

PRE-DRAFT CONSULTATION

CLONBURRIS STRATEGIC DEVELOPMENT ZONE
(SDZ) PLANNING SCHEME

CHIEF EXECUTIVE' S REPORT ON SUBMISSIONS
RECEIVED

MAY 2016

Contents	Page no.
1.0 Introduction	1
1.1 Purpose of the Report	1
1.2 Background	1
1.3 Public Consultation	2
2.0 Details of the Consultation Process	3
2.1 Outline of Public Consultation Process	3
2.2 Landowners Briefing	5
2.3 Public Information Sessions	5
3.0 Details of the Submissions	6
3.1 Introduction	6
3.2 List of Persons, Organisations and Bodies	6
3.3 Summary of Issues Raised in Submissions	12
3.4 Overview of Issues Raised	13
4.0 Categorisation and Summary of Issues Raised	15
5.0 Conclusions and Next Steps	88
Appendices	
Appendix A: Public Consultation Brochure with Postcard	89
Appendix B: Public Consultation Portal	90
Appendix C: Newspaper Notice	91
Appendix D: List of Attendees at the Landowner Briefing on the 15 th March, 2016.	92
Tables	
Table 2.1: Observations Breakdown from the Online Consultation Portal	4
Table 3.1: Overview of Submissions	6
Table 3.2: List of Persons, Organisations and Bodies who made Submissions	6
Table 3.3: Breakdown of Issues for all Categories.	12

1.0 Introduction

1.1 Purpose of the Report

As the specified Development Agency, South Dublin County Council intends to prepare a Draft Planning Scheme for lands at Clonburris in accordance with Part IX of the Planning and Development Acts 2000 – 2010 (as amended) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011. The Council undertook non-statutory pre-draft public consultation in March / April 2016 to inform the preparation of the Draft Planning Scheme. A total of 140 submissions were received. The purpose of this Chief Executive's Report is to summarise issues raised during the pre-plan public consultation.

1.2 Background

On 15th December 2015, the Government ordered the designation of approximately 280 hectares of land at Clonburris, as a site for the establishment of a Strategic Development Zone (SDZ). Order 2015 (S.I. No. 604 of 2015) established and extended the designated area for Balgaddy-Clonburris SDZ. A revised Planning Scheme must be made for the designated area not later than 2 years after the making of the Order. Under the Designation of Strategic Development Zone: Balgaddy – Clonburris, South Dublin County Order 2015, the lands which are deemed to be of economic and social importance to the state, are:

“designated as a site for the establishment of a strategic development zone in accordance with the provisions of Part IX of the Act for residential development and the provision of schools and other educational facilities, commercial activities, including employment office, hotel, leisure and retail facilities, rail infrastructure, emergency services and the provision of community facilities as referred to in Part III of the First Schedule to the Act, including health and childcare services.”

The Planning Scheme is the land use document that sets out the detailed framework for development on the lands, including the type and extent of development permissible, proposals relating to transport, services, amenities and facilities required to support the new development. The Planning Scheme(s) is made by the relevant Planning Authority and if subsequently appealed, determined by An Bord Pleanála. An Environmental Report (ER) and Appropriate Assessment (AA) Screening Report will be prepared in respect of the Draft Planning Scheme.

At a strategic level the development of these lands will deliver housing to meet growth targets in both the Dublin Metropolitan area and South Dublin County. The purpose of an SDZ Planning Scheme is to ensure the delivery of residential and commercial / economic development together with supporting infrastructure and facilities in a sustainable manner on a strategic site – a sustainable community rather than solely a housing or commercial development.

The making of a Planning Scheme for these lands would revoke the existing Strategic Development Zone Planning Scheme and a Local Area Plan, for adjoining lands, both of which were adopted in 2008. The existing Planning Scheme will remain in place until such time as superseded by the new Planning Scheme for the area.

1.3 Public Consultation

Whilst there is no requirement in Section 169 of the Planning and Development Act 2000 (as amended) to carry out pre-draft public consultation in respect of a proposed Planning Scheme, legislation does not preclude a Development Agency from taking whatever steps it considers necessary to consult with the public and other stakeholders. It is on this basis that South Dublin County Council undertook non-statutory pre-draft consultation. The consultation took place over a four week period from Monday 14th March to 4pm on Monday 11th April 2016. Information was disseminated to the public and submissions were invited, with 140 submissions received in total.

2.0 Details of the Consultation Process

2.1 Outline of Public Consultation Process

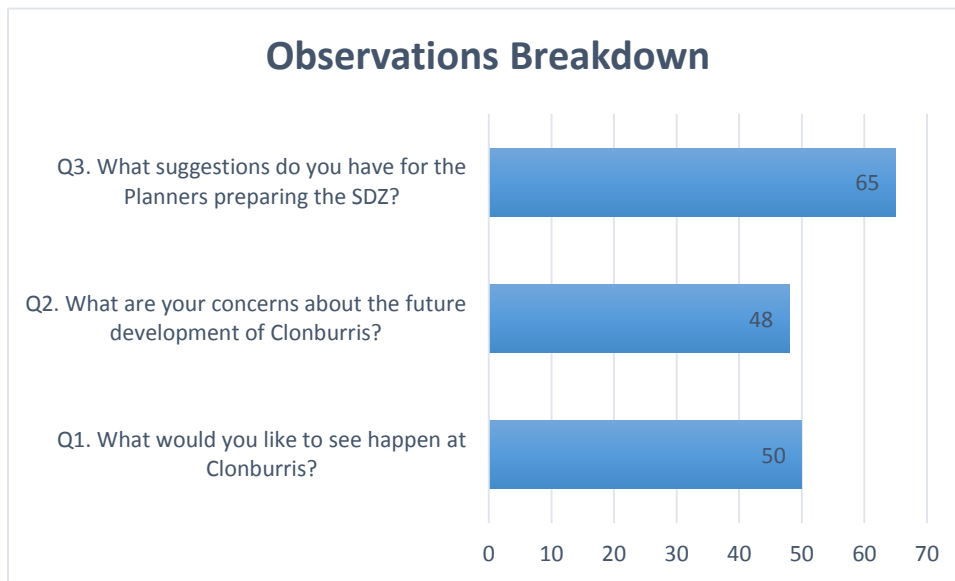
The pre-draft consultation took place over a four week period from Monday 14th March to Monday 11th April 2016 and involved the following steps:

- Notification of pre-draft consultation was published in the Irish Times, Gazette and Echo newspapers on Monday 14th March (see Appendix B).
- The pre-draft Public Consultation was officially launched by Mayor Sarah Holland in the Council Chamber on Monday 14th March 2016. A Press Release and accompanying photographs were issued to local press in South Dublin County.
- Information was made available on the Council's website www.sdcc.ie and public displays were available at County Hall, Tallaght, Civic Offices, Clondalkin, Lucan Library and at The Mill Shopping Centre, Clondalkin.
- Information was made available and submissions were invited on the Council's Online Consultation Portal at <https://consult.sdublincoco.ie>. (see Appendix B). Pre-draft public consultation on the Clonburris SDZ was the first SDCC plan / project to invite submissions using the new dedicated online consultation portal. Submissions were invited and framed under the following three questions:
 1. What would you like to see happen at Clonburris?
 2. What are your concerns about the future development of Clonburris?
 3. What suggestions do you have for the Planners preparing the SDZ?

The responses to these three questions are included in section 3.3 "Summary of Issues Raised in Submissions of this report".

The breakdown of the number of observations received through the Online Portal in response to each question is summarised as follows:

Table 2.1: Observations Breakdown from the Online Consultation Portal



- A Facebook and Twitter campaign took place during the four week consultation process, resulting in 562 visits to the Council's Online Consultation Portal website.
- A significant brochure distribution campaign took place in the environs of the Clonburris SDZ, including the Lucan and Clondalkin areas. The brochure included a pre-paid postcard allowing members of the public to post their responses directly to the Land Use Planning & Transportation Department (see appendix A).
- Two Public Information Sessions took place at both Civic Offices, Clondalkin and Lucan Library on Wednesday 23rd March from 4pm to 7pm.
- A range of information was distributed to local community and residents groups through the South Dublin Public Participation Network (PPN); the PPN organised two workshops for members from the Lucan and Clondalkin areas on Wednesday 6th and Thursday 7th April 2016.
- Letters issued to the Minister of the Environment, Community & Local Government, An Bord Pleanála and Prescribed Authorities. This information included an invitation for submissions/observations up to 4pm on Monday 11th April.
- An SDZ landowner briefing took place at South Dublin County Council offices on Tuesday 15th March 2016, 31 landowners and related representatives attended the briefing.

2.2 Landowners Briefing

SDCC hosted a briefing meeting with landowners in the offices of SDCC on Tuesday 15th March 2016 at 2pm. 31 persons representing landowners attended this briefing. At the briefing a presentation was given setting out the following;

- Site and regional context of the SDZ.
- Government Designation of the SDZ.
- Background: the 2008 Planning Scheme.
- Context of 2016 Planning Scheme.
- Key Issues.
- Land ownership.
- Overview of the SDZ preparation process & key dates.
- Public consultation process.

Issues raised by the landowners included the following;

- What role has the Local Authority in carrying out the Planning Scheme and what agreements will be made with landowners?
- Is there a difference between the Planning Authority and the 'Designated Agency'?
- Densities;
 - Is there scope to investigate the indicated 50 dwellings per hectare?
 - Densities of 50 dwellings per hectare are usually applied to apartments. The current need is for housing. More appropriate densities should be applied to housing. Lower densities should be considered.
 - What is the difference between gross and net density – there can be significant differences.
- How will infrastructure be funded e.g. through the Development Contribution Scheme?
- What will be the Council's approach to the phasing of development?
- Privacy: The Planning Scheme should seek to protect residential amenity of existing adjacent dwellings.

2.3 Public Information Sessions

Public information sessions were held at both Lucan Public Library and Clondalkin Civic Offices on Wednesday 23rd of March between 4pm and 7pm. At these public information sessions Council staff were available to answer questions on a one-to one basis and to assist in making a submission from members of the public. The total number of people that attended the public information sessions came to 20.

3.0 Details of the Submissions

3.1 Introduction

A total of 140 submissions were received, the breakdown of submissions is as follows:

Table 3.1: Overview of Submissions

Online Portal Submissions	66
Postcard Submissions	59
Postal / Handed Submissions	15
Total	140

All submissions were read, analysed and summarised. A list of the persons, organisations and bodies that made submissions is provided under Section 3.2, an overview of issues raised is provided in Section 3.4 and a categorisation and summary of the issues raised in the submissions is provided under Section 4.

3.2 List of Persons, Organisations and Bodies

The following table lists the persons, organisations and bodies that made written submissions. Each submission has been assigned an independent reference, which can be cross referenced against the issues set out in Section 3.3.

Table 3.2: List of Persons, Organisations and Bodies who made Submissions

Person	Company (if applicable)	Body Represented (if applicable)	Ref
Stephen O' Rafferty			PREDRAFTCLONSDZ0001
Catherine Clarke			PREDRAFTCLONSDZ0002
James Cox			PREDRAFTCLONSDZ0003
Alan Hughes			PREDRAFTCLONSDZ0004
Aine McKinlay			PREDRAFTCLONSDZ0005
Corey Sammon			PREDRAFTCLONSDZ0006
Alan Brierton			PREDRAFTCLONSDZ0007
Alan Brierton			PREDRAFTCLONSDZ0008
Alan Brierton			PREDRAFTCLONSDZ0009
Alan Brierton			PREDRAFTCLONSDZ0010
Alan Brierton			PREDRAFTCLONSDZ0011

William Lavelle			PREDRAFTCLONSDZ0012
Eamon Brennan			PREDRAFTCLONSDZ0013
Allan Dwyer			PREDRAFTCLONSDZ0014
ANTHONY MCDERMOTT			PREDRAFTCLONSDZ0015
Valerie Ennis			PREDRAFTCLONSDZ0016
Muhammad Anwar Malik	Ahmadiyya Muslim Association		PREDRAFTCLONSDZ0017
Maria Smith			PREDRAFTCLONSDZ0018
Brian Wylie	Iarnród Éireann		PREDRAFTCLONSDZ0019
Peter Martin			PREDRAFTCLONSDZ0020
Niamh Brennan			PREDRAFTCLONSDZ0021
Paul Brennan			PREDRAFTCLONSDZ0022
Cllr. Emer Higgins			PREDRAFTCLONSDZ0023
ZAHEER AHMAD			PREDRAFTCLONSDZ0024
Sean Giblin	Finnstown Fairways Residents Association		PREDRAFTCLONSDZ0025
Dr Mashood Ahmed	Ahmadiyya Muslim Association Ireland		PREDRAFTCLONSDZ0026
Andy Lane			PREDRAFTCLONSDZ0027
Tayyaba Mashood			PREDRAFTCLONSDZ0028
Cait Carmody			PREDRAFTCLONSDZ0029
Jackie Mahon			PREDRAFTCLONSDZ0030
Aleem Uddin			PREDRAFTCLONSDZ0031
Fareeha Aleem			PREDRAFTCLONSDZ0032
Shamifa Zaheer			PREDRAFTCLONSDZ0033
Sajida Aleem			PREDRAFTCLONSDZ0034
Niall Hare	Kishoge Community College		PREDRAFTCLONSDZ0035
Ciara McHugh			PREDRAFTCLONSDZ0036
Anwar Ul Haq Malik			PREDRAFTCLONSDZ0037

Rafiq Ahmed			PREDRAFTCLONSDZ0038
Mary Mahon			PREDRAFTCLONSDZ0039
Frances Fitzgerald TD			PREDRAFTCLONSDZ0040
Daniyal Ahmed			PREDRAFTCLONSDZ0041
Izza Afrinish Ahmed			PREDRAFTCLONSDZ0042
Zahid Kamran			PREDRAFTCLONSDZ0043
Justin Byrne	Lucan Planning Council		PREDRAFTCLONSDZ0044
Madeleine Johansson	People Before Profit		PREDRAFTCLONSDZ0045
Hines Real Estate Ireland Limited	Hines Real Estate Ireland Limited		PREDRAFTCLONSDZ0046
Latifat Olagoke	Afra-Eorpach		PREDRAFTCLONSDZ0047
Ahmed Muzaffar			PREDRAFTCLONSDZ0048
Ed O'Brien	Fianna Fail Dublin Mid-West		PREDRAFTCLONSDZ0049
Declan O'Leary	Lucan Stansfield's GAA		PREDRAFTCLONSDZ0050
Tesco Ireland Limited	Tesco Ireland Limited		PREDRAFTCLONSDZ0051
Manager Dau	Dept. of Arts, Heritage and the Gaeltacht		PREDRAFTCLONSDZ0052
John Spain	John Spain Associates		PREDRAFTCLONSDZ0053
Joint Landowners			PREDRAFTCLONSDZ0054
Cairn Homes Plc			PREDRAFTCLONSDZ0055
Darran Quaile			PREDRAFTCLONSDZ0056
John Spain	John Spain Associates		PREDRAFTCLONSDZ0057
Una Ruddock			PREDRAFTCLONSDZ0058
Deirdre O'Connor National Asset Management Agency	NAMA		PREDRAFTCLONSDZ0059
Elisa Goode	Forward Planning Section Department of Education & Skills		PREDRAFTCLONSDZ0060

Attracta Uí Bhroin	The Finnstown Input Group, The FIG		PREDRAFTCLONSDZ0061
Jamie Moore	South Dublin County Public Participation Network		PREDRAFTCLONSDZ0062
John McGivney	Finnstown Abbey Residents Association		PREDRAFTCLONSDZ0063
Peter Corby	Griffen Glen Residents Association		PREDRAFTCLONSDZ0064
Tanya Ganly Trish Thompson	Glen Vale Residents Association		PREDRAFTCLONSDZ0065
Kevin Farrell	Lucan Together for Quality of Life		PREDRAFTCLONSDZ0066
Emer Managan			PREDRAFTCLONSDZ0067
Linda Black			PREDRAFTCLONSDZ0068
J. Burke			PREDRAFTCLONSDZ0069
Andrea Tumulty			PREDRAFTCLONSDZ0070
Paddy Jackson			PREDRAFTCLONSDZ0071
Theresa Whelan			PREDRAFTCLONSDZ0072
Niall Coyle			PREDRAFTCLONSDZ0073
Sean Young			PREDRAFTCLONSDZ0074
Richard Doyle			PREDRAFTCLONSDZ0075
Liz McMahon			PREDRAFTCLONSDZ0076
Edward Kelly			PREDRAFTCLONSDZ0077
Frank Garvey			PREDRAFTCLONSDZ0078
Paul Paul			PREDRAFTCLONSDZ0079
Ann McDermott			PREDRAFTCLONSDZ0080
Amanda Houlihan			PREDRAFTCLONSDZ0081
Jeanine Nolan			PREDRAFTCLONSDZ0082
Charlie McGroarty			PREDRAFTCLONSDZ0083
Glenda Taylor			PREDRAFTCLONSDZ0084
Maureen Stokes			PREDRAFTCLONSDZ0085

Brian O'Donovan			PREDRAFTCLONSDZ0086
Linda Halpin			PREDRAFTCLONSDZ0087
Ann Marie Gillespie			PREDRAFTCLONSDZ0088
Martha Giblin			PREDRAFTCLONSDZ0089
Pat Collopy			PREDRAFTCLONSDZ0090
Paul Keating			PREDRAFTCLONSDZ0091
Jill Meredith			PREDRAFTCLONSDZ0092
Teresa O'Leary			PREDRAFTCLONSDZ0093
Martin Finn			PREDRAFTCLONSDZ0094
Selien Devereux			PREDRAFTCLONSDZ0095
Niall Charleton			PREDRAFTCLONSDZ0096
Louise Murray			PREDRAFTCLONSDZ0097
Noeleen Murray			PREDRAFTCLONSDZ0098
Marianna McCabe			PREDRAFTCLONSDZ0099
Helen McGinnity			PREDRAFTCLONSDZ0100
Anonymous			PREDRAFTCLONSDZ0101
Declan Hanley			PREDRAFTCLONSDZ0102
SAI			PREDRAFTCLONSDZ0103
T. Cummins			PREDRAFTCLONSDZ0104
Mary Mahon			PREDRAFTCLONSDZ0105
Tim Scannell		Cappaghmore Residents Association	PREDRAFTCLONSDZ0106
The Heapes Family			PREDRAFTCLONSDZ0107
Ciaran O'Toole			PREDRAFTCLONSDZ0108
Tara Cowley		Dublin Airport Authority	PREDRAFTCLONSDZ0109
Cllr. Ed O'Brien			PREDRAFTCLONSDZ0110
Cllr. Ed O'Brien			PREDRAFTCLONSDZ0111
John & Beverly Power			PREDRAFTCLONSDZ0112
Tracy Armstrong		Kelland Homes Ltd	PREDRAFTCLONSDZ0113

Garrett Burike			PREDRAFTCLONSDZ0114
Amanda Drury			PREDRAFTCLONSDZ0115
Sandra Coleman			PREDRAFTCLONSDZ0116
Cllrs. V. Casserly & K. Egan			PREDRAFTCLONSDZ0117
Sandra Tyrell			PREDRAFTCLONSDZ0118
Alan Ryan			PREDRAFTCLONSDZ0119
Barry Gilmartin			PREDRAFTCLONSDZ0120
Emily Malcolm			PREDRAFTCLONSDZ0121
Ian Lumley			PREDRAFTCLONSDZ0122
Catherine Gavin	Health Service Executive	EHO	PREDRAFTCLONSDZ0123
Wayne Scott			PREDRAFTCLONSDZ0124
Astrid Scott			PREDRAFTCLONSDZ0125
Rafal Kowalski			PREDRAFTCLONSDZ0126
Jean O'Brien			PREDRAFTCLONSDZ0127
Michelle McGregor			PREDRAFTCLONSDZ0128
John Coleman			PREDRAFTCLONSDZ0129
Shirley Kavanagh			PREDRAFTCLONSDZ0130
Peter McGregor			PREDRAFTCLONSDZ0131
Michael McAree		National Transport Authority	PREDRAFTCLONSDZ0132
Tom Shanahan			PREDRAFTCLONSDZ0133
Abdul Monem Janjua			PREDRAFTCLONSDZ0134
Brenda Dowling			PREDRAFTCLONSDZ0135
James Haughton			PREDRAFTCLONSDZ0136
Catherine Madden		Department of Defence	PREDRAFTCLONSDZ0137
Olivia Morgan	Transport Infrastructure Ireland	Transport Infrastructure Ireland	PREDRAFTCLONSDZ0138
David Byrne	ESB Networks		PREDRAFTCLONSDZ0139

No Details No Details			PREDRAFTCLONSDZ0140
-----------------------	--	--	-------------------------------------

3.3 Summary of Issues Raised in Submissions

All 140 of the submissions received by the Council were read and analysed. A total of 706 issues were identified and summarised in order to help inform the preparation of a Draft Planning Scheme for Clonburris SDZ.

Many of the issues raised were interrelated and therefore categorised under 19 separate category headings for the purpose of identifying the issues that were raised more frequently. Each of the category headings together with the number of times that issues were raised in relation to each heading is detailed below.

Table 3.3: Breakdown of Issues for all Categories.

Category	Issues Raised	% of Total
General Comments	55	7.79%
Density	32	4.53%
Design	50	7.08%
Housing	50	7.08%
Community Facilities	101	14.31%
Schools	33	4.67%
Infrastructure	21	2.97%
Transport Network	74	10.48%
Public Transport	62	8.78%
Environment	30	4.25%
Grand Canal	29	4.11%
Heritage	1	0.14%
Public Open Space	58	8.22%
Employment	32	4.53%
Retail	19	2.69%
Economic Viability	7	0.99%
Phasing & Implementation	28	3.97%

Adamstown SDZ	19	2.69%
Anti-social Behaviour	5	0.71%

In terms of the issues that were raised most frequently, the highest number (101 times/14.3% of issues raised) related to the provision of community facilities.

The second highest proportion of issues raised (74 times/10.4%) related to transport network.

The third highest proportion of issues raised (62 times/8.7%) related to public transport. Other issues that featured prominently related to public open space (58 times / 8.2%), general comments (55 times/7.7%), housing and design (both 50 times / 7%).

A brief overview of some of the issues that were raised most frequently is provided in the section below.

3.4 Overview of Issues Raised

Community Facilities

Many of the issues raised under this topic heading requested the provision of playgrounds, sports and leisure facilities, community buildings and youth facilities. Other community facilities requested include libraries, a multi-cultural centre, garda stations, fire stations, religious buildings and burial grounds. Submissions also seek the provision of nursing homes and public health facilities such as an outreach facility of Tallaght Hospital.

A number of submissions seek the development of a sustainable community where people want to live. Submissions also indicate that the SDZ planning scheme should provide 'community gain' for the surrounding existing communities in Lucan and Clondalkin. In order to fulfil the needs of the community, community groups and organisations want to be fully involved in the preparation of the Planning Scheme.

Transport network

Submissions received under this category expressed concern regarding traffic congestion and the future development of Clonburris SDZ. A number of submissions make suggestions to reduce car use including traffic diversions, restricting car parking areas and providing more cycle paths. Many suggestions were made for improvements to the road network in the area including the re-alignment of the Ninth Lock Road, the completion of the link road to the Celbridge Road, providing better links to the M4, N7, M50 and providing high quality cycle routes. The National Transport Authority provides a detailed submission outlining policies and objectives to be included in the Planning Scheme with regard to transport infrastructure.

Public transport

Concern was expressed regarding the poor level of public transport serving the locality and the impact of the future development of Clonburris on public transport. Many submissions seek improvements to public transport including the provision of additional buses and extra bus routes, provide an extension of the Luas light rail to Clonburris, opening the railway station at Kishoge, provide rail / bus links to the city centre and provide a link between Kishoge train station and Grange Castle Business Park. Other suggestions include increasing the number of daily stops at the Fonthill/Clondalkin railway station and providing bus shelters at bus stops with real time information. The National Transport Authority and Iarnród Éireann provide a detailed submission outlining policies and objectives to be included in the Planning Scheme with regard to public transport.

Public open space

The main issues raised under this heading seek the provision of playgrounds / play area, parklands / green areas and playing pitches. The quantum and location of public open space is raised in a number of submissions with some requesting their location in proximity to schools for use by school children. Other issues raised include the provision of allotments, the provision of a hardwood urban forest, a nature reserve and tree planting.

Design

Issues raised under this heading are broad and multi-faceted. Many of the submissions request that the design of the planning scheme provide mixed house types and family friendly homes with adequate garden sizes. Submissions were made seeking a restriction on building heights and the provision of high quality architectural design. Other submissions make design suggestions with regard to the provision of active street frontage, the separation of pedestrian / cycle routes from roads, road widths, adequate parking spaces, pedestrian bridges over the canal and permeability links.

4.0 Categorisation and Summary of Issues Raised

This section categorises and summarises the issues raised in the submissions. The submission reference for each comment is included (cross reference to Table 3.2).

General Comments

1. A meeting or workshop with South Dublin County Council would be welcomed in order to progress the preparation and subsequent implementation of a realistic Planning Scheme. Clonburris lands have been designated as a SDZ since 2006 but no development has taken place other than the construction of the Fonthill Rail Station, which is underutilised. ([PREDRAFTCLONSDZ0113](#))
2. Before the Draft Planning Scheme is published it is requested that the Development Agency arrange individual meetings/ workshops with the landowners (Cairns Homes Plc, Everglade Properties, Dietacarron and Kelland Homes) to understand their submissions and to get agreement on the fundamental aspects of the Planning Scheme prior to publication. Group workshops would be useful. SDCC is charged by Government to deliver the Clonburris SDZ project and this unique role needs to be recognised and the appropriate structures put in place. SDCC had two roles Development Agency and Planning Authority and there should be a clear demarcation of roles from the outset. The success of the Planning Scheme will, to a large extent, be dependent on the Development Agency being adequately structured and resourced to drive the delivery of the Planning Scheme from the outset. ([PREDRAFTCLONSDZ0054](#))
3. Cairns Homes Plc has only recently gained control over the Clonburris lands and has appointed a team to work through a range of design and technical studies. A meeting is requested with SDCC to agree specific design and technical details in relation to the Cairn Homes Plc lands which comprise c.178 acres (72 hectares). A Plan has been prepared and submitted by Metropolitan Workshop representing the current thoughts on the overall master planning approach to the Cairn lands. ([PREDRAFTCLONSDZ0055](#))
4. A landowner at Clonburris is currently preparing Master planning proposals for their land bank and will wish to engage with the Development Agency during the course of the preparation of the Scheme. ([PREDRAFTCLONSDZ0056](#))
5. It is suggested that a detailed Socio-Economic report should be prepared at the outset to inform the preparation of the new SDZ Scheme, taking into account some of the following considerations: - 1. The socio-economic history of the general area has been established since the 1960's when north-Clondalkin was developed as a residential area under the auspices of the then Dublin Corporation, within the then Dublin County Council administrative area, with Government financial support for infrastructure and social housing; 2. These extensive developments have established a socio-economic context into which any future development will have to fit; 3. Clonburris is not an area that can carry a burden of substantial general and public transport infrastructure

costs; 4. Substantial Government funding (or other public sources) should be sought by the Agency to subvent infrastructure costs and to ensure affordability of residential units. ([PREDRAFTCLONSDZ0056](#))

6. The position of the family property is within the Clonburris SDZ boundary. Concern is raised as to the future of the property and what impact development of the SDZ will have on the property. This information should be taken into consideration in the Pre-Draft Consultation on the Clonburris SDZ. ([PREDRAFTCLONSDZ0015](#))
7. Concern is expressed regarding the draft map for the Clonburris SDZ. It appears that the SDZ boundary includes a private property. As this property is a private occupied dwelling, it is felt it should be outside the boundary zone. Clarification is sought regarding this issue. ([PREDRAFTCLONSDZ0030](#))
8. There is a concern regarding the boundary of the Clonburris SDZ as it appears that a private property lies within the SDZ boundary. As this is a private occupied dwelling clarification is sought regarding this issue. ([PREDRAFTCLONSDZ0039](#))
9. The opportunity exists to create a Community Linkage Fund through a Community Linkage Contribution Scheme that will transfer the benefits of the Clonburris SDZ scheme to the disadvantaged communities surrounding the Strategic Development Zone scheme.

The PPN recognises that the development of the Clonburris SDZ scheme is not solely within the control of South Dublin County Council and that cooperation will be required from various local agencies, Government departments and of course, private developers. This dependence is one of the greatest concerns of the development of the SDZ.

It is critical that an interagency approach is adopted from very early on in the schemes planning process. By engaging agencies and service providers throughout the planning process, a realistic scheme can be devised that would best serve and sustain a future vibrant Clonburris community.

Key agencies identified by community groups and the PPN include (but not limited to) CIE, HSE, TúsIa, an Garda Síochána and various Government departments including Transport, Education and Health. Consultation with these agencies will better inform service provision and needs and create consistency within the planned SDZ scheme.

Members of the South Dublin County PPN are willing and eager to constructively engage with the consultation process for the Clonburris SDZ scheme. Open and meaningful consultation was highlighted as a key priority by groups who attended the PPNs information evenings. The PPN looks forward to working closely with South Dublin County Council in facilitating this.

The PPN wishes to explore a partnership approach with South Dublin County Council Clonburris planning team, specifically around engaging community & voluntary, environment and social inclusion groups. ([PREDRAFTCLONSDZ0062](#))

10. SDCC should sit down with the residents of the Clonburris area and discuss the plan scheme in detail. There is a general understanding of the need for additional housing. A spirit of open consultation whereby the Plan can be finalised rapidly would be of benefit to all. Build a District which could be an example for other development. ([PREDRAFTCLONSDZ0106](#))

-
11. Ensure that people's opinions are considered before development is commenced. ([PREDRAFTCLONSDZ0076](#))
 12. Keep the local people of Lucan and Clondalkin informed of the Clonburris SDZ process as it develops. ([PREDRAFTCLONSDZ0003](#))
 13. Consult with the local residents for feedback as they know the area. ([PREDRAFTCLONSDZ0125](#))
 14. The development of Clonburris SDZ should be multi-faceted. Concern that Clonburris SDZ will be another infill development with poor infrastructure, facilities and amenities. The Planners preparing the Clonburris SDZ should listen to the people of Clondalkin as part of the consultation process. ([PREDRAFTCLONSDZ0118](#))
 15. It is suggested that South Dublin County Council should work with the people of the community and try to fulfil their needs. ([PREDRAFTCLONSDZ0038](#))
 16. The SDZ lands extend to the boundary of the R120 and the Grand Canal at the 12th Lock Bridge. This results in an overlap with the 12th Lock Masterplan. The 12th Lock Masterplan should take precedence over the SDZ Planning Scheme. ([PREDRAFTCLONSDZ0112](#))
 17. The decision of South Dublin County Council to prepare a new SDZ Planning Scheme is welcomed. Having regard to the reduction in scale and density of development across the Scheme area, there should be a consequential reduction in infrastructure both in terms of physical infrastructure and supporting community and social infrastructure. ([PREDRAFTCLONSDZ0053](#) [PREDRAFTCLONSDZ0057](#))
 18. Under the existing adopted SDZ Planning Scheme, it was recognised that a level of non-residential development was required within each of the designated neighbourhoods. Within the Kishogue Bridge neighbourhood lands were partially designated as part of a neighbourhood District Centre. Submission received continues support for this as it will further underpin the desired connectivity between the newly developed area and Grange Castle Business Park subject to the construction of a pedestrian bridge across the Grand Canal. It is recognised that the development of the entire area is dependent on the roll-out of essential infrastructure. However there is merit in considering the early construction of a neighbourhood centre located at the south-western corner of Kishogue Bridge neighbourhood, to develop connectivity between Grange Castle Business Park and the new development area. ([PREDRAFTCLONSDZ0107](#))
 19. The Clonburris SDZ is located between the towns of Lucan and Clondalkin. It is critical that Clonburris integrates with both towns, as well as developing an identity of its own. ([PREDRAFTCLONSDZ0003](#))
 20. The Chairperson of Cappaghmore Residents Association states that a submission was made on behalf of Cappaghmore residents for the Clonburris Local Area Plan in 2008. This was held at an Oral Hearing with An Bord Pleanála. Many of the concerns of the Association were addressed at this Oral Hearing and the following are stated as being agreed; (a) No building within 35 metres of back gardens of Cappaghmore residents. (b) No building higher than 2 storeys would be permitted backing onto Cappaghmore estate. (c) No trees on Cappaghmore lands would be felled. (d) The density of housing was set down clearly. ([PREDRAFTCLONSDZ0106](#))
-

-
21. The Adamstown and Clonburris areas have the potential to be a model of how responsible and sensible development can be achieved as the economy recovers. To achieve this, past promises must be honoured, if not altered, to suit the current climate. ([PREDRAFTCLONSDZ0004](#))
 22. The lands should be developed with the community in mind and should facilitate families who wish to 'live, work and play' in the area. That means offering local employment opportunities and family-friendly facilities and amenities in order to create sustainable, inclusive communities. ([PREDRAFTCLONSDZ0023](#))
 23. A mixed use development with residential and a zone of commercial office, 10 - 15% of development for local employment, is sought at Clonburris. ([PREDRAFTCLONSDZ0025](#))
 24. Clonburris needs to be developed in a way which recognises that it is surrounded by other communities, with which it needs to interact. It needs to address the following: (a) Clarification on whether the Town Centre is going ahead and what it could look like? (b) What is the relationship with the Mill Centre and the land between that and the New Nangor Road? ([PREDRAFTCLONSDZ0027](#))
 25. The development of the Clonburris SDZ has the potential to have a positive impact, not just in the area in question but also the surrounding/adjoining areas. It is paramount that the heart of this development is about building communities. It should not be just about provision of houses but about providing an area where families can really live and grow, not just exist. ([PREDRAFTCLONSDZ0065](#))
 26. Clonburris should be developed in a sustainable way that fits in with and is complementary to its surroundings. Clonburris SDZ should be a self-sustaining community where residents live and work locally. ([PREDRAFTCLONSDZ0063](#))
 27. The SDZ in Clonburris can provide an excellent opportunity to radically change how our new communities are planned and constructed. We think that planning has in the past been developer-led and developer-focused rather than being determined by the needs of our communities and a real interest in improving the lives of ordinary people. If correctly planned and executed, issues such as anti-social behaviour, dumping and isolation can be addressed in a sustainable way. ([PREDRAFTCLONSDZ0045](#))
 28. It is suggested that South Dublin County Council look at the 'new town movement' in Britain in the 1940's as well as the large scale housing building in what is generally known as the 'million homes programme' in Sweden 1965-75. Both these programmes were revolutionary in providing high quality housing and facilities for working class people. ([PREDRAFTCLONSDZ0045](#))
 29. Given the neighbouring adjacency of the Balgaddy-Clonburris SDZ to the Liffey Valley Centre, the importance of taking an integrated approach to the development of the lands to deliver a self-sustaining residential led scheme that integrates seamlessly with neighbouring districts, is recognised. ([PREDRAFTCLONSDZ0046](#))
 30. Clonburris SDZ must not be planned as if it were an isolated, stand-alone town on a greenfield site. SDCC must give due recognition to the fact that the lands of the SDZ are surrounded by Lucan and Clondalkin (including Ronanstown and Neilstown), and therefore the development of the SDZ has the potential to have negative impacts on the existing communities. Clonburris SDZ as a sustainable community and local economy needs environment, energy and livelihoods. The Planning Scheme should include district energy, combined heat and power, allotments, community gardens

-
- and civic spaces, health and education resources, in well designed, landscaped hubs with public transport and safe cycle lanes. ([PREDRAFTCLONSDZ0066](#))
31. Need for residential and economic zoning. ([PREDRAFTCLONSDZ0007](#))
 32. Plan for the next 50 years, not the next 5 years. Do not create another project like Ballymun that will eventually be torn down. ([PREDRAFTCLONSDZ0091](#))
 33. Do not treat Clonburris as an island but take into consideration its impact on the wider surrounding area. Take into consideration the impact of a completed Adamstown and Clonburris SDZ. ([PREDRAFTCLONSDZ0108](#))
 34. Do not develop the Clonburris lands into another Ballymun. ([PREDRAFTCLONSDZ0114](#))
 35. Development locally has not been kept well maintained. There is a concern that issue may arise with regard to the proposed works and future development at Clonburris. Future development should bear in mind not just the site itself, but the surrounding areas and the current problems. ([PREDRAFTCLONSDZ0001](#))
 36. Concern that the development of Clonburris gets prioritised at national level. ([PREDRAFTCLONSDZ0003](#))
 37. Planning at Liffey Valley and development at the Finches complex are examples of how not to do things. At Finches allowing cars to park and then reverse onto a main road is just one example of bad planning, in addition to the housing placed in an inappropriate setting. ([PREDRAFTCLONSDZ0006](#))
 38. The expansion of Clondalkin over the last number of years appears to have been developer driven. Apart from the village area from the 1950's and earlier, Clondalkin is almost entirely a mix of industrial areas and low budget housing schemes. ([PREDRAFTCLONSDZ0020](#))
 39. Over reliance on developers is a concern i.e. Priory Hall style problems - inadequate safety checks of buildings, developers allowed a free reign and then allowed to walk away from obligations. ([PREDRAFTCLONSDZ0029](#))
 40. Consider in advance how to manage developers – in particular consider potential default issues and how to manage these. ([PREDRAFTCLONSDZ0029](#))
 41. As this is an SDZ, the Planners should give significantly more effort and consideration to the proposals before commencing, to counteract the risks associated with no options to appeal to An Bord Pleanála. ([PREDRAFTCLONSDZ0029](#))
 42. Concern that profit making by developers will become the driving factor in the development. The need for new housing in the area is exaggerated. The real problem is that investors from within Ireland and abroad are buying up residential properties. The development of Clonburris SDZ should create a viable long term community. ([PREDRAFTCLONSDZ0119](#))
 43. The Clonburris SDZ should provide housing, jobs and a secular school. ([PREDRAFTCLONSDZ0120](#))
 44. Concern that the future development of Clonburris would provide too much residential development, no amenities and create more pollution, dumping and anti-social behaviour. ([PREDRAFTCLONSDZ0121](#))
 45. Over populating an area already struggling with population is a concern for future development at Clonburris. ([PREDRAFTCLONSDZ0036](#))
 46. The current Clonburris Planning Scheme (2008) is considered to be unwieldy and the format/ structure and the level of detail provided in the Planning Scheme needs
-

careful consideration. The suggestion offered for the consideration of the Development Agency is as follows:

- Prepare a Planning Scheme which contains the parameters which must be adhered to comply with legislation and to allow the development envelope and environmental footprint of the project to be clearly defined and assessed.

- All other matters necessary to give a flavour of the 'vision' should be included as supplementary Design Codes or Technical Guidance. It can be made clear that these matters which are not part of the Planning Scheme per se or, if they are part of the Planning Scheme, they are a matter where there is discretion to revise or evolve at detailed design/ planning application stage.

SEA/AA reporting should be kept separate from the Planning Scheme.

[\(PREDRAFTCLONSDZ0054\)](#)

47. Provide an environmentally, socially and economically sustainable community.

Clonburris should be designed to meet the existing unmet needs of current population.

Provide a holistic approach to the development.

Concern that the development of Clonburris will be developer led with lack of concern for the either the good of citizens of this community or their environment,

[\(PREDRAFTCLONSDZ0058\)](#)

48. Given the neighbouring adjacency of the Balgaddy-Clonburris SDZ to the Liffey Valley Centre, the importance of taking an integrated approach to the development of the lands to deliver a self-sustaining residential led scheme that integrates seamlessly with neighbouring districts, is recognised. [\(PREDRAFTCLONSDZ0051\)](#)

49. There has been a failure to consult at the earliest stage, when all options were open, on this plan and policy in accordance with Article 7 and Article 6 of the Aarhus Convention. The very act of re-designating the SDZ, by Statutory Instrument on Christmas day is an example of the lack of public involvement in the plan.

[\(PREDRAFTCLONSDZ0044\)](#)

50. There is a lack of general awareness in wider Lucan of this plan and this phase of the consultation. This is a failure of the Council to provide for "effective" consultation. This pre-draft phase should be extended and proper efforts made to inform the public of this important proposed development. [\(PREDRAFTCLONSDZ0044\)](#)

51. No public consultation was provided for in the Government designation of the new area for Clonburris SDZ. This is in breach of the Aarhus Convention Articles 6 and 7 which requires that 'all options are open and effective public participation can take place'. The designation decision has been made without any transparency on how it was informed. The basis of the SDZ needs to be robustly examined and properly established, and that to advance on the current basis to a Draft Planning Scheme will fatally flaw the entire process.

The four week consultation period with the public over the period of 14th March to April 11th 2016 was inappropriate and not conducive to public engagement by reason that it coincided with St Patrick's Day, the Easter Holiday, commemorative events for

the centenary of the 1916 Easter Rising and the school holidays 2 week period.

Concern that consultation pamphlets circulated by the Council were not received by people in the Newcastle Road area.

The date and time of the public consultation evening on the 23rd of March (4-7pm) was considered inappropriate by reason that it was within peak commute time / rush hour traffic and close to the Easter holiday period.

The Council's website page on the Draft Consultation provides no real information to an uninitiated member of the public on what is really at issue. The Clonburris 2016 webpage while providing some helpful information has inadequacies e.g. the pdf map. The information provided focuses only on Clonburris and does not provide external and local context to the development proposed.

In the event of a properly established further SDZ being established - 'effective' public participation needs to be provided for. The Council needs to be assisted with experienced public engagement expertise in addition to the other technical skill sets in advance of any Plan. ([PREDRAFTCLONSDZ0061](#))

52. Dublin Airport Authority have no comment to make at this time regarding the preparation of the Draft Planning Scheme for Clonburris SDZ. Dublin Airport Authority would welcome further engagement during the preparation of the draft Scheme. ([PREDRAFTCLONSDZ0109](#))
53. The Department of Defence has no observations to make at this time. ([PREDRAFTCLONSDZ0137](#))
54. Transport Infrastructure Ireland has no observations to make on the pre-draft consultation for the new Clonburris SDZ at this time. ([PREDRAFTCLONSDZ0138](#))
55. The Planning Director and his Department should be congratulated on the innovative approach they have taken to this early phase of public consultation on the development of a revised Clonburris / Balgaddy Strategic Development Zone (SDZ). This thorough approach to consultation has members of the public at its core and was designed in a simple, user-friendly way. This positive approach to consultation suggests that the Council intend to conduct meaningful engagement with the established communities and stakeholders of the area and that's really welcome. There should be a continuation of this ethos right throughout the various phases of the development of this SDZ. ([PREDRAFTCLONSDZ0023](#))
56. South Dublin County Council's open and inclusive approach to this planning scheme for Clonburris - Balgaddy SDZ and Pre-Draft Stage is commended and welcomed. ([PREDRAFTCLONSDZ0040](#))

Density

1. Residential Density is the single most critical issue to be addressed in this review and is fundamental if much needed housing is to be delivered. The Core Strategy within the Draft South Dublin County Development Plan 2016-2022 suggests a reduction and a figure of c. 8,000 units for Clonburris, this figure seems more in line with what is viable and appropriate at Clonburris. A density range of say 35-60 or 35-70 units per hectare would facilitate own door housing at 34-40 units per hectare in the early phases while at the same time allowing potential increases to respond to market or other factors by providing a mix of house types. Density ranges, the precise definition of net developable areas and the size of the areas to which the density ranges apply is one of the key matters which should be the focus of meetings/ workshops and if possible agreed between the landowners and SDCC prior to publication of the Draft Planning Scheme. Large scale apartment development based on a Build-to-Rent model and supported by institutional investment may be viable in later phases or in localised situations. Densities of up to 150 units per hectare could be achievable with this form of development, however Clonburris is not in this space at present. ([PREDRAFTCLONSDZ0054](#))
2. The new Planning Scheme should provide for development of a significantly less intensive scale and density than proposed under the 2008 Clonburris Planning Scheme. Density ranges should be predicated on proximity to the existing public transport connections and higher densities should only be proposed adjacent to the train station with lower densities as one gravitates outwards from the station and district centre. Density should be more in line with existing suburban levels having regard to the character of the area and market requirements. To facilitate housing on the Everglade Properties Ltd lands located to the northeast of the Planning Scheme the following should be considered:
 - Flexible density ranges between 35-60 units per hectare with 60 to 100 units per hectare immediately adjacent to the railway station.
 - Initial stages of development to focus on low to medium density own door units to the north and west of the Everglades site based off existing infrastructure with density increasing towards the Fonthill Train Station.
 - Densities of 35 to 45 units per hectare should be permitted on the western part of the Everglades lands during early phases to enable housing to be delivered in the short term. Higher densities of 60 to 100 units per ha should be permitted in later phases. The Scheme should also set out explicitly that all residential density figures are stated in net terms i.e. relate to the net development areas of the housing application sites and excludes significant areas of open space, roads, community facilities and other associated facilities and services in accordance with the principles set down in the Guidelines for Planning Authorities on Sustainable Residential Development Urban Areas. In relation to the Everglade Properties Ltd lands:
 - Phase 1 - Own door, low to medium density residential development to the west of the Everglades lands with a density range of 35 to 45 units per hectare.
 - Phase 2 - Higher density residential units surrounding the retail/ commercial/ transport node to the south east of the site at the Fonthill Station with a density range of 60 to 100 units per hectare. ([PREDRAFTCLONSDZ0053](#) [PREDRAFTCLONSDZ0057](#))

-
3. The Strategic Development Zone Planning Scheme adopted by An Bord Pleanála in November 2008 set out a number of residential density options for Kishoge Bridge neighbourhood, to include a minimum average residential density of 93.3 dwellings per hectare. An Bord Pleanála also stipulated the following specific condition; 'any wholly residential individual development proposal submitted for planning approval in the Kishoge Bridge neighbourhood shall have an average net density of not less than 75 dwellings per hectare. Reason: in the interest of clarity, and in order to reasonably facilitate the implementation of sustainable development within the Scheme area'. Submission received states that the retention of this special condition is critical as it protects the ongoing ability of the landowners to fully realise the development potential of their lands within the Kishoge Bridge neighbourhood. ([\(PREDRAFTCLONSDZ0107\)](#))
 4. There will be opportunities within Clonburris to provide higher density apartment clusters, however the 1999 and 2009 Guidelines range is generally reflective of where the planning system needs to direct new residential development at Clonburris and any minimum density figures included should be consistent with the Guidelines. Any development at Clonburris needs to be of sufficient density to support the considerable investment in infrastructure and public transport in the area and this principle is sacrosanct. Cairn supports the landowners' submission request that the proposals for residential density acknowledge that own door housing (35-50 units per hectare) will represent the majority of housing constructed in early phases of the Clonburris project. While the potential for large scale development (up to 150 units / hectare) based on a 'build to let' model may be considered once the initial phases have progressed and as the place becomes established, there is no immediate prospect of apartments being economically viable at Clonburris and the Planning Scheme should reflect this likelihood. Density ranges should not be applied to small plots but rather should be applied to larger areas. This approach is critical to providing the flexibility to deliver a full range of house types and character areas while still hitting the overall density targets for a neighbourhood. It has been an issue with other Planning schemes such as Adamstown and Cherrywood and these lessons need to be applied to the forthcoming Clonburris Planning Scheme. The current Planning Scheme proposes density standards which are exceptionally high. Studies undertaken by the former owners of the Cairn land - Burris Property Company - based on the same net residential developable area indicated that these lands which generally comprised the 3 neighbourhoods - Clonburris Lock, Clonburris Little and Kishoge Bridge could yield between 2000 and 3000 units. While this general yield is considered to be reflective of the current housing market and planning environment, layouts and housing typology studies are currently being undertaken by Metropolitan Workshop and will be submitted to SDCC in due course. On the Cairn lands early phases will be own door houses and built at densities in the region of 40 units per hectare. Later phases could include a mix of houses and apartments. ([\(PREDRAFTCLONSDZ0055\)](#))
 5. The major issue to be determined for the Cappagh neighbourhood is residential density, particularly for purchasers seeking mortgages for low cost housing, with minimum management charges. Proposed residential densities of 35-70 dwellings per hectare are realistic and can allow for early / kick start development for low cost housing whilst facilitating later phases of apartment type development adjoining the
-

Fonthill Road. The SDZ Planning Scheme should allow for flexibility of density and not assume target figures that are not achievable. A common workshop between the Development Agency and the landowners, including Kelland Homes Ltd. could best devise the layout and density issue for Cappagh Neighbourhood and for other neighbourhoods within the SDZ. Density requirements that ignore the built form and residential unit types will not be successful unless economic realities of development are considered at this stage. To the south of the Cappagh Neighbourhood lies the Cappaghmore residential estate which consists of two-storey housing. This is recognised in the original SDZ with the lower heights and consequential lower densities anticipated for the southern and eastern parts of the Cappagh Neighbourhood. Higher densities can be anticipated to the west along Fonthill Road and in the vicinity of the railway station. The South Dublin County Council lands north of the railway station can also be developed for higher density development. ([PREDRAFTCLONSDZ0113](#))

6. The existing Clonburris Planning Scheme and Local Area Plan proposes between 12,500 and 15,005 dwelling units, giving a density range of between 84.5 and 101.4 dwellings per hectare. Almost 300,000 sq.m. of non-residential floorspace is also provided for. This quantum and intensity of development was predicated on the delivery of a major transport interchange between two high capacity rail lines - the Kildare line DART and Metro West. While the former, as part of the DART Expansion Programme, is a cornerstone project of the Transport Strategy, Metro West is not being pursued in the long-term. Instead, it is proposed to develop a Core Orbital bus corridor which would provide frequent services with full bus priority linking the western suburbs, in a similar manner to that envisaged by Metro West, and along the same Fonthill Road alignment through the SDZ. As such, the Clonburris SDZ will be served by 2 DART stations and a Core Orbital bus route, with the potential for a Core Radial route to be extended into the scheme lands.

In terms of residential development, the location of Clonburris on an existing rail line, which will benefit from increased services and accessibility in the immediate term, and significant improvements in the long term, means that this is an appropriate location for medium to high density residential development, when the SDZ is taken as a whole. The National Transport Authority emphasises the requirement to maximise the numbers of people living close to and within walking distance of high-capacity rail, and as such, the planning scheme should focus the highest intensity of residential development at the train stations, with the density falling away towards the edges of the SDZ, adjacent to existing neighbourhoods. ([PREDRAFTCLONSDZ0132](#))

7. In Clonburris residential development is needed to address the serious deficiency in housing in the Greater Dublin Area. It is important therefore in considering the need for different housing typologies and different density levels to understand that the lower density housing will be built to different and earlier time frames to higher density housing closer to public transport. This is because the construction of higher density housing, i.e. apartments in this area of Dublin is not currently viable based on prevailing cost scenarios.

This presents a challenge for the preparation of the Clonburris SDZ Planning Scheme and for the achievement of the twin objectives of the Order to affect the comprehensive development of the site in the interests of the efficient use of costly infrastructure and to address the serious deficiency in housing supply. Nevertheless, a solution is available within the Planning Legislation to adopt a Planning Scheme that sets out clear development indicators on the extent of future development along with managed flexibility on density levels and a spatial distribution of housing typologies.

The balance rests between describing the substantive quantum of future development within a range and providing the necessary procedural adaptability for prospective applicants to deliver development within that range.

The entirety of the SDZ areas measures 280 ha, an increase of some 100 ha over that designated in 2006 following the incorporation of the former Clonburris Local Area Plan area and other lands within the designated area. The potential for its comprehensive development is significant.

In setting the extent of development within a sensible range, regard must be had to the acknowledged reduction in the extent of development anticipated for this area as established in the Core Strategy and Retail Strategy of the Draft County Development Plan 2016-2022.

Clonburris has an excellent range of public transport and water services and roads infrastructure already in place. This provides the opportunity to deliver early development using that existing infrastructure.

The SDZ designation reflects, amongst other things the clear policy direction in the Regional Planning Guidelines to consolidate development in the Metropolitan Area and to direct development to identified settlement centres within the Hinterland.

The SDZ area is one of the largest pockets of residential land remaining to be developed in the Metropolitan Area and capable of making a substantial contribution to realising the objective of building up the population base of the Metropolitan Area by the delivery of housing in accordance with the core strategy.

The Minister's determination to elevate these objectives to an absolute priority and in so doing secure the delivery of critically needed residential accommodation in the short-term fully accords with the direction advanced in the RPGs.

The Planning Scheme confirmed by An Bord Pleanála in 2008 was generally regarded as being overly ambitious and complex. It is now acknowledged that there is a need to have a more measured development targets, particularly in light of the changed public transport context where Metro West is no longer included in the NTA's Transport 2016 Strategy and the Dart Underground (previously identified as the City Centre Interconnector) is reduced in its extent.

The electrification of the Maynooth line and its upgrade to DART status, a reduced capacity Dart Underground, the opening of the Phoenix Park Rail Tunnel together with improvements in the bus network are now considered more feasible options to improve public transport in the area.

While valuable investments in public transport, clearly the carrying capacity of existing and proposed public transport infrastructure is much less than that anticipated in the 2008 Scheme.

Moreover, the Proposed Material Alterations to the Draft South Dublin County Development Plan 2016-2022 in its core strategy acknowledges a much reduced scale of residential development is now appropriate for this area in anticipating some 8,000 units will be deliverable in the period of the Plan 2016- 2022 in Clonburris.

Table 1.10 of the Proposed Material Alterations to the Draft Plan establishes the remaining residential capacity (between 2016 and 2022) in various settlement centres, identifying a housing capacity at Clondalkin, including Clonburris of some 11,000 units. It is in this context that NAMA consider the Draft Planning Scheme in setting the extent of development permissible needs to provide a range or envelope of development that captures a more measured overall residential target.

Non-Retail: The quantum of non-residential development anticipated in 2008 is clearly inappropriate for the Clonburris area which at 48,000 sq.m. of retail space equates to another Dundrum Town Centre; c.41,000 sq.m. of community space is similar in scale to recent office development proposals in the Dublin Docklands SDZ; and at 189,000sq.m. of commercial space is equivalent to the quantum of commercial development realisable on 3 or 4 of the Dublin Docklands Blocks.

It is generally understood that the own door housing typology can be delivered at a range of 35-45 units per net ha. Providing this density range and allowing a certain quantum of development to access existing infrastructure fully complies with the initiatives established in the NTA's Report and sets the conditions to facilitate early investment in housing.

It is central to the 'kick start initiative' that later stages of development closer to the rail stations will be developed to higher densities. Indeed it is generally acknowledged that in order to provide critical mass and generate economies of scale that apartment development and densities well in excess of 50 units is required to ensure viability. This is particularly the case in the build to let investment model which arguably is the only model of apartment development likely to be delivered in this area of Dublin.

With this knowledge, NAMA suggest that the Balgaddy-Clonburris Planning Scheme in facilitating early development at lower densities and mindful that later stages closer to the rail station will facilitate much higher densities. Realistically, it is only in this manner that the required balance will be secured. In this location, the mid-range

-
- model at the 45-70 uph density level is more difficult to sustain given it requires a mix of own door units and lower scale apartment development. ([PREDRAFTCLONSDZ0059](#))
8. Provide low density, well spread out housing. Large housing estates cause too many issues socially and environmentally. ([PREDRAFTCLONSDZ0087](#))
 9. Provide lower density housing. ([PREDRAFTCLONSDZ0078](#))
 10. Create less high density housing. ([PREDRAFTCLONSDZ0116](#))
 11. It is suggested that the average density of development should be no higher than that of the revised Adamstown SDZ. ([PREDRAFTCLONSDZ0012](#))
 12. The future development of Clonburris should not include too much high density development. ([PREDRAFTCLONSDZ0131](#))
 13. Development of a low-density community with a mix of residential and community facilities is sought at Clonburris. ([PREDRAFTCLONSDZ0018](#))
 14. Housing density needs to be addressed with clarity on why greater density is required, where it should be and the types of families housed in apartments. ([PREDRAFTCLONSDZ0027](#))
 15. Provide low density housing and nothing above 3 stories high. ([PREDRAFTCLONSDZ0065](#))
 16. A good mixed use development of sufficient density to support public transport usage is sought at Clonburris. ([PREDRAFTCLONSDZ0019](#))
 17. Low density building is sought at Clonburris. ([PREDRAFTCLONSDZ0036](#))
 18. 1 bed units should be allowed in the scheme, even in the high density areas. ([PREDRAFTCLONSDZ0044](#))
 19. Provide mixed density housing. ([PREDRAFTCLONSDZ0058](#))
 20. Prevent high rise / high density housing. ([PREDRAFTCLONSDZ0095](#))
 21. Despite a housing shortage, SDCC needs to be careful not to allow a disproportionate number of houses on the site. ([PREDRAFTCLONSDZ0085](#))
 22. Concern that there would be over-development of residential properties in Clonburris. Clondalkin has a huge number of houses / apartments. ([PREDRAFTCLONSDZ0088](#))
 23. Ensure the area is not densely populated. ([PREDRAFTCLONSDZ0105](#))
 24. The development of high density social housing on these lands would create social issues in the area e.g. crime. ([PREDRAFTCLONSDZ0114](#))
 25. The population density in the area is currently very high leading to issues such as intolerable traffic, littering, anti-social behaviour etc. Additional housing development will just add to these existing problems. ([PREDRAFTCLONSDZ0001](#))
 26. Residential densities should not be reduced solely to align with market considerations. Concern that the Clonburris SDZ is not determined purely on housing market considerations. ([PREDRAFTCLONSDZ0003](#))
 27. Concerns that that the future development of Clonburris would result in high density development. ([PREDRAFTCLONSDZ0127](#))
 28. Ensure that density of development is not too high. ([PREDRAFTCLONSDZ0128](#))
 29. Density and height of the development is a concern. ([PREDRAFTCLONSDZ0018](#))
 30. Provide low density housing. Concern expressed that the future development of Clonburris would comprise high density development with no amenities or cohesive planning. ([PREDRAFTCLONSDZ0135](#))
-

Design

1. Development should provide an appropriate mix of housing type and style and ensure that the following groups are catered for; - First time buyer / starter homes - Owner occupier trading up i.e. 3,4, and 5 bedroom houses - Downsized housing units from people trading down from larger homes i.e. 2 bedroom houses/ bungalows. In light of the vicinity of the development to the Lucan and Clondalkin residential areas, development should be restricted to 2 storeys in the immediate vicinity of these residential areas. Provide 15% social housing mix. New LED lamps should be provided throughout the development. Where possible buildings should be constructed in an ecologically friendly manner including use of solar panels and other recent innovations where applicable. ([PREDRAFTCLONSDZ0110](#) [PREDRAFTCLONSDZ0111](#))
2. The Planning Scheme should provide the following;
 - Homes should be built for families with adequate living space, kitchens, storage and gardens.
 - Houses/apartments should be able to adapt to any changes / disabilities that may arise.
 - They should be built to high standards with good energy ratings. Renewable energy / solar panels etc. should be considered with passive homes the ideal.
 - Proper planning regulations and inspections should be enforced with above standard materials used in construction.
 - Estates should be taken in charge by the council and not be subject to management companies and fees.
 - Estates should be finished and landscaped.
 - Provide 2 car spaces per house / apartment
 - Provide proper fire escape access.
 - Better spatial planning. Some housing estates are so large that it is like a warren or being buried in a sea of houses. ([PREDRAFTCLONSDZ0065](#))
3. The Planning Scheme should provide for the following;
 - Dwellings built to Passive house standards.
 - A robust, properly funded inspection regime, independent of the developers, must be put in place.
 - Apartments must be of sufficient size for families to live in, incorporating adequate storage space.
 - High rise buildings must be avoided.
 - Provide aesthetically pleasing buildings / good architecture (public buildings/private homes) ([PREDRAFTCLONSDZ0066](#))
4. There is no need for a separate Urban Forum Development Framework (UFDF) in the new Planning Scheme and all matters relating to the District Centre can be addressed as part of the Planning Scheme. There should be a reduction in the podium type development within the area around the Fonthill Station commensurate with the overall reduction in the 'District Centre'. The Canal Basin should be removed. In terms of the subdivision of the lands into neighbourhoods, Cairn are satisfied that the 3 neighbourhoods identified in the previous Planning scheme 2008 are reasonable, subject to the adjustment to suit any new roads layout which emerges from the detail design process currently underway. Higher density nodes (e.g. around the two railway stations) could provide predominantly (but not exclusively) apartment buildings of 4-

6 storeys with potential for taller elements as landmark features. (These areas have been identified on the preliminary layout by Metropolitan Workshop attached to the Cairn Homes Plc submission). Design Codes of the 2008 Planning Scheme are being reviewed by the Cairn lands team as part of their Master planning for the Cairn Lands, observations include:

- Review Cross section of all roads acknowledging the reduced density south of the railway line.
- Omit the shared surface along Clonburris Boulevard south of railway line and north of Park Avenue. - Restrict the bridge over the railway line at Clonburris Main Street to pedestrian and cycle only.
- Omit Main Street south of the Railway line as development adjoining this route will be provided at grade. - Park Avenue road to be provided at grade except for a ramp approach to Fonthill Road.
- Omit the podium at Fonthill Road and Kishoge Bridge. The podium type development should be confined to the urban blocks in the immediate vicinity of the station and elsewhere on the site there should be an objective to work at grade insofar as possible.
- Grand Canal Park should be reappraised having regard to the reduced quantum of development likely to occur.
- Review all railway and canal bridges. ([PREDRAFTCLONSDZ0055](#))

5. In terms of design, the NTA recommends that a clear policy is inserted into the Planning Scheme stating that commercial development will be undertaken in a manner that promotes walking, cycling and public transport.

Active street frontage should be developed in all District and Local Centres and large areas of surface car parking, particularly to the front of buildings should be avoided. Cycle parking, in adequate numbers should be located conveniently close to entrances to shops, restaurants, offices etc. ([PREDRAFTCLONSDZ0132](#))

6. Build a variety of family friendly house types including 2 and 3 bedroom houses. Apartments should not be built. The development of Clonburris should create one nice big community. ([PREDRAFTCLONSDZ0070](#))
7. Provide mixed housing development with community facilities, services and shopping facilities ([PREDRAFTCLONSDZ0071](#))
8. Provide mixed housing. Concerns expressed that too many social houses will be built. Don't build apartments. Ensure that housing units built are fit for purpose. ([PREDRAFTCLONSDZ0071](#))
9. Provide a variety a house types. Future development should include one and two bedroom bungalows where people can downsize. ([PREDRAFTCLONSDZ0072](#))
10. The Planning Scheme should provide houses. ([PREDRAFTCLONSDZ0074](#))
11. Ensure that the design of houses take advantage of the sun and provide conservatories. ([PREDRAFTCLONSDZ0078](#))
12. Build more houses, particularly for young couples. ([PREDRAFTCLONSDZ0080](#))

-
13. Provide private houses. ([PREDRAFTCLONSDZ0081](#))
 14. The Planning Scheme should provide more housing. ([PREDRAFTCLONSDZ0083](#))
 15. Provide good quality mixed housing units with decent / wide roads and footpaths. Concern that the provision of poor quality housing would result in the creation of a shabby, ghettoised area within a few years of building. ([PREDRAFTCLONSDZ0089](#))
 16. The development of Clonburris should provide for a mix of life-stages for people. ([PREDRAFTCLONSDZ0090](#))
 17. Provide properly designed housing. ([PREDRAFTCLONSDZ0091](#))
 18. Clonburris should be developed into a model community town with facilities for all. Create a place to be proud of. ([PREDRAFTCLONSDZ0098](#))
 19. The addition of more houses and apartments would liven up the area. ([PREDRAFTCLONSDZ0099](#))
 20. Develop more sustainable housing. ([PREDRAFTCLONSDZ0102](#))
 21. Provide houses with a front and back garden. Provide homes with space for people to live and bring up children. Concerns that ugly apartments would be built. ([PREDRAFTCLONSDZ0104](#))
 22. Provide homes and well serviced communities. Concerns regarding privacy for those homes which border the SDZ boundary. The scale of the houses to be built, as stated at the meeting of 15th March 2016 is a major cause for concern. Build homes, not undersized houses and apartments. Create real communities with adequate facilities for young people. ([PREDRAFTCLONSDZ0105](#))
 23. Adamstown's unique feature is that the units are not all identical. There are various different types of units that do not give the feel of build for the sake of building, without a regard to appearance. ([PREDRAFTCLONSDZ0004](#))
 24. Provide more housing. ([PREDRAFTCLONSDZ0124](#))
 25. Provide much needed housing. ([PREDRAFTCLONSDZ0125](#))
 26. The density and building heights of development in areas adjoining existing estates of two storey homes should reflect the character of the adjoining area and not allow any marked jump in building heights. ([PREDRAFTCLONSDZ0012](#))
 27. The design of homes should provide for young families. ([PREDRAFTCLONSDZ0131](#))
 28. Concern is expressed with regard to the height of new housing. The Clonburris land sits at a slightly higher altitude than nearby Foxborough estate, so extra care needs to be taken when planning. The Kishogue Community College when viewed from Foxborough Court is raised as an example of this issue. Concern is expressed in relation to the opening up of any existing boundary walls in nearby housing estates to facilitate access to Clonburris. ([PREDRAFTCLONSDZ0016](#))
 29. The SDZ should prescribe that all buildings are to high-quality units with an environmentally-friendly design. ([PREDRAFTCLONSDZ0023](#))
 30. Restrict all development to two storeys in height. Ensure a mix of building to suit all age groups. SDCC should dictate the size / type and style of housing to be built. ([PREDRAFTCLONSDZ0135](#))
 31. Use the Adamstown SDZ design standard as the minimum standard used to design Clonburris. ([PREDRAFTCLONSDZ0025](#))
 32. Allow enough 3 / 4 bedroom housing to allow families to trade up from apartments without moving from the area. ([PREDRAFTCLONSDZ0025](#))
-

-
33. Mixed tenure developments should be encouraged with council tenancies, private ownership and private rental accommodation in the same estate. ([PREDRAFTCLONSDZ0027](#))
 34. The SDZ should focus on developing a suitable number of units based on meeting demands but conscious of avoiding dramatically effecting the atmosphere and character of the areas, including Clondalkin and Lucan. ([PREDRAFTCLONSDZ0040](#))
 35. Disconnection from existing suburbs. ([PREDRAFTCLONSDZ0007](#))
 36. Interaction with surrounding communities is suggested. There are a number of barriers within and alongside the development that make movement between Clonburris and the surrounding area difficult - the railway and the canal. There are also few entry points (Fonthill Road, Outer Ring Road and Newcastle Road). A strategy to integrate the area needs to be adopted. ([PREDRAFTCLONSDZ0027](#))
 37. The entire development should be in keeping with the existing development in the area. The area north of the rail line and west of the outer ring road should ideally be for public services or at a minimum be in keeping with the style and density of existing development in that area. ([PREDRAFTCLONSDZ0029](#))
 38. It is suggested that new permeability links to/from existing residential estates should only be proposed following direct consultation with residents of those estates. ([PREDRAFTCLONSDZ0012](#))
 39. Potential new permeability links to/from existing residential estates which may involve the opening or removal of existing boundary walls should only be proposed and pursued by way of a Part 8 public consultation and planning consent process. ([PREDRAFTCLONSDZ0012](#))
 40. The plans for the development should propose that all buildings, both residential and commercial, are to be designed to an exceptional quality. ([PREDRAFTCLONSDZ0040](#))
 41. Pedestrian / cycle routes should be separated from roads to access schools, shops, amenities so as to achieve shorter access times compared to cars. ([PREDRAFTCLONSDZ0085](#))
 42. Provide adequate parking spaces at houses. ([PREDRAFTCLONSDZ0092](#))
 43. The provision of the planned pedestrian bridge across the Canal in the Kishoge Bridge neighbourhood should be provided at the early stages of any development programme. ([PREDRAFTCLONSDZ0107](#))
 44. New permeability links to/from existing residential estates should only be proposed following direct consultation with residents of those estates. Potential new permeability links to/from existing residential estates which may involve the opening or removal of existing boundary walls should only be proposed and pursued by way of Part 8 public consultation and planning consent process. ([PREDRAFTCLONSDZ0117](#))
 45. The development should represent international best practice in the creation of a low carbon sustainable community, with buildings constructed to passive standard and solar PV incorporated into the design.
Provide a mix of residential unit types and particular measures to attract occupation by families.
Integrate with and provide walkable access to schools and other local services.
Provide an attractive physical environment. ([PREDRAFTCLONSDZ0122](#))
 46. Obligations under the Climate Action and Low Carbon Development Act 2015 need to influence the overall and detailed design of all buildings in the scheme. All housing in
-

the scheme should be to passive house (or similar) standard, but not to a lower standard. Water heating panels should be fitted as standard. All roof structures should be designed for and fitted with groundings for either extra panels or the addition of PV cells. Cable ducting for PV wiring, storage and distribution should be designed into every building. All domestic dwellings should be wired for 12v LED lighting throughout, with the possibility of using PV and battery storage. ([PREDRAFTCLONSDZ0044](#))

47. Consider obligations under the new Climate Action and Low Carbon Development Act 2015 - including Article 15.

The plan at an overall design and detailed design level should represent international best practice in the creation of a low carbon sustainable community.

Require planning applications submitted under the plan to continually comply with the highest environmental standards and push the boundaries in relation to same.

Buildings should be constructed to passive standard and solar PV be incorporated into the design.

Building orientations should be configured to maximise solar harvesting.

Provide an attractive physical environment minimizing hard surface road and parking areas and reducing car use and dependence. Provide quality facilities for bicycle parking and storage and integrate bus and cycle into the plan.

Units need to be attractive and practical to live in and around and not just look good on architectural plans.

Provide for a mix of residential unit types for families. One bedroom units should be strictly limited.

Avoid onion ring development where either the core or the outer design areas are provided. Instead the Plan needs to provide for pie-slice development providing for coherent serviced areas of development with variable types of residential units with associated services and employment opportunities within the area.

([PREDRAFTCLONSDZ0061](#))

48. Invite expressions of interest in an eco-village.

Provide allotments developed for market gardening to supply the local area.

Concern that the development of Clonburris will lead to a poorly designed, poorly served 'ghetto'.

Design in roof gardens and PV solar energy.

Ensure aesthetically pleasing buildings / good architecture (public buildings/private homes).

Housing should be built to passive standards or 2050 standards, whichever is higher.

([PREDRAFTCLONSDZ0058](#))

49. Where possible, buildings should be constructed in an ecologically friendly manner including use of solar panels and other recent innovations where applicable.

([PREDRAFTCLONSDZ0049](#))

50. The Cappagh Neighbourhood will form part of an overall community that will adjoin Neilstown to the east with the raised Fonthill Road forming a natural defining line between Cappagh and the rest of the SDZ lands to the west, including the railway station and proposed district/ local centre, which will act as a hub and link between Cappagh and the other neighbourhoods. ([PREDRAFTCLONSDZ0113](#))

51. The design of the Planning scheme should encourage the use of LED lamps throughout the development. ([PREDRAFTCLONSDZ0049](#))

-
52. The form of development within the district centre will need careful consideration. High intensity retail and commercial development integrated with residential development is not viable in the current market and would not be deliverable, thus flexibility in design terms will be required. ([PREDRAFTCLONSDZ0053](#)
[PREDRAFTCLONSDZ0057](#))

Housing

1. It is suggested that any development of this scale should, as a matter of sound urban planning and socio-economic development, have a disparate and sensible mix of house types (social-, working-, middle-class and luxury; terraced, semi-detached, detached etc.). It is considered that without such a mix of housing and tenants ghettoisation typically results. A mixed socio-economic profile should be provided at Clonburris, to prevent ghettoisation occurring. ([PREDRAFTCLONSDZ0013](#))
 2. The SDZ should include the development of a realistic and appropriate number of units in order to meet demand, without dramatically changing the character of the nearby villages of Lucan and Clondalkin. ([PREDRAFTCLONSDZ0023](#))
 3. It is believed that this SDZ will greatly contribute towards addressing the shortage of housing, with potential for around 8,000 homes. It is hoped that the revised designation of this strategic site will be planned in a holistic and inclusive manner, with the key focus on the new and existing communities. ([PREDRAFTCLONSDZ0040](#))
 4. The following suggestions are made with regard to Housing: Development to provide an appropriate mix of housing type and style and ensure that the following groups are catered for in the construction. First time buyer/starter homes. Owner occupier trading up i.e. 3, 4 and 5 bedroom houses. Downsized housing units for people trading down from larger houses i.e. 2 bed houses/ bungalows. In light of the vicinity of the development to the Lucan and Clondalkin residential areas, development should be restricted to 2 storey in the immediate vicinity of these residential areas. Provision for 15% social housing mix. ([PREDRAFTCLONSDZ0049](#))
 5. The Planning Scheme will establish Clonburris as a new suburban residential zone which will be required to provide affordable priced houses in the medium term. A key objective of the Planning Scheme, should be to ensure that Clonburris makes a significant contribution to meeting the housing requirements in the South Dublin County Council area and in the wider Dublin market. ([PREDRAFTCLONSDZ0057](#))
 6. Provide a community not housing. ([PREDRAFTCLONSDZ0135](#))
 7. Housing estates would be beneficial in the area that would cater to the demand but at the same time not oversaturating the residential zone. ([PREDRAFTCLONSDZ0008](#))
 8. The Planning Scheme should provide more housing. ([PREDRAFTCLONSDZ0127](#))
 9. The Planning Scheme should provide homes for young families. ([PREDRAFTCLONSDZ0127](#))
 10. A wide variety of residential development should happen at Clonburris, not solely high density blocks of apartments or small units with the primary function of being a 'quick fix' for the existing housing shortage. ([PREDRAFTCLONSDZ0014](#))
 11. Care should be taken to create visually attractive affordable housing. ([PREDRAFTCLONSDZ0098](#))
-

12. Selected residential expansion, it would be beneficial to create modern residential zoning, leaving areas east and west of the zone for other zoning. ([PREDRAFTCLONSDZ0008](#))
13. Development of houses rather than high-rise apartments, particularly adjacent to existing residential areas (2 storey adjacent to 2 storey etc.) is sought at Clonburris. ([PREDRAFTCLONSDZ0018](#))
14. There needs to be synergy between industrial/commercial development and housing in the area. Housing for the multinational companies is a suggestion, i.e. where do the people that work in Pfizer live? ([PREDRAFTCLONSDZ0027](#))
15. The development should have an appropriate mix of housing types and style and cater for private and social housing. ([PREDRAFTCLONSDZ0049](#))
16. Semi Housing is sought at Clonburris. ([PREDRAFTCLONSDZ0017](#)
[PREDRAFTCLONSDZ0026](#) [PREDRAFTCLONSDZ0033](#) [PREDRAFTCLONSDZ0028](#))
17. Small scale housing is sought at Clonburris. ([PREDRAFTCLONSDZ0034](#))
18. Affordable housing, including rental accommodation, is required at Clonburris. ([PREDRAFTCLONSDZ0043](#))
19. If houses are built make sure the people in the area get them first and not people from the surrounding areas. ([PREDRAFTCLONSDZ0068](#))
20. Build more private houses for people in the locality. ([PREDRAFTCLONSDZ0133](#))
21. Good quality housing in the area should be provided, particularly good quality private housing, not low budget houses that become "buy to let" housing. ([PREDRAFTCLONSDZ0020](#))
22. Concerns that the development of Clonburris SDZ along with Adamstown would create an urban sprawl with huge social problems. ([PREDRAFTCLONSDZ0116](#))
23. Overdevelopment and saturation of residential zoning. ([PREDRAFTCLONSDZ0008](#))
24. It is a concern that large volumes of inferior quality housing units targeted at only the rental or affordable housing market will be built at Clonburris. ([PREDRAFTCLONSDZ0014](#))
25. Media pressure on the housing crisis will force hasty, short-term decisions to be made. ([PREDRAFTCLONSDZ0018](#))
26. Oversupply of housing in the area is a concern. Is there evidence of a housing shortage in this particular area? ([PREDRAFTCLONSDZ0029](#))
27. It is a concern that the new development should not be overcrowded with housing and should have a variety of different facilities for communities. ([PREDRAFTCLONSDZ0034](#))
28. There is a concern that the development is not too densely populated with housing units, is appropriate in size, scale and mix to the surrounding areas. ([PREDRAFTCLONSDZ0049](#))
29. There is a concern that if houses are built on the lands that the general area will become overpopulated. The existing population of the area should be considered. ([PREDRAFTCLONSDZ0140](#))
30. Concern that the development of too many houses at Clonburris would take over the area. Vacant houses on Station Road should be taken into consideration towards the shortage of housing in the area. ([PREDRAFTCLONSDZ0068](#))
31. Design and Materials: Community groups felt strongly that the quality of housing in Clonburris should be an absolute priority. Feedback included that houses should:

-
- Be built to Passive housing standard and include Combined Heat and Power (CHP).
 - Include appropriate intercoms, letterboxes, fire escapes and access.
 - Be well planned spatially, including closed gardens.
 - Be of mixed height and density and no larger than three stories.
 - Be aesthetically pleasing and fit into the environment of Clonburris.
 - Facilitate off street parking and driveways.
 - Use clever non-evasive design techniques to minimise the opportunity for anti-social behaviour.
 - Any housing developed should have properly funded building inspections to help avoid a recurrence of Priory Hall and similar developments.

Adaptability: Provide 'lifetime adaptable' house so that residents can adapt the dwelling to their needs as they progress through life.

Tenure: Ensure that there is a mix of social and affordable housing and non-social and affordable housing within the same estates and apartment complexes. Social and affordable housing should not be in a separate area as this will cause a precedence of difference and would not support the integration of everyone into an active, energetic and safe community.

Management: South Dublin County Council should assume management company responsibilities for housing developed within the Clonburris SDZ.
([PREDRAFTCLONSDZ0062](#))

Social Housing

1. The Clonburris SDZ offers an opportunity to begin to resolve the tragic housing crisis that Ireland is currently in the midst of, through the construction of large numbers of social and affordable housing. In order to address the growing housing crisis it must be ensured that any large scale building has at the very least 60% council housing. The housing crisis is not primarily one of demand 'in general' but rather one of demand for affordable housing, largely due to the lack of social housing. It is believed that if Clonburris SDZ is to be a success, social housing must be the key priority. Minimum 60% social & affordable housing on private land. 100% council housing on SDCC owned land. All council housing should be built through direct labour. ([PREDRAFTCLONSDZ0045](#))
 2. Social mix needs to be addressed to avoid council housing being located only on land owned by the Council, options on land swaps to be considered. ([PREDRAFTCLONSDZ0027](#))
 3. Social and affordable housing must be mixed with non-social and affordable, and of the same type so as not to ghettoize or stigmatise residents. ([PREDRAFTCLONSDZ0066](#))
 4. Provide supported housing for vulnerable people. Provide affordable, sustainable housing, built for life (cradle to grave). ([PREDRAFTCLONSDZ0058](#))
 5. Provide public housing for local people. ([PREDRAFTCLONSDZ0073](#))
-

-
6. Build more Council houses for people in the locality. ([PREDRAFTCLONSDZ0133](#))
 7. Concern expressed that too many social housing units would be built. ([PREDRAFTCLONSDZ0071](#))
 8. Concerns expressed regarding the provision of social housing for the homeless. ([PREDRAFTCLONSDZ0080](#))
 9. No social housing units should be built. Ensure the area does not turn into a ghetto. ([PREDRAFTCLONSDZ0081](#))
 10. Concern regarding the number of houses that would be assigned social housing. ([PREDRAFTCLONSDZ0092](#))
 11. A large volume of inferior social housing would be a mistake with vast expensive costs in human and financial terms. ([PREDRAFTCLONSDZ0106](#))
 12. The positioning of the Clonburris SDZ so close to the existing Adamstown SDZ will result in a huge imbalance of housing type and tenants in this section of South Dublin County, in the western area of Dublin. Both SDZs are, predominantly, addressing the housing needs of groups from the lower rungs of the socio-economic ladder. In short, so many social housing and houses for working/lower middle class people will be provided, that a new ghetto is practically certain to develop. ([PREDRAFTCLONSDZ0013](#))
 13. Concern for developer led decisions on location, dispersal and delivery dates for social housing. Clusters of social housing would make Clonburris a 'no-go' area and not beneficial for new or existing residents. Concern that the level of social housing will exceed 10%. ([PREDRAFTCLONSDZ0018](#))
 14. West Dublin, Clondalkin and Tallaght have received more than their fair share of social housing. This should be reversed to avoid creating Ghettos as has happened in the past. Social housing should be provided at Clonburris even though the market may not dictate this. ([PREDRAFTCLONSDZ0020](#))

Community Facilities

1. A thorough and evidence based review of the strategy for community facilities is required based on the actual population envisaged within the revised SDZ Planning Scheme. This includes a significant adjustment downwards of the quantum of community floor space provision to match the critical mass that will be provided by a reduced density of development that is suitable and viable in Clonburris. The question of funding and management of community amenities needs to be discussed to determine the viability of running these social amenities. ([PREDRAFTCLONSDZ0055](#))
2. Phase one of the development should include the construction of a District centre. No later than the completion of Phase 2 a community facility including a library, civic centre, meeting area and youth centre should be constructed. At least one primary health care centre should be constructed within the development of Clonburris. Taking into account the lack of a fire station in the greater Lucan / Clondalkin area, a fire station should be constructed. Provide a Garda station within the development. CCTV should be installed at appropriate places throughout the development and installed in consultation with An Gardaí Síochána. SDCC's play

space programme should be extended to the Clonburris area and play spaces should be constructed throughout the area phase by phase. The development should include a centrepiece project / focal point created around the Grand Canal and should be constructed in such a way to ensure this amenity is accessible by the community and creates a lasting feature to be associated with the development, casting it in a positive light. The development should cater for the sporting and recreation needs of the area and overflow from the adjacent communities of Clondalkin and Lucan. A centre should be established which could be used as a centre of excellence for established and newly established sporting organisations in the area. The centre should include at least one pavilion, all weather facilities, grass pitches, MUGA (Multi-use Games Area) facilities, meeting rooms and should cater for established sports such as Gaelic Games, soccer and rugby as well as less established sports. ([PREDRAFTCLONSDZ0110](#)
[PREDRAFTCLONSDZ0111](#))

3. The planning proposal must include a mixed development with a range of social, health and services. Also, planning must include areas for sport, recreation and environmental amenities such as allotment grounds. It would also be very beneficial to include a sports centre or GAA club, this would help with obesity. This is a requirement given the decision to build on a parkland used by local football teams and children. This site is earmarked for housing, when development land is available across the road. ([PREDRAFTCLONSDZ0006](#))
4. The ultimate objective of SDCC should be to ensure that South Dublin is a community where people enjoy and want to live in - not a section of the city which has the primary objective of facilitating the provision of high density housing and unskilled employment opportunities. Getting the mix right is paramount to any sustainable development and creating a community atmosphere. ([PREDRAFTCLONSDZ0014](#))
5. Provision of infrastructure and community facilities prior to residential development is sought. Inclusion of public amenities that could attract people to the area, e.g. sports / concert venue. Ensuring facilities delivered as part of SDZ also benefit existing residents and not just the new residents on the SDZ lands. Lack of provision of community facilities is a concern for the future development of Clonburris. ([PREDRAFTCLONSDZ0018](#))
6. The Council must make provision, in the SDZ plan, for 'community gain' for the surrounding existing communities in Lucan and Clondalkin. The existing communities must be compensated for the negative impacts, by the provision of additional facilities and services. The Council needs to address the outstanding needs of the existing community, e.g. playing field for Kishoge Community College. Town centre services should be provided for Balgaddy.

The Planning Scheme should provide for the following;

- Tallaght Hospital outreach/public health care/disability services
- Nursing Homes / Sheltered accommodation to support independent living.
- Mental Health / addiction support services / step down clinics.
- Sufficient playgrounds.
- A 'scrambler' park to discourage use of the canal by such motorcyclists.

-
- Open the 'kissing' gates on the Grand Canal green route to facilitate proper use by cyclists of the facility. This will be essential as a sustainable transport artery for the SDZ.
 - Multicultural Civic Centre with theatre, library and art gallery.
 - Emergency services: Fire and Garda stations. ([PREDRAFTCLONSDZ0066](#))
7. Community must be at the heart of the plans for this SDZ, through the provision of community facilities, services and amenities. There has been recognised consequences to the lack of, and delay in providing, community services in areas such as Balgaddy and Adamstown. The provision of community facilities must run in tandem with the development of housing, community facilities cannot be the last part of the development. Lucan is a rapidly growing area already, and the provision of facilities such as community centre, youth facilities and youth café, playgrounds are essential for residents in this area. Furthermore, there is a continuous need for space to be made available for community groups, organisations and sports clubs, and it is hoped that South Dublin County Council will ensure that sufficient community space is included in the plans. ([PREDRAFTCLONSDZ0040](#))
 8. The following suggestions are made with regard to Community facilities: Phase One of the development to include the construction of a district centre. No later than completion of Phase 2 a community facility including but not limited to a library, civic centre, meeting area, youth café to be constructed. At least one Primary Health Care Centre to be constructed within the development. Taking into account the lack of a fire station in the greater Lucan/Clondalkin area to provide the construction of such a fire station within the development. To provide for a Garda Station within the development. CCTV should be installed at appropriate places throughout the development and to be installed in consultation with An Garda Síochána. South Dublin County Council's play space programme to be extended to the Clonburris area and play spaces to be constructed throughout the area phase by phase. The development should cater for the sporting and recreational needs of the area and overflow from the adjacent communities of Clondalkin & Lucan. A centre should be constructed which could be used as a centre of excellence for established and newly established sporting organisations in the area, the centre should include at least one pavilion, all weather facilities, grass pitches, MUGA (multi-use games area) facilities, meeting rooms and should cater for established sports such as Gaelic Games, soccer and rugby as well as less established sports including but not limited to cricket, tennis & badminton, lawn bowls, basketball, hockey and athletics. ([PREDRAFTCLONSDZ0049](#))
 9. A full social and community audit should be prepared by the Development Agency to establish the level of infrastructure currently available in the area and to determine the level of community infrastructure that will be required to serve the area. Community and social infrastructure should be equitably distributed across the Scheme area. ([PREDRAFTCLONSDZ0053](#) [PREDRAFTCLONSDZ0057](#))
 10. Build a sports centre, cultural centre, mosque and community hall. Concerns expressed that the ratio of houses to community facilities is not adequate. Planners in preparing the SDZ should work closely with local organisations / community to discuss their needs. ([PREDRAFTCLONSDZ0134](#))
-

-
11. A community centre for the Muslim community is sought at Clonburris. This is required due to a lack of an existing facility for a range of activities, including youth groups and other groups of all age and gender. ([PREDRAFTCLONSDZ0024](#))
 12. It is proposed to develop an Islamic Centre at Clonburris, fully structured to meet the social and cultural needs of its community. As such this matter should be given representation at all planning meetings of the community development of the Clonburris SDZ. It is intended that the Islamic Centre will be open to all communities and will serve as a beacon for integration into the wider community in the future. ([PREDRAFTCLONSDZ0028](#))
 13. The local Ahmadiyya Muslim Association Community is growing at a fast pace and at present it does not have an appropriate place to practice its peaceful beliefs and is therefore dependent on various rented accommodations to host its essential programmes and functions. It is felt that by incorporating suggestions / required facilities in the new SDZ Scheme, cultural accommodation requirements shall be catered for and as such will actively contribute towards a vibrant multi-cultural societies of Ireland. ([PREDRAFTCLONSDZ0017](#))
 14. The purpose of Ahmadiyya Muslim Association is to develop an Islamic Centre fully structured to meet the social and cultural needs of its community. It is requested that this be given representation in all planning meetings of the community development schemes in Clonburris SDZ. ([PREDRAFTCLONSDZ0017](#))
 15. The following structures and facilities are proposed on a site at Clonburris: a Mosque, a community hall to hold social get-togethers including inter-faith seminars and Peace conferences, a sports/leisure centre, residential accommodation for three to four houses and offices for different parts of the association. ([PREDRAFTCLONSDZ0017](#))
 16. On a site at Clonburris it is proposed to build a low density Cultural centre (consisting of a Mosque, community hall, library, a facility for Muslim funeral arrangements and residential accommodation for the permanent staff like the Imam and care taker etc.). Meticulous planning by SDCC will help the community to enable it to meet the needs of not only its members but also for the greater benefit of the whole local community. ([PREDRAFTCLONSDZ0017](#))
 17. It is aimed to build an Islamic Culture and Community centre at Clonburris. The local Muslim community is growing at a fast pace and at present it does not have a decent place to practice its peaceful beliefs. It is therefore dependent on various letting outlets to host its essential programmes and functions. It is felt that by incorporating these suggestions / view point in the new SDZ Scheme, concerns shall be allayed and these suggestions can also actively contribute towards a vibrant multi-cultural society in Ireland. ([PREDRAFTCLONSDZ0026](#))
 18. It is planned to develop an Islamic cultural centre fully structured to meet the social and cultural needs of its community. This must be given representation in all planning meetings of community development schemes in the Clonburris SDZ. ([PREDRAFTCLONSDZ0026](#))
 19. This area has become multicultural over the last 10 years, therefore needing more facilities to cope with the needs for different multicultural and ethnic groups. ([PREDRAFTCLONSDZ0031](#))
-

-
20. A purpose built Islamic Cultural Centre with a mosque and community hall is proposed on a piece of land within the boundary of the Clonburris SDZ. This would definitely help to cater for the needs of members of local Muslim groups and it is requested that South Dublin County Council facilitate this project. ([PREDRAFTCLONSDZ0031](#))
 21. In the Lucan area there are very few youth centres or halls that cater to groups of different ethnic and religious backgrounds. ([PREDRAFTCLONSDZ0032](#))
 22. An Islamic centre with a Mosque and a community hall, which can be used for different purposes is sought at Clonburris. ([PREDRAFTCLONSDZ0032](#))
 23. As the local Ahmadiyya Muslim community is growing at a fast pace and at present it does not have a decent place to practice its peaceful beliefs, it is therefore dependent on various letting outlets to host its essential programmes and functions. By incorporating suggestions / viewpoint in the new SDZ Scheme, concerns shall be allayed and an active contribution can be made towards a vibrant multi-cultural society in Ireland. ([PREDRAFTCLONSDZ0033](#))
 24. It is proposed to develop an Islamic Cultural Centre at Clonburris, fully structured to meet the social and cultural needs of its community. As such this matter should be given representation at all planning meetings of the community development of the Clonburris SDZ. ([PREDRAFTCLONSDZ0033](#))
 25. This area of Dublin is very good for family living but, unfortunately, it does not have good facilities for multi-cultural background population. It has been necessary to hire community centres many times that are at a great distance from living areas, for religious and community functions. The new development should have good quality community centres and parks and sports grounds. A local Muslim community group is trying to build an Islamic cultural centre, including a mosque and community center, which would not only have a very positive effect on the local Muslim community, but also add diversity to this development. ([PREDRAFTCLONSDZ0034](#))
 26. An Islamic centre and a Mosque are sought at Clonburris, as there is not a purpose build Mosque or Islamic centre in the South Dublin County Council area. It is requested that the Council consider this project. ([PREDRAFTCLONSDZ0037](#))
 27. Lucan is a wonderful place to live. It's very multicultural and everyone is extremely friendly and welcoming. There are also some great facilities, but it would definitely be nice to have more community halls for multicultural events and other community events. A local Muslim community group often hold events for the community in Newcastle Hall, which is highly inconvenient to travel to. It would be wonderful if there could be more community halls for events. A local Muslim Community Group plans on building a multicultural centre and a Mosque in the area of Clonburris SDZ. South Dublin County Council should facilitate this project as it will be a brilliant development for the community. ([PREDRAFTCLONSDZ0038](#))
 28. There is a great opportunity to tackle the problem of lack of community areas, whereby so many different communities could come together and practice their beliefs, which would promote harmony in society. Currently in this area there is a total lack of facilities for Muslim groups and it is noticed that the local Ahmadiyya Muslim Association community currently rents halls that are situated far away, in order to hold events. A site at Clonburris can be used to build a Mosque, cultural and
-

community centres, sports halls etc. which will go a long way into tackling this growing and frustrating issue. Such a large community centre will boost the already diverse society in South Dublin County and will cater for people from all walks of life.

([PREDRAFTCLONSDZ0041](#))

29. A range of community facilities are sought at Clonburris including Community Centres, Sports halls and Mosques are sought at Clonburris. ([PREDRAFTCLONSDZ0042](#))
30. The problem of the lack of community areas and sports centres can be addressed by building more community halls and cultural centres. A local Ahmadiyya Muslim group currently rents community halls in faraway locations such as Newcastle Hall, which is frustrating especially for people living far away from this location. A local Muslim community group intends to build a Mosque, cultural and community centres, sports halls etc. at Clonburris, which will go a long way into tackling this growing and frustrating issue. ([PREDRAFTCLONSDZ0042](#))
31. A Mosque and community centre is required to accommodate the needs of the local Ahmadiyya Muslim association. ([PREDRAFTCLONSDZ0043](#))
32. Lucan is a great place to live but it feels that there should be more facilities for community needs like quality community halls, sports centre and activities, utility centres and a swimming pool. This area has developed and become populated with multicultural families. It has become very difficult for a local Muslim community group to find a place which can be useful to perform religious activities, for which currently the community hall in Newcastle has to be hired, which costs more than required needs. Such a multicultural facility, in proximity to homes is sought at Clonburris. ([PREDRAFTCLONSDZ0048](#))
33. A multi-cultural centre is sought at Clonburris, as a café/museum with classrooms for education purpose and an indoor market hub for business development purposes. This is hopefully based on the model the National Print Museum uses with unemployed people for them to enter employment, create jobs or continues in third level education. ([PREDRAFTCLONSDZ0047](#))
34. The Planning Scheme should recognise that an opportunity exists to develop services and infrastructure within the schemes boundary that could directly benefit the surrounding communities.

Versatile Community Buildings: Provide purpose built community buildings that cater to:

- The service delivery needs of the area (Community Crèche, Older Adults Day Care, Youth Services, Outreach Services from local agencies, etc.).
- The voluntary community group development of the area (space for Girl Guides / Scouts, Community Council, Women's & Men's Groups, etc.).
- A potential community gym and swimming pool.
- Seasonal activities such as summer camps and kids clubs (school holidays).

Play Areas: Provide a multi-use games area / space for both children and adolescents. Provide shared facilities between the local GAA, FAI and IRFU teams to maximise usage of space and bring together varied funding streams. Provide safe play areas and playgrounds for families and young people to encourage and

contribute to a healthy lifestyle for Clonburris residents.

Social Facilities and Services: Provide a Library, Cinema, Theatre, Cafés, Bars, Restaurants Post Office, Credit Union, Accessible Banking and local shops.

Civic Space and Theatre: Provide a space for communities to showcase their theatrical work and cultural initiatives. May be combined with community facilities. Provide a Primary Care Centre and Nursing Home. Provide a fire station and Garda station. ([PREDRAFTCLONSDZ0062](#))

35. Provide the following;

- Credit union and post office,
- Library / theatre space / civic centre and adaptable community centre.
- Youth Facilities and Services.
- Older adult facilities.
- Primary care centre to include mental health facilities and disability services.
- Nursing home.
- Multi use games areas and Sports hall.
- Swimming pool
- Dirt bike area similar to St. Anne's Park, Clontarf
- Fire Station and Garda station. ([PREDRAFTCLONSDZ0065](#))

36. Provide community gardens and civic spaces, health and education resources, in well designed, landscaped hubs with access to public transport and safe cycle lanes.

Provide community buildings and services.

Provide Allotments (could be for market gardening enterprise).

Provide a multicultural Civic Centre with theatre and library and art gallery.

Provide emergency services: fire and garda stations.

Provide Tallaght Hospital outreach/public health care/disability services.

Provide Nursing Homes / Sheltered accommodation to support independent living.

Provide Mental Health / addiction support services / step down clinics.

([PREDRAFTCLONSDZ0058](#))

37. Future development of Clonburris should be family friendly. Provide sport facilities for young people. ([PREDRAFTCLONSDZ0068](#))

38. An objective for the provision of community facilities such as a school can be catered for, subject to agreement, within an overall comprehensive plan for the Cappagh neighbourhood. ([PREDRAFTCLONSDZ0113](#))

39. Community facilities should be built first including community halls, sports facilities, a swimming pool, gym and playing fields. ([PREDRAFTCLONSDZ0090](#))

40. Provide proper youth services, a sports hall and an active community centre. A garda station should be provided. ([PREDRAFTCLONSDZ0098](#))

41. Provide a proper fully equipped sports and leisure centre, playground, youth centre and scouts den. ([PREDRAFTCLONSDZ0100](#))

42. Create lots of amenities for children e.g. a swimming pool, club houses, football pitches and tennis courts. Concerns that too many houses would be built and not enough sport / leisure facilities for kids. ([PREDRAFTCLONSDZ0115](#))

-
43. The focus of the development should not be entirely on housing. Whilst in the current climate housing is important, services such as parks, playgrounds and amenities will add to the value for all home owners and families in the locality. Furthermore, the existing park in the area is not very child friendly. ([PREDRAFTCLONSDZ0004](#))
 44. Clonburris will be situated right beside very large housing estates in South Lucan that have no recreation facilities. Concern is raised that more houses will be built in this area without the provision of any facilities. ([PREDRAFTCLONSDZ0016](#))
 45. Build houses for families with facilities in place i.e. crèches, schools etc. ([PREDRAFTCLONSDZ0087](#))
 46. The future development of Clonburris should focus on community. ([PREDRAFTCLONSDZ0001](#))
 47. A desire to see the development of a sustainable community at Clonburris. ([PREDRAFTCLONSDZ0003](#))
 48. Adequate amenities should be provided for residential areas e.g. cinema, shops, parks etc. ([PREDRAFTCLONSDZ0085](#))
 49. Concern that the focus will be solely on housing due to the shortage in Dublin, at the expense of proper amenities. Concern that the delivery of a local swimming pool could be cancelled and built in Lucan. ([PREDRAFTCLONSDZ0004](#))
 50. Too many houses and too little community facilities is a concern for development at Clonburris. ([PREDRAFTCLONSDZ0031](#))
 51. Housing must be integrated with proper community facilities, including sports and arts facilities. ([PREDRAFTCLONSDZ0045](#))
 52. Development should address needs within existing communities that border the area like libraries, community centres, schools and attractive parks. ([PREDRAFTCLONSDZ0027](#))
 53. A range of community facilities are sought at Clonburris including Community Centres / Facilities, Burial grounds and Libraries. ([PREDRAFTCLONSDZ0028](#))
 54. Public services are vital to a development of this nature and full commitment is needed before house sales commence. ([PREDRAFTCLONSDZ0029](#))
 55. Focus on appropriate services for the area as well as housing provision. ([PREDRAFTCLONSDZ0004](#))
 56. The Lucan area has very little facilities for community needs like good quality community halls, sports halls etc. Now is the ideal time for South Dublin County Council to provide proper facilities like good quality community halls and sports facilities. ([PREDRAFTCLONSDZ0031](#))
 57. Work with local community groups/organisations to fulfil the needs of community based activities, which include good quality Community Halls and Sports Centres. ([PREDRAFTCLONSDZ0031](#))
 58. A range of community facilities are sought at Clonburris including Community Centres / Facilities, Burial grounds and Libraries. ([PREDRAFTCLONSDZ0017](#))
 59. Sufficient amenities including education, access to shops, leisure centre with swimming pool, are sought at Clonburris. ([PREDRAFTCLONSDZ0036](#))
 60. Not enough community centres for integration is a concern for future development at Clonburris. ([PREDRAFTCLONSDZ0038](#))
-

-
61. Create more community based facilities e.g. all weather pitches. ([PREDRAFTCLONSDZ0116](#))
 62. Desire to see community facilities included in the Clonburris SDZ, including a large community centre for the Griffeen Area, and a Scout Den for the 142nd Esker Scouting Ireland group. ([PREDRAFTCLONSDZ0005](#))
 63. Provide community facilities. ([PREDRAFTCLONSDZ0129](#) [PREDRAFTCLONSDZ0131](#))
 64. A range of community facilities are sought at Clonburris including Community Centres, Sports Halls and Children Centres. ([PREDRAFTCLONSDZ0041](#))
 65. There is a need for a swimming pool in the Clonburris area. ([PREDRAFTCLONSDZ0067](#))
 66. Provide a swimming pool, all weather football pitches, gym and amenities for all ages. ([PREDRAFTCLONSDZ0093](#))
 67. Provide playing pitches and playgrounds. ([PREDRAFTCLONSDZ0069](#))
 68. Provide good playgrounds with CCTV cameras. ([PREDRAFTCLONSDZ0070](#))
 69. Provide playgrounds, walk-ways, trees etc. ([PREDRAFTCLONSDZ0076](#))
 70. Provide playgrounds, fishing areas, allotments and an eco-area with recycling compost. ([PREDRAFTCLONSDZ0084](#))
 71. Provide more recreational facilities for all in the area. ([PREDRAFTCLONSDZ0124](#))
 72. Provide a sport centre, swimming pool, tennis courts, squash courts and children's playground. ([PREDRAFTCLONSDZ0125](#))
 73. Provide recreation facilities and playgrounds. ([PREDRAFTCLONSDZ0126](#))
 74. Provide adequate sports and recreation facilities. ([PREDRAFTCLONSDZ0127](#))
 75. Provide sports and recreational facilities and playgrounds. ([PREDRAFTCLONSDZ0128](#))
 76. Provide more sports facilities. ([PREDRAFTCLONSDZ0083](#))
 77. Provide sports and recreational facilities. ([PREDRAFTCLONSDZ0130](#))
 78. Provide sports and social amenities which are lacking in this heavily populated area. ([PREDRAFTCLONSDZ0064](#))
 79. Pitches and other sports facilities should be created. ([PREDRAFTCLONSDZ0119](#))
 80. Provide proper recreational facilities including all weather pitches, playing pitches for existing clubs, a community centre / recreational hall and swimming pool ([PREDRAFTCLONSDZ0063](#))
 81. A ladies only gym is sought at Clonburris. ([PREDRAFTCLONSDZ0032](#))
 82. Provide a proper motorcycle track. Provide a proper place for horses with stables. Provide a local 'accident & emergency' unit and ancillary clinic. ([PREDRAFTCLONSDZ0073](#))
 83. Provide community facilities, services and shopping facilities. ([PREDRAFTCLONSDZ0071](#))
 84. Concern expressed that the Planning Scheme will not provide amenities. ([PREDRAFTCLONSDZ0074](#))
 85. More services are needed for the area - childcare facilities, schools and hospitals. ([PREDRAFTCLONSDZ0082](#))
 86. Provide amenities in the future development of Clonburris. Provide a swimming pool. ([PREDRAFTCLONSDZ0086](#))
 87. Provide youth facilities, hospitals, G.P.'s and a garda station. ([PREDRAFTCLONSDZ0091](#))
-

88. Provide local amenities including gyms, shops etc. ([\(PREDRAFTCLONSDZ0092\)](#))
89. Provide a Garda station and GAA club. ([\(PREDRAFTCLONSDZ0102\)](#))
90. Provide a leisure centre, swimming pool, gym, playground and library. ([\(PREDRAFTCLONSDZ0103\)](#))
91. Provide a leisure centre. ([\(PREDRAFTCLONSDZ0114\)](#))
92. Waterside Cafe/Restaurants are sought; this could be combined with watersports facilities, and would provide supervision for the adjacent area. ([\(PREDRAFTCLONSDZ0020\)](#))
93. Possibility of Ghetto's being created due to poor planning, infrastructure, services etc. is a concern. ([\(PREDRAFTCLONSDZ0029\)](#))
94. Consider the existing local area - carry out extensive surveys to establish the impact of development on existing areas before commencing. ([\(PREDRAFTCLONSDZ0029\)](#))
95. Culture and Community Centres and Libraries are sought at Clonburris. ([\(PREDRAFTCLONSDZ0026\)](#))
96. Libraries, Culture and Community centres are sought at Clonburris. ([\(PREDRAFTCLONSDZ0033\)](#))
97. Good Community facilities like Community halls and sports halls, ladies only gym and swimming pool and an Astro-Turf Soccer Pitch are sought at Clonburris. ([\(PREDRAFTCLONSDZ0034\)](#))

Schools

1. Provide schools for the development of Clonburris. ([\(PREDRAFTCLONSDZ0095\)](#))
2. Provide proper schools. ([\(PREDRAFTCLONSDZ0098\)](#))
3. Provide a new school for the increasing population. ([\(PREDRAFTCLONSDZ0125\)](#))
4. Provide primary and secondary schools. ([\(PREDRAFTCLONSDZ0134\)](#))
5. Primary and Secondary schools for boys and girls separately are sought at Clonburris. ([\(PREDRAFTCLONSDZ0034\)](#))
6. Provide a Gaelscoil. ([\(PREDRAFTCLONSDZ0102\)](#))
7. Provide a secondary school. ([\(PREDRAFTCLONSDZ0103\)](#))
8. Schools are sought at Clonburris. ([\(PREDRAFTCLONSDZ0028\)](#)) ([\(PREDRAFTCLONSDZ0017\)](#) [\(PREDRAFTCLONSDZ0033\)](#) [\(PREDRAFTCLONSDZ0026\)](#) [\(PREDRAFTCLONSDZ0041\)](#) [\(PREDRAFTCLONSDZ0042\)](#))
9. Primary and secondary schools and sports grounds are sought at Clonburris. ([\(PREDRAFTCLONSDZ0031\)](#)) ([\(PREDRAFTCLONSDZ0048\)](#))
10. With school places in Lucan already facing significant demands, it is imperative that the plans for this SDZ include the development of both primary and secondary schools. The Department of Education last year indicated that Lucan will benefit from the development of a new 1,000 pupil second-level school to meet with the growing demand for second-level school places and it is hoped that the Clonburris area would be considered for this. ([\(PREDRAFTCLONSDZ0040\)](#))
11. A review of educational needs in accordance with relevant policy and guidance should be undertaken following the determination of the revised density of development within the SDZ Planning Scheme. It could examine how the phasing of the overall development will impact on the need for educational facilities over time by considering the potential demand cycle. Rather than identify the specific site for schools the Planning Scheme could allow schools to be provided on lands identified

for residential use and could identify specific objectives or criteria for locations of schools. Thresholds could be identified at which the need for schools would need to be considered. The thresholds could be enforced at planning application stage. ([PREDRAFTCLONSDZ0055](#))

12. Phase 1 of the SDZ should include the construction of at least one primary school. A minimum of 6 primary schools and 4 post primary should be provided in the area. All primary schools should facilitate co-located childcare / early learning facilities. A number of ASD units should be constructed within both primary and post primary schools and should be sufficient to cater for the new Clonburris community while also dealing with the shortfall in such units in the Lucan / Clondalkin area. All schools should be constructed with appropriately sized pick up and drop off zones to avoid traffic congestion associated with schools. An appropriate mix of denominational and non-denominational schools should be provided. Provide for the construction of a third level institution noting the increased number of students attending nearby Tallaght IT. This institution should cater for the Lucan and Clondalkin areas as well as overflow from the Tallaght IT. ([PREDRAFTCLONSDZ0110](#) [PREDRAFTCLONSDZ0111](#))
13. It is important that there is sufficient educational infrastructure to meet the needs of the community. The Department of Education has worked closely with the Council in relation to securing sites for educational infrastructure to date and will continue to work closely with the Council regarding the provision of new schools and the development of existing schools and emphasise the critical importance of the Council ensuring sufficient land is zoned for this purpose.

There are two existing schools located within the SDZ area - a post primary school, Kishogue Community College and Lucan East Educate Together National School. The schools currently cater for demand from the adjoining Lucan areas to the north but have some capacity to serve part of the Clonburris area.

The Council should be aware of a new 1,000 pupil post-primary school which was announced in November 2015 and is due to open in 2017 to meet the needs of the greater Lucan area.

The requirement for the provision of additional educational infrastructure in the area to meet the needs of the new community will be determined by the composition of the planned residential development in the SDZ area. When the Council make figures available in relation to the planned residential development in the SDZ area, the Department will consider the potential educational implications arising.

In relation to educational requirements which would require the provision of new schools, it would be important that suitable sites are zoned to cater for this provision. In general the Department requests that site reservations are made , where possible , as close as possible to community facilities such as sports facilities, libraries etc. so that these can be shared between the school and the community. The Department is also open to the concept of multi-campus schools arrangements. Both of these approaches can have the effect of reducing the land take for school

development.

The Department requests that the Council identifies suitably located lands in accordance with 'Development Plans: Guidelines for Planning Authorities', Appendix F (DEHLG, 2007) and the Department of Education and Skills Technical Guidance Documents for primary schools and for post-primary schools.

The Dept. of Education requests that land adjacent to existing schools should be rezoned appropriately to allow for the potential future expansion of these schools. In addition, the Council is requested to consider a policy of introducing a buffer zone around existing school sites, where possible. This would facilitate adequate separation from housing while allowing reasonable scope for increased school heights particularly in established neighbourhoods identified for consolidation or intensification of population.

In terms of site size, a new primary school ranging in size from 16 - 24 classrooms, as a guide, requires 1.6 hectares (4 acres). A new post-primary school catering for 1,000 students would require c. 4.57 hectares. It is important therefore that sufficient lands in the areas where significant additional population is likely to arise, is zoned educational, to ensure that educational infrastructure can be put in place to meet the needs of these new communities. ([PREDRAFTCLONSDZ0060](#))

14. Schools should be built before residents move in. ([PREDRAFTCLONSDZ0135](#))
15. Ensure that there are enough schools within the scheme to cater for its inhabitants and that they are built and available when needed. The schools in the south Lucan area have been under pressure for years and oversubscribed due to the slow pace of building and upgrading schools. ([PREDRAFTCLONSDZ0063](#))
16. The following suggestions are made with regard to Education facilities: Phase One to include the construction of at least one primary school. A minimum of 6 primary schools to be located in the area. A minimum of 4 post primary school to be located in the area. All primary schools to facilitate co located childcare/early learning facilities. A number of ASD units should be constructed with both primary and post primary schools and should be sufficient to cater for the new Clonburris community while also dealing with the shortfall in such units in the Lucan/Clondalkin area. All schools to be constructed with appropriately sized pick up and drop off zones to avoid traffic congestion associated with schools. An appropriate mix of denominational and non- denominational schools. To provide for the construction of a third level institution noting the increased numbers of students attending the nearby Tallaght IT, this institution should cater for the Lucan and Clondalkin areas as well as the overflow from Tallaght IT. ([PREDRAFTCLONSDZ0049](#))
17. The location and design of schools within the SDZ will be critical factors in the generation of high levels of peak hour local travel. The National Transport Authority emphasises the importance of close consultation with the Department of Education and Skills in order to ensure delivery of schools in Clonburris in appropriate locations and with transport considerations to the fore in their design.

The National Transport Authority recommends that the following principles are

adhered to in order to reduce the need to travel by car to schools and in doing so, demonstrate consistency with the Transport Strategy:

- Primary Schools should be located within or close to Neighbourhood Centres;
- Post-Primary Schools should be located within or close to District Centres;
- In zoning school sites, the potential for walking and cycling should be maximised;
- The school gate should be the focus of a fully permeable walking and cycling network, which links the school as the principal destination in an area, to the residential estates from where the pupils' and students' journeys originate;
- In principle, the segregation of modes is desirable for school traffic, as safety and certainty are the key considerations in managing movement around schools; and
- It is recommended that pick-up and drop-off for cars is limited at the school entrances and, instead, consideration be given to accommodating this via off-site Park & Stride.

In relation to Kishoge Community College, the NTA recommends that the pedestrian and cycle linkages proposed in their submission on that planning application outside the boundary of the school are incorporated as objectives into the Planning Scheme and implemented in line with future development at this location.

([PREDRAFTCLONSDZ0132](#))

18. Great care should be given to the provision of parking at schools.

([PREDRAFTCLONSDZ0085](#))

19. Build a 3rd level institution such as a technical college or university.

([PREDRAFTCLONSDZ0126](#))

20. Provide an Institute of Technology, or a campus of the proposed Technological University for Dublin.

All education buildings should be built to Passive house standards.

Provide child care / crèches, ASD Units and Special Schools.

([PREDRAFTCLONSDZ0066](#))

21. Provide the following;

- Brick built schools,
- Schools need to be built in tandem with the houses.
- Crèches, pre-school, primary, post primary and special needs education facilities.
- Schools should either have a sports hall or have access to one close by.
- Schools should provide outside space for play and exercise including real grass areas
- An area for growing fruit and vegetables to help kids re-connect with where food comes from.
- Training centre for further education and training. ([PREDRAFTCLONSDZ0065](#))

22. Brick Built Buildings and Youth Training: Temporary, modular and prefabricated education buildings should be avoided at all costs in the Clonburris SDZ scheme. School facilities need to be in place before the need for them arise. It is imperative that any school built should have access to recreational facilities to ensure its students receive the minimum amount of weekly activity as prescribed in the school curriculum. Youth Training supports need to be developed and provided in tandem with the provision of schools to ensure that no child is left behind.

Autistic Spectrum Disorder (ASD) Units: Any school development approved should include a planning condition that ASD units are attached to them.

Provide Childcare and Crèche facilities.

Provide Inclusive / non-denominational Schools such as Educate Together.

([PREDRAFTCLONSDZ0062](#))

23. Provide a university, pre-school, primary and post-primary schools with special needs places.

Provide a University to encompass training for early school leavers and adult education

Provide Timber-built primary and post primary schools (built to passive standards)

Provide childcare / crèches facilities.

Provide ASD Units and Special Schools.

Kishoge Community College needs playing fields. ([PREDRAFTCLONSDZ0058](#))

24. Concern expressed that the Planning Scheme will not provide schools.

([PREDRAFTCLONSDZ0074](#) [PREDRAFTCLONSDZ0091](#))

25. Overcrowding in schools is a concern for future development at Clonburris.

([PREDRAFTCLONSDZ0036](#))

Infrastructure

1. Where possible the need for significant cross cutting infrastructure should be avoided. If landowners can develop with the maximum level of independence, this will enable kick-start of housing development. The infrastructure requirements within the SDZ should be fully audited to ensure that onerous infrastructure measures do not act as a barrier to development. This includes reviewing the need for and specification of roads and services but also need for schools and community facilities. The principle should be clearly established that only the specific infrastructure necessary to serve any particular development is required to be in place or delivered with that development. ([PREDRAFTCLONSDZ0054](#))
2. Prior to the Cairn's acquisition of the Clonburris lands, Waterman Moylan carried out a review of the infrastructure requirements based on the assumed reduced densities detailed in the landowners' submission of July 2014. The main findings were:
 - Review the SUDS. Omit the Roadside swales. All the attenuation storage in the form of retention ponds should be provided in the public open space areas throughout the SDZ.
 - Review the Foul Drainage Strategy. Between the Fonthill Road and the Outer Ring Road the lands can be served by gravity to the existing foul sewer on the Fonthill Link Road. Some of the lands may require a pumping station to connect to the Fonthill Link Road sewer.
 - Clonburris can be served from the existing water supply in the area with the necessary upgrades. - Clonburris can be served from existing public utilities in the area with necessary upgrades. ([PREDRAFTCLONSDZ0055](#))
3. The southern part of the Kelland Homes Ltd lands may require an area reserved for attenuation along the railway line. ([PREDRAFTCLONSDZ0113](#))

-
4. There is not suitable infrastructure for an increase in population at Clonburris. ([PREDRAFTCLONSDZ0077](#))
 5. Infrastructure in place around the Clonburris site is currently operating at capacity. There is an opportunity to tackle the existing issues in the area so as not to add to its current problems. ([PREDRAFTCLONSDZ0001](#))
 6. Lack of provision of adequate infrastructure at Clonburris is a concern. ([PREDRAFTCLONSDZ0018](#))
 7. Disregard the 2008 SDZ Planning Scheme as it was unrealistic and over-populated, placing too much reliance on existing infrastructure, which is already inadequate and unable to cope with needs of current residents. ([PREDRAFTCLONSDZ0018](#))
 8. Improve infrastructure in the area. ([PREDRAFTCLONSDZ0136](#))
 9. Make sure that all support services are in place before housing people. Get proper building contractors who pay correctly and do the job correctly. ([PREDRAFTCLONSDZ0091](#))
 10. Proper infrastructure planning needs to happen for Clonburris to function properly. ([PREDRAFTCLONSDZ0063](#))
 11. Consideration needs to be given to the external context of Clonburris SDZ, the challenges facing the existing area and the existing infrastructure available which limit the sustainable development of Clonburris SDZ. ([PREDRAFTCLONSDZ0061](#))
 12. Heat emitted from businesses / data centres within Grange Castle Business Park should be used to have a 'value' to the local area which could benefit horticulture, aquaculture, local food production and district heating. Submission welcomes Codema report on South Dublin Spatial Energy Demand Analysis (SEDA). However SDCC at the planning stage should insist that Microsoft (in Grange Castle Business Park) should assist Codema. ([PREDRAFTCLONSDZ0112](#))
 13. Remove the high voltage power lines going through the lands as they are too close to living areas. ([PREDRAFTCLONSDZ0126](#))
 14. The pylons along the Ninth Lock Road to Foxdene should be undergrounded. Provide good sewage. ([PREDRAFTCLONSDZ0066](#))
 15. Ensure that EirGrid remove the pylons that run through the Clonburris lands. ([PREDRAFTCLONSDZ0082](#))
 16. High voltage power lines need to be addressed where they currently are. ([PREDRAFTCLONSDZ0062](#))
 17. Provide district energy, combined heat and power systems. Underground the pylons along Ninth Lock Road to Foxdene. Public lighting: Create safe spaces, but avoid light pollution. ([PREDRAFTCLONSDZ0058](#))
 18. In previous discussions with South Dublin County Council, when the Clonburris SDZ was first proposed over ten years ago, ESB Networks advised that an 110kv/MW substation would be required for the electricity needs of the area and to support the sustainable economic and social development of the Clonburris SDZ. The construction of the 110kv substation would require a suitable site to be made available to ESB Networks. On this basis SDCC are requested to consider how the provision of the 110kv substation site may be best catered for, that would facilitate the timely construction of the substation. ([PREDRAFTCLONSDZ0139](#))
 19. Storm water Attenuation Areas should be incorporated as landscape features within the Park. ([PREDRAFTCLONSDZ0055](#))
-

Transport Network

1. A detailed baseline transport assessment should be conducted as part of preparation of the Draft Planning Scheme and should include a quantitative assessment and detailed traffic counts, evidencing the current spare road capacity and public transport carrying capacity (if any) serving the SDZ lands. This should also include an assessment of traffic congestion and operation of key junctions, including at Griffeen Avenue, along Grange Castle Road, Newcastle Road and the N4. ([PREDRAFTCLONSDZ0012](#))
2. The SDZ proposals should include a thorough and realistic traffic management study and recommendations on how to minimise the traffic impact of the SDZ on new residents and existing communities in the area. ([PREDRAFTCLONSDZ0023](#))
3. Using transport consultants who have no local area knowledge of the existing road network congestion is a concern. ([PREDRAFTCLONSDZ0025](#))
4. Planning conditions should be dependent on transport capacity. Congestion in and around schools should be factored in and eliminated. ([PREDRAFTCLONSDZ0065](#))
5. The lands are bound by the Outer Ring Road, the Fonthill Road and the link road between the two. It would be normal practise to use Noise Modelling to predict the noise impact these roads will have on any housing units and to determine the most appropriate boundary treatments as well as any mitigation measures to be taken regarding glazing for housing units to control noise to bedrooms in particular. ([PREDRAFTCLONSDZ0123](#))
6. The NTA recommends that in order to ensure the adequate provision for rail, bus, walking and cycling, the Authority recommends policies and objectives to be inserted into the Planning Scheme to reflect the following:
 - A clear phasing scheme linking residential and commercial development to the provision of transport infrastructure and services;
 - Bus priority along the primary routes linking the main commercial centres, with the potential to connect to Adamstown Link Road;
 - Provision for bus termination and layover of buses at or close to Fonthill / Clondalkin and Kishoge train stations;
 - Permeability for pedestrians and cyclists from all residential areas to bus stops and train stations. ([PREDRAFTCLONSDZ0132](#))
7. New roads and access to places via road are sought at Clonburris. ([PREDRAFTCLONSDZ0048](#))
8. Roads and Traffic provision are sought at Clonburris. ([PREDRAFTCLONSDZ0026](#))
9. Realignment of the Ninth Lock Road can be carried out by South Dublin County Council on lands which were acquired from Kelland Homes Ltd. A link road can be provided connecting into a roundabout onto Fonthill Road to the west as provided for in the current SDZ. ([PREDRAFTCLONSDZ0113](#))
10. Traffic onto Adamstown Road is a disaster.
Complete the link road to the Celbridge Road. ([PREDRAFTCLONSDZ0075](#))
11. From phase 1 sustainable links should be created with the Outer Ring Road and where possible development should be carried out in such a way as to improve existing links with the Outer Ring Road in the Greater Lucan and Clondalkin area. High quality cycle

-
- routes should be created providing appropriate links with Lucan and Clondalkin. ([PREDRAFTCLONSDZ0110](#) [PREDRAFTCLONSDZ0111](#))
12. Provide a comprehensive transport network. ([PREDRAFTCLONSDZ0116](#))
 13. Traffic congestion should be taken into account when planning the Clonburris SDZ. Prior to development on lands accessed via Griffeen Avenue, works should be required to improve traffic management and flow in the bottleneck area between Griffeen Road & Grange Castle Road junctions, including the provision of two lanes from the Griffeen Road roundabout approaching the Grange Castle Road signals. A new access road should be provided southwards from the Griffeen Road roundabout to the Adamstown link road. ([PREDRAFTCLONSDZ0117](#))
 14. A second entrance to Lucan East Educate Together school off the Outer Ring Road and major re-working of traffic management and road layout at Griffeen Avenue/Outer Ring Road. ([PREDRAFTCLONSDZ0005](#))
 15. Pushing St. Cuthbert's road over the canal and over the railway tracks towards the Lynch's park area. Possibly pushing Bawnogue road over the canal and over the railway tracks towards Ninth Lock road, linking both roads back across north Clonburris. ([PREDRAFTCLONSDZ0008](#))
 16. Expansion of transport options with roads extended from Lucan to Clondalkin. ([PREDRAFTCLONSDZ0010](#))
 17. Expand the No. 13 bus line to move beyond Bawnogue road, through a new proposed road (specified in submission CVQ-38) that links back to the original line on Cuthbert road. ([PREDRAFTCLONSDZ0010](#))
 18. Prior to development on lands accessed via Newcastle Road, works should be required to improve traffic management and flow in the bottleneck area between the SuperValu roundabout and the N4. ([PREDRAFTCLONSDZ0012](#))
 19. Prior to development on lands accessed via Griffeen Avenue, works should be required to improve traffic management and flow in the bottleneck area between the Griffeen Road & Grangecastle Road junctions, including provision of two lanes from the Griffeen Road roundabout approaching the Grangecastle Road signals, and recessing of bus-stops. ([PREDRAFTCLONSDZ0012](#))
 20. It is suggested that a new access road should be provided southwards from the Griffeen Road roundabout to the Adamstown link road. ([PREDRAFTCLONSDZ0012](#))
 21. Concerns with regard to the lack of road infrastructure. The new Plan should incorporate a road network to provide for additional traffic. ([PREDRAFTCLONSDZ0131](#))
 22. Clonburris will bring more traffic along the Lucan side of the R136, this will create noise pollution for Foxborough Downes residents whose houses back on to this road. The installation of a new road/lane to Clonburris from Griffeen Avenue via the R136 is suggested. Griffeen Avenue is gridlocked at peak times with commuters getting delayed with local school traffic. A new road/lane from Griffeen to R136 would ease this congestion. New residents of Clonburris will benefit from this road. Installation of cycle lanes into existing estates/areas from Clonburris is suggested. ([PREDRAFTCLONSDZ0016](#))
 23. Provide better links with the M4, N7 and the M50 to help with traffic flow during peak hours. ([PREDRAFTCLONSDZ0134](#))
-

-
24. A new road linkage behind Adamstown to link Clonburris to the N4 is suggested. ([PREDRAFTCLONSDZ0031](#))
 25. Proper Transport planning needs to happen. The road infrastructure needs to be properly developed to cater for the huge increase in demand that Clonburris SDZ will have on the area. Concerns expressed with regard existing levels of commuter and school rush hour traffic, particularly along the Lock/Newcastle road. No further traffic should be allowed onto the Newcastle road unless proper upgrade works are performed with its junction with the N4/M4. This junction now needs to be a flyover type junction (freeflow, no traffic lights) that allows freeflow traffic access Lucan and the N4/M4. More cross city routes need to be made available and faster access to the city through direct access to the N4/M4. ([PREDRAFTCLONSDZ0063](#))
 26. From Phase 1 sustainable links should be created with the Outer Ring Road and where possible the development should be carried in such a way as to improve existing links with the ORR in the Greater Lucan area and in the Clondalkin area. ([PREDRAFTCLONSDZ0049](#))
 27. Roads and traffic infrastructure is sought at Clonburris. ([PREDRAFTCLONSDZ0033](#))
 28. A maximum of one additional road bridge and one pedestrian bridge should be required for crossing the railway. ([PREDRAFTCLONSDZ0053](#) [PREDRAFTCLONSDZ0057](#))
 29. The future development of Clonburris should allow for increased levels of traffic. Provide well connected public transport and bicycle lanes. Provide another bridge across the River Liffey to take traffic out of Lucan village. ([PREDRAFTCLONSDZ0124](#))
 30. Concerns that the future development of Clonburris would create additional traffic congestion which is already a big problem in the area. Provide bicycle lanes. Provide a new bridge to alleviate traffic out of Lucan village. ([PREDRAFTCLONSDZ0125](#))
 31. Interaction to adjoining communities needs to be mixed and should not be solely by car, need to encourage walking and cycling routes. ([PREDRAFTCLONSDZ0027](#))
 32. Minimise hard surface road and parking areas and reducing car use and dependence. Provide quality facilities for bicycle parking. ([PREDRAFTCLONSDZ0122](#))
 33. Parking should be severely restricted in the scheme with all parking being licenced and managed by SDCC. The income from the licensing should be used to improve the provision and access for sustainable public transport. ([PREDRAFTCLONSDZ0044](#))
 34. Concern that the future development of Clonburris SDZ lands would create traffic congestion. ([PREDRAFTCLONSDZ0067](#))
 35. Concern regarding traffic which is already bad. ([PREDRAFTCLONSDZ0074](#))
 36. Concerns regarding an increase of traffic on what is an already busy road network. ([PREDRAFTCLONSDZ0076](#))
 37. No more building should be allowed. Lucan cannot cope with additional traffic. ([PREDRAFTCLONSDZ0077](#))
 38. There are serious traffic problems in the area. Development of the Clonburris lands should not proceed. ([PREDRAFTCLONSDZ0079](#))
 39. Traffic congestion is a serious issue in the area, particularly along Griffeen Avenue in the mornings. ([PREDRAFTCLONSDZ0082](#))
 40. Regard should be had to traffic which is very bad in the area at certain times. ([PREDRAFTCLONSDZ0083](#))
-

-
41. No more housing should be built as traffic congestion is a huge problem in the area. The future development of the Clonburris SDZ should seek to minimise traffic. ([PREDRAFTCLONSDZ0084](#))
 42. Concerns expressed with regard traffic congestion in the area. ([PREDRAFTCLONSDZ0086](#))
 43. Traffic is at a crises point in the Lucan / Griffeen area. Concern expressed that the development of large housing estates will exacerbate traffic in the area. This should be addressed before any development commences. ([PREDRAFTCLONSDZ0087](#))
 44. Provide properly built roads to reduce traffic congestion in the area. ([PREDRAFTCLONSDZ0091](#))
 45. Concerns regarding traffic along the Newcastle road towards the N4 which is already very bad. ([PREDRAFTCLONSDZ0092](#))
 46. Concerns regarding traffic congestion and noise and pollution from cars. ([PREDRAFTCLONSDZ0093](#))
 47. Concerns regarding the development of Clonburris and its impact on traffic on the Newcastle Road. ([PREDRAFTCLONSDZ0094](#))
 48. Concerns regarding traffic congestion. ([PREDRAFTCLONSDZ0097](#))
 49. Concerns that additional housing would create additional traffic congestion. ([PREDRAFTCLONSDZ0099](#))
 50. Ensure transport infrastructure is in place before homes are built. Concern regarding traffic. The Neilstown - Lucan road already has a situation of gridlock. Ensure transport infrastructure is in place before homes are built. ([PREDRAFTCLONSDZ0105](#))
 51. Existing traffic through the area is a particular concern. ([PREDRAFTCLONSDZ0106](#))
 52. Concern regarding traffic congestion / gridlock. The development of Clonburris lands will bring an already congested Newcastle Road / hillcrest / N4 junction to an absolute standstill if housing is built in this area. Clonburris should have a link road to Adamstown. ([PREDRAFTCLONSDZ0108](#))
 53. Concerns that the future development of Clonburris would create further traffic chaos / gridlock on what is an already overcrowded road infrastructure. A transport network capable of taking additional traffic should be created. ([PREDRAFTCLONSDZ0127](#))
 54. Concerns that additional housing would result in increased traffic congestion. ([PREDRAFTCLONSDZ0128](#))
 55. Provide a comprehensive transport network to alleviate traffic congestion. ([PREDRAFTCLONSDZ0129](#))
 56. Concern that additional housing would create increased traffic congestion. ([PREDRAFTCLONSDZ0130](#))
 57. Concern is raised that previous plans for the lands were overly reliant on use of public transport, with no regard for existing traffic congestion. ([PREDRAFTCLONSDZ0018](#))
 58. There is a concern that the land will be over developed causing more traffic problems. As extra houses will be developed in the area, thought should be given to traffic management, as in where will the extra cars exit. Roads and public transport at present cannot cope with the traffic that uses the road network now. ([PREDRAFTCLONSDZ0021](#))
 59. Concern is raised with regard to the possible increase of traffic on the 9th lock road from the development. At present, it is difficult to turn right onto the 9th Lock Road due to the speed of oncoming traffic from the Neilstown direction, and also the
-

-
- volume of traffic turning left from the Nangor Road onto the 9th Lock Road. ([PREDRAFTCLONSDZ0022](#))
60. The surrounding area particularly around the Ninth Lock/New Nangor Road area has severe congestion. Clonburris needs to show how this will be addressed and reduced. ([PREDRAFTCLONSDZ0027](#))
61. What is the impact of the development on traffic congestion in the surrounding area or could there be a net inward movement to the area? ([PREDRAFTCLONSDZ0027](#))
62. Pressure on the road and infrastructure networks is a concern. ([PREDRAFTCLONSDZ0029](#))
63. Concerns expressed as to how the development of the Clonburris site will impact the already heavy traffic volumes on Griffeen Avenue, the R136 and surrounding roads. ([PREDRAFTCLONSDZ0064](#))
64. Traffic congestion in and around the area after the completion of this project is a concern. ([PREDRAFTCLONSDZ0032](#))
65. Concerns that the future development of Clonburris would create further congestion in Lucan
Access should be via the under-utilised Outer Ring Road from the N7.
Cycle paths should be provided. ([PREDRAFTCLONSDZ0120](#))
66. The roads around this area are already extremely busy at peak times and increasing population will only exacerbate this problem. ([PREDRAFTCLONSDZ0036](#))
67. Work on traffic alleviation by providing the necessary amenities without draining services already in place, is a suggestion for development at Clonburris. ([PREDRAFTCLONSDZ0036](#))
68. The Clonburris - Balgaddy area has significant access to the national roads network primarily the M50, N4 and N7. The area is served by regular Dublin Bus services and certain rail destinations through the Fonthill Road/Clondalkin Rail Station. However, this transport network is currently under significant pressure on all sides and there are concerns regarding the further congestion that the increased housing will bring. There is already serious pressure in the Lucan area on public bus routes during peak times, which forces many commuters into their cars, further adding to the congestion. This and short trip journeys (such as school runs) has led to Lucan becoming a blackspot for severe traffic congestion. The current traffic issues in particular in the Griffeen area, would only be worsened further if sufficient and adequate measures to alleviate the traffic issues are not included in the plans for this SDZ. ([PREDRAFTCLONSDZ0040](#))
69. There is little spare capacity on the two roads that cross the area. ([PREDRAFTCLONSDZ0044](#))
70. The existing road transportation network is at capacity. The slightest issue on the N7, N4 or M50 results in grid lock and the ORR becomes log-jammed with traffic trying to divert.
Existing traffic flows need to be diverted to high quality public transport facilities heading in the direction of the existing traffic flows i.e. west to east to the city in the morning and east to west in the evening. This is essential to provide for some capacity on the road network for any future development.
Provide walkable access to schools. ([PREDRAFTCLONSDZ0061](#))
71. Poor implementation would be a concern for the future development of Clonburris. ([PREDRAFTCLONSDZ0010](#))
-

-
72. Building too high a density for the local road network, particularly where indicated on the map at the R120 (map drawn on Online Consultation Portal). ([PREDRAFTCLONSDZ0025](#))
73. What is the status of the long proposed Naas motorway to the missing M50 junction? ([PREDRAFTCLONSDZ0027](#))

Public Transport

1. It is critical that state agencies such as Iarnród Éireann and Dublin Bus prioritise the delivery of public transport infrastructure and services to support the development of Clonburris as a sustainable neighbourhood. ([PREDRAFTCLONSDZ0003](#))
2. The following infrastructural elements of the Transport Strategy are of relevance to Clonburris:
 - Phoenix Park Tunnel;
 - DART Expansion Programme; and
 - Core Orbital Bus Corridor.

Development at Clonburris will benefit from general improvements to bus priority in the area and from investment in the regional Cycle Network.

In the immediate term, it is intended to commence running train services from the Kildare Line into Grand Canal Dock via Connolly, Tara and Pearse stations through the Phoenix Park Tunnel line. This will connect the SDZ directly into the City Centre for the first time by passenger rail, facilitating the early development of housing, in particular close to the existing Clondalkin / Fonthill station and close to Kishoge station, which it is intended to open in line with population growth within its catchment.

The National Transport Authority has commenced design and planning work on the National Transport's Strategy Core Bus Network. At present, it is not envisaged that Clonburris would be served by a Core Radial Bus route to connect to the City Centre, due mainly to the service offered by rail. As this work progresses, however, there is potential to extend the relevant route as far as the SDZ. The Authority will undertake this work in close consultation with the Planning Scheme team in order to ensure consistency between the two agencies.

In the medium term, it is intended to deliver full bus priority along the orbital bus corridor from Blanchardstown to Tallaght via Clonburris, using the Fonthill Road. This will deliver a high-frequency, high-speed and reliable bus connection which will provide an attractive alternative to the car for trips between the suburbs to the west of Dublin.

In the longer term, it is intended to electrify the Kildare Rail Line from Hazelhatch to the City Centre and construct an underground tunnel to facilitate high-frequency, high-speed and reliable travel from Clonburris directly by high-capacity rail to the

south city centre and Docklands. This will provide a significant opportunity for those living in Clonburris in accessing the City Centre, and other locations on the metropolitan, regional and national rail network via interchange.

The National Transport Authority recommends that, where deemed appropriate, the Planning Scheme contains explicit reference to the above infrastructure schemes, with their alignments shown in the scheme maps, as well as reference to the following in the appropriate places in the Planning Scheme:

- The Greater Dublin Area Cycle Network Plan, particularly the primary and Greenway routes;
- The National Cycle Manual;
- The M50 Demand Management Study;
- Spatial Planning and National Roads;
- Permeability - A Best Practice Guide;
- Achieving Effective Workplace Travel Plans - Guidance for Local Authorities;
- Workplace Travel Plans - A Guide for Implementers; and
- The Toolkit for School Travel. ([PREDRAFTCLONSDZ0132](#))

3. A number of current short term rail priorities are identified:

- Develop the Phoenix Park Tunnel Link to bring commuter train services directly from the Kildare line via South Dublin into the heart of Dublin City Centre
- Eliminate the current train restrictions in the city centre through the completion of the City Centre Re-signalling project
- Protect the safety and reliability of the GDA railway system through investment in upgrading of train control and monitoring systems
- Continue investment in a level crossing closure programme
- Enhance customer information systems and ticketing systems
- Continue the upgrading and enhancement of train stations in the GDA • Continue development work on the extension of DART services
- Protect or progress DART Underground in line with the Government's decision on the next national capital plan ([PREDRAFTCLONSDZ0019](#))

4. A number of medium to longer term rail priorities are identified:

- The Phoenix Park Tunnel rail link
- The City Centre Re-signalling Programme
- The DART Expansion Programme
- A new train control centre to manage the operation of the rail network
- Additional train stations in developing areas with sufficient demand
- A programme of station upgrades and enhancement; and
- An appropriate level of train fleet, of an appropriate standard, to operate on the rail network. ([PREDRAFTCLONSDZ0019](#))

5. Provide the following;

- Good public transport links, both via rail and bus.
- The density of the area and surrounding areas should ensure that a LUAS line is a priority.
- Provide Quality Bus Corridors for bus routes to encourage people to use public transport

-
- Bus shelters.
 - Bus links should run north / south as well as towards town.
 - Buses should link to the community areas including shops / library.
 - Public transport should be inter-connectable.
 - Maintained bicycle routes - these should be separate to the road where possible.
 - Bicycle storage. ([PREDRAFTCLONSDZ0065](#))
6. Sufficient infrastructure is key to the success of this SDZ, ensuring resident's ease of access to the city centre and the Greater Dublin area for both social and employment reasons. There is need for an increase in public transport services to the area, including greater capacity of both buses and new routes serving the area and connecting the community to Clondalkin, Lucan and the wider Dublin area. The opening of the Kishogue Railway Station is considered a necessary action to ensure this community is adequately served by rail transport. I hope that the Council will consider the need for adequate measures to ensure that the increased housing will not lead to further traffic and public transport pressures in the area. ([PREDRAFTCLONSDZ0040](#))
7. Improve public transport. ([PREDRAFTCLONSDZ0087](#))
8. Provide adequate public transport for the development of Clonburris. ([PREDRAFTCLONSDZ0095](#))
9. Ensure the development of Clonburris provides adequate access to public transport. ([PREDRAFTCLONSDZ0105](#))
10. Proper transport planning and implementation of such plans in advance of any development should happen at Clonburris. ([PREDRAFTCLONSDZ0014](#))
11. Ensure a transport strategy is in place to cater for all future developments and implemented before the developments are complete (e.g. LUAS line, increased bus & cycle lanes). ([PREDRAFTCLONSDZ0014](#))
12. The development of mass housing at this location would need to be met with the development of better transport links. This means the provision of:
- Additional bus services
 - Orbital transport links
 - And, most importantly, the opening of Kishogue Train Station.
- The lack of progress in terms of the Metro West need to be considered within the context of transport plans. ([PREDRAFTCLONSDZ0023](#))
13. Concern expressed that there is sufficient public transport to serve the additional future population of Clonburris.
- Submission suggest the provision of additional buses and extra bus routes. ([PREDRAFTCLONSDZ0067](#))
14. Concern expressed regarding insufficient public transport services available for the future development of Clonburris.
- Provide an extension of the Luas light rail to Clonburris. ([PREDRAFTCLONSDZ0071](#))
15. Concerns expressed about failing to learn lessons from Adamstown SDZ, the actual usage of public transport in Adamstown and using this information to create a sustainable public transport plan for Clonburris SDZ. ([PREDRAFTCLONSDZ0025](#))
16. Pay particular attention to how the area will support sustainable living and be served by walking and public transport to employment areas. This objective has not been a success in Adamstown to date. ([PREDRAFTCLONSDZ0025](#))
17. Good Public Transport facilities are required at Clonburris. ([PREDRAFTCLONSDZ0031](#))
-

-
18. Concerns expressed with regard to poor level of public transport serving the locality. Proper public transport links need to be created, not like in Adamstown where a train station is provided but not enough trains stop to allow it to be a viable solution for some commuters. ([PREDRAFTCLONSDZ0063](#))
 19. Ensure provision of high quality public transport connections and safe cycling routes. ([PREDRAFTCLONSDZ0122](#))
 20. The state of public transport in and around the area after the completion of this project is a concern. ([PREDRAFTCLONSDZ0032](#))
 21. It is suggested that there should be provision for good infrastructure for better transport like Luas. ([PREDRAFTCLONSDZ0034](#))
 22. Public transport and considerations for an already busy area for traffic are a concern for future development at Clonburris. ([PREDRAFTCLONSDZ0036](#))
 23. Better transport links are suggested for the future development of Clonburris. ([PREDRAFTCLONSDZ0038](#))
 24. Roads and Public Transport are sought at Clonburris. ([PREDRAFTCLONSDZ0041](#))
 25. Links to Key Services: Ensure ease of access to reliable public transport links to services such as Hospitals, the City Centre and Employment Hubs. It is important that the infrastructure planned for Clonburris will facilitate and prioritise public transport. Inter-connectable Public Transport: Bus, rail and Luas should be inter-connected to enable communities to better use public transport. ([PREDRAFTCLONSDZ0062](#))
 26. Roads and Public Transport are sought at Clonburris. ([PREDRAFTCLONSDZ0042](#))
 27. The transport modal targets for the scheme should be ambitious. There is a deficit of high-quality transport provision for the scheme area. The Rail line is currently overused with very little, if any space on current trains to accommodate Kishogue station. The provision of extra capacity at Kishogue station should be a limiting factor for moving from one phase to another. Clarification on the status of the Kildare line is sought. ([PREDRAFTCLONSDZ0044](#))
 28. The modal ration of the residents of the scheme should also be a limiting factor of the scale of development. If the modal target for the scheme is not met, development should be limited until the target is reached. ([PREDRAFTCLONSDZ0044](#))
 29. Ensure provision of high quality public transport connections and safe cycling routes. ([PREDRAFTCLONSDZ0061](#))
 30. Public Transport is sought at Clonburris, including integrated walk-ways and cycle-ways, particularly along the canal and to major public transport hubs and village centres. ([PREDRAFTCLONSDZ0045](#))
 31. Lack of Transportation is a concern for future development at Clonburris. ([PREDRAFTCLONSDZ0047](#))
 32. The Irish Rail lands can be maintained as a park and ride facility with or without residential or commercial development. ([PREDRAFTCLONSDZ0113](#))
 33. Provide an extension of the Luas light rail to Clonburris. Concern expressed regarding insufficient public transport in the Clonburris area. ([PREDRAFTCLONSDZ0071](#))
 34. Open a train station. This is badly needed in the Lucan area. ([PREDRAFTCLONSDZ0090](#))
 35. Provide rail / bus links to the IFSC end of the city centre. ([PREDRAFTCLONSDZ0092](#))
-

-
36. Provide a Luas / bus connection to Kishoge railway station. ([PREDRAFTCLONSDZ0093](#))
 37. Provide a train station on the railway line in the area. ([PREDRAFTCLONSDZ0094](#))
 38. Provide a Luas line to Clonburris with direct access to Tallaght hospital. ([PREDRAFTCLONSDZ0097](#))
 39. Develop the railway station at Clondalkin into a rail hub for the area. Suggested to let inner city trains stop here and to provide longer platforms. ([PREDRAFTCLONSDZ0102](#))
 40. A route corridor for potential future Metro West needs to be retained as reservation on/ adjacent to the Fonthill Road and its associated embankments (outside the Cairn lands). Provision should be made for a secondary node at Kishoge station. There should be two vehicular/ public transport bridges and 1 pedestrian bridge over the rail line. ([PREDRAFTCLONSDZ0055](#))
 41. It is essential to provide a link between Kishoge train station and Grange Castle Business Park as early as possible. This would support the early development of a local neighbourhood centre adjacent to the pedestrian bridge as the footfall at this location would sustain a number of commercial uses in this centre. ([PREDRAFTCLONSDZ0107](#))
 42. Provide high quality links to nearby rail network and open the railway station at Kishoge in phase 1 of the development. The SDZ should incorporate infrastructure to facilitate the roll out of the Metro west or similar orbital rail link with Clondalkin and Tallaght. The SDZ should incorporate high quality bus corridors. All bus stops / shelter should be fitted with real time information software, bicycle sheds and be located strategically close to schools, train stations and enterprise hubs. ([PREDRAFTCLONSDZ0110](#) [PREDRAFTCLONSDZ0111](#))
 43. Planning should include investment in the rail network to streamline access to Dublin city centre. ([PREDRAFTCLONSDZ0006](#))
 44. Better commuter connections and access to Clondalkin/Fonthill station should be improved. The station is well placed between the Lucan and Clondalkin area but access to the station is currently by car only. Better access to the station (perhaps canal to station walk/bikeway and Ninth Lock to station walk/bikeway could be undertaken). ([PREDRAFTCLONSDZ0007](#))
 45. Increase number of daily stops at Fonthill/Clondalkin railway station is a suggestion for SDZ preparation. ([PREDRAFTCLONSDZ0010](#))
 46. It is suggested that no residential development should be permitted until Kishoge rail station is opened and operational. ([PREDRAFTCLONSDZ0012](#))
 47. Lack of adequate public transport capacity. For example, design two cases. 1st Case:- Bus and Arrow rail service to Heuston and Grand Canal Station. 2nd Case:- Bus with Dart Interconnector. Omit any case relying on Metro West. ([PREDRAFTCLONSDZ0025](#))
 48. New rail service makes Clonburris accessible as a residential quarter for people who work in Docklands or Grand Canal areas. Pay attention to this in the design to make it an attractive place to live for workers at these destinations. ([PREDRAFTCLONSDZ0025](#))
 49. Make development conditional on increased rail frequency and capacity throughout the day. ([PREDRAFTCLONSDZ0025](#))
 50. The railway could be a key asset to the area, but only if it is part of an agreed expansion of the suburban Kildare routes into Dublin. Will the line be electrified as far as Kildare to enable frequent commuting trains throughout the day? ([PREDRAFTCLONSDZ0027](#))
-

-
51. Adamstown alone will oversubscribe the train services. If the rest of the public transport deficit were actually taken up by buses, there would not be enough space on the bus lanes for additional buses to service Clonburris let alone the rest of Lucan. ([\(PREDRAFTCLONSDZ0066\)](#))
 52. Adamstown alone will oversubscribe the train services. If the rest of the public transport deficit were actually taken up by buses, there would not be enough space on the bus lanes for additional buses to service Clonburris let alone the rest of Lucan. ([\(PREDRAFTCLONSDZ0066\)](#))
 53. It is hoped that there will be more buses and possibly a Luas system due to the amount of people moving into this area. ([\(PREDRAFTCLONSDZ0032\)](#))
 54. A spur to the Luas red line should be considered as part of the scheme. ([\(PREDRAFTCLONSDZ0044\)](#))
 55. Public transport is highly inadequate throughout the Dublin Mid-West constituency. With further developments being built there needs to be a total overhaul of services. The LUAS should be extended to cover the constituency and there is an urgent need for bus services linking up the various part of the constituency. In Adamstown the planning proposals included the delivery of a train service with trains every 10 minutes by 2008. It's now 2016 and the trains to Adamstown run less than once/hour. Extension of the LUAS to Clondalkin & Lucan. New bus services linking up various parts of the constituency, in particular between Clondalkin & Lucan serving Clonburris. ([\(PREDRAFTCLONSDZ0045\)](#))
 56. Good Public Transport facilities including LUAS are sought at Clonburris. ([\(PREDRAFTCLONSDZ0048\)](#))
 57. The following suggestions are made with regard to Public Transport facilities: High quality links to nearby rail network and opening of the railway station at Kishogue to be included in Phase 1 of the development. SDZ to incorporate infrastructure to facilitate the roll out of Metro West or similar orbital rail link with Clondalkin and Tallaght. High quality bus corridors to be created. High quality cycle routes to be created and where appropriate link with the Lucan and Clondalkin areas. All bus stops/shelters to be fitted with real time information software, bicycle sheds, and located strategically close to schools, train stations and enterprise hubs. ([\(PREDRAFTCLONSDZ0049\)](#))
 58. Concern regarding the impact of the future development of Clonburris on Dublin Bus routes. ([\(PREDRAFTCLONSDZ0085\)](#))
 59. Provide a frequent bus service and a new railway station. ([\(PREDRAFTCLONSDZ0098\)](#))
 60. A new bus line that connects Clondalkin - Clonburris - Lucan areas and beyond. The current transportation options between Clondalkin and Lucan is insufficient and developing a bus line between both through Clonburris seems like a reasonable idea. ([\(PREDRAFTCLONSDZ0010\)](#))
 61. Ensure a bus service is provided. ([\(PREDRAFTCLONSDZ0135\)](#))

Environment

1. The Planning Scheme should provide for the following;
 - Biodiversity protection, corridors and wild spaces.
 - Flood alleviation and tree planting and management plan.
 - Enhancement and development of the canal.
 - Allotments
 - Public lighting - Creating safe spaces, but avoiding light pollution.
 - Green spaces, ensure creation of corridors to protect habitats.
 - Roof gardens
 - PV Solar energy
 - Waste management - anaerobic digestion. ([PREDRAFTCLONSDZ0066](#))
2. Use this as an opportunity to make this project as environmentally friendly as possible. ([PREDRAFTCLONSDZ0029](#))
3. Ensure that wildlife and nature areas are protected. ([PREDRAFTCLONSDZ0082](#))
4. Protect Heritage Sites: Preserve and create a sense of heritage and identity. A comprehensive waste management plan should be included in the Clonburris scheme in relation to housing, retail and industry. ([PREDRAFTCLONSDZ0062](#))
5. A thorough ecological assessment of the entire scheme area is required and key trees and hedgerows should be preserved. The Council are reminded that there are a number of protected flora and fauna species, as well as habitats in the scheme area and that these have legal protection. The White Clawed Crayfish is a notable example. ([PREDRAFTCLONSDZ0044](#))
6. Protect biodiversity / habitat corridors and wild spaces.
Ensure flood alleviation and management plan.
Provide tree planting.
Address waste management - anaerobic digestion.
Protect heritage sites. ([PREDRAFTCLONSDZ0058](#))
7. In drawing up the Clonburris SDZ Planning Scheme the following points in relation to the conservation of biodiversity should be taken into account:
 - i. The Grand Canal proposed Natural Heritage Area (site no. 002104), which traverses the southern side of the SDZ and encompasses the canal overflow channels and adjacent towpaths, hedgerows and ditches as well as the main canal channel itself, is the most important feature in terms of biodiversity in the Clonburris area. In the wider Dublin regional context it is also a very significant wildlife corridor including for (amongst other fauna and flora) species protected under the 1976 European Habitats Directive such as otter, at least five bat species and crayfish.
 - ii. The development in recent years of the Grand Canal Greenway along the southern bank of the canal, and its continuation, the Griffeen River Valley Greenway, and particularly the installation of lighting along these cycleways may have had an adverse impact on the usage of the Grand Canal corridor by otter and bat species, and it is of great importance that any additional nocturnal illumination of the canal corridor resulting from the development of the SDZ is kept to a minimum.

-
- iii. Buffer zones should be maintained on either side of the Grand Canal pNHA within the SDZ in order to preserve biodiversity. These buffer zones should extend back at least 30 metres from the outer boundaries of the pNHA as was agreed in the course of the planning process for the previous Clonburris SDZ, though NPWS's recommendation was, and continues to be, that these buffer zones should extend 50 metres back from the boundaries of the pNHA.
 - iv. The planning scheme for the previous Clonburris SDZ included the provision of a marina on the southern side of the canal in the vicinity of the 11th Lock. Because of the topography there this would have involved the installation of a lock between the Grand Canal and the marina basin, which was to have been at a lower level than the canal, and also the construction of an aqueduct from the canal to the basin across the Cappagh overflow channel. NPWS had major concerns about the potential impact of the construction of the marina and these associated works on the fauna of the overflow including crayfish, otter and trout. The potential impact of the operation of the proposed new lock into the marina on the water balance of the canal itself was also a concern, as was the severe reduction in size of the canal corridor that the construction of the marina and proposed associated large scale buildings would require. NPWS hopes (and recommends) that no marina will be included in the Planning Scheme for the new Clonburris SDZ.
 - v. Also, to preserve as far as possible the Grand Canal corridor and its wildlife, it is recommended that installation of new bridges across the canal within the SDZ be kept to a minimum, and if possible no additional road bridges should be installed. Lighting on any such bridges should be kept to an absolute minimum and should be bat friendly.
 - vi. A small section of the proposed new Clonburris SDZ is an area of land to the west of the Kishoge LAP and neither included in the latter nor in the original Clonburris SDZ; this section is transected by the River Griffeen. A wildlife corridor 30m either side of the Griffeen should be preserved, also the course of its tributary the Grange or Kishoge Stream. ([PREDRAFTCLONSDZ0052](#))
8. The Clonburris SDZ at present consists largely of fields divided by a network of mainly overgrown hedgerows. The irregular pattern of this hedgerow network would suggest it is of some antiquity which the diversity of the woody flora present in individual hedges would also suggest. The layout of the roads and buildings set out in the planning scheme for the original Clonburris SDZ ignored the 'grain' of the existing hedgerow system. The opportunity should be taken in preparing the proposed Draft Planning Scheme for the new Clonburris SDZ to redesign the layout of roads and buildings so as to fit as far as is practicable within the existing hedgerow system in order that the greatest length of hedges as possible is preserved together with their associated biodiversity. In particular townland boundary hedgerows should be preserved as these are likely to be of the greatest age and biodiversity. ([PREDRAFTCLONSDZ0052](#))
9. Environmental Health should be addressed and provided for as part of the Planning Scheme. ([PREDRAFTCLONSDZ0028](#) [PREDRAFTCLONSDZ0017](#))
10. This is an ideal project for use of the latest environmental technologies. ([PREDRAFTCLONSDZ0029](#))
-

-
11. The experience of the HSE of the Clonburris lands is that they have been subject to repeated dumping episodes. Environmental Health Officers have needed to contact landowners on numerous occasions to remove material dumped on their property. A number of horses and ponies which graze on the land have died on the property causing public health nuisance. The lands have had to be cleared at great expense. The lands have been subject to anti-social behaviour in the past including joy riding. This appears to be under control. The development of the Clonburris lands would be of benefit to the community and would eliminate a number of problems. The HSE would have concerns with regard to light and noise emitting from the railway line running through the site and its impact on any adjoining property. Any future development should recognise this and put in place mitigation measures to control these issues. There is currently no legislation governing light pollution and so the planning stage would be the most appropriate time to determine whether light spillage from street lighting will be an issue for housing units and to propose appropriate mitigation measures. ([PREDRAFTCLONSDZ0123](#))
 12. Waste management facilities should be provided. The amount of people un-willing to pay for private waste collection is on the increase. The amount of dumping of household waste taking place in this area is only going to increase, alternative solutions should be investigated. ([PREDRAFTCLONSDZ0016](#))
 13. Proper litter control should be implemented. ([PREDRAFTCLONSDZ0098](#))
 14. The future development of Clonburris should seek to minimise pollution. ([PREDRAFTCLONSDZ0084](#))
 15. Landscaping at either side of the railway tracks to reduce noise, with trees and thick foliage. ([PREDRAFTCLONSDZ0008](#))
 16. Concerns that wildlife in the area will be disturbed. ([PREDRAFTCLONSDZ0124](#))
 17. In relation to the actual building phase concern is raised regarding noise pollution. During the construction of Kishogue Community College residents in Foxborough estate experienced very loud construction related noise daily from 7am until 9pm. It is requested that construction staff are given strict noise guidelines. It is suggested that noise pollution barriers should be installed along the wall at Foxborough Downes on the R136. ([PREDRAFTCLONSDZ0016](#))
 18. SDCC must conduct an Environmental Impact Assessment of the likely effects of the proposed SDZ on the environment within and around the SDZ site, as well as of the likely effects of the SDZ on the surrounding communities in general. The Planning Scheme must protect heritage sites and ensure adequate flood proofing. ([PREDRAFTCLONSDZ0066](#))
 19. Ireland's Strategic Environmental Assessment (SEA) & Appropriate Assessment (AA) obligations are welcomed - in the revised Planning and Development Act and associated regulations - but these cannot serve to obviate the obligations of the EIA Directive. The example of Adamstown SDZ which has not been subject to a single Environmental Impact Assessment (EIA) cannot be allowed to continue into this scheme. The entire Clonburris SDZ and each phase should be subject to EIA. ([PREDRAFTCLONSDZ0044](#))
 20. Provide waste separation and composting in all buildings. ([PREDRAFTCLONSDZ0122](#))
 21. Dedicated recycling facilities are sought at Clonburris. ([PREDRAFTCLONSDZ0045](#))
-

-
22. Grey and rainwater should be collected and used domestically wherever possible. Ireland's responsibilities under the urban wastewater treatment directive should be taken into account in the design of the scheme. ([PREDRAFTCLONSDZ0044](#))
 23. Provide for capture and re-use of grey water.
Provide for waste separation and composting in all buildings.
Any development needs to minimise the amount of unnecessary waste water flowing into the treatment system.
Ecological assessments informing any plans and developments need to be rigorously and adequately performed and comply with best practice standards and legal obligations. ([PREDRAFTCLONSDZ0061](#))
 24. All external lighting should be downlighting and should be time limited. Lighting should be avoided in sensitive wildlife areas and light pollution, in general, should be avoided. ([PREDRAFTCLONSDZ0044](#))

The Grand Canal

1. Develop the canal area. ([PREDRAFTCLONSDZ0065](#))
2. Develop the Grand Canal as an amenity area. ([PREDRAFTCLONSDZ0073](#))
3. Use the Grand Canal as a leisure area. ([PREDRAFTCLONSDZ0083](#))
4. Make better use of the Grand Canal's potential for leisure and tourism. ([PREDRAFTCLONSDZ0088](#))
5. Maintain and/or enhance public access to the Grand Canal area. This is a high value amenity in an area lacking in both casual and formal leisure facilities. ([PREDRAFTCLONSDZ0002](#))
6. The development should include a centrepiece project/focal point created around the Grand Canal and should be constructed in such a way to ensure this amenity is accessible by the community and creates a lasting feature to be associated with the development casting it in a positive light. The development should include walkways, cycling tracks and facilities for activities such as dog walking, where possible these should traverse or access the Grand Canal. ([PREDRAFTCLONSDZ0049](#))
7. Provide accessible walking paths along the Grand Canal. ([PREDRAFTCLONSDZ0069](#))
8. Provide a green area around the canal for recreation. ([PREDRAFTCLONSDZ0095](#))
9. Utilise the canal area and try and make a picnic / family center zone. This would promote tourism to the area. ([PREDRAFTCLONSDZ0100](#))
10. Passive surveillance of the canal will be achieved by residential / commercial development addressing the canal. ([PREDRAFTCLONSDZ0107](#))
11. There should be one vehicular/ public transport bridge and 2-3 pedestrian bridges over the Canal. Canal-side amenity corridor should be augmented as part of the design concept for pocket parks. The Grand Canal is an existing amenity in the area which has the potential to link the housing area on Cairn lands along the canal corridor. The canal side green corridor amenity value is not reflected in a measure of area (ha) as the water element is not calculated (as public open space). The removal of the Canal Basin is sought as a priority. Canal activity is desirable and can be achieved with parallel docking of barges and a navigable basin is completely necessary. Dublin City Council

-
- have proposals for a similar facility within Parkwest which is just a short distance to the east on the same canal. ([PREDRAFTCLONSDZ0055](#))
12. The Planning Scheme should allow / provide for fairs/ markets along the Grand Canal in the summertime. This would bring the community together and encourage people in barges to stop in the area. ([PREDRAFTCLONSDZ0068](#))
 13. A need for improved Canal resources. The walkway along the Canal must not be removed as it is integral to the area for commuting and contains biodiversity in and around the Canal area. The focus should be on improving the walkway and better access to the canal walkway, both north and south of the Canal, is proposed. ([PREDRAFTCLONSDZ0007](#))
 14. More use made of the Grand Canal in this area is sought. Provision of amenities for water sports such as kayaking/canoeing, rowing, slipways and safe car parking landing stages. Mooring facilities for larger boats, possibly a marina. ([PREDRAFTCLONSDZ0020](#))
 15. The Planning Scheme should provide a maximum number of legible and coherent connections for cyclists and pedestrians from commercial and residential areas to the Grand Canal Greenway. ([PREDRAFTCLONSDZ0132](#))
 16. Provide a park along the canal. ([PREDRAFTCLONSDZ0135](#))
 17. The Grand Canal is a proposed Natural Heritage Area (pNHA). Special consideration should be given to the Canal when proposing any development near this pNHA. Attention should be given to the contents of the Dublin City Canals report before planning any development works adjacent to it. ([PREDRAFTCLONSDZ0112](#))
 18. The impact of the proposed plan on the pNHA of the Grand Canal is of serious concern. The very limited remaining rural and naturalised setting of the canal needs to be protected - as so much of it has been urbanised to previous works such as the cycleway/greenway. ([PREDRAFTCLONSDZ0061](#))
 19. A Green Belt should be created and maintained along both sides of the canal. ([PREDRAFTCLONSDZ0119](#))
 20. The area of biodiversity running along the canal should be enlarged and monitored. ([PREDRAFTCLONSDZ0120](#))
 21. Keep areas along the canal free of development.
Keep the banks of the canal as parkland, kept clean and free of dumping. ([PREDRAFTCLONSDZ0121](#))
 22. It is important that the Grand Canal is protected throughout the development of Clonburris but that the Grand Canal is also further developed in terms of biodiversity, walk ways and light water sports. ([PREDRAFTCLONSDZ0062](#))
 23. There should not be any alterations to the Canal e.g. for a marina or to the tow-path and the opposite side of the Canal. ([PREDRAFTCLONSDZ0044](#))
 24. The Canal is currently extremely badly littered with household waste; an increase in housing in this area will worsen this situation. ([PREDRAFTCLONSDZ0016](#))
 25. Concerns with regard to anti-social behaviour along the canal. A landscaped area with no hidden areas should be provided along the canal. This area should be properly policed with CCTV cameras. ([PREDRAFTCLONSDZ0098](#))
 26. Concern regarding anti-social behaviour along the Canal walk. ([PREDRAFTCLONSDZ0092](#))
-

-
27. The Old Lough Mans house along the Grand Canal should be restored and used as a place to find out about the history of the area. ([PREDRAFTCLONSDZ0068](#))

Heritage

1. It is considered that a survey should be undertaken to establish if there is any architectural heritage either on the Clonburris site or in proximity to it (either listed or otherwise in the current County Development Plan) and that an assessment should be made of any impacts the scheme may have on architectural heritage and recommendations made as to how this heritage is to be protected and any impacts arising mitigated in any planning scheme prepared. ([PREDRAFTCLONSDZ0052](#))
2. Within the footprint of the Clonburris SDZ there are two archaeological sites that have been listed in the Sites and Monuments Record for County Dublin. The sites are SMR No.DU017-035 (enclosure, Clonburris Little townland) and DU017-036 (enclosure, Cappagh townland). These sites will be added to the Record of Monuments and Places when it is re-issued in the future. The location of the sites mentioned can be viewed on the National Monuments Service website <http://www.archaeology.ie>. Furthermore, given the scale and extent of the SDZ there is significant potential for the presence of previously unidentified archaeological sites and objects on the lands to be developed. It is recommended that South Dublin County Council engage the services of a suitably qualified archaeologist to advise on the generation of the planning scheme and to recommend the appropriate policies and archaeological mitigation with regard to impacts and potential impacts that can be identified as a result of the design and layout of the proposed planning scheme. It is further recommended that an archaeological report describing the known and potential archaeological characteristics of the development lands is commissioned as soon as is practicable, if such a report does not already exist. ([PREDRAFTCLONSDZ0052](#))

Public Open Space

1. Public Parks are sought at Clonburris. ([PREDRAFTCLONSDZ0031](#))
2. The Planning Scheme should provide green open spaces. ([PREDRAFTCLONSDZ0128](#) [PREDRAFTCLONSDZ0127](#) [PREDRAFTCLONSDZ0116](#) [PREDRAFTCLONSDZ0129](#) [PREDRAFTCLONSDZ0135](#) [PREDRAFTCLONSDZ0136](#))
3. Provide open green spaces. ([PREDRAFTCLONSDZ0131](#))
4. Green spaces are sought at Clonburris. ([PREDRAFTCLONSDZ0045](#))
5. Parks and Recreation facilities are sought at Clonburris. ([PREDRAFTCLONSDZ0042](#)) ([PREDRAFTCLONSDZ0028](#)) ([PREDRAFTCLONSDZ0017](#)) ([PREDRAFTCLONSDZ0026](#)) ([PREDRAFTCLONSDZ0033](#)) ([PREDRAFTCLONSDZ0041](#))
6. Parks, Family play areas and facilities for children are sought at Clonburris. ([PREDRAFTCLONSDZ0140](#))
7. The Planning scheme should provide parks. ([PREDRAFTCLONSDZ0074](#))

8. Consider the development of another park similar to Corkagh Park and provide better links to the railway station. ([PREDRAFTCLONSDZ0088](#))
9. The Clonburris lands should be made into a public park. The south Lucan area already had enough houses. ([PREDRAFTCLONSDZ0079](#))
10. A large park and adequate green areas should be provided within residential zones. ([PREDRAFTCLONSDZ0085](#))
11. Provide proper play areas. ([PREDRAFTCLONSDZ0071](#))
12. Provide a proper playground. ([PREDRAFTCLONSDZ0073](#))
13. Provide parklands and playgrounds. ([PREDRAFTCLONSDZ0081](#))
14. Children parks and play area are sought at Clonburris. ([PREDRAFTCLONSDZ0048](#))
15. Provide more green areas with facilities for children. ([PREDRAFTCLONSDZ0082](#))
16. Provide a large park with full amenities including pitches, playground, walkways etc. ([PREDRAFTCLONSDZ0091](#))
17. Provide plenty of green areas. ([PREDRAFTCLONSDZ0092](#))
18. Provide a park which incorporates facilities for walking and running. ([PREDRAFTCLONSDZ0093](#))
19. The scale and configuration of Clonburris Park should be revised and relocated centrally within the site to provide a more workable shape and better potential for integration with adjoining residential uses. Proposal to have route of Park Avenue going through the main Park is proposed as part of the proposed layout concept. The locations and sizes of Pocket Parks within neighbourhoods should be determined as part of detailed design exercises. Across the three neighbourhoods of Clonburris Lock, Clonburris Little and Kishoge Bridge, the total allocation of major and neighbourhood open space within the Cairn lands is 11.3ha. This should be reviewed and reduced in line with reductions in population density and taking into account the increase in the SDZ area and the availability/ accessibility of other parks in the area such as Griffeen Valley Park. The gross developable area of the Cairn lands is in the region of 70ha. Applying the standard of 10% of the gross developable for public open space would give a requirement for c. 7ha of public open space provision within the Cairn lands. In the region of 4 to 5ha would provide a substantial park which would be appropriate for the needs of the area. ([PREDRAFTCLONSDZ0055](#))
20. An appropriate quantum of public parkland should be provided in Phase 1 on lands bounded by Griffeen Avenue, Grange Castle Road, Adamstown link road and Lucan East Educate Together NS. This parkland should include playing pitches for use by the three nearby schools: Lucan East Educate Together NS, Griffeen Valley Educate Together NS and Kishoge Community College. ([PREDRAFTCLONSDZ0117](#))
21. Kishogue Community College require a football playing pitch. ([PREDRAFTCLONSDZ0043](#))
22. Kishoge Community College is a new second level school built to accommodate 1,000 students aged 12-19 years. The school will have reached its capacity of 1,000 students by 2021. The school does not have any sports field(s). This will impact greatly on the ability of students to participate in after-school sporting activities. In the context of concerns about a national 'obesity epidemic' it is of great importance that the students of the school have access to sports pitches for training and playing games. Currently the nearest sports fields are in Griffeen River Park. It takes 30 minutes to walk to these pitches which makes them virtually unusable for after-school training during most of

-
- the school year. There is also a safety issue as two main roads separate the school from the pitches. It is suggested that provision is made in the Clonburris SDZ plan for playing pitches on the land adjacent to the school site. ([PREDRAFTCLONSDZ0035](#))
23. A park in the east area surrounding the Fonthill/Clondalkin railway station and walkways/bikeways added from Clonburris west and from the Ronanstown area is a suggestion for future development. ([PREDRAFTCLONSDZ0011](#))
 24. Provide playing pitches and play areas. ([PREDRAFTCLONSDZ0087](#))
 25. Provide a playing pitch. ([PREDRAFTCLONSDZ0094](#))
 26. The installation of playing pitches and walking/running routes in the lands closet to Lucan East Educate School is suggested. Local schools and sports clubs are in real need of more pitches in this area, the existing pitches in Griffeen Valley Park are in constant use. This will provide recreational facilities for new residents. ([PREDRAFTCLONSDZ0016](#))
 27. There are 3 schools in the area near Griffeen, 2 primary and 1 new secondary school. An open space for all the schools to access and to allow children to be able to use the space for sports etc. and in general for children walking to the schools. ([PREDRAFTCLONSDZ0021](#))
 28. Provide walkways. ([PREDRAFTCLONSDZ0084](#))
 29. Develop quality landscaped walking access routes to the canal and the train station. ([PREDRAFTCLONSDZ0089](#))
 30. A pedestrian/cycle 'green route' should be provided to link the local centre at Griffeen Avenue to Kishoge Community College. ([PREDRAFTCLONSDZ0012](#))
 31. Modern and easily maintainable landscaping is sought at Clonburris. ([PREDRAFTCLONSDZ0011](#))
 32. A green strip implemented in the walkway/bikeways to Fonthill/Clondalkin railway station outlined in submission CVQ-37 is a suggestion for future development. A green strip between economic and residential zones outlined in submission CVQ-38 and submission CVQ-39 is also suggested. ([PREDRAFTCLONSDZ0011](#))
 33. Provide plenty of trees. ([PREDRAFTCLONSDZ0095](#))
 34. Clonburris should be developed as Ireland's first hardwood urban forest. This could become a national training centre for hardwood afforestation. Preserve as much of the natural green environment as possible. ([PREDRAFTCLONSDZ0096](#))
 35. Provide the following;
 - Natural play grounds similar to St. Catherine's in Lucan.
 - Natural open spaces which incorporate benches,
 - Skate board parks and basketball courts
 - Allotments
 - All weather pitches
 - Lots of natural trees, hedges etc.
 - Preserve natural spaces,
 - Good public lighting. ([PREDRAFTCLONSDZ0065](#))
 36. Griffeen Park needs to be integrated into the area with a green swathe from the park to the Canal and Grange Castle Business Park. ([PREDRAFTCLONSDZ0027](#))
 37. Retain the extension of Griffeen Valley Park to the south of the railway line as an area of wildlife interest and conservation. ([PREDRAFTCLONSDZ0064](#))
 38. Have a nature reserve at the western end of Clonburris. ([PREDRAFTCLONSDZ0121](#))
-

-
39. Parks and leisure centres are sought at Clonburris. ([PREDRAFTCLONSDZ0034](#))
40. Provide Allotments.
- Access, Lighting and Spaces: Encourage rooftop gardens as a potential option for creating green spaces and amenity spaces for the residents of Clonburris.
- Use public lighting and open spaces to create safe spaces.
- Maintain existing parklands such as Griffeen Park.
- Provide proper waste management and control.
- Encourage tree planting.
- Provide a management plan and provision for controlled wild spaces.
- ([PREDRAFTCLONSDZ0062](#))
41. All public space in the scheme should be public open space. ([PREDRAFTCLONSDZ0044](#))
42. Provide generous public space adjacent to residences, to allow for parental supervision of children playing outside their homes and for recreational use of residence in a casual and not overly urbanised environment.
- All open space should be public open space. ([PREDRAFTCLONSDZ0061](#))
43. The plan for Clonburris SDZ allows for the provision of ample park facilities to cater for diverse sporting and cultural activities. The provision of such facilities ensures an outlet for the activities of children, teenagers and Adults to be channel into positive community based programs, clubs and events. Access to new sporting and cultural facilities should take into consideration the existing alignment of facilities in the greater Lucan Area. There is a concern that the provision of new park land (including pitches, pavilions) will not leverage off existing facilities and accessibility in both Griffeen Valley Park and existing Club grounds at the 12th lock. Both Griffeen Valley Park and the Lucan Sarsfields Club grounds are situated at the western end of the designated SDZ. Equally important is the provision of Sporting facilities within walking distance of the cluster of primary (Scoil Oscar, Divine Mercy, Lucan East ETNS and Griffeen Valley ETNS) and secondary (Kishogue Community) schools adjacent or within the SDZ. ([PREDRAFTCLONSDZ0050](#))
44. There are some existing ditches and hedgerows which can be maintained with open spaces and may be required for surface water disposal. ([PREDRAFTCLONSDZ0113](#))
45. The lands at Clonburris are currently regularly used by people on scrambler bikes. Concern is raised that these bike users will use other green areas in existing estates when development starts at Clonburris. ([PREDRAFTCLONSDZ0016](#))
46. Poorly implemented, unattractive and high maintenance landscaping is a concern for future development at Clonburris. ([PREDRAFTCLONSDZ0011](#))

Employment

1. Provide employment opportunities for the area. Create job opportunities for the area. ([PREDRAFTCLONSDZ0105](#))
2. Create enterprise activity at Clonburris. ([PREDRAFTCLONSDZ0129](#))
3. The development of the Clonburris lands should provide for industrial and commercial use especially factory operations, to provide a mix of jobs. ([PREDRAFTCLONSDZ0085](#))

-
4. Employment and training units should be provided. ([PREDRAFTCLONSDZ0098](#))
 5. The Planning Scheme should include an enterprise / business centre creating local employment for the Lucan area. ([PREDRAFTCLONSDZ0131](#))
 6. Create varied employment opportunities and office space in the Clonburris SDZ Plan. This would contribute to creating a sustainable community. ([PREDRAFTCLONSDZ0064](#))
 7. Provide local services and employment opportunities within the SDZ. ([PREDRAFTCLONSDZ0061](#))
 8. There is an opportunity within the scope of Clonburris SDZ scheme to plan to increase employment opportunities in the locality. The Planning Scheme should allow for a better work/life balance for local residents who have employment opportunities on their door step while also avoiding the grind of a daily commute to work. Provide a small business centre type area / enterprise area that would include office type environments to encourage local employment and provide more sustainable living for residents. This could fulfil a need for offices for small to medium enterprises in Lucan. The proximity of Grange Castle could potentially allow small indigenous technology and service companies to feed into the multinationals present in Grange Castle. ([PREDRAFTCLONSDZ0063](#))
 9. Provide the following;
 - Diverse range of industry to create employment across multiple sectors, skill sets and abilities.
 - Support and encourage local recruitment and employment initiatives throughout the development.
 - Attractive infrastructure to draw business and enterprise.
 - Enterprise start up supports.
 - Balance between small business units and large multinationals.
 - Controlled entrances and exits for industrial complexes.
 - Insure industry toxicity / waste is properly disposed of.
 - Enterprise Centre.
 - Space for Farmers Markets / Indoor Markets Hub. ([PREDRAFTCLONSDZ0065](#))
 10. The Planning Scheme should provide properly designed enterprise and employment facilities. A business park should be developed in the area opposite Lucan Sarsfield. This would create employment for the surrounding area. ([PREDRAFTCLONSDZ0130](#))
 11. The area opposite Lucan Sarsfields / Maxol garage, south of the railway line, north of the canal and west of the Griffeen park extension should be used as a business / enterprise park. The enterprise park should also have recreational facilities such as much needed all weather pitches. Parking facilities used by businesses during the day could be used at weekends / nights by the various clubs / groups using the sports facilities. ([PREDRAFTCLONSDZ0108](#))
 12. Create real and sustainable links with Grange Castle Business Park, Lucan Village, Clondalkin Village, Liffey Valley Retail and Office Park and Park West. Create significant retail floor space. Create office and employment floor space. LEO and INTREO centres should be constructed as part of the development together with a community enterprise centre similar to ACE Enterprise Park located at Bawnogue. A commercial hub should be created to include restaurants, café, bars, social centre,
-

cinema and other entertainment outlets. ([\(PREDRAFTCLONSDZ0110\)](#)
[PREDRAFTCLONSDZ0111\)](#)

13. Provide an expansion of Grange Castle Business Park into Clonburris for much needed jobs in the local area. ([\(PREDRAFTCLONSDZ0114\)](#))
14. This location is an ideal commuter location due to its geographic location to Dublin city centre and the Greater Dublin Area, as well as its convenience to a number of business campuses such as Grange Castle, Ballymount, Park West and Ballycoolin. The increased and continuous investment by large firms to Grange Castle in particular, has the potential to provide significant job opportunities for residents. It is believed that sufficient plans must be made to ensure that this development enhances every opportunity to provide employment for residents. Incentives for small, medium and large businesses should be considered, as a means of attracting employment opportunities to the area. ([\(PREDRAFTCLONSDZ0040\)](#))
15. The following suggestions are made with regard to Economic facilities: Creation of real and sustainable links to Grange Castle Business Park, Lucan Village, Clondalkin Village, Liffey Valley Retail and Office Park and Park West. Creation of significant retail floor space. Creation of office and employment floor space. LEO and INTREO centres to be constructed as part of the development together with a community enterprise centre similar to ACE Enterprise Park located at Bawnogue. Commercial hub to include restaurants, café, bars, social centre, cinema and other entertainment outlets. ([\(PREDRAFTCLONSDZ0049\)](#))
16. The National Transport Authority would fully support the application of a hierarchy of commercial development and local and district centres based on accessibility to public transport and proximity to residential catchments, similar to that which applies to the existing Planning Scheme and that for Adamstown.

In line with the need to reduce the intensity of development relative to the existing Planning Scheme and concomitant with the revised level of public transport accessibility as a result of Metro West no longer being pursued, the National Transport Authority recommends that the highest intensity of commercial development and District Centre uses remain focussed on Clondalkin / Fonthill and Kishoge train stations, in particular any development which is likely to attract people from the wider Metropolitan Area. In the case of local centres, these should be located in the centre of their residential catchments, which may in some cases, include housing areas outside the SDZ.

Given the revised level of public transport capacity proposed to service Clonburris, relative to that envisaged during the making of the existing planning scheme, the National Transport Authority recommends that the quantum of development proposed in the SDZ is revised. In particular, the amount of retail and employment floorspace proposed to serve a non-local catchment needs to be significantly reduced in the new planning scheme, as the proposed level of accessibility to the wider Metropolitan area in terms of potential capacity has been lowered.

([\(PREDRAFTCLONSDZ0132\)](#))

17. Economic zoning should have a sufficient residential to economic ratio for demand. ([\(PREDRAFTCLONSDZ0009\)](#))

-
18. Oversaturation of economic zoning is raised as a concern about the future of development at Clonburris. ([PREDRAFTCLONSDZ0009](#))
 19. With regard to a new economic zone, this would result in the Ronanstown area, the new Clonburris area to the west, and the Bawnogue area to the south surrounding a small but expansive area that would be perfectly viable for economic zoning. The reasons for this are:
 - i. Current residential zones have demand for a modern shopping area.
 - ii. The new residential zone will have demand for the modern shopping area.
 - iii. The modern shopping area would be well served from proposed walkway/bikeways to expand to the railway station.
 - iv. The expanded Bawnogue and Cuthberts roads serve vehicles well. ([PREDRAFTCLONSDZ0009](#))
 20. Zone 10 - 15% of the area for office / employment to provide local employment similar to the Dublin Docklands. ([PREDRAFTCLONSDZ0025](#))
 21. An enterprise centre along the railway line should be provided, creating local employment. ([PREDRAFTCLONSDZ0127](#))
 22. Create an employment enterprise / business centre along the railway line. ([PREDRAFTCLONSDZ0128](#))
 23. A wide variety of commercial developments should happen at Clonburris - not dedicating large areas of land to one or two large multinational-type enterprises. ([PREDRAFTCLONSDZ0014](#))
 24. It is a concern that large sections or the majority of this land will be given over to serve only the development of affordable housing and one or two large commercial tenants. This creates a high dependency of employment on a small number of employers. ([PREDRAFTCLONSDZ0014](#))
 25. Lack of sufficient local employment is a concern. This would allow a more sustainable community who can live and work in the same area by walking e.g. areas such as Docklands, Grand Canal Dock. ([PREDRAFTCLONSDZ0025](#))
 26. Provide a Start-Up Incubator and Enterprise Centre, supported by the current network of Enterprise Centres across South Dublin and the LEO.

Farmers Market / Indoor Markets: It is important that space for this is factored in to the urban design of Clonburris.

Employment and Infrastructure: For sustainable and stable employment, Clonburris needs to attract a good mix of small to medium indigenous businesses along with national and multinational firms. Attractive infrastructure and access to a diverse workforce will be needed to achieve this.

The development of Clonburris is a prime opportunity to create apprenticeship places to feed into the skills gap currently being experienced in the construction sector. ([PREDRAFTCLONSDZ0062](#))

27. Facilitate micro businesses specialising in re-use and upcycling. ([PREDRAFTCLONSDZ0058](#))

-
28. Provide small rental units for start-up businesses. ([PREDRAFTCLONSDZ0120](#))
Business outlets are sought at Clonburris. ([PREDRAFTCLONSDZ0028](#))
([PREDRAFTCLONSDZ0017](#)) ([PREDRAFTCLONSDZ0026](#)) ([PREDRAFTCLONSDZ0033](#))
30. Commercial outlets are sought at Clonburris. ([PREDRAFTCLONSDZ0034](#))

Retail

1. Provide town centre services for Balgaddy. ([PREDRAFTCLONSDZ0058](#))
2. Provide a retail centre. ([PREDRAFTCLONSDZ0091](#))
3. The designation of a 'District Centre' at Clonburris within the Urban and Retail Hierarchies of the Draft County Development Plan is supported and should be maintained within the Planning Scheme. Retail/ Commercial floor space will be suitable in the plots to the northwest and southwest of the Fonthill railway station and the approach to this area should be the subject of discussions between the affected owners to agree the parameters. ([PREDRAFTCLONSDZ0055](#))
4. The scale of retail at Clonburris should be reduced to in the order of 15,000 sq.m. of net retail floor space (10,000 sq.m. within the district centre and a further 5,000 sq.m. within local centres). The identification of a 'District Centre' at Clonburris in the County Development Plan is welcomed and should be maintained within the Planning Scheme. ([PREDRAFTCLONSDZ0054](#))
5. The Retail Strategy for the Greater Dublin Area 2008-2016 sets out a five-tier Retail Hierarchy for the Greater Dublin Area and Clonburris-Balgaddy is designated as a Level 3 Retail Centre. The status of this Level 3 Retail Centre is reflected in the County Retail Hierarchy and the District Centre zoning objective for the lands. The Retail Planning Guidelines, 2012, outlines the role of a District Centre, to provide a range of retail and non-retail service functions (e.g. banks, post office, local offices, restaurants, public houses, community and cultural facilities for the community) at a level consistent with the function of that Centre. The South Dublin County Development Plan 2010-2016, sets out that District Centres would generally range in size from 10,000-25,000sq.m of retail space. We note that the previous SDZ for Clonburris, including the Local Area Plan lands, was well in excess of this quantum providing for up to 58,000sq.m of net retail floorspace. The scale of retail in the new SDZ needs to be amended to be consistent with the residential purpose of the SDZ and to be in line with the County Retail Hierarchy and the Retail Planning Guidelines. ([PREDRAFTCLONSDZ0046](#))
6. The previous Planning Scheme proposed a large scale and ambitious town centre development, the scale and density of the retail development is no longer appropriate or viable. Under the draft South Dublin County Development Plan 2016-2022 Clonburris is designated as a Level 3 District Centre. The Planning Scheme should acknowledge that the district centre in Clonburris should reflect local needs and a local catchment rather than a centre that becomes a destination in its own right, with a low order district level function. The Scheme should incorporate:

- Reduced scale of retail development. Neighbourhood scale initially but phased to grow to modest district centre over time.

- Retail development to be centrally located around the Fonthill Train Station to the Southeast of the Everglade Ltd lands.

- Retail floor space to include 1 no. main convenience store and other essential retail and commercial units with appropriate surface car parking. Comparison floor space will not be viable.

- Maximum scale of district centre to be 10,000 sq.m. net sales.

- Appropriate scaled local retail development throughout the remainder of the Scheme area to serve other neighbourhoods. ([PREDRAFTCLONSDZ0053](#)
[PREDRAFTCLONSDZ0057](#))

7. To deliver a sustainable community it is important that the SDZ is integrated with the existing developments in the area and that the Draft Planning Scheme is cognisant of the existing and proposed developments in the vicinity of these SDZ lands. It is, therefore, important that the designated SDZ lands needs to be consistent with their role as a Level 3 Centre (District Centre) in the retail hierarchy, as outlined in the Retail Strategy for the Greater Dublin Area 2008-2016 and the South Dublin County Development Plan. Providing quantum of retail floorspace that is consistent with the current Level 3 designation will retain the primacy of nearby Level 2 centres such as the Liffey Valley and it will also ensure that the development of the subject lands for primarily residential purposes does not adversely impact on other Level 3 centres such as Clondalkin. In this regard, it is important that the Draft Planning Scheme proposes retail floorspace that is in line with its catchment area and the proposed population for the designated SDZ lands. It is considered that a balanced approach should be adopted in determining the quantum of retail floorspace and that a quantitative and qualitative assessment should be undertaken so as to inform the Planning Scheme and the designation of retail centres therein. ([PREDRAFTCLONSDZ0051](#))
8. The Draft South Dublin County Development Plan 2016-2022 acknowledges this outcome in now identifying Clonburris as a District Centre in the County's retail hierarchy below the Town Centres of Tallaght and Clondalkin and the Village Centres such as Lucan, Templeogue, Rathfarnham, City West, etc. This sets Clonburris at level 3 in the retail hierarchy by reference to the Retail Strategy for the Greater Dublin Area 2008-2016.

NAMA believe the level of non-residential uses proposed at the District Centre should reflect the intended uses for such centres in the Guidelines and that the employment component is refined to that commensurate with District Centres as established in the Retail Planning Guidelines. ([PREDRAFTCLONSDZ0059](#))

9. Include a town centre with proper mixed use facilities including shops, restaurants, library, bookshop etc. This would give a focal point for the residents of Clonburris as well as encouraging other residents from the adjoining communities to integrate with the Clonburris residents. ([PREDRAFTCLONSDZ0063](#))

-
10. Provide a diverse mixture of shops, restaurants (not fast food but real restaurants) and bars. ([PREDRAFTCLONSDZ0065](#))
 11. Provide a shopping centre. ([PREDRAFTCLONSDZ0114](#))
 12. Retail Space is sought at Clonburris. ([PREDRAFTCLONSDZ0041](#)
[PREDRAFTCLONSDZ0042](#))
 13. Provide a supermarket closer to Adamstown. ([PREDRAFTCLONSDZ0126](#))
 14. Shopping in the area is not easy as parking can be difficult in the nearest shopping centre. ([PREDRAFTCLONSDZ0004](#))
 15. Any retail outlets should be located together in a managed unit rather than allowing standalone shops throughout Clonburris. ([PREDRAFTCLONSDZ0016](#))
 16. The Liffey Valley Centre is recognised as being of both local and regional significance and it is the policy of South County Dublin to support and facilitate its growth and future development. Development of the SDZ lands should not impact on the Level 2 Retail Centre at Liffey Valley but instead avail of its services by recognising that major retailing provided at the Liffey Valley Centre will support the residential population of the SDZ ([PREDRAFTCLONSDZ0046](#))
 17. Provide shop fronts with good finishes. ([PREDRAFTCLONSDZ0072](#))
 18. Concern expressed that the Planning Scheme will not provide shops. ([PREDRAFTCLONSDZ0074](#))

Economic Viability

1. It is imperative that the Development Agency engages commercial advice on the economic viability of the Planning Scheme proposals to ensure that they are in tune with market requirements and availability of funding. All proposals should be costed and tested to ensure that they can be delivered. A schedule of 'critical infrastructure' should be compiled and mechanisms put in place to fund this infrastructure. If necessary, the Development Agency should seek direct subvention from Government to assist with the delivery of infrastructure and timely delivery of housing at Clonburris. SDCC should prepare a separate Section 48 Development Contribution Scheme for Clonburris which ring fences levies from the Clonburris lands, as provided for in Section 48 (2)(a) of the Act. The cost of funding common infrastructure within the SDZ lands should be covered by the Section 48 Development Contribution Scheme for Clonburris. It is not intended to collect the full costs of infrastructure from levies and in this context, the Development Agency needs to secure other sources of funding for infrastructure and funding. Fundamentally, the objective should be that the development levy to be borne by Clonburris lands should be favourable (i.e. less) when compared to non-SDZ areas. ([PREDRAFTCLONSDZ0054](#))
2. The Scheme will need a clear and realistic method of funding key infrastructure, in this regard the Scheme will need to ensure:
 - An appropriate funding mechanism is in place. The County Council should formally commit to the preparation of a new specific Section 48 Scheme for the SDZ Planning Scheme and that it is progressed directly in tandem with the preparation of the Planning Scheme to provide certainty on this issue.

-
- A sufficient level of ring-fenced funding should be raised to contribute towards the necessary infrastructure within the site cognisant that Section 48 levies are not intended to collect the full cost of the infrastructure required and that 3rd party funding sources will also be required.
 - The section 48 Scheme should also include specific offsets where any Section 48 infrastructure is provided by the developer.
 - Total development contributions within the Planning Scheme area should not exceed the level set for the rest of the County. The DKM Economic Consultants report demonstrates that additional onerous infrastructural costs have the potential to render any proposed development unviable. ([PREDRAFTCLONSDZ0053](#) [PREDRAFTCLONSDZ0057](#))
3. Clarity on the range of infrastructure required to realise development, certainty on the associated costs and prioritisation of its provision is critical to progressing development in the SDZ area.

Development in the SDZ will be predicated on the provision of infrastructure such as Clonburris Main Street, Station Road, Park Avenue, public parks and community facilities such as schools and libraries. This infrastructure is common to the SDZ area, encompasses several landownerships and will link with the wider road and community network in the Adamstown and Clondalkin area. As such, it is essential that the Planning Scheme clearly sets out the required common infrastructure; the mechanism for its delivery, including funding mechanisms; and a fair and equitable basis for the allocation of levies associated with its provision.

In this context, there is a need for the Development Agency to be proactive and innovative in the funding and delivery of the public infrastructure necessary to realise development within the SDZ lands. Section 48 of the Planning and Development Act has an important role to play here. Specifically, Section 48 (2) (a) states: 'Subject to paragraph (c), the basis for the determination of a contribution under subsection (1) shall be set out in a development contribution scheme made under this section, and a planning authority may make one or more schemes in respect of different parts of its functional area'.

NAMA consider that the preparation of a bespoke Section 48 Scheme that categorises the Clonburris common infrastructure; establishes the associated costs; sets an appropriate levy rate in respect of different classes of development; and ring fences monies collected under the levy scheme for infrastructure specific to the SDZ area, will provide the clarity and certainty necessary to secure development funding in this area.

Such an approach will provide the clarity necessary to incentivise early development and is entirely consistent with the Department of Environment Community and Local Government publication Development Contributions Guidelines for Planning Authorities (January 2013) which requires that local authorities incentivise activity in areas prioritised for development in the core strategy. The Guidelines give specific mention to incentivising development in locations with a strong capacity for

development with appropriate plans in place.

This matter needs to be given consideration in the preparation of the Draft Scheme, ultimately resulting in the adoption of a specific Development Contributions Scheme for the Clonburris area in parallel to the confirmation of the Planning Scheme.

NAMA believe this innovative approach equally applies to all infrastructure requirements and that a bespoke, ring-fenced development contributions scheme that encompasses all of the SDZ wide infrastructure, including common roads and water services; SDZ wide community facilities and parks will provide the most equitable and efficient outcome in this regard. Such a Contributions Scheme must also include for off-sets to cover off the likely scenario where developers / land owners that may be best placed to deliver infrastructure, take primary responsibility for its provision, appropriately managed by the Development Agency.

It must also be recognised that development levies represent only one source of funding of infrastructure. Other sources of funding from central government or elsewhere will be required to contribute towards the cost of SDZ infrastructure to ensure costs are covered in full and to ensure development is not overly burdened with infrastructure costs, a matter acknowledged in para 3.14.0 of the Draft Plan (above). Indeed, Section 48 levies were never intended to collect the full the cost of infrastructure. As noted in the Development Contribution Guidelines published in January 2013

'While it is expected that planning authorities will ensure that developers make an appropriate contribution towards the costs of public infrastructure and facilities, the local authority must ensure that it avoids levying development contributions that are excessively high - development contributions are ultimately designed to offset only a portion of the costs of public infrastructure and facilities. Planning authorities are also required to ensure that their Development Contribution Schemes appropriately promote the development of areas prioritised in their core strategies required under the Planning and Development (Amendment) Act 2010.'

In summary, NAMA believes it is critical that there is an early focus by the Development Agency on providing timely and robust funding mechanisms such that investment is not stymied by infrastructural capacity issues nor made financially unviable because of excessive infrastructural costs, particularly upfront costs.

[\(PREDRAFTCLONSDZ0059\)](#)

4. The review of the Planning Scheme for the lands at Clonburris is very timely. Property prices in Clonburris will need to be in line with the prevailing prices in Adamstown and other western fringe residential areas over the medium term. On the basis of current or recent property prices in the immediate locality, residential development in Clonburris would be unviable for the foreseeable future. A number of aspects need to be addressed to deliver a sustainable and economically viable planning scheme over the medium to long term, as the delivery of housing is all about viability. The Planning Scheme should not place any undue obligations on developers which threaten the viability of residential development. The inability to earn reasonable profits due to

higher obligations being imposed on development in Clonburris relative to non-SDZ areas, would generate risks for developers and funders implying that development would be impossible to justify. The level of community infrastructure required needs to reflect the quantum of development proposed and should not be delivered too early in the process, in such a manner to render residential development unviable. There needs to be certainty with regard to costs, including all charges and levies, as well as with respect to the quantum and timing of development. Guidelines from Government indicate that priority should be afforded to development in SDZs and specifically that development in SDZs should be asked to contribute less financially than in other areas, having regard to their social and economic significance to the state as a whole. The original vision for Clonburris SDZ was to develop as exemplar of best practice in sustainable development, place-making and urban design, which would take up to 15 to 20 years to develop, providing homes for up to 35,000 people in the future. None of the residential or commercial development has materialised. Significant public transport infrastructure has been completed to date, including two new railway stations as well as a greenway cycle track and bridge. Revisiting the Clonburris SDZ provides an opportunity to learn from the mistakes of the past and provide a Planning Scheme which is achievable in the medium-term and capable of providing the much sought after sustainable development - a core principle of government policy- in this priority area. The extent of obligations set down by the Planning Authority (e.g. Part V obligations, development levies, infrastructure contributions etc.) on development in Clonburris should not be such as to make residential development unviable. The key economic issues for the SDZ include: -

- The level of development contributions, which should not be set at such a level as to penalise development in Clonburris relative to other locations, but should instead be at a level which encourages and facilitates priority development in the Clonburris SDZ.
- The overall infrastructure costs for the Planning Scheme are likely to be such that the existing Section 48 development contributions, even with any proposed bespoke and ring-fenced development contribution scheme, will not cover the full infrastructure costs, implying funding will also need to be secured from elsewhere. ([PREDRAFTCLONSDZ0057](#))

5. Government policy seeks to promote higher residential densities in areas proximate to public transport. The Department of the Environment's guidance on this topic - 'Sustainable Residential Development in Urban Areas' (DoECLG May 2009) states that these areas are appropriate for development at densities in excess of 50 units per hectare.

Currently, the development of housing at this scale would require the construction of apartments which given prevailing economic conditions in this area of Dublin is not viable. This is confirmed in a report by DKM Economic Consultants included with a submission prepared by the Receiver appointed over lands secured to NAMA. Such a scenario, would therefore, compromise the delivery of much needed residential accommodation as required by Government Order S.I. No. 604 of 2015.

Resolving this issue is complex and the components of planning policy that can assist

in securing viability need therefore to be carefully considered. Such components are discussed in the National Transport Authority's (NTAs) Report - Planning and Development of Large Scale, Rail Focussed Residential Areas in Dublin, (produced in May 2013). This document ensures a usable and durable planning context which will support housing supply in the short as well as the medium term. As noted at the Executive Summary, this approach:

- Allows for initial development at a lower density;
- Leverages the use of existing infrastructure;
- Provides for investment in necessary early infrastructure while seeking to minimise early infrastructure costs;
- Promotes the enhancement of the environs of each phase; and
- Achieves the overall target density in a phased manner.

In applying the Kickstart Incremental Development Approach, the overall objectives which need to be achieved are:

- Seek short term and immediate intervention in housing delivery in strategic residential development areas;
 - Deliver a phased and incremental development strategy linked to overall density target delivery; and
 - Secure the incremental increase in density as part of a managed approach to the area's development strategy. ([PREDRAFTCLONSDZ0059](#))
6. Explore crowd-funding to facilitate multiple small investors and real community gain. ([PREDRAFTCLONSDZ0058](#))
 7. Cairn support the landowners' call for the Development Agency to engage commercial expertise on the economic viability of the Planning Scheme proposals to ensure they are in tune with market requirements and availability of funding. ([PREDRAFTCLONSDZ0055](#))
 8. Infrastructure should be funded either directly by the Council itself, by means of setting aside some of the development levies for this purpose, or by means of special development levies on the developers of the site. ([PREDRAFTCLONSDZ0066](#))

Phasing & Implementation

1. The rationale for the designation of Clonburris SDZ as set out in the Government Order places an imperative on SDCC as Development Agency to ensure that the final Scheme provides the correct conditions for early and seamless investment in the primary land use, i.e. residential as set out in the Order.

The SDZ legislation recognises the critical role afforded to the Development Agency in securing the objectives of the Planning Scheme.

While the successful delivery of development within the SDZ lands will be guided by the content of the final adopted Planning Scheme, it must also be driven by the endeavours of the Development Agency.

There is a requirement for clear co-ordination of all relevant stakeholders, including Government Departments and Agencies who will be central to providing infrastructure and committing to the funding of same.

NAMA suggest a requirement for the Development Agency to use its position to target key areas of expertise and resourcing. This entails the undertaking and procurement of consistent and usable evidence, including economic and cost evidence, which will then inform the tactical delivery of the Planning Scheme objectives.

NAMA urge ongoing communication with landowners and their representatives and with other stakeholders in the form of workshops that will inform the content of the emerging SDZ document.

The critical role the Development Agency will play in securing investment in the SDZ cannot be understated. It is this critical implementation focus that separates a Planning Scheme from a Development Plan or Local Area Plan and which is necessary to secure the realisation of objectives for development consistent with the Government designation of SDZ status for these lands.

This was acknowledged by An Bord Pleanála in giving its Direction on North Lotts and Grand Canal Dock Planning Scheme 2014 where it was noted: 'The Board noted the distinction between the role of Dublin City Council as development control authority on the one hand, and its role as Development Agency for the Docklands SDZ on the other hand. The latter function requires a clear focus with respect to driving forward implementation of the scheme in a pro-active manner.'

NAMA therefore recommend the preparation by the Agency of an Implementation Plan following Scheme adoption that will provide clarity around the delivery of infrastructure in particular. Notwithstanding this, it is also important that the role of the Agency and the Implementation Plan extends beyond the infrastructural piece and embraces all of the ingredients that are essential to the successful realisation of the objectives of the Scheme. This requires the creation of a Development Agency with a single focus to secure the Scheme's implementation and based on:

- A clear understanding that the role of the Agency is to promote development
- A targeted and articulated set of objectives and a programme for delivery of same
- An organisational structure that establishes a Sponsor and delegated roles and responsibilities for the implementation of the different aspects of the Scheme
- An understanding of all of the players that will contribute to successful implementation, including landowners, receivers, statutory authorities, government departments, private sector interests, investors, etc., and the need to share non-commercially sensitive information
- An evidence based approach to the infrastructural imperatives and an understanding of the physical and financial prerequisites to realising those imperatives
- An understanding of market conditions, the importance of commercial viability,

and investor requirements

- Providing practical support to stakeholders by having in place a dedicated, participative and responsive team that actively engages with all players. A willingness and budget to engage independent expertise to provide advice where required.

It is suggested that the Draft Planning Scheme clearly articulates the precise role of the Development Agency based on the above principles with an understanding that the overarching objective to oversee development in this area. Phasing:

In devising a phasing strategy for the development of the SDZ lands, it is important that the Scheme sets the level of development that can take place off the existing infrastructure network.

The area is well serviced with two rail stations albeit that one is yet to be opened; two major north south Roads - the outer Ring Road and Fonthill Road; and a major east-west road - Ninth Lock Road. This infrastructure is capable of accommodating early phases of development.

It is further critical that the principle of flexibility in the timing of infrastructure provision is enshrined in the phasing programme. This is to ensure that the Scheme is not so prescriptive as to require certain infrastructure outside the control of landowners to provide to be in place before moving to a later phase of development.

Timeframes for infrastructural upgrades are dependent on a number of factors and are often subject to change. To include such timeframes in the document can lead to premature obsolescence. Such matters should be properly managed during the implementation of the scheme and through the ongoing work of the Development Agency.

For example, a phasing programme requiring a school to be constructed or a site to be transferred to the Department of Education before moving to a further phase of development does not have regard to Department priorities or Capital Investment Programmes. An alternative approach that ultimately achieves the same outcome is to require sites to be reserved for education use and to engage with the Department with regard to site transfer. ([PREDRAFTCLONSDZ0059](#))

2. NAMA state that key identifying elements of the Kickstart Incremental Development Approach are:
 - Identification of a 'kickstart' location on designated lands;
 - Flexibility in the lower density range with traditional housing typologies to facilitate marketability of early development;
 - Increase density incrementally to achieve overall density targets;
 - Retain key high density locations for later development phases;
 - Retain policy in relation to sustainable residential communities;
 - Seek mixed densities through an area, securing a mix of housing typologies, and facilitating a mix of tenures, through each stage of development;
 - Secure quality of development through all stages;

-
- Managed key connections to existing hubs (transport, educational, commercial etc.);
 - Managed approach to delivery of the overall development including vacant lands; and
 - Develop the 'kickstart' model as an intrinsic element of an overall managed plan for delivery of the Strategic Residential Development Areas. The 'kickstart' model will inform the early stages of the plan's delivery, allowing flexibility of approach. However, the ultimate objectives and target densities must be achieved in the roll-out of the plan. In addition, the existence of an overall plan will mitigate against the risk of opposition from early occupiers to later phases of development.

The relevance of the kick start approach should not be understated and NAMA suggest a density level to deliver the anticipated range of development.

[\(PREDRAFTCLONSDZ0059\)](#)

3. A phased housing development that will anticipate the future needs of residents and accommodate their needs accordingly, is sought at Clonburris.
[\(PREDRAFTCLONSDZ0016\)](#)
4. Development should be completed in a phased manner and in such a way that vital community amenities are delivered in advance of the delivery of housing units.
[\(PREDRAFTCLONSDZ0049\)](#)
5. The SDZ lands should be developed on a phased basis and the feedback of residents who purchase homes during Phase 1 need to be taken into consideration as the development of the entire SDZ is progressed. The SDZ plans should ensure that infrastructure and community facilities such as schools, libraries, community resources, play spaces, sports fields, parks and open spaces are all provided in tandem with the development of shops, offices and residential units. There cannot be another situation in the County where communities are built but starved of local amenities.
[\(PREDRAFTCLONSDZ0023\)](#)
6. The Council should impose planning conditions to allow development to proceed only to certain phases and no further, until sufficient quantifiable public transport services are in place. Public transport services should be actual operating Bus/Rail/Metro/Luas services not simply bus lanes, railway track or tram track. The Council should secure the engagement of public transport providers and make it clear to the developers that conditions will be imposed to halt development if public transport services are not progressed to satisfactory levels defined in the planning scheme. All public transport service provision should be incorporated into the phasing by means of legally-binding contracts, detailing the level and type of service-provision.
[\(PREDRAFTCLONSDZ0066\)](#)
7. It is suggested that the first phases of development should, ideally, occur within close proximity to existing rail stations. [\(PREDRAFTCLONSDZ0012\)](#)
8. It is suggested that new residential development should be phased alongside measures and works to improve transport capacity, including incremental enhancements in public transport carrying capacity and road/junction improvements.
[\(PREDRAFTCLONSDZ0012\)](#)
9. It is suggested that an appropriate cap should be placed on residential development prior to the opening of the DART underground. The quantum of residential

-
- development permitted in advance of the opening of the DART underground should be based on the level of commuter train carrying capacity available. ([PREDRAFTCLONSDZ0012](#))
10. Phased residential development with facilities and transport locked in for delivery before proceeding with next phase. ([PREDRAFTCLONSDZ0025](#))
 11. Provide proper amenities and transport links first before building any residential units. ([PREDRAFTCLONSDZ0121](#))
 12. Ensure a sustainable 'development mix' for both commercial and housing is planned for throughout this process. ([PREDRAFTCLONSDZ0014](#))
 13. South Dublin County Council should facilitate the Ahmadiyya Muslim Community group to build a Mosque and community centre on its own land for this development. ([PREDRAFTCLONSDZ0034](#))
 14. Realistic development options should be provided. The previous plans for the lands were working off the unrealistic assumption that 67% of the residents of homes on the lands would use public transport. This is not a realistic assumption given the suburban location and lack of public transport to the many employment hubs located outside the city centre. ([PREDRAFTCLONSDZ0018](#))
 15. Phasing requiring community facilities to be built before the commencing of construction of housing units. ([PREDRAFTCLONSDZ0045](#))
 16. Provision of infrastructure should not be unduly onerous for the commencement of development, particularly where development can commence utilising existing infrastructure. The overall infrastructure provision and phasing programme should ensure that, where net development sites are confirmed as able to proceed in a manner consistent with the substance of the final approved SDZ Planning Scheme, they should as far as possible be encouraged to proceed, without any reliance on separate works or consent requirements elsewhere. Equally all net development sites must ensure that they do not militate against the overall provisions of the SDZ Planning Scheme, including for example, shared infrastructure corridor/ wayleaves. This approach has been successful in securing planning permission in the Docklands SDZ. Infrastructure should be appropriately phased to minimise the need to front load significant infrastructural investment in the early phases of development, thus jeopardising viability. The phasing strategy should not be prescriptive to enable the roll out of development across the Scheme area to respond to market conditions. The infrastructure requirements within the SDZ Planning Scheme should be fully audited to ensure that onerous infrastructure measures do not act as a barrier to development, including an in-depth review of the need for and specification of roads and services but also the need for schools and community facilities. ([PREDRAFTCLONSDZ0053](#) [PREDRAFTCLONSDZ0057](#))
 17. Notwithstanding the national significance of the SDZ in addressing housing supply issues of national importance, it is also apparent that a holistic approach is required to be taken towards the sustainable development of the lands. Sustainability is key; and the provision of appropriate community and social infrastructure amenities, the delivery of public transport infrastructure, and the provision of retail, commercial and employment based activities are all required to encourage sustainable living patterns. The incorporation of these key elements from the outset will provide an excellent
-

-
- basis for the development of a planned, vibrant, highly sustainable community and an overall self-sustaining district. ([PREDRAFTCLONSDZ0046](#))
18. The Cappagh Neighbourhood can be developed as an independent entity within the SDZ given that there would be minimum requirement for cross cutting infrastructure such as roads, drainage and open spaces. The development of the Cappagh Neighbourhood can commence and be completed without the need for joint infrastructural projects which will be required to service lands west of the Fonthill Road. Parts of the SDZ could commence in the short term such as on the Kelland Homes Ltd lands within the Cappagh Neighbourhood and this principle can be incorporated into the phasing arrangements for the implementation of the SDZ. Lands may need to be reserved for longer term rentable accommodations which is likely to be funded by investors or financial institutions. An important aspect of the preparation of a realistic SDZ Planning Scheme is to allow for kick start development with a minimum of infrastructural funding. - In the implementation of the SDZ South Dublin County Council is asked to recognise the differences within the County Council of its roles both as a Development Agency and as a Planning Authority. ([PREDRAFTCLONSDZ0113](#))
 19. Notwithstanding the national significance of the SDZ in addressing housing supply issues of national importance, it is also apparent that a holistic approach is required to be taken towards the sustainable development of the lands. Sustainability is key; and the provision of appropriate community and social infrastructure amenities, the delivery of public transport infrastructure, and the provision of retail, commercial and employment based activities are all required to encourage sustainable living patterns. The incorporation of these key elements from the outset will provide an excellent basis for the development of a planned, vibrant, highly sustainable community and an overall self-sustaining district. ([PREDRAFTCLONSDZ0051](#))
 20. The Council needs to work with Developers and address serious delivery issues in relation to promised infrastructure and the failure to deliver on permissions granted. ([PREDRAFTCLONSDZ0061](#))
 21. One of the problems with the Adamstown scheme is that permissions were granted but not delivered upon and extensions to these permissions sought - without reference to the public or for the opportunity for the public to meaningfully interact with South Dublin County Council. All planning permissions within the SDZ scheme should be for short fixed periods e.g. 18 months duration. ([PREDRAFTCLONSDZ0044](#))
 22. This scheme should learn from the failures of Adamstown and get the front-loading of infrastructure right. Considerably more infrastructure should be provided at the start of the scheme and in the very early phasing. ([PREDRAFTCLONSDZ0044](#))
 23. No management companies should be allowed in apartments etc. ([PREDRAFTCLONSDZ0044](#))
 24. Concern for developer led decisions on location, dispersal and delivery dates for community facilities. ([PREDRAFTCLONSDZ0018](#))
 25. Clonburris should be subject to stringent inspection and severe non-compliance penalties. ([PREDRAFTCLONSDZ0058](#))
-

Adamstown SDZ

1. This Scheme is premature, Adamstown SDZ scheme, immediately adjacent to Clonburris is not yet complete. The Adamstown scheme should be close to completion before any planning is undertaken for Clonburris. The successes and failures of Adamstown should be used to inform this scheme. This scheme should learn from the failures of Adamstown and get the front-loading of infrastructure right. Considerably more infrastructure should be provided at the start of the scheme and in the very early phasing. The onion skin model of development used in Adamstown should be avoided, the scheme area should be divided into blocks and each block should be developed in their entirety before commencing on another block. Each block should be, at most, one of the phases of the scheme. ([\(PREDRAFTCLONSDZ0044\)](#))
2. The Adamstown SDZ should be completed before the Clonburris SDZ is commenced - in particular, before any construction work commences. At present Adamstown is a partially completed project, with no evidence of its success or otherwise if or when it is to be completed. To date it appears that developers have reneged on elements of their commitments to Adamstown. ([\(PREDRAFTCLONSDZ0029\)](#))
3. It is premature to be proposing to develop a second SDZ on the doorstep of both Lucan and Adamstown. At its closest point the Clonburris SDZ will be less than 200 metres from Adamstown. The result of Adamstown will be to bring thousands of inhabitants to the overall area, which already has huge deficits. ([\(PREDRAFTCLONSDZ0066\)](#))
4. The preparation of a planning scheme to develop lands at Clonburris is premature given the pending advancement and completion of the Adamstown SDZ. Insufficient information is provided on how the Clonburris SDZ planning scheme will develop in conjunction with the planning scheme for Adamstown SDZ (with particular regard to infrastructure available and required). ([\(PREDRAFTCLONSDZ0061\)](#))
5. Hold off until Adamstown SDZ is completed and assess the strengths and weaknesses of Adamstown before launching into a new SDZ scheme. ([\(PREDRAFTCLONSDZ0029\)](#))
6. Adamstown SDZ should be prioritised whereby there is plenty of land to be developed. ([\(PREDRAFTCLONSDZ0075\)](#))
7. The Adamstown SDZ lands should be completed before any further development work is done. ([\(PREDRAFTCLONSDZ0079\)](#))
8. Finish Adamstown to address the housing shortage issue. ([\(PREDRAFTCLONSDZ0100\)](#))
9. Finish Adamstown first. ([\(PREDRAFTCLONSDZ0101\)](#))
10. Why is it Clonburris being considered when Adamstown is not complete? ([\(PREDRAFTCLONSDZ0058\)](#))
11. Ensure that another Adamstown is not built. ([\(PREDRAFTCLONSDZ0071\)](#))
12. Ensure that the development of Clonburris does not end up like Adamstown i.e. not complete. ([\(PREDRAFTCLONSDZ0076\)](#))
13. Ensure the development of Clonburris does not end up like Adamstown where retail and cinema facilities have not been built. ([\(PREDRAFTCLONSDZ0086\)](#))
14. Concerns that the development of Clonburris would end up like Adamstown i.e. unfinished, no shops, cinema or other facilities. ([\(PREDRAFTCLONSDZ0099\)](#))
15. Concern that the future development of Clonburris would turn into another Adamstown i.e. no facilities and too much high density housing. ([\(PREDRAFTCLONSDZ0129\)](#))

-
16. In Adamstown there are no facilities like Community Halls or Sports Halls which could cater for the needs of the local residents. ([PREDRAFTCLONSDZ0031](#))
 17. Lessons need to be learnt from the failings of the Adamstown SDZ. ([PREDRAFTCLONSDZ0063](#))
 18. One of the problems with the Adamstown scheme is that permissions were granted but not delivered upon and extensions to these permissions sought - without reference to the public or for the opportunity for the public to meaningfully interact with South Dublin County Council. All planning permissions within the scheme should be for short fixed periods e.g. 18 months duration. ([PREDRAFTCLONSDZ0044](#))
 19. There is a main concern that the SDZ will become a failed project just like the Adamstown SDZ. The planning for Adamstown SDZ included much that would be supported, with regards to the development of public transport, the integration of green spaces and the designated walk and cycle-ways. However, due to the inadequacies in the phasing of the planning, when the crash took place the developer was able to walk away without providing the necessary facilities required. It is believed that SDCC must learn from the mistakes made in Adamstown and ensure that all phasing includes the delivery of community facilities before the building of housing units can commence. ([PREDRAFTCLONSDZ0045](#))

Anti-social Behaviour

1. Concern that further housing will result in over-crowding, anti-social behaviour and a lack of facilities to cater for the growing population. Think about the implications for the future area when decision making with particular regard to over-crowding, anti-social behaviour, crime, drugs and poverty. ([PREDRAFTCLONSDZ0100](#))
2. The area adjacent to the canal and railway line has long been, a type of "no go area" with burnt out cars, wild horses and rubbish dumped at these locations. The area needs to be planned in a way to avoid creating the conditions for anti-social behaviour and to avoid putting investment into something that is destined to go downhill in the near future. ([PREDRAFTCLONSDZ0020](#))
3. Concern is raised with regard to possible increase in anti-social behaviour along the Canal, despite there being cameras in the area. This area is never policed on foot by An Garda Síochána. ([PREDRAFTCLONSDZ0022](#))
4. Concern regarding anti-social behaviour. ([PREDRAFTCLONSDZ0102](#))
5. Concern that leaving the Clonburris lands as a green area may lead to anti-social behaviour and other illegal activities. ([PREDRAFTCLONSDZ0103](#))
6. The future development of Clonburris should seek to minimise anti-social behaviour. ([PREDRAFTCLONSDZ0084](#))

5.0 Conclusions and Next Steps

The issues raised in the submissions, at the public information sessions and the landowner briefing reflect the range of views held by the residents and resident associations of Balgaddy, Clonburris, Lucan and Clondalkin, public representatives, government bodies and other stakeholders.

A broad range of topics were covered in submissions and at the landowner briefing and public information sessions with issues in community facilities, transport network, public transport, public open space and design occurring most frequently. Issues in relation to Phasing & Implementation, Housing, Density, Schools, Environment and Employment were also raised by a number of interests.

This report will play a significant role in guiding the preparation of the Draft Planning Scheme for Clonburris SDZ.

The next steps in the process will encompass the detailed and comprehensive preparation of the Draft Planning Scheme for Clonburris Strategic Development Zone inclusive of Strategic Environmental Assessment and Appropriate Assessment. When published, the Draft Planning Scheme will be subject to a further public consultation programme that is prescribed under Planning and Development Legislation.

Appendix A: Public Consultation Brochure with Postcard




To find out more & make a submission

Submissions and observations can be made from Monday 14th March to Monday 11th April 2016 at 4pm.

You can make a submission as part of this Pre-Draft process by completing the FREEPOST postcard below. You can also make an online submission at the following link:

<http://consult.sdublincoco.ie>

Contact details: For further information please contact a member of the Clonburris SDZ team, on 01-4149000.


Cut here



Postage will be paid by
South Dublin County Council


No postage stamp necessary
if posted in Republic of Ireland

LICENCE NUMBER DN4404

Senior Executive Officer,
Forward Planning Section,
Land Use Planning & Transportation Department,
South Dublin County Council,
County Hall,
Tallaght,
Business Reply,
Dublin 24.






Clonburris Strategic Development Zone (SDZ)
Planning Scheme
Pre-Draft Public Consultation
March 14th to April 11th 2016

What's next for



Clonburris

CONTEXT



- South Dublin County Council intends to prepare a Draft Planning Scheme for lands at Clonburris, consisting of approximately 280 hectares. The Draft Scheme will be prepared in accordance with the Strategic Development Zone: Ballygaddy – Clonburris, South Dublin County, Order 2015.
- A previous Planning Scheme for the former 180 hectare Strategic Development Zone (SDZ) and Local Area Plan for 85 hectares, were both adopted in 2008.
- The majority of the lands are privately owned by multiple landholders, in addition to Council owned lands.


KEY ISSUES


- Development:** Clonburris lands are zoned for a mix of uses, how would you like to see this happen?
- Residential:** There is a shortage of housing in South Dublin County. How can Clonburris help to solve this issue?
- Employment:** South Dublin needs to provide employment for its growing population. How can Clonburris help to meet this need?
- Services:** How can Clonburris facilitate the provision of practical and appropriately designed community facilities?
- Grand Canal & Biodiversity:** How might Clonburris make best use of this amenity and maximise biodiversity opportunities?

WHAT'S NEXT?

- The purpose of this process is to prepare a new Clonburris Planning Scheme having regard to the new Government Order and the context detailed above.
- The vision is to develop Clonburris to provide a mixed use urban area with supporting infrastructure and facilities that reflects public transport delivery, the amenities of the site and the creation of a sustainable community.





Cut here

Name: _____ Address: _____

Email: _____

What would you like to see happen at Clonburris?

What are your concerns about the future development of Clonburris?

What suggestions do you have for the Planners preparing the SDZ?

Appendix B: Public Consultation Portal

Comhairle Contae
Átha Cliath Theas
South Dublin County Council

English ▾

Log in | Registration

HomeBrowseSurveysContact



Welcome to South Dublin County Council's online consultation portal.

Using this site you can participate in public consultations. Use the [browse](#) link above to view or search for open and upcoming consultations.

Register for an account to make a submission. The registration process is a one-time process and your account can be used for all of the Council's online public consultations. You will be able to record your submissions across multiple consultations and save the progress of partially completed submissions to complete at a later date.

Other than required by law, your personal information such as contact details collected as part of the consultation process is protected by data protection. They will remain confidential and will not be not be published or shared with third parties.



Register

Get your free account for creating and managing your submissions to South Dublin County Council




Make a submission

Once registered you can make various observations as part of your submission, add map locations, upload files and submit.

Moderation PolicyPrivacy PolicyTerms and Conditions

Appendix C: Newspaper Notice



Comhairle Contae
Átha Cliath Theas
South Dublin County Council

PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED) AND THE PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED).

NOTICE OF THE PREPARATION OF A DRAFT PLANNING SCHEME FOR THE DESIGNATION OF STRATEGIC DEVELOPMENT ZONE BALGADDYCLONBURRIS, SOUTH DUBLIN COUNTY, ORDER 2015.

Notice is hereby given that South Dublin County Council intends to prepare a Planning Scheme for the Designation of Strategic Development Zone: Balgaddy-Clonburris, South Dublin County, pursuant to Planning and Development Act 2000, Order 2015.

An Environmental Report will be prepared as part of a Strategic Environmental Assessment of the Draft Planning Scheme. The Planning Scheme will also be subject to Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

Information

Pre-Draft Planning Scheme public consultation will take place from Monday 14th March to Monday 11th April 2016 at 4pm inclusive. Information material can be viewed on the Council's Public Consultation Portal website <http://consult.sdublincoco.ie> Information can also be viewed at Lucan Library, Mill Centre, Clondalkin, the Civic Offices Clondalkin and County Hall Tallaght, during normal opening hours [excluding public holidays].

Public information sessions where staff will be available to answer questions and to assist in making a submission will take place at both Lucan Public Library and Clondalkin Civic Offices on Wednesday 23rd of March between 4pm and 7pm.

If you have further questions on the Pre-Draft Public Consultation, please call 01-4149000.

Submissions

Submissions and observations in relation to the Pre-Draft Public Consultation can be made online and in writing to the addresses below from Monday 14th March to Monday 11th April 2016 at 4pm inclusive.

Submissions and observations should state the name, address, and where relevant the body represented. All comments including the names and addresses of those making the comments, submitted to the Council in regard to this planning scheme will form part of a report to be presented to South Dublin County Council, and will form part of a public document.



Children, or groups or associations representing children, are entitled to make submissions or observations. Submissions and observations will be taken into consideration in deciding upon the Draft Planning Scheme.

Only submissions received by 4.00pm on the 11th April 2016, and addressed as set out below, will be considered. Submissions cannot be accepted in any other format or to any other postal address.

Online: <http://consult.sdublincoco.ie> or

By Post: Senior Executive Officer, Forward Planning Section, Land Use Planning & Transportation Department, South Dublin County Council, County Hall, Tallaght, Dublin 24.

Web: www.sdcc.ie



Appendix D: List of Attendees at the Landowner Briefing on the 15th March 2016.

Name	Organisation and/or Landowner
Eimear McInerney	ESB Ireland
Tom Corry	Tom Corry
Tony Sherry	Tom Corry
John McKiernan	Carline learning Centre
Greg Walsh	Carline Learning Centre
Lawrence Moore	Lawrence Moore
Sean Kavanagh	Lawrence Moore
Anthony McDermott	Anthony McDermott
Ger McNulty	Anthony McDermott
Noel Murray	PAMES Management Burris Properties
Ray Ryan	BMV Planning Burris Properties
Jude Byrne	Cairn PLC Burris Properties
Deirdre O'Connor	NAMA
Jerome Holland	NAMA
Declan Doyle	Dietacaron Ltd
Simon Clear	Dietacaron Ltd
Owen O'Callaghan	Dietacaron Ltd
Mary Mahon	Mary Mahon
Fazal Butt	Ahmaduyya Muslim Association
Dr. Mashood Ahmed	Ahmaduyya Muslim Association
Patrick Kelly	Kelland Homes
Shay Fenton	Kelland Homes

Peter Walker	DTZ Sherry Fitzgerald Everglade Ltd
Erica Casey	John Spain and Associates Everglade
John Heapes	Heapes Family
Maria Munley	Heapes Family
John Munley	Heapes Family
Brian Fahey	Heapes Family
Christopher Byrne	Lucan Pitch and Putt
Frank Masterson	C.I.E.

