'RW' since the South Dublin County Development Plan (CDP) 2016-2022, prior to this, the lands in question were zoned 'RES' (previously objective A) under the 2004-2010 and 2010-2016 CDP. In this context, the subject lands have remained undeveloped for a prolonged period under the existing 'RW' zoning, which sought to provide for and consolidate retail warehousing, including previously anticipated occupiers which did not materialise. Notwithstanding this, no development to this effect has come forward, and the site remains an underutilised brownfield site. It is noted that the constraints highlighted from Transport Infrastructure Ireland (TII), including concerns regarding direct access to and impact upon the national road network (N4), limit the ability of the lands to accommodate a significant commercial led development.

TII and NTA

In relation to the matters raised by TII's submission, the Planning Authority acknowledges TII's role and recognises the importance of protecting the strategic function of the national road network, including the TEN-T Core and Comprehensive Networks.

Notwithstanding the above, it is emphasised that the zoning of the subject lands for residential development does not give rise to any immediate development. Should any future redevelopment proposal(s) on the site arise, they would remain subject to a Transport and Traffic Assessment through the development management process and be required to meet the appropriate CDP Policies and Objectives, in consultation with TII and other relevant bodies.

The National Transport Authority (NTA) has indicated that the Foxhunter lands could potentially be effectively served by existing and planned public transport infrastructure, including Bus Connects corridors serving the wider Lucan and Liffey Valley area. This supports the consideration for the lands for residential development within the broader national strategy of consolidating growth in accessible urban locations, as per the Compact Settlement Guidelines (2024).

Previous Planning Application

A previous application on the subject lands (SD20A/0259) sought permission for 161 residential units in blocks ranging from 3 to 20 storeys. Permission was refused, including on grounds of excessive height, zoning, density, visual impact, and unresolved traffic/access issues. This refusal reflected the scale and nature of that proposal. Furthermore, the national, regional, and local policy framework has been updated since ACP's decision (21/02/22) and the updated frameworks continue to ensure that development proposals

respond appropriately to scale, height and design with respect to its surrounding context.

It is considered that a development proposal of an appropriate scale and design, having regard to its receiving environment, supported by robust technical assessment, would be considered on its own merits.

Should any future redevelopment proposal(s) on the site arise, they would be required to address all the items for refusal, including issues relating to density, height, layout and impact upon the receiving environment. It is considered that, the parameters of any previous application(s), including SD20A/0259, does not suggest an effective sterilisation of the lands, rather makes clear that any proposal must be appropriate to its context and meet the relevant transport requirements.

Access

It is emphasised that there is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands, or that established residential areas would be subject to inappropriate permeability measures. Any future planning application proposed for the site would be subject to assessment through the development management process ensuring compliance with relevant Development Plan Policies and Objectives, relevant Section 28 guidelines, and stakeholder engagement. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

Conclusion

As outlined above, no retail warehousing use has come forward in the 10 years since its rezoning. The rezoning to residential would provide much needed housing in a sustainable location with good public transport. More recent residential planning applications for speculative development were not reflective of the context of the lands and are not a good basis on which to determine the suitability of the proposed residential zoning. The matter of access for a reduced scale of residential development can be considered with a proposed development specific transport assessment as part of a planning application in consultation with TII and the NTA.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Foxhunter 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.

However, having regard to the concerns expressed, it is considered that a SLO should be applied to the site to help address the transport and access concerns.

CE Recommendation

RES zoning and include a new Specific Local Objective on the Foxhunter lands as follows:

‘To ensure that any planning application on these lands adequately addresses vehicular access from the existing road network having regard to the need to protect the residential amenity of the adjoining area and safeguard the function of the national road network’.

[Item 91701 Aerial Image](#)

[Map of Proposed Amendment as Published](#)

M130/0626 Item ID:91717

Proposed by Councillor L. O’Toole, seconded by Councillor W. Carey

Amendment No. 14 Pg 503 Foxhunter That the Council amends the Chief Executive's Recommendation in respect of Amendment No. 14 Foxhunter by deleting the proposed residential zoning and retaining the existing zoning pending consideration through the preparation of the next County Development Plan. REASONS The proposed rezoning would facilitate approximately 38 residential units and therefore makes a negligible contribution towards the overall housing capacity identified through Variation No. 2. The site has historically presented challenges in relation to residential development, and its location, layout and access arrangements are more appropriately considered through a wider review of land-use objectives as part of the next County Development Plan process. Given the scale of residential development already delivered and planned throughout Lucan, Adamstown and Clonburris, it is appropriate that the future role of the Foxhunter lands be assessed comprehensively through the Development Plan review process, including consideration of alternative land-use objectives such as employment and enterprise uses. Having regard to the limited housing yield of the site the availability of alternative lands to meet housing targets and the need to consider the most appropriate long-term land-use strategy for the area the proposed rezoning should not proceed as part of Variation No. 2.

CE Response:

This motion is in relation to the designation of lands at the Foxhunter, Ballydowd that are currently zoned Objective ‘RW’ to ‘RES’ under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028.

The land parcel in question is c. 1.18ha. See aerial view attached.

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.

RW Zoning

The Planning Authority notes that the subject lands have been zoned objective 'RW' since the South Dublin County Development Plan (CDP) 2016-2022, prior to this, the lands in question were zoned 'RES' (previously objective A) under the 2004-2010 and 2010-2016 CDP. In this context, the subject lands have remained undeveloped for a prolonged period under the existing 'RW' zoning, which sought to provide for and consolidate retail warehousing, including previously anticipated occupiers which did not materialise. Notwithstanding this, no development to this effect has come forward, and the site remains an underutilised brownfield site. It is noted that the constraints highlighted from Transport Infrastructure Ireland (TII), including

concerns regarding direct access to and impact upon the national road network (N4), limit the ability of the lands to accommodate a significant commercial led development

TII and NTA

In relation to the matters raised by TII's submission, the Planning Authority acknowledges TII's role and recognises the importance of protecting the strategic function of the national road network, including the TEN-T Core and Comprehensive Networks.

Notwithstanding the above, it is emphasised that the zoning of the subject lands for residential development does not give rise to any immediate development. Should any future redevelopment proposal(s) on the site arise, they would remain subject to a Transport and Traffic Assessment through the development management process and be required to meet the appropriate CDP Policies and Objectives, in consultation with TII and other relevant bodies.

The National Transport Authority (NTA) has indicated that the Foxhunter lands could potentially be effectively served by existing and planned public transport infrastructure, including Bus Connects corridors serving the wider Lucan and Liffey Valley area. This supports the consideration for the lands for residential development within the broader national strategy of consolidating growth in accessible urban locations, as per the Compact Settlement Guidelines (2024).

Scale of Development

The Planning Authority notes that the subject lands have an estimated capacity of c. 38 residential units. This indicative capacity is informed by the application of a Density Framework (2025), which was prepared in accordance with the provisions of the Revised NPF and the Compact Settlement Guidelines (2024), as outlined in the Report to Elected Members at the October 2025 Council Meeting.

The Density Framework applied a structured methodology to determine residential yield, including classification of settlement types, establishing appropriate (net) density ranges, of which considered accessibility to services and public transport, and then refining the permissible densities having regard to site-specific considerations such as character, amenity and environmental constraints.

In this context, the estimated yield for the Foxhunter lands reflects the application of an appropriate density, within the relevant permissible range for this location (Min. 40 – Max. 80uph (net)). Furthermore, the midpoint of the applicable density range was applied, in this instance, and was further refined based on site-specific considerations (c. 38 units), in accordance with the aforementioned guidelines.

While the overall yield is modest when considered in isolation, it is considered that Variation No. 2 applies a cumulative approach to housing delivery, whereby appropriate, accessible sites of varying scale, collectively contribute to meeting the housing targets for the County.

In this context, it is not considered appropriate to defer the consideration of the subject lands to a future Development Plan, where an identified requirement exists to provide additional residential capacity within the lifetime of the current Plan period and where the lands have been assessed as part of a comprehensive and evidence led process.

Previous Planning Application

A previous application on the subject lands (SD20A/O259) sought permission for 161 residential units in blocks ranging from 3 to 20 storeys. Permission was refused, including on grounds of excessive height, zoning, density, visual impact, and unresolved traffic/access issues. This refusal reflected the scale and nature of that proposal. Furthermore, the national, regional, and local policy framework has been updated since ACP's decision (21/02/22) and the updated frameworks continue to ensure that development proposals respond appropriately to scale, height and design with respect to its surrounding context.

It is considered that a development proposal of an appropriate scale and design, having regard to its receiving environment, supported by robust technical assessment, would be considered on its own merits.

Should any future redevelopment proposal(s) on the site arise, they would be required to address all the items for refusal, including issues relating to density, height, layout and impact upon the receiving environment. It is considered that, the parameters of any previous application(s), including SD20A/O259, does not suggest an effective sterilisation of the lands, rather makes clear that any proposal must be appropriate to its context and meet the relevant transport requirements.

Access

It is emphasised that there is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands, or that established residential areas would be subject to inappropriate permeability measures. Any future planning application proposed for the site would be subject to assessment through the development management process ensuring compliance with relevant Development Plan Policies and Objectives, relevant Section 28 guidelines, and stakeholder engagement. Planning applications are

subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

It is noted that the Chief Executive has recommended a new SLO on the lands in response to other motions and their concerns around access as follows:

‘To ensure that any planning application on these lands adequately addresses vehicular access from the existing road network having regard to the need to protect the residential amenity of the adjoining area and safeguard the function of the national road network’.

It is considered that this is the appropriate time to rezone this site. The rezoning has been carefully considered as part of the settlement capacity audit and of examination of the planning history of the site. There is no benefit to defer the proposed rezoning.

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 Foxhunter 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.

As outlined above, these lands have been carefully considered as part of the settlement capacity audit and a review of planning history. The rezoning to residential would provide much needed housing in a sustainable location with good public transport. There is no requirement, nor will there be any benefit to defer the zoning of the lands.

It is noted that the OPR has made one recommendation to continue to progress amendments 1 to no. 16 of the proposed Variation.

CE Recommendation

To reject the motion to defer the rezoning of the lands and to adopt Amendment 14 Foxhunter, of the proposed Variation to the County Development Plan 2022-2028

[Item 91717 Aerial Image](#)

[Map of Proposed Amendment as Published](#)

M132/O626 Item ID:91766

Proposed by Councillor W. Carey, seconded by Councillor D. Loftus

Proposed amendment to Variation No. 14 - Foxhunter - Page 503 Motion: This Council agrees to retain the current Objective RW zoning designation of lands at the Foxhunter, Ballydowd Reason: To maintain commercial activity on these lands and to avoid overdevelopment Proposed by, Cllr Carey, Dunne, Whelan & Mannion

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.

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.

RW Zoning

The Planning Authority notes that the subject lands have been zoned objective 'RW' since the South Dublin County Development Plan (CDP) 2016-2022, prior to this, the lands in question were zoned 'RES' (previously objective A) under the 2004-2010 and 2010-2016 CDP. In this context, the subject lands have remained undeveloped for a prolonged period under the existing 'RW' zoning, which sought to provide for and consolidate retail warehousing, including previously anticipated occupiers which did not materialise. Notwithstanding this, no development to this effect has come forward, and the site remains an underutilised brownfield site. It is noted that the constraints highlighted from Transport Infrastructure Ireland (TII), including concerns regarding direct access to and impact upon the national road network (N4), limit the ability of the lands to accommodate a significant commercial led development.

TII and NTA

In relation to the matters raised by TII's submission, the Planning Authority acknowledges TII's role and recognises the importance of protecting the strategic function of the national road network, including the TEN-T Core and Comprehensive Networks.

Notwithstanding the above, it is emphasised that the zoning of the subject lands for residential development does not give rise to any immediate development. Should any future redevelopment proposal(s) on the site arise, they would remain subject to a Transport and Traffic Assessment through the development management process and be required to meet the appropriate CDP Policies and Objectives, in consultation with TII and other relevant bodies.

The National Transport Authority (NTA) has indicated that the Foxhunter lands could potentially be effectively served by existing and planned public transport infrastructure, including Bus Connects corridors serving the wider Lucan and Liffey Valley area. This supports the consideration for the lands for residential development within the broader national strategy of consolidating growth in accessible urban locations, as per the Compact Settlement Guidelines (2024).

Previous Planning Application

A previous application on the subject lands (SD20A/0259) sought permission for 161 residential units in blocks ranging from 3 to 20 storeys. Permission was refused, including on grounds of excessive height, zoning, density, visual impact, and unresolved traffic/access issues. This refusal reflected the scale and nature of that proposal. Furthermore, the national, regional, and local policy framework has been updated since ACP's decision (21/02/22) and the updated

frameworks continue to ensure that development proposals respond appropriately to scale, height and design with respect to its surrounding context.

It is considered that a development proposal of an appropriate scale and design, having regard to its receiving environment, supported by robust technical assessment, would be considered on its own merits.

Should any future redevelopment proposal(s) on the site arise, they would be required to address all the items for refusal, including issues relating to density, height, layout and impact upon the receiving environment. It is considered that, the parameters of any previous application(s), including SD20A/0259, does not suggest an effective sterilisation of the lands, rather makes clear that any proposal must be appropriate to its context and meet the relevant transport requirements.

Access

It is emphasised that there is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands, or that established residential areas would be subject to inappropriate permeability measures. Any future planning application proposed for the site would be subject to assessment through the development management process ensuring compliance with relevant Development Plan Policies and Objectives, relevant Section 28 guidelines, and stakeholder engagement. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

Conclusion

As outlined above, no retail warehousing use has come forward in the 10 years since its rezoning. The rezoning to residential would provide much needed housing in a sustainable location with good public transport. More recent residential planning applications for speculative development were not reflective of the context of the lands and are not a good basis on which to determine the suitability of the proposed residential zoning. The matter of access for a reduced scale of residential development can be considered with a proposed development specific transport assessment as part of a planning application in consultation with TII and the NTA.

Given the approach taken to the Variation, it is considered that South Dublin has clearly identified sufficient and suitable zoned land, including the Foxhunter 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.

However, having regard to the concerns expressed, it is considered that a SLO should be applied to the site to help address the transport and access concerns.

CE Recommendation

To include a new Specific Local Objective on the Foxhunter lands as follows:

‘To ensure that any planning application on these lands adequately addresses vehicular access from the existing road network having regard to the need to protect the residential amenity of the adjoining area and safeguard the function of the national road network’.

[Item 91766 Aerial Image](#)

[Map of Proposed Amendment as Published](#)

A discussion followed with contributions from Councillors T. McDonald, D. Loftus, E. Ó Broin, L. O’Toole, V. Casserly, M. Johansson, J. Tuffy, D. McManus, H. Farrell, B. Lawlor, L. Dunne and P. Kearns. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on Motions 128, 129, 130 and 132 was called in the names of Councillors L. O’Toole, M. Johansson and H. Farrell.

FOR 12 (Twelve)

Councillors: W. Carey, V. Casserly, L. De Courcy, L. Dunne, H. Farrell, M. Johansson, D. Loftus, R. Mannion, T. McDonald, L. O’Toole, D. Richardson, N. Whelan

AGAINST: 27 (Twenty-Seven)

Councillors; S. Barnes, C. Brady, Y. Collins, P. Cosgrave, D. Donnelly, M. Duff, A. Edge, T. Gilligan, A. Hayes, P. Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. McCrave, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S. O’Hara, B. Pereppadan, B. Pereppadan, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffy.

ABSTAIN: 1 (One)

Councillor: G. Moore

As a result of the Roll Call Vote Motions 128, 129, 130 and 132 **FELL**

M131/0626 Item ID:91740

Proposed by Councillor M. Johansson, seconded by Councillor D. Loftus

Motion: To add the following SLO to Amendment 14 Foxhunter: That no development on these lands be permitted vehicular access through the Hermitage Estate.

Reason: To protect the existing residential development in Hermitage estate from additional through-traffic and potential rat-running from the N4.

Co-signed by Cllr Helen Farrell and Cllr Liona O'Toole

CE Response:

This motion is in relation to lands at the Foxhunter, Ballydowd that are proposed for zoning from Objective 'RW' to 'RES' under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028. The motion seeks to include a new SLO '*That no development on these lands be permitted vehicular access through the Hermitage Estate*'

The land parcel in question is c. 1.18ha

Public Transport

The National Transport Authority (NTA) has indicated that the Foxhunter lands could potentially be effectively served by existing and planned public transport infrastructure, including Bus Connects corridors serving the wider Lucan and Liffey Valley area. This supports the consideration for the lands for residential development within the broader national strategy of consolidating growth in accessible urban locations, as per the Compact Settlement Guidelines (2024).

Access

It is emphasised that there is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands, or that established residential areas would be subject to inappropriate permeability measures. Any future planning application proposed for the site would be subject to assessment through the development management process ensuring compliance with relevant Development Plan Policies and Objectives, relevant Section 28 guidelines, and stakeholder engagement. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

It is considered that the inclusion of a prescriptive Specific Local Objective (SLO) which prohibits vehicular access through adjoining

lands would inappropriately predetermine the outcome of a Traffic and Transport assessment, which will be undertaken as part of a planning application process. The assessment would examine public transport options, vehicular movements, potential rat-running, and impacts on the existing road network, including the Hermitage Estate. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

Having regard to the above, it is considered that an amended SLO should be applied to the site to help address the transport and access concerns.

Conclusion

The rezoning of these lands to residential would provide housing in a sustainable location with good public transport. There is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands. A Traffic and Transport Assessment at planning application stage will take account of the context of surrounding lands, the existing road network and the quantum of development being proposed.

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.

However, having regard to the concerns expressed, it is considered that an amendment to the SLO being proposed in the motion should be applied to the site to help address the transport and access concerns.

CE Recommendation

To include a new Specific Local Objective on the Foxhunter lands as follows:

‘To ensure that any planning application on these lands adequately addresses vehicular access from the existing road network having regard to the need to protect the residential amenity of the adjoining area and safeguard the function of the national road network’.

[Map of Proposed Amendment as Published](#)

A discussion followed with contributions from Councillors M. Johansson, C. Brady, A. Hayes, L. O'Toole, T. McDonald, J. Tuffey and A. Edge. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call Vote on Motion 131 was called in the names of L. O'Toole, K. Keane and M. Johansson.

FOR: 9 (Nine)

Councillors: W. Carey, D. Donnelly, H. Farrell, P. Holohan, M. Johansson, D. Loftus, R. Mannion, L. O' Toole. N. Whelan.

AGAINST: 31 (Thirty-One)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, L. De Courcy, M. Duff, L. Dunne, A. Edge, T. Gilligan, A. Hayes, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, G. Moore, E. Murphy, E. Ó Broin, S. O'Hara, B. Pereppadan, B. Pereppadan, D. Richardson, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffey.

The Motion **FELL**

M133/O626 Item ID:91773

Proposed by Councillor C. Brady, seconded by Councillor L. De Courcy

Amendment 14 (Foxhunter) Add That no vehicular access be provided to this site through Hermitage estate. Reason: This is in line with rulings from An Bord Pleanála.

CE Response

This motion is in relation to the designation of lands at the Foxhunter, Ballydowd that are currently zoned Objective 'RW' to 'RES' under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028.

The land parcel in question is c. 1.18ha.

Public Transport

The National Transport Authority (NTA) has indicated that the Foxhunter lands could potentially be effectively served by existing and planned public transport infrastructure, including Bus Connects corridors serving the wider Lucan and Liffey Valley area. This supports the consideration for the lands for residential development within the broader national strategy of consolidating growth in accessible urban locations, as per the Compact Settlement Guidelines (2024).

Access

It is emphasised that there is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands, or that established residential areas would be subject to inappropriate permeability measures. Any future planning application proposed for the site would be subject to assessment through the development management process ensuring compliance with relevant Development Plan Policies and Objectives, relevant Section 28 guidelines, and stakeholder engagement. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

It is considered that the inclusion of a prescriptive Specific Local Objective (SLO) which prohibits vehicular access through adjoining lands would inappropriately predetermine the outcome of a Traffic and Transport assessment, which will be undertaken as part of a planning application process. The assessment would examine public transport options, vehicular movements, potential rat-running, and impacts on the existing road network, including the Hermitage Estate. Planning applications are subject to public consultation with the ability to appeal the planning authority decision should that be considered necessary.

Having regard to the above, it is considered that an amended SLO should be applied to the site to help address the transport and access concerns.

Previous Planning Application

A previous application on the subject lands (SD20A/O259) sought permission for 161 residential units in blocks ranging from 3 to 20 storeys. Permission was refused, including on grounds of excessive height, zoning, density, visual impact, and unresolved traffic/access issues. This refusal reflected the scale and nature of that proposal. Furthermore, the national, regional, and local policy framework has been updated since ACP's decision (21/02/22) and the updated frameworks continue to ensure that development proposals respond appropriately to scale, height and design with respect to its surrounding context.

It is considered that a development proposal of an appropriate scale and design, having regard to its receiving environment, supported by robust technical assessment, would be considered on its own merits.

Should any future redevelopment proposal(s) on the site arise, they would be required to address all the items for refusal, including issues relating to density, height, layout and impact upon the receiving environment. It is considered that, the parameters of any previous application(s),

including SD20A/0259, does not suggest an effective sterilisation of the lands, rather makes clear that any proposal must be appropriate to its context and meet the relevant transport requirements.

Conclusion

The rezoning of these lands to residential would provide housing in a sustainable location with good public transport. There is no presumption within the proposed zoning that access must be provided through the adjoining existing residential lands. A Traffic and Transport Assessment at planning application stage will take account of the context of surrounding lands, the existing road network and the quantum of development being proposed.

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.

However, having regard to the concerns expressed, it is considered that an amendment to the SLO being proposed in the motion should be applied to the site to help address the transport and access concerns.

CE Recommendation

To include a new Specific Local Objective on the Foxhunter lands as follows:

‘To ensure that any planning application on these lands adequately addresses vehicular access from the existing road network having regard to the need to protect the residential amenity of the adjoining area and safeguard the function of the national road network’.

Map of Proposed Amendment as Published

Following a contribution from Councillor C. Brady the Members **AGREED** to accept the Chief Executive’s recommendation.

AMENDMENTS 16 - Liffey Valley MRC

M144/O626 Item ID:91718

Proposed by Councillor F. Timmons, seconded by Councillor A. Edge

Amendment No. 16, Pg 537 Liffey Valley That the Council amends the Chief Executive's Recommendation in respect of Amendment No. 16 Liffey Valley Major Retail Centre (MRC) by inserting the following Specific Local Objective: "To require that future masterplans and development proposals for the Liffey Valley Major Retail Centre assess and maximise opportunities for underground, basement or undercroft car parking provision where feasible, in order to minimise the extent of surface-level parking and maximise the availability of land for public open space, community facilities, active travel infrastructure, landscaping, biodiversity measures and high-quality public realm." REASONS The proposed development capacity of approximately 1,083 residential units at Liffey Valley represents a significant opportunity to create a high-quality mixed-use urban centre. Given the strategic importance of the site and the limited availability of developable land it is important that land is used efficiently and that excessive surface parking does not compromise the delivery of public open space, community infrastructure, recreational facilities, active travel infrastructure or high-quality public realm. The incorporation of underground basement or undercroft parking where feasible would assist in achieving a more sustainable and compact form of development while allowing valuable surface land to be utilised for community, recreational and environmental purposes. This approach would support the long-term objective of developing Liffey Valley as a major urban centre and key transport hub within the County

CE Response:

This motion is seeking the inclusion of a new point in CS7 SLO10 for the Liffey Valley lands to state:

"To require that future masterplans and development proposals for the Liffey Valley Major Retail Centre assess and maximise opportunities for underground, basement or undercroft car parking provision where feasible, in order to minimise the extent of surface-level parking and maximise the availability of land for public open space, community facilities, active travel infrastructure, landscaping, biodiversity measures and high-quality public realm."

The motion reason indicates that this approach would support the long-term objective of developing Liffey Valley as a major urban centre and key transport hub.

The lands are currently zoned as Major Retail Centre (MRC) 'to protect, improve and provide for the future development of a Major Retail Centre'. The proposed

Variation will provide for residential development within the current MRC zoning objective on the lands. CS7 SLO10 was recommended for inclusion as an SLO on the lands in the CE Report, following the submission from the Department of Education. This motion would add a further point to the recommended SLO.

The County Development Plan (2022) seeks to ensure mixed-use development provides an integrated and balanced approach to movement, placemaking and streetscape design while focusing on the key design principles ensuring well-functioning places are created to live, work, visit, socialise and invest.

It is considered that the motion would accord with Development Plan policy on high quality development and should be included as a point b. in CS7 SLO10 for the lands

Conclusion

The suggested additional point for the SLO identified in the motion is in line with policy for high quality urban design in the County Development Plan. It is recommended that it is included in CS7 SLO10 subject to minor rewording:

To ensure that future masterplans and development proposals for the Liffey Valley Major Retail Centre maximise opportunities for basement, undercroft or multi storey car parking provision where feasible, to minimise the extent of surface-level parking and maximise the availability of land for public open space, community facilities, active travel infrastructure, landscaping / biodiversity measures and high-quality public realm.

CE Recommendation:

Agree the motion with minor amendment and insert a new point into Specific Local Objective (SLO) CS7 SLO10, to Amendment No.16 – Liffey Valley MRC (shown in **bold**):

CS7 SLO10:

a. Development on these lands shall have regard to the requirements of the Department of Education and Youth any planning application on this site shall be accompanied by evidence that sufficient primary and secondary school capacity is available in the wider area to serve existing and proposed development.

b. Ensure that future masterplans and development proposals for residential development within Liffey Valley MRC maximises opportunities for basement or undercroft car parking provision where feasible, to minimise the extent of surface-level parking and maximise the availability of land for public open

space, community facilities, active travel infrastructure, landscaping, biodiversity measures and high-quality public realm.

Map of Proposed Amendment as Published

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

M145/O626 Item ID:91738

Proposed by Councillor M. Johansson, seconded by Councillor K. Keane

Motion: To add the following SLO to Amendment No. 16 Liffey Valley MRC (p537):

Any residential development must include community facilities, arts facilities, public recreational facilities, primary care provision and public green spaces.

Reason: In the interest of sustainable planning and to ensure that residents have access to public facilities rather than exclusively private facilities in the immediate area. Also, it should be acknowledged that the Liffey Valley LAP 2008 included civic amenities in this location which were never developed.

CE Response:

The lands are currently zoned as Major Retail Centre (MRC) 'to protect, improve and provide for the future development of a Major Retail Centre'. The proposed Variation will provide for residential development within the current MRC zoning on the lands.

The motion seeks to add the following SLO to Amendment No.16 of the Variation:

Any residential development must include community facilities, arts facilities, public recreational facilities, primary care provision and public green spaces.

The motion identifies that the suggested SLO would be in the interest of sustainable planning and would ensure that residents have access to public facilities rather than all private facilities. It is noted in the motion that the Liffey Valley LAP 2008 included civic amenities which were never developed. The LAP was prior to the change in the land use context in the 2016 CDP from a Town Centre zoning to its current Major Retail Centre function/ 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.

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.

Social and Community Infrastructure

The need for social and community infrastructure to support new and existing residential development is recognised in delivering sustainable communities throughout the county. The CE Report included the CE Recommendation to include a new CS7 SLO10 to ensure that there is sufficient educational capacity within the wider area to serve new and existing communities.

It is noted that there is currently a wide mix of community and social infrastructure within the Liffey Valley area. In this regard, the following community centres are located within close proximity of the subject lands; Rowlagh Community Centre, Quarryvale Community Centre and Palmerstown Community and Youth Centre. North Clondalkin Library is also situated within close proximity to the lands.

Collinstown Park is within close proximity of the lands which incorporates play areas and dog runs as well as supporting active recreation use when considering the playing pitches. Collinstown Park Sports Complex and Collinstown Community College offers various sports facilities and activities. Waterstown Park is situated further west of the lands providing access to recreational space. Quarryvale Park also provides additional green space to residents in the area. Cherry Orchard Football Club has an astro pitch within close proximity off the R833.

However, the facilitation of residential development within the MRC zoning at Liffey Valley has the potential to increase the population in this area. On that basis, and having regard to the motion, it is considered that the opportunity for a multi-purpose community centre should be included as a new point in the SLO – CS7

SLO10. Such a SLO requires flexibility to enable an evidence based review of community centre provision in the area in the context of the existing County Development Plan policy.

Open Space and Health Care

The current County Development Plan contains clear policy and objectives on both the quantum and quality of public open space required by new development, with an overall standard of 2.4ha per 1000 population. As such, it is not considered necessary to include an additional site-specific objective as part of the Variation. The County Development Plan also includes objectives on the facilitation of Primary Care. However, as the delivery of Primary Care Centres is the responsibility of the HSE, it is not considered appropriate to include it as a requirement for development, noting that the CDP policy is to support and facilitate its delivery:

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.

Conclusion

The Council will adapt the Capital programme to meet the demands for community infrastructure in the area based on population growth from the Proposed Variation.

It is considered that a new point to the CS7 SLO10 should be included to ensure that the new population will have the appropriate level of community infrastructure provision as part of development. However, the requirement to include within the SLO provisions for open space is not considered necessary as there are adequate objectives within the County Development Plan including clear standards for public open space in terms of both quantity and quality, applicable to all planning applications. Health facilities are supported in the County Development Plan but are not within the remit of SDCC to deliver. With the emergence of residential uses, the area will be a further opportunity site for the HSE to consider to meet primary health care demand in the catchment.

As set out in Section 2 of this 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 include a new point to the recommended Specific Local Objective (SLO) to CS7 SLO10, to Amendment No.16 – Liffey Valley MRC (shown in **bold**):

CS7 SLO10:

x. Residential development on these lands shall include the provision of a multi-purpose community centre unless otherwise agreed by the Planning Authority.

Map of Proposed Amendment as Published

Following a contribution from Councillor M. Johansson, Mr E. Burke, Director of Services responded.

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

M146/O626 Item ID:91767

Proposed by Councillor W. Carey, seconded by Councillor D. Loftus

Proposed amendment to Variation No. 16 - Liffey Valley MRC - Page 537 Motion: This Council agrees to include the following SLO on the MRC lands CS7 SLO11: Adequate provision of carparking for existing staff in the Liffey Valley retail park must be included in any development. Reason: To maintain existing levels of carparking for staff at Liffey Valley retail park Proposed by, Cllr Carey, Dunne, Whelan & Mannion

CE Response:

The lands are currently zoned as Major Retail Centre (MRC) 'to protect, improve and provide for the future development of a Major Retail Centre'. The proposed Variation will provide for residential development within the current MRC zoning on the lands.

The motion seeks to add the following SLO to Amendment No.16 – Liffey Valley MRC of the Variation:

Adequate provision of carparking for existing staff in the Liffey Valley retail park must be included in any development.

The motion gives the reason for the SLO as being required to maintain existing levels of car parking for staff at Liffey Valley retail park.

The motion refers to CS7 SLO11, however CS7 SLO10 is the SLO that relates to Liffey Valley as inserted as part of a recommendation in the CE Report. Nevertheless, the motion clearly states that the item relates to Variation No. 16 - Liffey Valley MRC Page 537.

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.

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 lands at Liffey Valley MRC, 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.

Staff Car Parking

It is understood that the motion is seeking to address the potential for a staff car parking to be removed as part of future development on the current staff car parking area. The Chief Executive notes that this car parking area, to the rear of the shopping centre, also serves those needing to avail of the shop mobility service (manual / powered wheelchairs and mobility scooters).

The County Development Plan (2022) sets out that maximum parking standards for residential and non-residential development whilst identifying specific retail parking requirements for retail uses. The subject lands have access to good public transport links strengthened by the Bus Connects programme within the area.

Any planning application for large-scale development will be required to undertake a Transport and Traffic Assessment. This analysis would provide further detail on travel movement patterns, quantum and trip generation. This information would provide a clear rationale for any proposed car parking while taking into consideration availability of public transport in the area and the needs of mobility impaired.

However, to ensure that the needs of existing staff are included in any future development, it is considered appropriate that a Workplace Travel Plan is required as part of any planning application.

Conclusion

The County Development Plan sets out maximum car parking standards for non-residential development, based on both the needs of shoppers and staff.

The concerns in relation to existing staff parking can best be addressed through a workplace travel plan which should be included in the SLO. As such, CS7 SLO10 would now include the following wording:

Development on the Liffey Valley lands shall include a Workplace Travel Plan which will ensure adequate car parking provision for staff taking account of the public transport and active travel options serving the lands.

It is considered that the inclusion of the need for a workplace travel plan, including the need to ensure adequate car park provision for staff, addresses the intent of the motion.

CE Recommendation:

To include the following wording as a new point in Specific Local Objective (SLO) CS7 SLO10, for Amendment No.16 – Liffey Valley MRC:

CS7 SLO10:

x. Development on the Liffey Valley MRC lands shall include a Workplace Travel Plan which will ensure adequate car parking provision for staff taking account of the public transport and active travel options serving the lands.

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors W. Carey, D. Loftus, J. Tuffy, L. Dunne, A. Hayes and P. Kearns. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call Vote on the Motion was called in the names of Councillors W. Carey, D. Loftus and M. Johansson.

FOR: 7 (Seven)

Councillors: W. Carey, L. Dunne, M. Johansson, D. Loftus, R. Mannion, D. Richardson, N. Whelan

AGAINST: 33 (Thirty-Three)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, P. Cosgrave, L. De Courcy, D. Donnelly, M. Duff, A. Edge, H. Farrell, T. Gilligan, A. Hayes, P. Holohan, K. Keane, P. Kearns, G. Kenny, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, G. Moore, E. Murphy, E. Ó Broin, S. O’ Hara, L. O’Toole, B. Pereppadan, B. Pereppadan, J. Sinnott, A. Smyth, J. Spear, F. Timmons, J. Tuffy.

As a result of the Roll Call Vote, the Motion **FELL**

Amendments 17-20 Proposed Long-Term SDAs

The Members AGREED to consider Motions 152, 166, 171 and 174 together

M152/O626 Item ID:91695

Proposed by Councillor B. Lawlor, seconded by Councillor A. Edge

Motion Amendment 17, Add SLO text to the SDA areas as follows - No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans. Reason: There is currently no target in SDCC for providing accommodation for disabled people who can live in community settings.

Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, SDCC will be well placed to deliver these much-needed homes for disabled people. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

CE Response

The motion requests to include an SLO on the lands as follows:

No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans.

The reason for the motion, it is submitted, is that there are currently no targets in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, it is submitted that SDCC will be well placed to deliver these much-needed homes for disabled people.

Housing Delivery Action Plan 2022-2026

The Housing Delivery Action Plan 2022-2028 for South Dublin County recognises that one of the primary objectives of social housing delivery, having regard to development planning, creating sustainable communities and meeting priority housing needs, include providing high-quality, mixed typology social housing through various delivery mechanisms and increasing social housing to meet long-term needs of households on the housing list including providing appropriate accommodation for those with specific housing needs, such as older persons, persons with disabilities, homeless persons and Travellers.

The Council continues to provide Housing through a variety of mechanisms and delivery channels. Older people and people with disabilities can access support for housing through the social housing support application system which seeks information on disabilities and medical conditions. The Council's Strategic Plan for Housing People with a Disability 2021-2026 commits to providing quality and appropriate community-based homes for disabled people aligned to their support needs. This Plan supports the provision of integrated and sustainable delivery of accommodation for four specific categories of disability, namely sensory disability, mental health disability, intellectual disability and physical disability, particularly the households requiring wheelchair liveable accommodation.

The Council continue to work with the Housing Disability Steering Group, AHB partners and support agencies, to increase and improve housing responses, including shared tenancies where appropriate, for independent living by people with a disability in a community of choice. SDCC is committed to maximising the delivery of wheelchair liveable homes to meet the existing need and use in their own construction projects, Part V and the Capital Assistance Scheme in particular, to meet medical need with bespoke and adapted homes.

Part M and Universal Design

The *Building Regulations Technical Guidance Document M (2022) Access and Use* (referred to as Part M) aims to foster an inclusive approach to the design and construction of the built environment. The County Development Plan 2022-2028 also promotes Universal Design approaches to all types of development, while also promoting adaptable / lifetime housing standards to cater for the life cycle of people's needs.

In terms of housing design, compliance with Part M of the Building Regulations expands options available to persons with a disability. In addition to this, a suitable proportion of wheelchair accessible parking would be secured as part of any planning application in line with the requirements specified in Part M (Access and Use) of the Building Regulations and is commonly 5% of the proposed parking spaces.

SDA

The inclusion of an amendment to the long-term planning objective of the future SDAs will allow for evidence-based approach to deliver high quality designed and inclusive developments. It is not recommended to insert a 20% requirement at this stage. As such the CE recommends that objective CS3 Objective 3 in the written statement is updated as follows:

‘To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan., with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Conclusion

The Council acknowledges the proposed SLO. The approach set out regarding the suggested SLO is acceptable as it would ensure accessible home provisions are considered as part of the consideration of any potential development on the future SDA.

CE Recommendation

Amend the motion to provide for additional wording into CS3 Objective 3:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan., with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

[Map of Proposed Amendment as Published](#)

M166/O626 Item ID:91982

Proposed by Councillor B. Lawlor, seconded by Councillor A. Edge

Amendment 18 Add SLO text to the SDA areas as follows - No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans. Reason: There is currently no target in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, SDCC will be well placed to deliver these much-needed homes for disabled people. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

CE Response

The motion requests to include an SLO on the lands as follows:

No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans.

The reason for the motion, it is submitted, is that there are currently no targets in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, it is submitted that SDCC will be well placed to deliver these much-needed homes for disabled people.

Housing Delivery Action Plan 2022-2026

The Housing Delivery Action Plan 2022-2028 for South Dublin County recognises that one of the the primary objectives of social housing delivery, having regard to development planning, creating sustainable communities and meeting priority housing needs, include providing high-quality, mixed typology social housing through various delivery mechanisms and increasing social housing to meet long-term needs of households on the housing list including providing appropriate accommodation for those with specific housing needs, such as older persons, persons with disabilities, homeless persons and Travellers.

The Council continues to provide Housing through a variety of mechanisms and delivery channels. Older people and people with disabilities can access support for housing through the social housing support application system which seeks information on disabilities and medical conditions. The Council's Strategic Plan for Housing People with a Disability 2021-2026 commits to providing quality and appropriate community-based homes for disabled people aligned to their support needs. This Plan supports the provision of integrated and sustainable delivery of accommodation for four specific categories of disability, namely sensory disability, mental health disability, intellectual disability and physical disability, particularly the households requiring wheelchair liveable accommodation.

The Council continue to work with the Housing Disability Steering Group, AHB partners and support agencies, to increase and improve housing responses, including shared tenancies where appropriate, for independent living by people with a disability in a community of choice. SDCC is committed to maximising the delivery of wheelchair liveable homes to meet the existing need and use in their own construction projects, Part V and the Capital Assistance Scheme in particular, to meet medical need with bespoke and adapted homes.

Part M and Universal Design

The *Building Regulations Technical Guidance Document M (2022) Access and Use* (referred to as Part M) aims to foster an inclusive approach to the design and construction of the built environment. The County Development Plan 2022-2028 also promotes Universal Design approaches to all types of development, while also promoting adaptable / lifetime housing standards to cater for the life cycle of people's needs.

In terms of housing design, compliance with Part M of the Building Regulations expands options available to persons with a disability. In addition to this, a suitable proportion of wheelchair accessible parking would be secured as part of any planning application in line with the requirements specified in Part M (Access and Use) of the Building Regulations and is commonly 5% of the proposed parking spaces.

SDA

The inclusion of an amendment to the long-term planning objective of the future SDAs will allow for evidence-based approach to deliver high quality designed and inclusive developments. It is not recommended to insert a 20% requirement at this stage. As such the CE recommends that objective CS3 Objective 3 in the written statement is updated as follows:

‘To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan., with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Conclusion

The Council acknowledges the proposed SLO. The approach set out regarding the suggested SLO is acceptable as it would ensure accessible home provisions are considered as part of the consideration of any potential development on the future SDA.

CE Recommendation

Amend the motion to provide for additional wording into CS3 Objective 3:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan., with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

[Map of Proposed Amendment as Published](#)

M171/0626 Item ID:91983

Proposed by Councillor B. Lawlor, seconded by Councillor A. Edge

Amendment 19 Add SLO text to the SDA areas as follows - No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans. Reason: There is currently no target in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, SDCC will be well placed to deliver these much-needed homes for disabled people. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

CE Response

The motion requests to include an SLO on the lands as follows:

No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans.

The reason for the motion, it is submitted, is that there are currently no targets in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, it is submitted that SDCC will be well placed to deliver these much-needed homes for disabled people.

Housing Delivery Action Plan 2022-2026

The Housing Delivery Action Plan 2022-2028 for South Dublin County recognises that one of the the primary objectives of social housing delivery, having regard to development planning, creating sustainable communities and meeting priority housing needs, include providing high-quality, mixed typology social housing through various delivery mechanisms and increasing social housing to meet long-term needs of households on the housing list including providing appropriate accommodation for those with specific housing needs, such as older persons, persons with disabilities, homeless persons and Travellers.

The Council continues to provide Housing through a variety of mechanisms and delivery channels. Older people and people with disabilities can access support for

housing through the social housing support application system which seeks information on disabilities and medical conditions. The Council's Strategic Plan for Housing People with community-based homes for disabled people aligned to their support needs. This Plan supports the provision of integrated and sustainable delivery of accommodation for four specific categories of disability, namely sensory disability, mental health disability, intellectual disability and physical disability, particularly the households requiring wheelchair liveable accommodation.

The Council continue to work with the Housing Disability Steering Group, AHB partners and support agencies, to increase and improve housing responses, including shared tenancies where appropriate, for independent living by people with a disability in a community of choice. SDCC is committed to maximising the delivery of wheelchair liveable homes to meet the existing need and use in their own construction projects, Part V and the Capital Assistance Scheme in particular, to meet medical need with bespoke and adapted homes.

Part M and Universal Design

The *Building Regulations Technical Guidance Document M (2022) Access and Use* (referred to as Part M) aims to foster an inclusive approach to the design and construction of the built environment. The County Development Plan 2022-2028 also promotes Universal Design approaches to all types of development, while also promoting adaptable / lifetime housing standards to cater for the life cycle of people's needs.

In terms of housing design, compliance with Part M of the Building Regulations expands options available to persons with a disability. In addition to this, a suitable proportion of wheelchair accessible parking would be secured as part of any planning application in line with the requirements specified in Part M (Access and Use) of the Building Regulations and is commonly 5% of the proposed parking spaces.

SDA

The inclusion of an amendment to the long-term planning objective of the future SDAs will allow for evidence-based approach to deliver high quality designed and inclusive developments. It is not recommended to insert a 20% requirement at this stage. As such the CE recommends that objective CS3 Objective 3 in the written statement is updated as follows:

'To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a

minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan, with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Conclusion

The Council acknowledges the proposed SLO. The approach set out regarding the suggested SLO is acceptable as it would ensure accessible home provisions are considered as part of the consideration of any potential development on the future SDA.

CE Recommendation

Amend the motion to provide for additional wording into CS3 Objective 3:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan, with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

[Map of Proposed Amendment as Published](#)

M174/0626 Item ID:91984

Proposed by Councillor B. Lawlor, seconded by Councillor A. Edge

Amendment 20 Add SLO text to the SDA areas as follows - No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans. Reason: There is currently no target in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong

demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, SDCC will be well placed to deliver these much-needed homes for disabled people. Co-Sponsored: Cllr. David McManus, Cllr. Sarah Barnes

CE Response

The motion requests to include an SLO on the lands as follows:

No less than 20% of all dwelling units in new residential developments on this site be designed and constructed as fully accessible homes which are suitable for and may be allocated to disabled people, that these be built in accordance with the principals of Universal Design and have regard to future Local Authority Housing Delivery Action Plans.

The reason for the motion, it is submitted, is that there are currently no targets in SDCC for providing accommodation for disabled people who can live in community settings. Nationally, the number of social housing allocations for disabled people has almost doubled showing strong demand which needs to be met. By putting a 20% requirement on lands that are being identified as Future Strategic Long-Term Development Areas, it is submitted that SDCC will be well placed to deliver these much-needed homes for disabled people.

Housing Delivery Action Plan 2022-2026

The Housing Delivery Action Plan 2022-2028 for South Dublin County recognises that one of the the primary objectives of social housing delivery, having regard to development planning, creating sustainable communities and meeting priority housing needs, include providing high-quality, mixed typology social housing through various delivery mechanisms and increasing social housing to meet long-term needs of households on the housing list including providing appropriate accommodation for those with specific housing needs, such as older persons, persons with disabilities, homeless persons and Travellers.

The Council continues to provide Housing through a variety of mechanisms and delivery channels. Older people and people with disabilities can access support for housing through the social housing support application system which seeks information on disabilities and medical conditions. The Council's Strategic Plan for Housing People with a Disability 2021-2026 commits to providing quality and appropriate community-based homes for disabled people aligned to their support needs. This Plan supports the provision of integrated and sustainable delivery of accommodation for four specific categories of disability, namely sensory disability, mental health disability, intellectual disability and physical disability, particularly the households requiring wheelchair liveable accommodation.

The Council continue to work with the Housing Disability Steering Group, AHB partners and support agencies, to increase and improve housing responses, including shared tenancies where appropriate, for independent living by people with a disability in a community of choice. SDCC is committed to maximising the delivery of wheelchair liveable homes to meet the existing need and use in their own construction projects, Part V and the Capital Assistance Scheme in particular, to meet medical need with bespoke and adapted homes.

Part M and Universal Design

The *Building Regulations Technical Guidance Document M (2022) Access and Use* (referred to as Part M) aims to foster an inclusive approach to the design and construction of the built environment. The County Development Plan 2022-2028 also promotes Universal Design approaches to all types of development, while also promoting adaptable / lifetime housing standards to cater for the life cycle of people's needs.

In terms of housing design, compliance with Part M of the Building Regulations expands options available to persons with a disability. In addition to this, a suitable proportion of wheelchair accessible parking would be secured as part of any planning application in line with the requirements specified in Part M (Access and Use) of the Building Regulations and is commonly 5% of the proposed parking spaces.

SDA

The inclusion of an amendment to the long-term planning objective of the future SDAs will allow for evidence-based approach to deliver high quality designed and inclusive developments. It is not recommended to insert a 20% requirement at this stage. As such the CE recommends that objective CS3 Objective 3 in the written statement is updated as follows:

‘To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan, with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist

Conclusion

The Council acknowledges the proposed SLO. The approach set out regarding the suggested SLO is acceptable as it would ensure accessible home provisions are considered as part of the consideration of any potential development on the future SDA.

CE Recommendation

Amend the motion to provide for additional wording into CS3 Objective 3:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery, including investigating the feasibility of providing a minimum of 20% of units as fully accessible and identifying a unit target to be designed for specialist housing units in accordance with the relevant SDCC Housing Delivery Action Plan, with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Map of Proposed Amendment as Published

Following a contribution from Councillor B. Lawlor, the Members **AGREED** to accept the Chief Executive's recommendation in respect of Motions 152, 166, 171 & 174.

M153/O626 Item ID:91699

Proposed by Councillor H. Farrell, seconded by Councillor L. O' Toole

Amendment No. 17 Adamstown South and West, Lucan That the Council remove the designation of Adamstown South & West as a Future Strategic Development Area. Reasons: - no evidence has been presented demonstrating that existing zoned and serviced lands are insufficient to meet housing requirements; - despite SDCC saying this is not necessarily residential rezoning at present, if preparatory work is carried out to support potential future development and rezoning, the rural nature of the land is forever altered. - the lands perform an important strategic role in landscape protection, ecological connectivity and settlement separation; - public consultation identified significant concerns regarding cumulative growth, infrastructure deficits and the loss of strategic green buffers; - designation of the

lands as a future growth area is premature while major strategic growth areas remain incomplete.

CE Response:

This motion seeks to remove the proposed designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028. The subject lands are located directly west and south of Adamstown SDZ. The Cork-Dublin Rail line runs to the south, alongside the Grand Canal.

Future Strategic Long Term Development Areas (Future SDAs) Designation

The purpose of these lands being identified as part of this Variation is to respond to the NPF Implementation Guidelines which requests that planning authorities consider the long-term housing needs of the County.

Their identification provides for clear strategic direction to enable the lead-in time and necessary preparatory work and analysis to ensure that the most appropriate land uses within the lands can be assessed by SDCC, utility providers, landowners and other key stakeholders to plan for the release of such lands as the need arises into the 2030s.

Related policy is included within the proposed amendments to the Written Statement. In this regard, Policy CS3: Future Long-Term Development Areas, and its associated objectives, require that detailed studies and analysis are undertaken to understand existing land uses and sensitivities, to inform any future consideration of rezoning through a plan-led approach.

CS3 Objective 3 states:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

This process ensures that key considerations, including environmental matters are fully assessed. The objective also provides for consideration of infrastructure requirements, that they are fully assessed at the appropriate time with regard to County Development Plan and national policy. It also ensures a considered and

plan-led pipeline of land to meet housing and other demands within the county in a sustainable manner in the coming decade and beyond.

This SDA also includes an associated SLO, CS3 SLO1, which states the following:

To protect and enhance the Green Infrastructure Corridor along the western boundary with Kildare and protect the Grand Canal Corridor pNHA as part of any future development proposals for these lands to the south and west of Adamstown SDZ.

Appropriate ecologically informed buffers for GI corridors and the Grand Canal pNHA will form part of the plan-led consideration of the lands.

Having regard to the requirements of the objectives within Policy CS3 and to the SLO it is considered that landscape protection, ecological connectivity and settlement separation will be fully considered as part of the preparatory work and noting that any future recommendations for the zoning of the land will be required to come forward for Members consideration.

Infrastructure Deficits and Cumulative Development

The areas identified as SDAs will be fully reviewed and investigated to understand their needs with regard to infrastructure, including the consideration of the cumulative impacts on surrounding areas and how this can be addressed.

Conclusion

The identification of these lands as an SDA does not constitute rezoning, nor does it predetermine the nature or extent of future development or land uses. Rather, it facilitates a structured and evidence-based assessment of the lands, ensuring that any future proposals will be informed by comprehensive studies addressing infrastructure capacity, environmental sensitivities, cumulative development considerations, transport requirements and community needs. The issues raised in the motion will be appropriately considered as part of the preparatory work and analysis leading to a plan-led approach to long-term growth, as required by Policy CS3 and the related objectives in addition to the policy in the County Development Plan. Any future zoning recommendations arising from the preparatory work, whether of residential or otherwise, will have to come forward for consideration and adoption by the Members.

In addition, the requirement under the revised National Planning Framework to plan for increased housing delivery necessitates the identification of potential long-term growth areas. The SDAs represent a prudent and forward-looking mechanism to ensure the Council can respond to future needs in a coordinated and sustainable way, complementing existing strategic growth areas such as Adamstown SDZ, which is nearing completion.

Accordingly, it is recommended that the amendment to remove the designation as a Future Strategic Long Term Development Area for the lands at Adamstown South and West (Outer) be retained.

CE Recommendation

Reject Motion

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors H. Farrell, M. Johansson, L. O'Toole, E. Ó Broin and J. Tuffy. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call Vote on the Motion was called in the names of Councillors H. Farrell, M. Johansson and L. O'Toole.

FOR: 2 (TWO)

Councillors: H. Farrell, M. Johansson

AGAINST: 36 (Thirty-six)

Councillors: S. Barnes, C. Brady, W. Carey, V. Casserly, Y. Collins, P. Cosgrave, L. De Courcy, D. Donnelly, M. Duff, L. Dunne, A. Edge, T. Gilligan, A. Hayes, P. Holohan, K. Keane, G. Kenny, B. Lawlor, D. Loftus, R. Mannion, L. Mc Crave, T. McDonald, R. McMahon, D. McManus, G. Moore, 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)

Councillor: L. O' Toole

As a result of the Roll Call Vote, the Motion **FELL**

M154/O626 Item ID:91714

Proposed by Councillor L. O'Toole, seconded by Councillor A. Edge

Amendment No. 17, Pg 556 - Adamstown South and West (Outer) That this Council amends the Chief Executive's proposed CS3 Objective 4 as follows: Chief Executive Proposed Wording: "To include an Area-Based Transport Assessment (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs." Proposed Amended Wording: "To include an Area-Based Transport Assessment (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs. The Area-Based Transport Assessment shall specifically assess the

operational delivery and capacity of DART+ Southwest, Luas to Lucan, the Western Orbital Route and dedicated bus services serving Adamstown and Clonburris and shall demonstrate that sufficient strategic transport infrastructure exists to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor."

REASONS: The Future Strategic Long-Term Development Area should be planned in conjunction with the strategic transport infrastructure required to support future growth. The attached timeline visual demonstrates the historic mismatch between housing delivery and infrastructure delivery within the wider Lucan, Adamstown and Clonburris area. This amendment seeks to ensure that future strategic growth is informed by the delivery and capacity of strategic transport infrastructure and is consistent with proper planning and sustainable development.

CE Response:

This motion is in relation to the inclusion of additional wording to an objective relating to transport assessment included in the CE Report for 'Future Strategic Long Term Development Areas' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028.

Future Strategic Long Term Development Areas (SDAs) and Area Based Transport Assessment (ABTA)

The proposed Future SDAs, of which Adamstown South and West (Outer) is one, includes a number of objectives under Policy CS3 in the proposed Amendment, including:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

In response to a submission from the NTA which specifically sought an Area-Based Transport Assessment (ABTA) to be undertaken in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the preparation of statutory land use plans, the following objective was recommended for inclusion in the CE Report:

CS3 Objective 4

To include an Area-Based Transport Assessments (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs.

The motion is seeking to amend the recommended objective CS3 Objective 4 in the CE Report to include (motion additional wording in **bold**):

*"To include an Area-Based Transport Assessment (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs. **The Area-Based Transport Assessment shall specifically assess the operational delivery and capacity of DART+ Southwest, Luas to Lucan, the Western Orbital Route and dedicated bus services serving Adamstown and Clonburris and shall demonstrate that sufficient strategic transport infrastructure exists to accommodate the cumulative impact of existing and proposed development within the wider Lucan, Adamstown and Clonburris corridor.**"*

ABTA

The NTA's publication, *Area Based Transport Assessment Advice Note -December 2018*, describes an area-based transport assessment as:

'...one of a number of complementary assessment processes, used in the preparation of local area plans, planning schemes (such as SDZs) and Masterplans (hereafter referred to as the Plan). The intended effect of ABTA is to ensure that the assessment of transport demand and its associated impact plays a central role in informing the development proposals. This should include consideration of the overall scale of the development as well as the mix of land uses, location, density, phasing and design / delivery of supporting transport infrastructure and services (across all modes of transport).'

It is considered that any future studies in the area, including those related to transport, will be robust and respond to the needs and contextual development patterns in the area at the time. In this regard the ABTA process will review existing and planned transport for the area as the emerging preferred land uses emerge from the preparatory work and associated studies.

Notwithstanding, further wording could be included as part of the Amendment to address the motion's concerns.

However, having regard to the fact that CS3 Objective 4 is an objective which relates to all of the identified SDAs, it would not be appropriate to amend the objective to make it specific to the Adamstown South and West (Outer) SDA. The mechanism for this would be a new SLO for the lands.

Conclusion

Notwithstanding that the issues raised in the motion would be considered as part of the standard ABTA process, it is recommended that the proposed additional wording is included in a new SLO for the lands, CS3 SLOX.

CE Recommendation

Agree motion with minor amendment and insert a new Specific Local Objective CS3 SLOX to include wording (in **bold**) as follows:

The Area-Based Transport Assessment for these lands shall include an assessment of DART+ Southwest, Luas to Lucan, road infrastructure and existing bus services serving Adamstown and Clonburris at the early stages of the ABTA process for the purpose of identifying transport options for assessment at the later stages of the ABTA regarding sufficiency to serve existing and future transport demand scenarios.

[Cllr submitted Timeline Visual Rev1](#)
[Map of Proposed Amendment as Published](#)

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

M155/O626 Item ID:91719

Proposed by Councillor L. O'Toole, seconded by Councillor A. Edge

Amendment No. 17, Pg 556 - Adamstown South and West (Outer) Pool That this Council amends the Chief Executive's proposed CS3 Objective 4 by inserting the following additional objective: "To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes provision for strategic community, recreation and leisure infrastructure, including the assessment and delivery of a public swimming pool and leisure centre having regard to the needs of existing and future communities within Lucan, Adamstown, Clonburris and the wider West Dublin area." REASONS The Chief Executive's proposal identifies Adamstown South and West (Outer) as a Future Long-Term Development Area to be considered through a plan-led approach during the life-

time of the County Development Plan. While the ultimate zoning composition and land-use matrix for these lands has yet to be determined any future Strategic Development Area will require the provision of strategic social and community infrastructure alongside residential, employment, transport and open space uses. A public swimming pool and leisure centre constitutes strategic recreational infrastructure capable of serving both existing and future communities and is compatible with a wide range of future zoning and development scenarios. The identification of a new long-term growth area presents an opportunity to plan proactively for strategic recreational infrastructure and to ensure that future development is supported by the community facilities necessary to create sustainable communities and promote health, wellbeing and social inclusion. This amendment seeks to ensure that the future planning framework for these lands includes consideration of a public swimming pool and leisure centre as part of the overall community infrastructure strategy.

CE Response:

This motion seeks the inclusion of an additional objective for the designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028.

Existing Objectives in the proposed Variation:

Policy CS3 related to the SDAs include a number of objectives, notably:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Furthermore, the CE report recommended the following:

To insert a new objective under Policy CS3: Future Strategic Long-Term Development Areas, as follows:

CS3 Objective 4 To include an Area-Based Transport Assessments (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs.

Amended Objective to include Pool and Leisure Centre

The motion seeks to include an additional objective as follows:

‘To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes provision for strategic community, recreation and leisure infrastructure, including the assessment and delivery of a public swimming pool and leisure centre having regard to the needs of existing and future communities within Lucan, Adamstown, Clonburris and the wider West Dublin’.

The SDAs are proposed as future study areas to understand the best utilisation of the lands, and the land use make up. The variation includes two relevant objectives, as outlined above, which are considered to cover the overall request of the motion.

These studies will include community facilities, schools, healthcare, civic uses, and emergency services, as well as environmental and transportation considerations.

However, having regard to the various named pieces of community and social infrastructure in this and other motions for these lands it is considered that an SLO could be attached to the lands to inform the analysis of need for the study and any future proposed zoning.

Conclusion

The SDAs will be subject to detailed analysis and studies as part of preparatory work to identify the needs and requirements for the lands, having regard to the wide intent of Policy CS3 and the related objectives set out in the Variation as they relate to the Future SDAs.

However, having regard to this and other motions seeking the inclusion of different types of community and social infrastructure for Adamstown South and West (Outer) it is considered appropriate to include for the investigation of these needs by way of a new SLO for the lands.

CE Recommendation

To include a new Specific Local Objective for the Adamstown South and West (Outer) SDA lands (CS3 SLOX) as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes investigation of the need for an additional rail station and appropriate community, recreation, and leisure infrastructure to serve the lands, including an evidence based assessment of the need for a public swimming pool, a multi-sport campus comprising indoor and outdoor facilities, a Garda Station, and health facilities having regard to any deficits that may exist in the surrounding area and to the needs of the relevant stakeholders, and where considered such infrastructure is required, the appropriate delivery mechanisms for same.

Map of Proposed Amendment as Published

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

M156/O626 Item ID:91721

Proposed by Councillor L. O'Toole, seconded by Councillor A. Edge

Amendment No. 17, Pg 556 - Adamstown South and West (Outer) Healthcare That this Council amends the Chief Executive's proposed CS3 Objective 4 by inserting the following additional objective: "To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes provision for strategic healthcare infrastructure including the assessment and delivery of a Primary Care Centre and associated healthcare facilities having regard to the needs of existing and future communities within Lucan, Adamstown, Clonburris and the wider West Dublin area."

REASONS The Chief Executive's proposal identifies Adamstown South and West (Outer) as a Future Strategic Long-Term Development Area to be considered through a plan-led approach during the lifetime of the County Development Plan. The HSE has acknowledged the need for additional healthcare capacity within the wider Lucan area and has experienced challenges in identifying and securing suitable sites for the delivery of healthcare infrastructure, including additional primary care facilities. Any future Strategic Development Area presents a unique opportunity to proactively plan for healthcare provision from the outset ensuring that land can be identified and reserved as part of an integrated approach to community infrastructure delivery. The scale of existing and proposed population growth within Lucan, Adamstown and Clonburris will place increasing demands on healthcare services, and it is appropriate that future planning frameworks consider the long-term provision of primary and community healthcare facilities alongside housing, transport, recreation and other community infrastructure. This

amendment seeks to ensure that healthcare infrastructure forms part of the strategic planning process for any future development of these lands and supports the creation of sustainable communities consistent with proper planning and sustainable development.

CE Response:

This motion is in relation to the designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028.

Existing Objectives in the proposed Variation

Policy CS3 related to the SDAs includes a number of objectives, notably:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Furthermore, the CE report recommended the following:

To insert a new objective under Policy CS3: Future Strategic Long-Term Development Areas, as follows:

CS3 Objective 4: To include an Area-Based Transport Assessments (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs.

Primary Care Centre

The motion seeks to include an additional objective as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes provision for strategic

healthcare infrastructure including the assessment and delivery of a Primary Care Centre and associated healthcare facilities having regard to the needs of existing and future communities within Lucan, Adamstown, Clonburris and the wider West Dublin area..

The SDAs are proposed as future study areas to understand the best utilisation of the lands, and the land use make up. The variation includes two relevant objectives, as outlined above, which are considered to cover the overall request of the motion.

These studies will include community facilities, schools, healthcare, civic uses, and emergency services, as well as environmental and transportation considerations.

The Planning Authority will liaise with stakeholders as part of the preparation for plan-making, including the HSE to influence the provision of healthcare services.

However, having regard to the various named pieces of community and social infrastructure in this and other motions for these lands it is considered that an SLO could be attached to the lands to inform the analysis of need for the study and any future proposed zoning.

Conclusion

The SDAs will be subject to detailed analysis and studies as part of preparatory work to identify the needs and requirements for the lands, having regard to the wide intent of Policy CS3 and the related objectives set out in the Variation as they relate to the Future SDAs.

However, having regard to this and other motions seeking the inclusion of different types of community and social infrastructure for Adamstown South and West (Outer) it is considered appropriate to include for the investigation of these needs by way of a new SLO for the lands.

CE Recommendation

To include a new Specific Local Objective for the Adamstown South and West (Outer) SDA lands (CS3 SLOX) as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes investigation of the need for an additional rail station and appropriate community, recreation, and leisure infrastructure to serve the lands, including an evidence based assessment of the need for a public swimming pool, a multi-sport campus comprising indoor and outdoor facilities, a Garda Station, and health facilities having regard to any deficits that may exist in the surrounding area and to the needs of the relevant stakeholders, and where considered such infrastructure is required, the appropriate delivery mechanisms for same.

Map of Proposed Amendment as Published

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

M157/0626 Item ID:91722

Proposed by Councillor L. O'Toole, seconded by Councillor A. Edge

Amendment No. 17, Pg 556 - Adamstown South and West (Outer) Policing That this Council amends the Chief Executive's proposed CS3 Objective 4 by inserting the following additional objective: "To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes an assessment of community safety and policing infrastructure requirements, including the identification and safeguarding of lands for future Garda facilities where required to serve existing and future communities within Lucan, Adamstown, Clonburris and the wider West Dublin area." REASONS The population of Lucan, Adamstown and Clonburris has increased significantly over recent decades, and substantial further population growth is planned through existing and proposed residential development. The provision of community safety and policing infrastructure is an essential component of sustainable communities and should be considered alongside housing, transport, healthcare, education, recreation and other community infrastructure requirements. The County Development Plan and wider planning framework already recognise the importance of community safety infrastructure within major growth areas. The identification of Adamstown South and West (Outer) as a Future Strategic Development Area presents an opportunity to proactively assess future policing requirements and safe-guard suitable lands where necessary rather than attempting to secure such sites after development has occurred. This amendment seeks to ensure that future planning for these lands includes consideration of the long-term policing and community safety needs arising from existing and future population growth and is consistent with the proper planning and sustainable development of the area.

CE Response:

This motion is in relation to the designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028.

Existing Objectives in the proposed Variation:

Policy CS3 related to the SDAs includes a number of objectives, notably:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Furthermore, the CE report recommended the following:

To insert a new objective under Policy CS3: Future Strategic Long-Term Development Areas, as follows:

CS3 Objective 4: To include an Area-Based Transport Assessments (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs.

Policing and Community Safety

The motion seeks to include an amendment to CS3 SLO4 as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes an assessment of community safety and policing infrastructure requirements, including the identification and safeguarding of lands for future Garda facilities where required to serve existing and future communities within Lucan, Adamstown, Clonburris and the wider West Dublin area.

The SDAs are proposed as future study areas to understand the best utilisation of the lands, and the land use make up. The variation includes two relevant objectives, as outlined above, which are considered to cover the overall request of the motion.

These studies will include community facilities, schools, healthcare, civic uses, and emergency services, as well as environmental and transportation considerations.

The Planning Authority will liaise with stakeholders as part of the preparation for plan-making, including the Gardai to understand any future service requirements and provision, as outlined in the objectives associated with the proposed SDA.

However, having regard to the various named pieces of community and social infrastructure in this and other motions for these lands it is considered that an SLO could be attached to the lands to inform the analysis of need for the study and any future proposed zoning.

Conclusion

The SDAs will be subject to detailed analysis and studies as part of preparatory work to identify the needs and requirements for the lands, having regard to the wide intent of Policy CS3 and the related objectives set out in the Variation as they relate to the Future SDAs.

However, having regard to this and other motions seeking the inclusion of different types of community and social infrastructure for Adamstown South and West (Outer) it is considered appropriate to include for the investigation of these needs by way of a new SLO for the lands.

CE Recommendation

To include a new Specific Local Objective for the Adamstown South and West (Outer) SDA lands (CS3 SLOX) as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes investigation of the need for an additional rail station and appropriate community, recreation, and leisure infrastructure to serve the lands, including an evidence based assessment of the need for a public swimming pool, a multi-sport campus comprising indoor and outdoor facilities, a Garda Station, and health facilities having regard to any deficits that may exist in the surrounding area and to the needs of the relevant stakeholders, and where considered such infrastructure is required, the appropriate delivery mechanisms for same.

Map of Proposed Amendment as Published

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

Proposed by Councillor C. Brady, seconded by Councillor A. Edge

Amendment No. 17 Adamstown South and West (Outer) Proposed Variation Objectives Policy CS3: Future Strategic Long-Term Development Areas Insert to CS3 SLO 1: Page 25 written statement 'and to collaborate with Kildare County Council in respect of green belts as set out in Objective GI 6 Chapter 4 of the County Development Plan 2022 to 2028.' 'To protect and enhance the Green Infrastructure Corridor along the western boundary with Kildare and protect the Grand Canal Corridor pNHA as part of any future development proposals for these lands to the south and west of Adamstown SDZ. Appropriate ecologically informed buffers for GI corridors and the Grand Canal pNHA will form part of any such proposal, and to collaborate with Kildare County Council in respect of green belts as set out in Objective GI 6 Chapter 4 of the County Development Plan 2022 to 2028' Reason - To ensure proper planning and policy alignment between South Dublin County Council and Kildare County Council in respect of green infrastructure and green belt protection along the county boundary.

CE Response

This motion is in relation to the designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028. The subject lands are located directly west and south of Adamstown SDZ. The Cork-Dublin Rail line runs to the south, alongside the Grand Canal with the boundary with Kildare County Council to the west.

Proposed SDA Designation and Associated Policy and Objectives

Policy CS3 which relates to the proposed SDAs includes a number of objectives, notably:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks,

cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

For Adamstown South and West (Outer) SDA these objectives are further augmented by SLO: CS3 SLO1 which states:

To protect and enhance the Green Infrastructure Corridor along the western boundary with Kildare and protect the Grand Canal Corridor pNHA as part of any future development proposals for these lands to the south and west of Adamstown SDZ.

The motion seeks to insert further wording into CS3 SLO1 so that it would read as follows (additional wording proposed in motion shown **bold**):

To protect and enhance the Green Infrastructure Corridor along the western boundary with Kildare and protect the Grand Canal Corridor pNHA as part of any future development proposals for these lands to the south and west of Adamstown SDZ. **Appropriate ecologically informed buffers for GI corridors and the Grand Canal pNHA will form part of any such proposal, and to collaborate with Kildare County Council in respect of green belts as set out in Objective GI 6 Chapter 4 of the County Development Plan 2022 to 2028.**

As indicated above and below, CS3 Objective 3 in the proposed Variation already includes the need for no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist. (underlining for emphasis)

Furthermore, the County Development Plan, as adopted, already includes a number of objectives which relate including GI1 Objective 6 which states:

To collaborate with Kildare County Council to identify a common approach to a greenbelt / green spaces between the growing settlements within South Dublin and Kildare County Councils within the lifetime of the Development Plan and to advise the councillors of any such collaboration and proposed study or approach.

And in relation to pNHAs the CDP contains the following objectives:

Policy NCBH4: Proposed Natural Heritage Areas Natural, Cultural and Built Heritage (NCBH) *Protect the ecological, visual, recreational, environmental and amenity value of the County's proposed Natural Heritage Areas and associated habitats and species.*

NCBH4 Objective 1: *To ensure that any proposal for development within or adjacent to a proposed Natural Heritage Area (pNHA) is designed and sited to minimise its impact on the biodiversity, ecological, geological and landscape value of the pNHA particularly plant and animal species listed under the Wildlife Acts and the Habitats and Birds Directive including their habitats.*

NCBH4 Objective 2: *To restrict development within or adjacent to a proposed Natural Heritage Area to development that is directly related to the area's amenity potential subject to the protection and enhancement of natural heritage and visual amenities including biodiversity and landscapes. Such developments will be required to submit an Ecological Impact Assessment prepared by a suitably qualified professional.*

Conclusion

Having regard to the policies and objectives set out above, both in the proposed Variation and the existing policy in the County Development Plan, the proposal in the motion is comprehensively addressed. This includes for the requirement for a structured and evidence-based assessment of the lands, ensuring that any future proposals will be informed by comprehensive studies carried out by qualified ecologists addressing any environmental sensitivities on the lands and the need to collaborate with Kildare County Council on an appropriate approach to settlement management and the green spaces in between them.

The Planning Authority will apply these protections to the lands in question while progressing a plan-led and evidence-based assessment of the identified study areas. Any future consideration of the SDA lands will be informed by these existing safeguards, ensuring that environmental, landscape and greenbelt / green space priorities remain integral to all investigations and potential outcomes.

Having regard to the motion being substantially addressed in the proposed Variation and the existing CDP it is recommended that there is no change to Amendment 17- Adamstown South and West (Outer) to the proposed Variation of the County Development Plan 2022-2028.

CE Recommendation

No change to Amendment 17- Adamstown South and West (Outer) to the proposed Variation of the County Development Plan 2022-2028.

Map of Proposed Amendment as Published

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

M159/0626 Item ID:91746

Proposed by Councillor C. Brady, seconded by Councillor A. Edge

Amendment No. 17 Adamstown South and West (Outer) Policy CS3: Future Strategic Long-Term Development Areas To add SLO To investigate the delivery of a regional sports stadium, associated playing pitches, and a multi-sport campus comprising indoor and outdoor facilities, on lands identified under Variation No. 2 within the Adamstown area. Reason: To support the current and future sporting needs of the Adamstown and Lucan area, including demand arising from population growth and planned development, and to investigate the provision of regional-level indoor and outdoor sports facilities capable of hosting larger games and wider community use.

CE Response:

This motion is in relation to the designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028.

Existing Objectives in the proposed Variation:

Policy CS3 related to the SDAs includes a number of objectives, notably:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks,

cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Furthermore, the CE report recommended the following:

To insert a new objective under Policy CS3: Future Strategic Long-Term Development Areas, as follows:

CS3 Objective 4 To include an Area-Based Transport Assessments (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs.

Provision of a Regional Sports Stadium

The motion seeks to include an additional objective as follows:

To investigate the delivery of a regional sports stadium, associated playing pitches, and a multi-sport campus comprising indoor and outdoor facilities, on lands identified under Variation No. 2 within the Adamstown area

The SDAs are proposed as future study areas to understand the best utilisation of the lands, and the land use make up. The variation includes two relevant objectives, as outlined above, which are considered to cover the overall request of the motion.

These studies will include community facilities, schools, healthcare, civic uses, and emergency services, as well as environmental and transportation considerations.

While noting that there are significant large scale sporting facilities within the county, including Tallaght Stadium, the National Basketball Arena and recently granted underage GAA facilities at the Spawell, the Planning Authority will liaise with stakeholders as part of the preparation for plan-making, including the relevant sporting bodies to ascertain the appropriate level and type of sporting facilities for the area.

However, having regard to the various named pieces of community and social infrastructure in this and other motions for these lands it is considered that an SLO could be attached to the lands to inform the analysis of need for the study and any future proposed zoning.

Conclusion

The SDAs will be subject to detailed analysis and studies as part of preparatory work to identify the needs and requirements for the lands, having regard to the wide intent of Policy CS3 and the related objectives set out in the Variation as they relate to the Future SDAs.

However, having regard to this and other motions seeking the inclusion of different types of community and social infrastructure for Adamstown South and West (Outer) it is considered appropriate to include for the investigation of these needs by way of a new SLO for the lands.

CE Recommendation

To include a new Specific Local Objective for the Adamstown South and West (Outer) SDA lands (CS3 SLOX) as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes investigation of the need for an additional rail station and appropriate community, recreation, and leisure infrastructure to serve the lands, including an evidence based assessment of the need for a public swimming pool, a multi-sport campus comprising indoor and outdoor facilities, a Garda Station, and health facilities having regard to any deficits that may exist in the surrounding area and to the needs of the relevant stakeholders, and where considered such infrastructure is required, the appropriate delivery mechanisms for same.

Map of Proposed Amendment as Published

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

M160/0626 Item ID:91769

Proposed by Councillor W. Carey, seconded by Councillor A. Edge

Proposed amendment to Variation No. **18** - Grange Castle - Page 628 Motion: to amend CS3 - SLO2 to read To carry out a study of the lands at Grange Castle / R136 to identify their future reallocation for alternative uses while retaining a full municipal 18-hole golf course within the lands and considering flood risk assessment, existing green infrastructure and riparian corridors. Reason: in order to maintain the only municipal golf course in South County Dublin Council. Proposed by Cllr William Carey CS3 - SLO2

CE Response:

The Grange Castle Amendment (no.18) identifies lands zoned 'OS' and 'EE' within Grange Castle as a proposed Future Strategic Long-Term Development Area (SDA). The Amendment is proposed in conjunction with new Policy and Objectives under Policy CS3 in the amendments to the Written Statement, Chapter 2 relating to Future SDA lands as proposed under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028:

Policy CS3: Future Strategic Long-Term Development Areas

‘To progress a plan-led approach to Future Strategic Long-Term Development Areas (‘Future SDAs’) to provide for the long-term housing growth and other land use requirements of the County beyond the current Development Plan period (subject to future rezoning) at the following locations:

- *Newlands*
- *Belgard Road West*
- *Adamstown South and West*
- *Grange Castle / R136*

CS3 Objective 1:

To commence preparatory studies and analysis of the Future SDAs, as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the County through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

CS3 Objective 2:

To ensure that future plan-led holistic development of the Future SDAs is not compromised by premature development.

CS3 Objective 3:

To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

CS3 SLO 2:

To carry out a study of the lands at Grange Castle / R136 to identify their future reallocation for alternative uses while retaining a golf course function within the lands and considering flood risk assessment, existing green infrastructure and riparian corridors.’

The intent of the motion aligns with CS3 SLO2. It is considered that the wording can be amended to clarify that the golf course is to remain as a municipal

course. The amended SLO will state *'To carry out a study of the lands at Grange Castle / R136 to identify their future reallocation for alternative uses while retaining a 18-hole municipal golf course within the lands and considering flood risk assessment, existing green infrastructure and riparian corridors.'*

Conclusion

The motion intent aligns with a proposed SLO and it is recommended that the SLO be amended to make it clear that a 18-hole municipal golf course is retained.

CE Recommendation:

To agree the motion with minor amendment to provide wording of CS3 SLO2 as:

CS3 SLO 2:

To carry out a study of the lands at Grange Castle / R136 to identify future reallocation for alternative uses while retaining a 18-hole municipal golf course within the lands and considering flood risk assessment, existing green infrastructure and riparian corridors.'

[Map of Proposed Amendment as Published](#)

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

M161/0626 Item ID:91776

Proposed by Councillor C. Brady, seconded by Councillor A. Edge

Amendment No. 17 Adamstown South and West (Outer) and Policy CS3: Future Strategic Long-Term Development Areas Add To investigate as part of the study the provision of a second rail station within the Adamstown area, on lands identified as future strategic development lands under Variation No. 2, to serve the long-term development of these lands and the wider area. Reason: To support the long-term development of the area through integrated transport and urban design, by investigating the provision of a second rail station within closer proximity to future communities, improving accessibility, connectivity and public transport choice for residents across Adamstown and surrounding lands.

CE Response:

This motion is in relation to the inclusion of a new objective into the designation of lands at Adamstown South and West (Outer) that are currently zoned Objective RU to a 'Future Strategic Long Term Development Area' (SDA) under Variation No. 2 of the South Dublin County Development Plan 2022 2028. The subject lands

are located directly west and south of Adamstown SDZ. The Cork-Dublin Rail line runs to the south, alongside the Grand Canal.

SDA Objectives:

The proposed lands under Policy CS3 relating to the SDAs include a number of objectives, notably:

CS3 Objective 1: To commence preparatory studies and analysis of the Future SDA's as identified on the development plan maps, to understand the existing land uses and ecological sensitivities and to inform the preparation of future proposals for rezoning to meet the needs of the county through an holistic approach to plan making. The exact lands to be brought forward as future rezoning may change according to the outcome of these studies.

And

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan-led approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Furthermore, the CE report recommended the following new SLO:

To insert a new objective under Policy CS3: Future Strategic Long-Term Development Areas, as follows:

CS3 Objective 4 To include an Area-Based Transport Assessments (ABTA) in cooperation with the NTA and Transport Infrastructure Ireland (TII) as part of the plan-led approach to Future SDAs.

Provision of a Second Rail Station

The motion requests the inclusion of an investigation for a second station within Adamstown SDA to serve future population growth. At present, as the lands are not zoned, there are no immediate plans for an additional stop between Adamstown SDZ and Hazelhatch, a distance of approximately 4.11km on the track, with 1.45km within SDCC and the remainder in Kildare County Council.

Given the planned network improvements under DART+SW for larger trains, with more capacity and a higher frequency of travel between Heuston and Hazelhatch, it may not be possible to include another station within the 1.45km of track available to SDCC, i.e. within the lands available in the proposed SDA.

There are movement efficiencies required to ensure quick journeys between stops and meet the proposed timetabling set out by Irish Rail for the DART+SW service.

However, the need to investigate this further is recognised. Additional stations will need to be assessed as part of the study of the lands and the Planning Authority will engage with Irish Rail and the NTA, having regard to the need for effective and timely movement of people versus the number of stops on the line.

Given the recommendation in the CE Report for the inclusion of CS3 Objective 4 relating to the need for an Area Based Transport Assessment (ABTA) for all SDAs, it is considered that the intent of the motion can be incorporated as part of a SLO relating to that but specific to these lands.

Conclusion

It is considered appropriate to investigate, in consultation with relevant stakeholders including the NTA and Irish Rail, the potential for a train station to be located within the Adamstown South and West (Outer) lands. This would inform and be informed by the ABTA which has been recommended for inclusion for all SDAs under CS3 Objective 4 with a Specific Local Objective proposed for these lands.

CE Recommendation

To insert a new Specific Local Objective CS3 SLOX for lands at Adamstown South and West (Outer) SDA as follows:

To ensure that the plan-led approach for any future Strategic Development Area within Adamstown South and West (Outer) includes investigation of the need for an additional rail station and appropriate community, recreation, and leisure infrastructure to serve the lands, including an evidence based assessment of the need for a public swimming pool, a multi-sport campus comprising indoor and outdoor facilities, a Garda Station, and health facilities having regard to any deficits that may exist in the surrounding area and to the needs of the relevant stakeholders, and where considered such infrastructure is required, the appropriate delivery mechanisms for same.

Map of Proposed Amendment as Published

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

M162/0626 Item ID:91878

Proposed by Councillor C. Brady, seconded by Councillor A. Edge

Amendment No. 17 Adamstown South & West Outer. 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.

REPORT:

This motion seeks to add an SLO 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:

(iii) 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.

M169/0626 Item ID:91691

Proposed by Councillor N. Whelan, seconded by Councillor K. Keane

That this Council, as part of any variation to the County Development Plan 2022–2028, reaffirms its previous position in relation to Newlands Farm and ensures that these lands are not considered as a strategic long-term development site. In doing so, the Council should maintain the current zoning (RU, EE, OS) of the lands.

Reason: To make it clear that Newlands Farm is not part of any future pipeline for development or rezoning, due to it’s importance as a green space, wildlife habitat and last remaining green lung which acts as a natural buffer between Tallaght and Clondalkin.

CE Response:

This motion is in relation to the designation of lands at Newlands, Dublin 24 that are currently zoned Objective ‘RU’, ‘EE’, and ‘OS’ to a ‘Future Strategic Long-Term Development Area’ (Future SDA) under Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028.

The land parcel within the SDA designation is c. 101.50ha.

The motion seeks to ensure that the subject lands are not considered as a strategic long-term development area or part of any future pipeline for development or rezoning, and that the current zoning is maintained.

Future SDA Designation

“Strategic Development Areas” (SDAs) are identified for long-term development capable of accommodating significant growth focused on transport orientated development (TOD).

Their purpose in being identified as part of this Variation is to respond to the NPF Implementation Guidelines which requests that planning authorities consider the long-term housing needs of the County. Their identification provides for clear strategic direction to enable the lead-in time and necessary for preparatory work and analysis to ensure that the most appropriate land uses within the land can be assessed by SDCC, utility providers, landowners and other key stakeholders to plan for the release of such lands as the need arises into the 2030s.

Policy CS3: Future Long-Term Development Areas, and its associated objectives, requires that detailed studies and analysis are undertaken to understand existing land uses and sensitivities, to inform any future consideration of rezoning through a plan-led approach.

This process ensures that key considerations, including environmental constraints and infrastructure requirements, are fully assessed at the appropriate time with regard to County Development Plan and national policy. It also ensures a considered and plan-led pipeline of land to meet housing and other demands within the county in a sustainable manner.

Future SDAs will only be put forward for rezoning following this extensive process of investigation and an analysis of the lands in their current form and their most appropriate zoning objective. This future rezoning, will have to go through a separate statutory process, and does not provide for development at this time.

Environment, Biodiversity and Green Infrastructure

The concerns raised by the motion in relation to green space/ green lung and wildlife habitat can be comprehensively assessed under Policy CS3, which requires detailed studies and analysis to be undertaken to understand the ecological sensitivities of the lands prior to any future consideration of rezoning.

CS3 Objective 3: To ensure development of Future SDAs (subject to rezoning) for residential and other uses will be in accordance with an approved plan led

approach, such as a Priority Area Plan or otherwise equivalent appropriate mechanism, which will align housing delivery with, inter alia, climate action objectives, supporting infrastructure, sustainable transport options, educational and community facilities, public open space, green infrastructure networks, cultural heritage and no net loss of important ecological features as surveyed, identified and mapped by a qualified ecologist.

Any future proposals would be required to demonstrate that biodiversity, green infrastructure and environmental considerations are appropriately protected and integrated through a comprehensive plan-led approach, including Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and site-specific ecological studies. In this regard, the environmental role of the lands, including their function as part of the wider green infrastructure network (as detailed in Chapter 4 of the CDP), would be fully assessed and integrated into plan-making at the appropriate stage.

Conclusion

Having regard to the NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025) request that planning authorities consider the long-term housing needs of the County for the remaining period of the current adopted plan and the lifespan of the new 10-year development plan; to the need to give clear strategic direction to future development locations under the next 10-year County Development Plan; to the need to enable the lead in time necessary for preparatory work by SDCC, utility providers, landowners and other key stakeholders to plan for release of such lands as the need arises in the 2030s; and to the location of the proposed SDA within the Dublin City and Suburbs settlement area in proximity to the Red Line Luas and to the transport hub at the Red Cow, it is considered that the identification of lands at Newlands as a Future SDA is appropriate, subject to further detailed analysis of the lands as set out in CS3 Objective 1.

Given the location of the Newlands lands it is considered that they are optimally placed to meet 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 and that the scale of the lands will allow for sufficient and fully considered open / green space and no net loss of biodiversity, as required under Policy CS3 Objective 3.

However, in order to ensure that green infrastructure is fully considered as part of the consideration of these lands, it is considered that a new SLO should be inserted into the proposed Variation, relating to these lands, that the green infrastructure core corridors and local corridor (L8) identified in the current County Development Plan, extending from Ballymount Park to the Belgard lands, are

clearly identified as part of the investigative work on the lands and incorporated as part of a multi-functional green buffer into the plan making process.

CE Recommendation

To retain Amendment No. 19 Newlands of the proposed Variation No. 2 to the County Development Plan 2022-2028 and to insert a new Specific Local Objective into the County Development Plan to read as follows:

a) To ensure that any plan making process for these lands at Newlands further investigates and provides for the key features that go towards the green infrastructure network identified in the County Development Plan, including the M50 core corridor (Chapter 4 of CDP) and the L8 local corridor (Appendix 4 of the CDP) and protects these corridors and their key features to enhance existing biodiversity and natural heritage and improve resilience to climate change.

b) As part of the planning for strategic open space, including to provide recreation and sports facilities, the potential extension of Ballymount Park to the Belgard Road should be considered having regard to the need to protect their key features and the relevant Green Infrastructure objectives in the County Development Plan.

Map of Proposed Amendment as Published

A discussion ensued with contributions from Councillors N. Whelan, J. Spear, M. Duff, E. Ó Broin, A. Smyth, W. Carey, L. Dunne, P. Holohan, K. Keane, L. O'Toole, D. McManus, D. Loftus and R. Mannion. Mr E. Burke, Director of Services responded to queries raised.

A Roll Call vote on the Motion was called in the names of Councillors N. Whelan, L. Dunne and J. Spear.

FOR: 20 (Twenty)

Councillors: W. Carey, P. Cosgrave, L. De Courcy, D. Donnelly, M. Duff, L. Dunne, H. Farrell, P. Holohan, M. Johansson, K. Keane, G. Kenny, D. Loftus, R. Mannion, G. Moore, B. Pereppadan, B. Pereppadan, D. Richardson, J. Sinnott, J. Spear, N. Whelan.

AGAINST: 17 (Seventeen)

Councillors: S. Barnes, C. Brady, V. Casserly, Y. Collins, A. Edge, A. Hayes, B. Lawlor, L. McCrave, T. McDonald, R. McMahon, D. McManus, E. Murphy, E. Ó Broin, S O'Hara, A. Smyth, F. Timmons, J. Tuffy.

ABSTAIN:

Councillors: T. Gilligan, L. O'Toole

As a result of the Roll Call Vote, the Motion was **AGREED**

Amendments 21-23 Specific Objectives

M175/0626 Item ID:91705

Proposed by Councillor E. Murphy, seconded by Councillor Y. Collins

Amendment ref no.21 Stocking Avenue, Ballycullen That the Council removes the specific objective relating to amendment 21 (Stocking Avenue, Ballycullen) as per the proposed variation on public display

Cllr Emma Murphy Cllr Alan Edge Cllr Sarah Barnes Cllr Brian Lawlor

CE Response

This motion is seeking the removal of the school specific objective, Amendment No. 21.

Context

The subject school site objective at Stocking Avenue was identified in the Ballycullen-Oldcourt Local Area Plan (BOLAP) which was adopted in May 2014 and extended in 2019 and expired in September 2024.

The BOLAP made provision for 2 no. school sites. Taking the Ballycullen Road as the centre, the sites are separated into east and west. The LAP outlined that the site to the east is for a primary school, while a site to the west is a primary / post-primary school site. This text is all subject to the school needs identified by the Department of Education and Youth (formally the Department of the Education and Skills) at that time.

While the BOLAP has been substantially implemented, there are two large land parcels – both with planning permission – one to the west for 523 homes (LRD24A/0007) which is under construction and one to the east for 494 homes (LRD25A/0003W) which is permitted not commenced. Collectively, these two developments will deliver an additional 1000 plus homes in this area.

The proposed Variation indicated the removal of the school site. However, following the Department of Education and Youth's submission to the public consultation and the submissions from members of the public, the Chief Executive's recommendation in the CE Report to Members is to retain the school site objective.

Department of Education and Youth's Submission

The Department of Education and Youth have indicated in their submission to Variation no. 2 concern at the proposed removal of the school objective from the site at Stocking Avenue. The Department state the following in their submission to the Variation:

“In relation to other aspects of the draft plan, the department notes with concern the removal of the school objective from the site at Stocking Avenue as per proposed Amendment Ref no 21 in the Book of maps for this variation. This site is centrally located within a substantial residential area that currently has no primary school infrastructure. This area is bounded by the M50 motorway to the east, the R113 regional road to the north, and Ballycragh Park approximately 1 km to the west. At the time of the 2022 Census, this area contained approximately 3,400 households and was home to over 11,000 residents. Residential construction activity in this area has been limited in recent years, with fewer than 500 dwellings completed since 2016, the vast majority delivered between 2016 and 2022. Current demographic data indicates a population of approximately 1,200 primary school-aged children in the area. Of these, 44% attend schools in the wider Firhouse/Oldbawn area, while a further 50% attend schools in the Rathfarnham area.

To date, the level of new residential development in the Firhouse area has not generated sufficient additional demand to justify the establishment of a new school at Stocking Avenue. However, recent residential planning activity has the potential to significantly alter the demographic profile of both the immediate locality and the wider Firhouse and Rathfarnham areas. These plans could result in the construction of more than 600 new dwellings in proximity to Stocking Avenue, generating an estimated additional demand for 200-210 primary school places. Furthermore, residential developments comprising more than 750 units are planned for lands near Holy Rosary Primary School. These developments could generate demand for a further 250-260 primary school places. Holy Rosary Primary School currently serves the residential area surrounding Stocking Avenue, and its capacity will be required to accommodate children from these new developments, thereby increasing pressure for additional school provision in the Stocking Avenue area.

The Department further state that:

School provision can only be planned and delivered when demand has materialised, and available capacity in existing schools is typically utilised first. Nonetheless, it is essential that development plans retain provision for community facilities, including schools, for the full duration of the plan period to ensure such facilities have the opportunity to be delivered once the planned population emerges. Community facilities should be embedded within and support the development of sustainable communities. The department recognises the

importance of facilitating residential development, and accordingly, the amount of land reserved for school use need not be excessive. In urban environments, the department has successfully delivered 24 classroom primary schools on sites as small as 2 acres when integrated into a wider residential masterplan. The department therefore requests that the school objective at Stocking Avenue be retained and amended to state:

".. . for the provision of a school facility to serve the area. The design of the school should form part of a wider masterplan of the lands, subject to the approval of the Department of Education and Youth. No development shall take place on the land until the masterplan is agreed with the Planning Authority and the Department of Education and Youth."

It is noted that the Department is open to facilitating some residential development on the lands while retaining the school reservation. The Planning Authority notes that the site is approximately 1.7 hectares (4.2 acres), allowing for a buffer from the existing treeline to east and south. While an urban school model could be considered subject to meeting the necessary requirements, it is considered that it would have to be demonstrated that the lands could accommodate both housing and a school. Should this be a possibility, and meet relevant standards for both, a recommendation of the CE Report is for the addition of a new SLO, attached to the school site as follows:

To provide for a school on these lands to the south of Stocking Avenue and to the west of the treeline located west of Stocking Wood Copse. Provision may also be made for residential development in conjunction with the school, subject to a masterplan to be agreed by the Planning Authority in consultation with the Department of Education and Youth. Notwithstanding the masterplan requirement, any planning application for a school on the subject lands shall be considered on its own merits.

Walking and Cycling to School – Active Travel

The County Development Plan 2022-2028 contains a number of policies and objectives which promote walking and cycling to school through measures such as identifying school sites that are as close as possible to the communities they serve, promoting initiatives such as the Green Schools and Schools Streets projects, and prioritising school routes for permeability projects and provision and enhancement of pedestrian and cycle ways, including SM2 Objective 7, COS8 Objective 1 and COS8 Objective 6.

The maps attached to this response shows the existing reserved school site provision (marked S) within three identified walking bands and the associated population growth – 1000m (1 km - shown in the lightest brown in the centre of the attached map); 1000-3000m (1-3 km), and 3000-5000m (3-5 km) – as

measured walking distance from the designated school site proposed for removal under Amendment No. 21.

There are no existing primary schools located with a 1000m (1 km) walking band of the subject site. This impacts the ability of parents to bring their children to school, or the older children to travel themselves, by walking or cycling. It is noted that a number of submissions raised the issue of having to travel by car outside their community to bring their children to primary school.

The CSO Small Area Census data indicates a population of 5,297 people approximately in 2022 within the 1km walking band. The Housing Supply Monitor data indicates that only one home has been completed within the 1km walking band on the subject site since 2022. However, there are 80 homes under construction and a further 373 permitted not commenced.

There are approximately 12 primary schools located within the 1km to 3km walking band, approximately 6 of which are located outside the M50 Corridor. By 2022, the population was approximately 28,881 people within this band. The estimated growth since 2022 is 3,369 people based on completed homes between Q3 2022 and Q1 2026. There are also a further 252 homes under construction and 664 homes permitted but not commenced.

Having regard to the information above, the removal of the school site objective would conflict with the policies and objectives set out in the current County Development Plan 2022-2026 to provide for school sites in accessible locations that are within walking distance of the serving catchment, as per SM2 Objective 7, COS8 Objective 1 and COS8 Objective 6.

In addition, the estimated population growth within each identified walking band area since 2022 and estimated potential growth based on residential schemes either permitted or under construction, as detailed above, support the Department's submission that the school site should be retained at this location to serve future needs based on current planning and construction activity within the 'RES-N' zoned lands.

Conclusion

It is recognised that these lands have contained a school site reservation for a considerable period of time without active delivery. However, following a review of the emerging population, development on the former Ballycullen-Oldcourt LAP lands have not yet been fully built out and development is also occurring outside the LAP area. Having regard to the Department of Education and Youths concern at the removal of this site and their reasons; to the further analysis carried out by the Planning Authority to ascertain the growth in the area; and to the submissions

received during the public consultation; it is considered that, on balance, the school reservation should be retained.

While the Department of Education and Youth confirmed the need for the designation of a school site at this location, they also indicated that there may be scope to provide for both a school and an element of residential development. Therefore, it is considered appropriate that the school site designation be retained with a new SLO, as recommended in the CE Report, to reflect the potential for both an urban school and housing.

CE Recommendation

To retain the school reservation objective and to insert a new Specific Local Objective for the site into Chapter 8 of the County Development Plan as follows:

COS8 SLO2

To provide for a school on these lands to the south of Stocking Avenue and to the west of the treeline located west of Stocking Wood Copse. Provision may also be made for residential development in conjunction with the school, subject to a masterplan to be agreed by the Planning Authority in consultation with the Department of Education and Youth. Notwithstanding the masterplan requirement, any planning application for a school on the subject lands shall be considered on its own merits.

Map A: Walking bands with 1km from reserved site shown in lightest brown (centre of map)

Map B: Status of Planning Permissions within the vicinity of the Stocking Lane reserved school site

Map of Proposed Amendment as Published

A discussion followed with contributions from Councillors E. Murphy, R. Mannion, A. Edge, L. Dunne, P. Cosgrave, Y. Collins, N. Whelan, A. Hayes, K. Keane, P. Holohan, P. Kearns, W. Carey and L. O'Toole. Mr C. Ward, Chief Executive responded to queries raised.

The Motion was **AGREED** and as a result **Motion 176 FALLS**

M176/0626 Item ID:91747

Proposed by Councillor R. Mannion

MOTION: To reject Amendment No. 21 - Stocking Avenue, Ballycullen (School Reservation), and retain the current designated school zoning.

REASON: Significant development in the area is likely to increase demand on local schools - the Dept. of Education observation note same concerns, and some current schools are already struggling to meet demand; additionally existing schools are all in excess of 1km from much of much of Stockingwood and adjacent developments, with steep topography, which seems counter intuitive to the county objective to encourage active travel.

Additional proposers: William Carey, Louise Dunne, Daniel Loftus, Niamh Whelan

Following the outcome of Motion 175 already considered, this Motion 176 must now FALL

The Motion **FELL**

Submissions outside Variation Lands

M179/0626 Item ID:91625

Proposed by Councillor F. Timmons, seconded by Councillor W. Carey

That this Council rejects the CE recommendation for Haughan's field and proposes an amendment to variation no. 2 to the County Development plan to zone these lands to Residential RES with an SLO on the lands as follows: No development shall commence until a masterplan has been agreed with the planning authority showing how approximately 2 ha maximum of land within the RES zoning will be integrated as part of housing development to deliver a sports centre / facility for local sports club including pitch, clubhouse and training pitches.

REASON:

To deliver much needed housing on fully serviced lands alongside needed local sporting facilities, pitches and clubhouse.

CE Response:

The motion seeks to zone 7.22 hectares of land as New-Residential, located in Corner Park at Heughans Field. The motion requests the rezoning is accompanied by an SLO as follows:

'No development shall commence until a masterplan has been agreed with the planning authority showing how approximately 2 ha maximum of land within the RES zoning will be integrated as part of housing development to deliver a sports

centre / facility for local sports club including pitch, clubhouse and training pitches.'

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. Planning authorities are requested to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

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.

Compact, Smart, Sustainable Growth

Newcastle is identified as a 'Self-Sustaining Growth Town' in the County Development Plan based on past and targeted growth. Self-Sustaining Growth Towns are described as containing 'a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining'.

Newcastle's population has expanded rapidly in recent decades; there has been a 200.5% growth between the years 2006 and 2022. As of the 2022 census, Newcastle had a population of 4,526 persons. Between Q3 2022 and the end of Q1 2026 (i.e. after the census in 2022) there were 342 units completed in Newcastle, amounting to an increase of an estimated 992 people (estimating an average persons per dwelling of 2.9 persons) suggesting a current total population of approximately 5,500 persons. Newcastle is classified under Metropolitan Towns and Villages (>1,500 population) and as such NPO 17 applies

The National Planning Framework (NPF) First Revision states National Policy Objective (NPO 17) as:

In each Regional Assembly area, settlements not identified in Policy 4 or 5 of this Framework, may be identified for significant (i.e. 30% or more above 2022 population levels) rates of population growth at regional and local planning stages, provided this is subject to:

- Agreement (regional assembly, metropolitan area and/or local authority as appropriate);*
- Balance with strategies for other urban and rural areas (regional assembly, metropolitan area and/or local authority as appropriate), which means that the totality of planned population growth has to be in line with the overall growth target; and*
- A co-ordinated strategy that ensures alignment with the delivery of investment in infrastructure and the provision of employment, together with supporting amenities and services.*

The overall population growth target referred to in NPO 3 for the Eastern and Midlands region is 50% of new housing within Dublin City and Suburbs footprint and 30% of all new housing elsewhere within existing urban footprints.

In relation to NPO 17, it is applicable to Newcastle. Newcastle has seen an increase of approximately 22% from the Census 2022 figures, this is below the 30% referenced in the NPO but alongside the existing lands and the proposed Variation Amendment no. 1, there is potential for growth to exceed the 30% by 2028 or shortly thereafter.

Proposed Variation

In recognising that there has been significant and ongoing growth in the last decade or more in Newcastle, the Planning Authority has not put forward significant areas for further housing development in Newcastle in this proposed variation. However, it was considered appropriate and beneficial to the wider area to rezone lands at Ballynakelly, as outlined in Amendment no. 1 of the proposed Variation.

A significant influence in identifying the lands within Amendment no. 1 in Newcastle was the inclusion of brownfield lands within it, the existing access point to the unfinished development which has been designed in to adjacent development and the ability to link the proposed residential zoning to open space amenity lands and provide for the reservation of a school site. In this context, it is considered to meet key objective of NPO 17, outlined above. The Amendment lands also align well with the Development Plan requirement to align development with infrastructure and amenities, while also facilitating the County Development Plan objective COS8 SLO1 to identify a school site for this catchment area.

While the added value being proposed for local sporting facilities is recognised and the proposed location has merits in terms of sequential growth, having regard

to the reasons outlined above and to the fact that the Variation identifies sufficient and suitable land to meet the requirements of the new targets and additional provision, it is considered that the rezoning of Haughan's Field in Corner Park is unnecessary and may lead to excessive growth in Newcastle at this time.

Preliminary Environmental Evaluation

A preliminary environmental evaluation in the context of Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment were carried out during the public consultation process and can be found on page 806-807 of the CE Report.

'SEA: A relatively large site these lands could potentially conflict with material asset Strategic Environmental Objectives (SEOs) given the absence of public transport, poor linkages to existing settlement and potential loss of limited hedgerow network. There is risk of conflict 806 with population, human health, and climate change SEOs due to lack of viable public transport issues. It is uncertain if there is risk in relation to water and wastewater services. Given that Newcastle has grown considerably under the Local Area Plan, 22% since the 2022 census alone, it is important to ensure

AA: Given the presence of hydrological pathway, the potential for likely significant effects would not be ruled out at the screening stage and these proposed amendments would need to be subject to appropriate assessment and consideration as part of the Natura Impact Report (NIR) of the proposed Variation. It is noted that the NIR of the proposed Variation identified conceivable impacts arising from land use activities associated with future residential development. The NIR has set out all necessary safeguards to ensure that the implementation of the proposed Variation, and the land use activities arising from it, will not result in adverse effects in European Sites. These lands would require further investigation to ensure the safeguards that are set out in the existing NIR will provide appropriate protection to European Sites from any land use activities that may arise from future residential development at this location.

SFRA: The lands are not within Flood Zones A or B.'

Conclusion

In summary, Newcastle has seen significant growth over the past two decades. Given this, it is important that the Planning Authority phases further growth in a manner consistent with sustainable development. The lands proposed in Amendment no. 1 of the Variation fulfil the provision for additional housing in Newcastle and meet the needs of the wider area at this time.

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.

CE Recommendation:

No change to the proposed Variation

[SDCC Location Map](#)

Following contributions from Councillors F. Timmons and W. Carey, Mr C. Ward, Chief Executive responded to queries raised.

The Motion was **AGREED**

M180/0626 Item ID:91793

Proposed by Councillor A. Edge, seconded by Councillor A. Smyth

That this Council considers the submission for Tier 1 recognition for Sustained Infill Lands adjacent to 21 Elmcastle Court, Kilnamanagh, Dublin 24, Folio number DN256256F and to consider the rezoning from OS to Res in this Variation 2 process, as the lands are currently zoned objective OS: Reason: To preserve and provide for open space and recreational amenities in the current Development Plan 2022-28. These lands are not a public amenity, are in private ownership and as per the parent permission was always intended to be residential with a detached house on the site adjacent to 21 Elmcastle Court.

CE Response:

This motion is in relation to the designation of lands adjacent (north/northeast of site) to 21 Elmcastle Court, Kilnamanagh and consider rezoning from OS to RES as part of Variation No. 2 of the South Dublin County Development Plan (CDP) 2022-2028. The land parcel in question is c. 0.09ha.

Planning History Overview (to the extent known):

- A house was indicated on plans from a Grant of Planning Permission with Conditions in 1972 from Dublin County Council.

Original Application (1972)

Proposal: 150 Houses and sites for shopping centre, public houses, church, primary school, community buildings and filling stations.

Decision: Grant Permission subject to Conditions 31/8/1972

Decision Number: P/2209/72

- This permission was appealed and the Grant of same was upheld by An Board Pleanála (ABP) with conditions in 1973.

Appeal of Original Application (1973)

Ref: P.C. 13449/11940

Appeal date: 5/3/73

Appeal Decision: Grant Permission Subject to Conditions (conditions not relevant to site in questions)

- Lands are shown as zoned residential in 1983 Dublin County Development Plan.
- Lands were rezoned OS in 1998 South Dublin County Development Plan (SDCC CDP Mapping) and have remained zoned OS since then.
- The lands are not currently maintained by SDCC. This has been confirmed by SDCC Public Realm.
- Application for Planning Permission in 2023 (SD23A/0222), this was subsequently refused by the SDCC and An Coimisiún Pleanála (ACP) on the basis of the OS zoning. The application related to the development of two residential units.

Application Ref: SD23A/0222

Proposal: (i) The construction of two number four bedroomed detached houses with dormer structures and all associated works. The houses consist of living room, utility, kitchen, WC and store at ground floor, three bedrooms, WC and store at first floor bedroom/attic area with ensuite at dormer attic level. (ii) raising existing side boundary wall to 2m high up to main building line on the northeast, construction of new boundary wall between two dwellings and new 3.5m wide front entrances to both dwellings. (iii) private amenity space, boundary treatment, landscaping, SuDS drainage and all ancillary works necessary to facilitate the development. (iv) removal of existing trees at south-east of the site and replanting of same species trees to the north-east (v) extending the public road and footpath to be taken in charge on Elmcastle Court and relocating existing public lighting pole at south-east of site.

- An Enforcement case was opened by SDCC for a wall constructed around the site which was considered not to be exempted developed and considered unauthorised by SDCC enforcement.
- An application was then submitted in 2025 related for the retention of the wall around the area of zoned open

space (SD25B/0573W). SD25B/0573W proposal: Retention of north-eastern boundary wall (height 1.3m), including a 1.57m wide pedestrian entrance

- The application for retention of the north-east boundary wall, including a 1.57m wide pedestrian entrance was granted on appeal by An

Coimisiún Pleanála giving the following reasons and considerations:

'Having regard to the South County Development Plan 2022-2028, to the design and height of the boundary wall and the entrance for retention bounding an area zoned for open space and to the configuration of the wall and the opening which allows for the area to continue to function as open space, the development proposed to be retained is consistent with the 'OS' zoning objective for the site, protects green infrastructure, is designed to be accessible and safe, contributes appropriately towards residential amenity in the area and is not out of character with the receiving environment and with no significant traffic safety issues or environmental issues noted, it is considered that subject to compliance with the conditions set out below that the development proposed to be retained does not impact negatively on the residential or visual amenities of the area or of properties in the vicinity. The development proposed to be retained would, therefore, be in accordance with the proper planning and sustainable development of the area'

Conclusion

The original plans from 1972 indicated the provision of 1 No. Unit on the lands in question.

Notwithstanding this, no development occurred and this area of land became visual and functional open space since 1998 (as per earliest SDCC CDP Mapping) but is not maintained by SDCC Public Realm.

As outlined above, in recent history, An Coimisiún Pleanála made a decision to grant retention permission for a wall and opening, following a refusal by SDCC. The decision of ACP is to permit the area to be walled off was linked to the 1.57m pedestrian entrance being provided in the wall which continues to facilitate public access to the area of zoned Open Space.

An Coimisiún Pleanála's decision on the retention for the wall and entrance, and on the previous application for two houses, was primarily based on the current Open Space zoning and the use types that are permitted within it.

However, on balance, and having regard to the planning history of the site, it is considered that the lands could be rezoned from objective 'OS' to zoning objective RES, reflecting the original grant of permission by Dublin County Council and the retention permission for a wall around the lands, notwithstanding the gap provided

for public access. The policies and objectives of the County Development Plan will apply to any future proposal.

CE Recommendation

Agree motion and amend the zoning objective from Open Space (OS) to Residential (RES)

[SDCC Location Map](#)

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

H2/0626 Item ID:91657

Proposed by Planning

Proposed Variation No. 2

[\(a\) Variation No. 2](#)

[\(b\) Written Statement](#)

[\(c\) Book of Maps](#)

[\(d\) Appendices](#)

[\(e\) Settlement Capacity Audit](#)

The Reports were **NOTED**

H3/0626 Item ID:91658

Proposed by Planning

Environmental Assessments

- **SEA**
- **AA**
- **SFRA**

[\(a\) SEA - Environmental Report](#)

[\(b\) SEA Non-Technical Summary](#)

[\(c\) Annex](#)

[\(d\) SEA Screening Determination](#)

[\(e\) Natura Impact Report](#)

[\(f\) AA Screening Determination](#)

(g) SFRA

The Reports were **NOTED**

H4/0626 Item ID:91659

Proposed by Planning

CE Amendments

CE Amendments

The Report was **NOTED**

H5/0626 Item ID:91660

Proposed by Planning

Resolution

Mr E. Burke, Director of Services outlined to the Members pursuant to Section 58 (12) of the Planning & Development Act 2024 that we move forward to the next stage of the process.

The following resolution was proposed by Councillor A. Edge, seconded by Councillor F. Timmons and **AGREED**

In accordance with section 58 (12) of the Planning and Development Act 2024, as amended, and having considered the Proposed Variation to the County Development Plan 2022-2028 (NPF Implementation: Housing Growth) and the report of the Chief Executive in accordance with section 58(12)(a), and having had regard to the proper planning and sustainable development of the area, this Council hereby resolves to make a modified version of the Proposed Variation in accordance with the Chief Executive's recommended proposed amendments and the Elected Members proposed amendments approved at this meeting and, given that certain proposed modifications constitute material alterations to the Proposed Variation, resolve to publish notice of the proposed material alterations and any changes consequent to those material alterations for public consultation.

Councillor E. Murphy on behalf of all the Members thanked the Chief Executive, the Director and the Planning Team for all their hard work.

The meeting concluded at 19.57

Signed: _____

Mayor

Date: _____