



South Dublin County Council

Development Plan 2016 – 2022

Chief Executive's Report on Pre-Draft Consultation

A VISION FOR
SOUTH DUBLIN'S
FUTURE

**REVIEW OF THE SOUTH DUBLIN COUNTY COUNCIL
DEVELOPMENT PLAN 2010-2016 AND PREPARATION
OF A NEW COUNTY DEVELOPMENT PLAN 2016-2022**

**CHIEF EXECUTIVES REPORT ON
PRE DRAFT CONSULTATION**

19th December 2014

**Land Use Planning & Transportation Department
South Dublin County Council**



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1.0 Introduction

South Dublin County Council (SDCC) gave notice of its intention to review the existing South Dublin County Council Development Plan 2010-2016 and to prepare a new County Development Plan for the period 2016-2022 on Friday September 5th 2014 (see Appendix A – Newspaper Notice). The review will take up to two years and will conclude with the adoption of the South Dublin County Council Development Plan 2016-2022.

The key stages in the review process are summarised in Figure 1 below. Notice of the review was issued on 5th September 2014. Pre-plan consultation was undertaken over an 8 week period from 5th September to 31st October 2014 and the Chief Executives Report on Pre-Plan Consultation is hereby submitted to the members of the Planning Authority for consideration.

The elected members have up to 10 weeks to consider the Chief Executive’s Report (plus 9 extra days to account for the Christmas period). Members will be briefed in relation to the review in January 2015 and a Special Meeting of South Dublin County Council will take place in February 2015.

Fig. 1 – Summary of Review Process

PRE-DRAFT
NOTICE OF REVIEW
STAKEHOLDER & PUBLIC CONSULTATION
CHIEF EXECUTIVES REPORT ON CONSULTATION SUBMITTED TO MEMBERS
MEMBERS CONSIDER REPORT & GIVE DIRECTIONS REGARDING PREPARATION OF THE DRAFT PLAN
CHIEF EXECUTIVE PREPARES DRAFT PLAN AND SUBMITS TO MEMBERS FOR CONSIDERATION
MEMBERS CONSIDER DRAFT PLAN AND CAN ACCEPT OR AMEND
DRAFT
NOTICE OF DRAFT PLAN
CONSULTATION ON DRAFT PLAN
CHIEF EXECUTIVES REPORT ON SUBMISSIONS/OBSERVATIONS SUBMITTED TO MEMBERS
MEMBERS CONSIDER REPORT & DRAFT PLAN AND CAN AMEND
MATERIAL AMENDMENTS (IF ANY)
NOTICE OF PROPOSED MATERIAL AMENDMENTS
CONSULTATION ON PROPOSED MATERIAL AMENDMENTS
CHIEF EXECUTIVES REPORT ON SUBMISSIONS/OBSERVATIONS SUBMITTED TO MEMBERS
MEMBERS CONSIDER REPORT & PROPOSED AMENDMENTS AND CAN ACCEPT OR MODIFY
PLAN ADOPTED

1.1 Purpose of Report

Pursuant to Section 11 of the Planning and Development Act 2000 (as amended), SDCC invited written submissions or observations with regard to the review of the existing South Dublin County Council Development Plan 2010-2022 and the preparation of the new South Dublin County Council Development Plan 2016-2022 (including Strategic Environmental Assessment and Appropriate Assessment processes) between Friday 5th September 2014 and 4 p.m. on Friday 31st October 2014. SDCC also consulted with

community groups and stakeholders at information sessions and workshops during the consultation period.

The Chief Executive's Report on pre-plan consultation will report on submissions or observations received during the consultation period and on matters arising out of consultation. The report will:

- List the persons or bodies who made submissions or observations, as well as any person or bodies consulted;
- Summarise the issues raised in the submissions and during consultations;
- Give the opinion of the Chief Executive to the issues raised, taking account of the proper planning and sustainable development of the area, and any relevant policies or objectives of the Government or of any Minister of the Government and
- State the Chief Executive's recommendations on policies to be included in the draft development plan.

2.0 Overview of Consultation

SDCC engaged in consultation with stakeholders and the public over an eight week period between Friday September 5th 2014 and Friday October 31st 2014. The key elements of the consultation are summarised below:

- To set the context for the review and inform discussion, research was undertaken in relation to the key themes of the County Development Plan. Information was summarised in a short booklet titled “A Vision for South Dublin’s Future” and in a more detailed Background Issues Paper. The documents were available during consultation and remain available.
- A dedicated web site www.southdublindevplan.ie was created to host information during the review process. Its purpose is to act as a ‘hub’ for interaction throughout the two-year process. There are links to the website on the Council website, Facebook and Twitter. The web address also features on all literature associated with the review.
- To ensure a strong visual content on the website, two videos were produced to promote and represent the County Development Plan. The videos are hosted on the development plan website.
- An online submissions system that is compatible with PCs, Laptops, Tablets and Smartphones was created to accept submissions during the prescribed consultation periods. The online submissions system is hosted on www.southdublindevplan.ie.
- SDCC Mayor Fintan Warfield formally launched the review on September 5th 2014 at County Hall, Tallaght. Invitations to the launch were issued to the Elected Members of South Dublin County Council, the extended Management Team and the press.
- Notification of the intention to review the County Development Plan was issued to prescribed bodies on 4th September 2014.
- A Public Newspaper Notice outlining the intention to review the County Development was published in the Tallaght Echo and the Irish Times newspapers on or before 5th September 2014. The notices outlined details of the website link, public displays and information sessions. The notices also invited submissions or observations with regard to the review between 5th September and 31st October 2014. A press release with this information was also issued to local and national newspapers.
- Public displays were erected at County Hall Tallaght, Civic Offices Clondalkin and at all County libraries for the duration of the consultation. Displays included a poster, the booklet “A Vision for South Dublin’s Future” and the Background Issues Paper.
- Advertisements were placed on Dublin Buses traversing high frequency bus routes in the County between 22nd September and 5th October 2014 to alert the public to the review and the website link www.southdublindevplan.ie.
- Council staff hosted 5 public information evenings (5pm-8pm) at Ballyroan Library, Civic Offices Clondalkin, Tallaght Library, Rathcoole Community Centre and Lucan Library in September and October. A total of 37 people attended the sessions.
- Council staff hosted 9 facilitated community group workshops during the consultation period with groups representing children, parents, older people, Traveller groups and school children. In total 150 people were consulted at the community workshops.

- Council staff hosted a facilitated stakeholder workshop on 23rd October 2014. The workshop was attended by 65 high level stakeholders from Government Departments and Statutory Agencies, NGOs, Local Businesses and Community Groups.

A total of 118 submissions and observations were received during the consultation period with 114 submissions and observations received before the specified deadline. A further 252 people contributed to the process through the consultation events.

3.0 Submissions and Observations Received

3.1 List of Submissions and Observations

A list of all the persons/bodies that made submissions or observations is provided below together with a reference number. The submission or observation reference number has been hyperlinked via Members Net and each submission can be viewed by clicking on the reference number.

Table 1.0: List of persons/bodies that made submissions

Person	Company (if applicable)	Body Represented (if applicable)	Ref
Cllr Francis Timmons			PREDRAFTDEVPLAN0001
Sinead Sargent			PREDRAFTDEVPLAN0002
Eamonn Wyer		BMX Commission of Cycling Ireland	PREDRAFTDEVPLAN0003
Eamonn Wyer		BMX Commission of Cycling Ireland	PREDRAFTDEVPLAN0004
Eamonn Wyer		BMX Commission of Cycling Ireland	PREDRAFTDEVPLAN0005
Eamonn Wyer		BMX Commission of Cycling Ireland	PREDRAFTDEVPLAN0006
Cllr. William Lavelle			PREDRAFTDEVPLAN0007
Nicholas Diez-McKenna			PREDRAFTDEVPLAN0008
Michael Lowery	N/A		PREDRAFTDEVPLAN0009
Olive Lowery	N/A		PREDRAFTDEVPLAN0010
Clodagh Simms	N/A		PREDRAFTDEVPLAN0011
Joseph Scully			PREDRAFTDEVPLAN0012
Stephen Blair	Southern & Eastern Regional Assembly		PREDRAFTDEVPLAN0013
Michael Byrne			PREDRAFTDEVPLAN0014
Eamonn Wyer		National Track Development BMX Commission of Cycling Ireland	PREDRAFTDEVPLAN0015
Ciara Sheehan			PREDRAFTDEVPLAN0016
John Sheehan	Tom Phillips + Associates		PREDRAFTDEVPLAN0017
Tom Fennelly	FENNETEC		PREDRAFTDEVPLAN0018
Dearbhail Dillon			PREDRAFTDEVPLAN0019
Gary Tyrrell			PREDRAFTDEVPLAN0020
Breda Flatley			PREDRAFTDEVPLAN0021
Declan Sheein			PREDRAFTDEVPLAN0022
Paul Corcoran	Dublin Cycling campaign		PREDRAFTDEVPLAN0023
Maeve Lynch			PREDRAFTDEVPLAN0024
Derek Denton	Clondalkin Equine Club		PREDRAFTDEVPLAN0025
St Finian's GAA club Newcastle Newcastle			PREDRAFTDEVPLAN0026
Ma Rachel Diesta			PREDRAFTDEVPLAN0027
Con McCarthy	Sandymark		PREDRAFTDEVPLAN0028
Carmel McCartney			PREDRAFTDEVPLAN0029
Carmel McCartney			PREDRAFTDEVPLAN0030

Person	Company (if applicable)	Body Represented (if applicable)	Ref
Brian Wylie	Iarnrod Eireann - Irish Rail		PREDRAFTDEVPLAN0031
Louise Purcell			PREDRAFTDEVPLAN0032
Hazel Farley			PREDRAFTDEVPLAN0033
Con McCarthy	Sandymark Group		PREDRAFTDEVPLAN0034
Robert Nowlan	Ryan Nowlan Consulting	Bagnall Doyle McMahon Chartered Surveyors	PREDRAFTDEVPLAN0035
Sinead O'Connor	Ryan Nowlan Consulting	Bagnall Doyle McMahon Chartered Surveyors	PREDRAFTDEVPLAN0036
Dawn Emily Kane			PREDRAFTDEVPLAN0037
Paul Turley	John Spain Associates	Dafor Enterprises Limited	PREDRAFTDEVPLAN0038
David Galvin	Environmental Protection Agency		PREDRAFTDEVPLAN0039
Sarah Waldron			PREDRAFTDEVPLAN0040
Alan Whelan	O'Connor Whelan	Aldi Stores (Ireland) Limited	PREDRAFTDEVPLAN0041
Caleb Crone	Holy Family Community School		PREDRAFTDEVPLAN0042
Martin McNulty			PREDRAFTDEVPLAN0043
Mary Clare Wallace	SDC Partnership		PREDRAFTDEVPLAN0044
Sean Mc Carthy			PREDRAFTDEVPLAN0045
Jon Norton			PREDRAFTDEVPLAN0046
Gerard Stockil	Tallaght Community Council (TCC)		PREDRAFTDEVPLAN0047
Henry O'Reilly	n/a		PREDRAFTDEVPLAN0048
Airscape Limited c/o BMA Planning		Airscape Limited	PREDRAFTDEVPLAN0049
Francis Chance	South Dublin Children's Services Committee		PREDRAFTDEVPLAN0050
Jim Cummins			PREDRAFTDEVPLAN0051
Edward Fox			PREDRAFTDEVPLAN0052
Sarah Molloy			PREDRAFTDEVPLAN0053
Peter Byrne	South Dublin Chamber		PREDRAFTDEVPLAN0054
Robert Dowds T.D.			PREDRAFTDEVPLAN0055
Alice Griffin	DESSA	Getting Included Network	PREDRAFTDEVPLAN0056
Tara Spain	National Roads Authority		PREDRAFTDEVPLAN0057
Roger Garland	KEEP IRELAND OPEN		PREDRAFTDEVPLAN0058
Gerry McGivern	Lansdowne Park & District Residents' Association		PREDRAFTDEVPLAN0059
Patrick Leonard	An Taisce - The National Trust for Ireland		PREDRAFTDEVPLAN0060
The Planning Partnership On behalf of Lidl Ireland GmbH	Lidl Ireland GmbH		PREDRAFTDEVPLAN0061
Aidan Thomas			PREDRAFTDEVPLAN0062
Selina Bonnie	South Dublin County Council		PREDRAFTDEVPLAN0063
Eoin McDonnell	FÁilte Ireland		PREDRAFTDEVPLAN0064
Jon Norton (Committee Member on behalf of ReNewcastle Community Group)	ReNewcastle Community Group (incl. 19 committee members JN,KJ,EK,NM,CS,CS,SW,O R,ML,OM,BF,DS,JM,KM,BB ,MR,PD,PL,HR)		PREDRAFTDEVPLAN0065

Person	Company (if applicable)	Body Represented (if applicable)	Ref
Eugene Barrett Chairman	KNOCKLYON NETWORK LTD		PREDRAFTDEVPLAN0066
John Sewell			PREDRAFTDEVPLAN0067
P. Dowling			PREDRAFTDEVPLAN0068
Claire Finnegan			PREDRAFTDEVPLAN0069
Emer McCarthy		430 pupils from St Finians National School	PREDRAFTDEVPLAN0070
Hon Secretary Claire Burke	St Finian's Church or Ireland	Vivien Bond, Trevor Bond, Elizabeth Waldron, Elizabeth Beattie, Sandra Noble, Willie Harris, William Doble, Jun Galligan & 3 others	PREDRAFTDEVPLAN0071
Paul O'Neill	GVA	Order of St Augustine	PREDRAFTDEVPLAN0072
Suzanne McClure	Brock McClure Consultants	Aimsitheoir Deantoiracht Teoranta	PREDRAFTDEVPLAN0073
Suzanne McClure	Brock McClure Consultants	Aimsitheoir Deantoiracht Teoranta	PREDRAFTDEVPLAN0074
Jamie Rohan (c/o Stephen Purcell, Future Analytics Consulting Ltd.)	Rohan Holdings Ltd. c/o Future Analytics Consulting Ltd.		PREDRAFTDEVPLAN0075
Cllr. William Lavelle			PREDRAFTDEVPLAN0076
Pat O'Donoghue	Railway Procurement Agency		PREDRAFTDEVPLAN0077
John Spain Associates		Hibernia REIT Plc, Marine House, Clanwilliam Place, Dublin 2,	PREDRAFTDEVPLAN0078
Laura Brock	Brock McClure Consultants	Outdoor Works	PREDRAFTDEVPLAN0079
David Mulcahy	David Mulcahy Planning Consultants Ltd	Petrogas Group Ltd (t/a Applegreen)	PREDRAFTDEVPLAN0080
Henry O'Reilly			PREDRAFTDEVPLAN0081
Henry O'Reilly			PREDRAFTDEVPLAN0082
Stephen Little	Stephen Little & Associates	Castlethorn Construction	PREDRAFTDEVPLAN0083
David Clements Clements	National Transport Authority		PREDRAFTDEVPLAN0084
Doreen Carpenter	Clondalkin Travellers' Development Group		PREDRAFTDEVPLAN0085
Eamonn Kelly	RPS Group	Johny & Katy Janssens	PREDRAFTDEVPLAN0086
Jen Donohoe	The WEB Project		PREDRAFTDEVPLAN0087
Noel Smyth	Therese Properties		PREDRAFTDEVPLAN0088
Mairead Forsyth	Dublin Cycling Campaign		PREDRAFTDEVPLAN0089
Eamonn Kelly	RPS Group	Lamberton Properties Ltd.	PREDRAFTDEVPLAN0090
Sinead O'Malley, BEng, MSc, M.IPI	Eirgrid		PREDRAFTDEVPLAN0091
Liffey Valley Retail Park c/o BMA Planning			PREDRAFTDEVPLAN0092
Catherine Norton			PREDRAFTDEVPLAN0093
John Spain Associates	John Spain Associates	Glasnevin Trust	PREDRAFTDEVPLAN0094
Tom Phillips	Tom Phillips + Associates		PREDRAFTDEVPLAN0095
John Spain Associates		Owners of Liffey Valley Shopping Centre and adj lands	PREDRAFTDEVPLAN0096
Robert McLoughlin	GVA	Tesco Ireland Limited	PREDRAFTDEVPLAN0097
John Sewell	St Mary's Parish Pastoral Council		PREDRAFTDEVPLAN0098

Person	Company (if applicable)	Body Represented (if applicable)	Ref
John Spain Associates	John Spain Associates	Tierra Ltd.	PREDRAFTDEVPLAN0099
Angela O'Donoghue on behalf of the Glendoher & District Residents Association Angela O'Donoghue on behalf of the Glendoher & District Residents Association	Glendoher & District Residents Association		PREDRAFTDEVPLAN0100
Paula Madden	Irish Traveller Movement Yellow Flag Programme		PREDRAFTDEVPLAN0101
Brenda Doyle	Palmer Park/Pearse Brothers Park Residents' Association		PREDRAFTDEVPLAN0102
Marian Quinn	Childhood Development Initiative Ltd		PREDRAFTDEVPLAN0103
John & Beverley Power			PREDRAFTDEVPLAN0104
Eamonn Kelly	RPS Group	Johny & Katy Janssens	PREDRAFTDEVPLAN0105
Lorraine Hennessy	Balgaddy Working Together Group		PREDRAFTDEVPLAN0106
Robert McLoughlin	GVA on behalf of PKB Partnership		PREDRAFTDEVPLAN0107
Lorraine Hennessy	Balgaddy Working Together Group		PREDRAFTDEVPLAN0108
Wilson's Auctions c/o BMA Planning			PREDRAFTDEVPLAN0109
John Spain Associates	John Spain Associates	Westport Investment Property Fund plc	PREDRAFTDEVPLAN0110
Stephen Purcell	Future Analytics Consulting Ltd on behalf of	Weston Aviation Academy Ltd (WAA)	PREDRAFTDEVPLAN0111
Eugene Barrett Chairman	KNOCKLYON NETWORK LTD		PREDRAFTDEVPLAN0112
Lorraine Hennessy	The Workers Party, Dublin Mid West Constituency		PREDRAFTDEVPLAN0114
John Costello	Cumann Luthchleas Gael		PREDRAFTDEVPLAN0115
Marie Broderick	An Garda Siochana		PREDRAFTDEVPLAN0116
Dermot McDermott			PREDRAFTDEVPLAN0117
Yvonne Dalton	Dublin Airport Authority DAA		PREDRAFTDEVPLAN0118
Mary Keegan			PREDRAFTDEVPLAN0119

4.0 Summary of Written Submissions and Observations

4.0.1 A summary of the issues raised in the 114 submissions and observations that were received within the specified timeframe is set out by category in Section 4.2 below, together with the opinions and recommendations of the Chief Executive.

A total of 425 issues were identified in the submissions and observations received. Many of the issues are interrelated and have been summarised under 22 broad category headings for ease of reference. (Appendix B sets out the full list of issues identified by category).

Issues relating to transportation and movement were raised most frequently (14.5%). Issues relating to community and facilities were the second most frequently raised (13.51%). Other issues that featured prominently included population and housing growth (9.09%), economic and employment issues (8.6%), natural heritage (7.62% of all issues), parks and recreation (7.37%) and towns, villages and local centres (6.39%). A breakdown of the issues raised in submissions or observations is outlined in Table 2 below.

4.0.2 There is a requirement to summarise the issues raised by and recommendations made by the Regional Authority and the Dublin Transport Authority (DTA) and to outline the recommendations of the Chief Executive in relation to the manner in which those issues and recommendations should be addressed in the Draft Plan (Section 11 (4) (bb) and (bc) of the Planning and Development Act 2000 (as amended) refers). In view of this specific requirement and the strategic nature of these submissions, the submissions of the Southern & Eastern Regional Assembly (Regional Authority) and the National Transport Authority (Dublin Transport Authority) have been summarised up front in Section 4.1 below. The recommendations of the Chief Executive in relation to the manner in which the issues and recommendations made in these submissions should be addressed in the Draft Plan are also set out in Section 4.1.

Table 2: Breakdown of Issues

Breakdown of Issues Raised			
	Topic	No. of Times Issue Raised	% of Total
1	Built Heritage & Amenities	17	4.18%
2	Community & Facilities (Schools, Community Centres etc)	55	13.51%
3	Core Strategy/Strategic Locations	8	1.97%
4	Economic & Employment Issues	35	8.6%
5	Energy & Telecommunications	23	5.65%
6	Environmental Factors	3	0.74%
7	Getting around the County (Roads, Railway Lines, Pedestrian Cycle Routes)	59	14.5%
8	Green Infrastructure	6	1.47%
9	LAPs & Other Plans	8	1.97%
10	Natural Heritage & Amenities	31	7.62%
11	Other	5	1.23%
12	Parks & Recreation	30	7.37%
13	Population and Housing Growth	37	9.09%
14	Procedural Issues	7	1.72%
15	Retail (shops)	16	3.93%
16	Strategic Environmental Assessment	5	1.23%
17	Surface Water, Flooding, Foul Drainage	11	2.7%
18	Town, Village & Local Centres	26	6.39%
19	Waste Management	12	2.95%
20	Water Supply & Drainage	10	2.46%
21	Wildlife Corridors (Hedgerows, Rivers, Streams)	11	2.7%
22	Zoning	10	2.46%
		425	100

4.1 Regional Authority and Dublin Transport Authority (DTA)

4.1.1 Submission of Southern & Eastern Regional Assembly (Regional Authority)

Summary of Issues Raised

Core Strategy

The growth scenario and settlement strategy for South Dublin should support the key elements of the Regional Planning Guidelines settlement strategy and be informed by the regional population and housing targets established within the Regional Planning Guidelines, whilst incorporating current data, in a holistic approach to produce an evidence-based core strategy.

An integrated approach should be taken to settlement, employment and transport policy, as advocated throughout the Regional Planning Guidelines.

Significant challenges for the new Plan will be to meet the current market demand for housing supply and to align with the Regional Planning Guidelines and the National Spatial Strategy. An evidence-based core strategy complemented by an analysis of current data trends in particular the CSO regional projections, and the housing strategy for the County, should address this challenge. The core strategy should cover aspects of demographic changes and projections, housing mix, infrastructure delivery, implementation and residential densities, whilst retaining the principles of the growth in the Region that underpin the Regional Planning Guidelines settlement strategy, and include SDCC's share of that growth.

Population growth, the delivery of new housing and the needs of existing communities should be supported by necessary community infrastructure and recreational facilities to serve these communities. Local Authorities can provide community infrastructure through co-operation and co-ordination with other agencies; policies regarding same should be included in the Development Plan.

Getting around the County (Roads, Railway Lines, Pedestrian Cycle Routes)

Promotion of sustainable transportation in South Dublin, while positive, has been piecemeal. Current trends are still unsustainable and the mode share needs to shift away from the car driver.

Land use policies that support and protect national investments made in public transport and to optimise that investment, require implementation.

Policies such as promoting higher densities for employment and residential uses around public transport, should be considered in the Development Plan.

Transport planning, spatial planning and land use management should aid reduced travel demand, reduced travel distances and encourage a sustainable change in mode share.

The Regional Planning Guidelines promote regional sustainable growth and recognise that this growth can only be achieved through the provision of high

quality infrastructure by the alignment of land use planning with transport planning, water services, energy supply and waste management.

Locations of new development lands already zoned in South Dublin that require infrastructure provision are supported by their designation in the Regional Planning Guidelines.

Economic & Employment Issues

The Regional Planning Guidelines identify a number of strategic employment centres within South Dublin. Blanchardstown and Tallaght are part of the Gateway Core Economic Area along the Strategic Multi Modal Transport Corridor, and are considered strategic employment centres.

There is a significant amount of enterprise zoned lands in South Dublin, therefore the analysis in the core strategy for the Development Plan should address the location of current employment in the County, assess employment trends, typology and demands in the County in determining future and additional enterprise land use requirements for South Dublin.

Retail (shops)

Retail policies and retail development within the County should support the policies and recommendations of the Retail Strategy for the Greater Dublin Area (GDA) and economic growth areas as identified within the Regional Planning Guidelines, and follow the Retail Planning Guidelines for Planning Authorities 2012; in particular this applies to the Retail Hierarchy in the Regional Planning Guidelines and the Retail Strategy for the GDA.

More recent retail data in relation to the health of various retail centres in relation to other centres within the County and Dublin area would be useful to support an evidence-based approach for the retail aspect of the Development Plan's core strategy.

Green Infrastructure

The development of a strategy for green infrastructure within South Dublin is welcomed and has the potential to raise awareness of issues such as biodiversity and the way green spaces are used, developed and managed. Section 7.7 of the Regional Planning Guidelines details classifications and actions for Green Infrastructure throughout the Region and in South Dublin.

Natural Heritage & Amenities

The Regional Planning Guidelines recognise the range of built heritage, natural heritage and landscape within South Dublin. Section 7.2 details strategic policy with adjunct commentary on the protection, enhancement and integration into new development of the built heritage. Section 7.3 details strategic policy on the natural environment in particular designated sites and extended ecological sites to protect and conserve the natural environment. Section 7.4 includes strategic policy on landscape classification and landscape character assessments. In this, regard should be had to the draft National Landscape Strategy, 2014.

All relevant plans and infrastructure projects which have the potential to impact on Natura 2000 sites either individually or in combination with other plans and projects must be subject to relevant environmental assessment under the provisions of the Habitats Assessment Directive.

The SEA process is also important with regard to the plan making process and subsequent plan aims and policies.

Energy & Telecommunications

Chapter 6 of the Regional Planning Guidelines contains strategic policies that support investment in energy and communications to allow economic and community needs to be met, and to facilitate sustainable development and growth to achieve a strong and successful international GDA gateway. This is supported by government policy in the National Renewable Energy Action Plan 2010 and the National Energy Efficiency Action Plan 2013.

Surface Water, Flooding, Foul Drainage

The vision for the County, should be informed, and where necessary, shaped by environmental directives and take into consideration issues of flood risk and flood risk management plans, climate change, river basin management plans, impacts on water quality and landscape assessment.

Chief Executive's Opinion and Recommendations

The submission recommends that the growth scenario and settlement strategy for South Dublin supports the key elements of the Regional Planning Guidelines settlement strategy and is informed by the regional population and housing targets established within the Regional Planning Guidelines, whilst incorporating current data, in a holistic approach to produce an evidence based Core Strategy. This recommendation is acknowledged and accepted.

The Draft Plan will incorporate an evidence based Core Strategy that accords with the provision of the Planning and Development Act (as amended). The Core Strategy will articulate a medium to longer term quantitatively based strategy for the spatial development of the County, identifying the quantum, location and phasing of proposed development, as well as growth scenarios, details of transport plans and retail development. The Core Strategy and the Housing Strategy will include: population targets; requirements for zoning of lands for residential and or allied mixed uses; and outline the existing and proposed future distribution of population within the plan area within a Settlement Hierarchy that is consistent with the Settlement Strategy set out in the Regional Planning Guidelines. The strategy will retain the principles of growth for the region that are set out in the Regional Planning Guidelines and include the Council's share of that growth. The population targets and housing allocations will be complemented by an analysis of current demographic and population data trends, in particular the CSO, Regional Population Projections, 2014.

The Core Strategy will form the basis for policies and objectives throughout the Draft Plan.

The submission notes the importance of Tallaght as a strategic employment centre and recommends that it be considered a focal point for economic development. The significant amount of enterprise zoned lands in South Dublin are noted and it is recommended that analysis in the Core Strategy should address the location of current employment in the County, assess employment trends, typology and demands in the County in determining future and additional enterprise land use requirements. This recommendation is noted.

The submission recommends that retail policies and retail development within the County support the policies and recommendations of the Retail Strategy for the Greater Dublin Area (GDA) and economic growth areas as identified within the Regional Planning Guidelines, and follow the Retail Planning Guidelines for Planning Authorities, 2012 (in particular the Retail Hierarchy in the Regional Planning Guidelines and Retail Strategy for the GDA). This recommendation is noted.

The submission recommends promoting higher densities for employment and residential uses around public transport and consistency between transport planning, spatial planning and land use management to aid reduced travel demand, reduced distances and encourage a sustainable change in mode share. This recommendation is noted.

Other recommendations relate to the provision of community infrastructure and recreational facilities; and ensuring high quality infrastructure by the alignment of land use planning with transport planning, water services, energy supply and waste management. The proposed development of a green infrastructure strategy is welcomed, while the provisions of the Regional Planning Guidelines in relation to built heritage, natural heritage and landscapes, energy and communications are noted. The importance of Environmental Monitoring is also highlighted. It is proposed to address all of the above issues in the Draft Plan, which will be subject to Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment.

Recommendation: The Chief Executive recommends that the Draft South Dublin County Development Plan 2016-2022 and its Core Strategy is in compliance with the issues raised and the recommendations of the submission of the Southern and Eastern Regional Assembly.

4.1.2 Submission of the National Transport Authority / Dublin Transport Authority

Summary of Issues Raised

Getting around the County (Roads, Railway Lines, Pedestrian Cycle Routes)

The NTA request that those elements of the GDA Cycle Network Plan, April 2014, which apply to SDCC are reflected in the new Plan, with particular reference to the primary routes and proposed greenways.

The NTA request that the Bus Rapid Transit option as presented to the public in Q1 2014 is reflected in the County Development Plan.

Except in limited circumstances such as where specific physical requirements exist for the siting and operation of a particular land use, trip intensive developments or significant levels of development should not occur in locations not well served by existing or committed high quality public transport.

The strategic function of the N4, N7, N81 and M50 should be maintained by limiting the extent of development that would give rise to the generation of local car-based traffic on the national road network.

All non-residential proposals should be subject to maximum parking standards. Standards should vary spatially on the basis of centrality and the level of public transport provision. An approach that caps car parking on an area-wide basis should be considered where intense development occurs.

For all major employment developments and all new and extended schools, travel plans should be conditioned as part of planning permissions and be carried out in a manner consistent with NTA guidance documents: Toolkit for School Travel and Workplace Travel Plans – A Guide for Implementers. The Development Plan should contain a clear policy reflecting this requirement.

Planning at the local level should promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services at the local level such as schools. For example, the application of density gradients could be considered across development areas whereby high-density development is focussed on centres and public transport with medium-low density development further away.

New developments should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods. Where possible, development should provide for filtered permeability.

Proposals for right of way extinguishments should only be considered where these do not result in more circuitous walking and cycling trips for local residents accessing public transport or local destinations.

Community & Facilities (Schools, Community Centres etc)

With regards to school planning the NTA request:

- That primary schools in new developing areas are located within neighbourhood centres at the hub of residential blocks.
- That post-primary schools in new developing areas are located within district centres at the hub of a wider development area.
- That new schools in existing areas are sited according to the same principles insofar as is possible in order to facilitate walking and cycling. Where such an approach is not possible, that the development of schools does not occur on peripheral sites away from the areas they serve and that are inaccessible by walking and cycling, or which would require considerable further public investment in transport infrastructure in order to avoid significant adverse impacts on the road and public transport networks.
- That the transport network around existing and new schools and between schools and the residential areas they serve promote and facilitate walking and cycling.
- That all new extended school sites provide for walking and cycling in their layout and design.
- That secure and sheltered cycle parking is provided for at least 20% of pupils located close to the entrances to the school buildings.
- That all new schools and extended schools adopt, implement and monitor school travel plans, undertaken with reference to the NTA's 'School Travel Toolkit' or under the auspices of the 'Green Schools Travel programme', and that such plans are conditioned as part of a grant of planning permission.

Population and Housing Growth

The NTA request that land use policy within the catchment of the proposed Bus Rapid Transit (BRT) network reflects the potentially enhanced public transport capacity, by permitting a higher intensity of development on any brownfield or greenfield sites along the corridor. Any such development or transport interventions should be carried out in a manner to enable the construction of the BRT.

The NTA recommends that complementary land use policies are strongly pursued to ensure that residential development is focused along the passenger rail corridor at Adamstown and Clonburris/Balgaddy having regard to the commencement of operations of the passenger rail service through Phoenix Park Tunnel in 2016.

Residential development located proximate to high capacity public transport, such as Luas, commuter rail and proposed BRT, should be prioritised over development in less accessible locations such as the urban fringe or villages and towns beyond the contiguous built-up urban footprint.

To the extent practicable, residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised.

Town, Village & Local Centres

High volume, trip intensive developments, such as offices and retail, should primarily be focussed into Tallaght and Clondalkin town centres and Lucan.

The role and function of district centres and neighbourhood centres should be supported and promoted in order to exploit the levels of accessibility offered by public transport, walking and cycling at these locations.

Economic & Employment Issues

It should be an objective of the Plan to increase employment intensity in town centres, particularly Tallaght and, as such, a higher figure for number of jobs per hectare should be applied. This would lessen the requirement for land to be zoned for employment in less desirable locations (accessible from the national road network).

Retail (shops)

The NTA would welcome an approach to retailing which seeks to tie the planning of such activity to the existing Regional Planning Guidelines settlement hierarchy and would support the reassessment of Liffey Valley's function in relation to future town centre objectives as suggested in the issues paper.

Chief Executive's Opinion and Recommendations

The Draft Plan will incorporate an evidence based Core Strategy that accords with the provision of the Planning and Development Act (as amended). The Core Strategy will articulate a medium to longer term quantitatively based strategy for the spatial development of the County, identifying the quantum, location and phasing of proposed development, as well as growth scenarios, details of transport plans and retail development. The Core Strategy will form the basis for land-use and transportation policies and objectives.

The Draft Plan will seek to support an efficient and effective transport system and to encourage smarter travel choices based on available options, taking account of proposals at a regional level, including the GDA 'Cycle Network Plan, 2014' and the proposed Bus Rapid Transit options.

The Draft Plan will seek to promote greater use of public transport, increase walking and cycling, and direct growth around existing and planned services so that the demand for travel in general and for car based travel is reduced.

Careful consideration will be given to any new road proposals in the County. The creation of more road space to cater for traffic congestion, particularly in existing areas, is expensive and often attracts more cars to the network. The focus of any new road construction will therefore be for access to new communities and to support the economic development of the County.

The role of car parking and its potential to generate car based travel will need to be balanced against the availability of alternative transport options. Parking provision should be based on whether or not the proposed number of spaces is justified, taking into account factors such as location, access to public transport and turnover rates.

The NTA would support a greater alignment of retailing with the Regional Planning Guidelines settlement hierarchy and supports the proposed reassessment of Liffey Valley's function in relation to future town centre objectives.

Recommendation: The Chief Executive recommends that the Draft South Dublin County Development Plan 2016-2022 and its Core Strategy accords with the issues raised and the recommendations of the submission of the NTA/DTA. The Draft Plan will seek to address the transportation and mobility issues outlined in the NTA/DTA submission in the following broad ways:-

- By improving public transport services. Whilst SDCC is not a public transport service provider, the Council has a strong track record of working in partnership with national agencies to secure and develop major improvements to the transport network. The Development Plan will be framed around plans published by national agencies, such as BRT and the Phoenix Park Tunnel. The plan will also seek to identify and guide the development of future routes into the medium to longer term and look at how services may be designed.
- The Development Plan will seek to cater for population and economic growth in a sustainable manner by directing growth toward existing and planned transport services. This approach will be a continuation of those policies contained within the current Development Plan, with more intensive land uses and residential densities developed in close proximity to services.
- By encouraging walking and cycling by improving the walking and cycling environment and behaviour change initiatives. Walking and cycling have a major role in transporting people over shorter distances (including access to public transport services). The Development Plan will seek to ensure that improvements to the local road/street network are focused on improving facilities for cyclists and pedestrians to ensure that walking and cycling is a safer and more convenient option.
- SDCC will also work closely with the National Roads Authority (NRA) to address the future capacity of national routes, such as the N4, N7, N81 and M50 to minimise the impacts on the management of the broader network.
- SDCC will continue to promote traffic management through behaviour change initiatives, particularly those aimed at schools and workplaces.
- The Draft Plan and Core Strategy will seek to move towards a greater alignment between retail and settlement hierarchies by addressing inconsistencies referenced in the NTA's submission, within the framework offered by the Regional Planning Guidelines and GDA Retail Strategy.

4.2 Summary By Category

4.2.1 Core Strategy

Summary Issues Raised

The Core Strategy/Strategic Locations category comprised 1.97% of the total issues. Issues under this category related to the strategic importance of lands within South Dublin County, including the Naas Road/N7/Newlands, Citywest/Cheeverstown, Adamstown areas of the County and the potential for increased development. A submission suggested that the Core Strategy should consider the need for accommodation for tourism. [Submission Reference PREDRAFTDEVPLAN: \(0017\) \(0013\) \(0068\) \(0078\) \(0064\) \(0083\) \(0088\) \(0109\)](#)

Chief Executive's Opinion and Recommendations

The Draft Plan will incorporate an evidence based core strategy that accords with the provision of the Planning and Development Act (as amended). The Core Strategy will articulate a medium to longer term quantitatively based strategy for the spatial development of the County, identifying the quantum, location and phasing of proposed development, as well as growth scenarios, details of transport plans and retail development. The Core Strategy and the Housing Strategy will include: population targets; requirements for zoning of lands for residential and or allied mixed uses; and outline the existing and proposed future distribution of population within the plan area within a Settlement Hierarchy that is consistent with the Settlement Strategy set out in the Regional Planning Guidelines. The strategy will retain the principles of growth for the region that are set out in the Regional Planning Guidelines and include the Council's share of that growth. The population targets and housing allocations will be complemented by an analysis of current demographic and population data trends, in particular the CSO Regional Population Projections, 2014. The Core Strategy will form the basis for policies and objectives throughout the Draft Plan.

Recommendation: The Chief Executive recommends that the Draft South Dublin County Development Plan 2016-2022 and its Core Strategy has regard to the issues raised and complies with the recommendations of the submission of the Southern and Eastern Regional Assembly.

4.2.2 Population and Housing

Summary of Issues Raised

Population and Housing issues comprised 9.09% of the total issues raised (37 issues in total). Issues raised were in relation to population growth, demographic and social mix of population, housing supply, dwelling tenure, housing density and building heights, location of new housing, dwelling design, estate design, supporting infrastructure and facilities and rural housing.

A number of submissions stated that there is adequate zoned land to accommodate growth over the next plan period. Other submissions referenced population growth projections, suggesting a need for additional housing or zoned land. One submission argued that minor rezoning should be considered to facilitate a soft transition along the urban edge. A number of submissions suggested appropriate locations for growth over the next plan period. Suggested locations included Adamstown, Clonburris, established areas, brownfield sites and close to existing infrastructure and public transportation corridors. Furthermore, it was suggested that more accessible lands (by walking, cycling and public transport) should be prioritised for housing development. It was argued by a number of people that no further developments should take place in areas where there are unoccupied dwellings until such time as these are occupied. It was also argued that there should be a halt to new building until there is sufficient infrastructure and facilities to support population growth. A number of submissions sought some population growth in Newcastle to provide a critical mass for a range of services. There was support for a good housing mix to meet the different needs of the population living within the County, for example, family houses and step down - elderly housing. One submission suggested the amalgamation of one-bedroom apartments to create family dwellings. Another suggested that unoccupied apartments in Tallaght could be used for student accommodation. A number of submissions referenced the need to provide for older people's housing as an alternative to care facilities and nursing homes. A range of submissions sought a high build standard for new housing and residential areas. Overall a mix of house types was sought, with minimum standards for apartments in terms of size and range of facilities. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0026\) \(0029\) \(0034\) \(0067\) \(0098\) \(0007\) \(0085\) \(0057\) \(0047\) \(0054\) \(0068\) \(0055\) \(0100\) \(0072\) \(0105\) \(0070\) \(0099\) \(0090\) \(0114\) \(0063\)](#)

A number of submissions raised the issue of housing tenure and social mix. Submissions argued that housing should benefit all within society: such as older people desiring to downsize, young adults who are seeking to reside closer to their family network, homeless people and the Travelling community. A number of submissions sought a review of the social housing policy to improve distribution, avoid concentration and to house people within their communities. Submissions looked for future provision through Part V and a building programme controlled by the Local Authority. [Submission Reference PREDRAFTDEVPLAN: \(0067\) \(0098\) \(0007\) \(0085\) \(0050\) \(0047\) \(0068\) \(0055\) \(0062\) \(0090\) \(0106\) \(0114\) \(0076\) \(0085\) \(0050\) \(0062\)](#)

One submission stated that rural housing is unsustainable and another requested the rewording of existing policy to allow for existing rural dwellings to be extended to accommodate a growing family rather than a proliferation of further house building. [Submission Reference PREDRAFTDEVPLAN: \(0060\) \(0068\)](#)

Issues were raised concerning building heights with a request to limit building heights in new developments close to one and two storey housing. High quality and varied housing design is sought, with useable space, reduction of hard landscapes and the need for high environmental standards. Some submissions sought lower densities, for example, in the Stocking Wood and Newcastle areas. Other submissions sought higher densities, for example, in the Rathfarnham area. Densities within the Adamstown SDZ were put forward as an exemplar to be followed. [Submission Reference PREDRAFTDEVPLAN: \(0007\) \(0048\) \(0052\) \(0055\) \(0072\) \(0076\) \(0062\) \(0105\) \(0084\)](#)

Chief Executive's Opinion and Recommendations

The Draft Plan will incorporate an evidence based Core Strategy that accords with the provision of the Planning and Development Act (as amended). The Core Strategy will articulate a medium to longer term quantitatively based strategy for the spatial development of the County, identifying the quantum, location and phasing of proposed development, as well as growth scenarios, details of transport plans and retail development. The Core Strategy and the Housing Strategy will include: population targets; requirements for zoning of lands for residential and or allied mixed uses; and outline the existing and proposed future distribution of population within the plan area within a Settlement Hierarchy that is consistent with the Settlement Strategy set out in the Regional Planning Guidelines. The strategy will retain the principles of growth for the region that are set out in the Regional Planning Guidelines and include the Council's share of that growth. The population targets and housing allocations will be complemented by an analysis of current demographic and population data trends, in particular the CSO Regional Population projections, 2014. The Core Strategy will form the basis for policies and objectives throughout the Draft Plan.

The Housing Strategy under Part V of the Planning and Development Act 2000 (as amended) will examine the existing and likely future housing need across the County over the period of the County Development Plan and will form part of the Draft Plan. The needs assessment, carried out as part of the preparation of the Strategy, will assess all housing needs for all types of housing across the County including those of older persons, accommodation for Travellers and the Homeless.

The design and layout of new areas will be informed by Guidance Documents issued by Government, including the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), the Design Manual for Urban Roads and Streets (2013) and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2007).

Policies in relation to housing in rural areas will be reviewed having regard to the Sustainable Rural Housing Guidelines for Planning Authorities (2005).

Master planning at a later stage (LAP/SDZ Planning Scheme) will include a more detailed assessment of residential density bands across developing areas.

Recommendation: The Chief Executive recommends that policies and objectives in relation to population and housing are informed by the Core Strategy and Housing Strategy and that standards are based on relevant Ministerial Planning Guidance Documents. Particular regard will be had to the increasingly diverse needs of the County's population for housing.

4.2.3 Sustainable Communities

Summary of Issues Raised

Issues raised under the Sustainable Communities category comprised 13.51% of the total issues, representing the second highest category under which issues were raised. Issues expressed related, in general, to education,

adequacy of infrastructure, delivery of infrastructure and facilities, and the needs of specific areas and for specific groups. Issues were also raised about specific community requirements for individual sites located throughout the County.

In general, issues highlighted the importance of making provision for educational facilities throughout the County and the role of education in business success. A submission requested that the potential of the county town of Tallaght as an educational and innovation city should be strengthened within the Plan. Other submissions supported a hierarchy of educational establishments located in local and district-type hubs, for example, primary schools located within neighbourhood centres and post primary schools within district centres. It was put forward that more schools should be planned in the north and west of the County and that schools should form part of housing applications in general. The need to provide libraries at specific locations within the County and the potential of libraries to supplement the educational needs of those living within South Dublin emerged as an issue. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0016\) \(0019\) \(0021\) \(0040\) \(0010\) \(0022\) \(0009\) \(0027\) \(0029\) \(0046\) \(0053\) \(0065\) \(0050\) \(0047\) \(0054\) \(0068\) \(0065\)\(0084\) \(0114\) \(0084\)](#)

The issue of providing adequate infrastructure and facilities for both the existing population and also the growing population was raised. Submissions referenced the need to consider the demographic profile of the population and to cater for the needs of children, young adults and disabled people, in particular. Submissions also referenced the need to increase promotion of recreation and sport. It was felt that infrastructure should be provided in tandem with residential developments and should meet the needs of all age groups within society. It was recognised that community facilities should be universally accessible, should be situated in central locations and that larger community facilities, provided at fewer strategic sites, would be more beneficial than many smaller facilities. These facilities should provide links to natural play areas. Older people's residences should be located close to facilities. A significant number of submissions raised concerns about the adequacy of community services and facilities within Newcastle Village and indicated specific infrastructure requirements for this village. Submissions sought enhancement of community facilities in a number of other specific areas within the County also, including Citywest, Lucan, Rathfarnham, Whitechurch, Tallaght and the North Clondalkin area. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0007\) \(0016\) \(0021\) \(0019\) \(0040\) \(0010\) \(0022\) \(0009\) \(0026\) \(0069\) \(0027\) \(0046\) \(0053\) \(0065\) \(0093\) \(0047\) \(0068\) \(0100\) \(0070\) \(0087\) \(0114\) \(0029\) \(0039\) \(0050\) \(0085\) \(0054\) \(0068\) \(0103\) \(0071\) \(0056\) \(0063\) \(0100\) \(0062\) \(0101\) \(0089\) \(0106\) \(0114\) \(0060\)](#)

Issues were raised concerning the type of buildings required for community purposes and ongoing maintenance and upgrade of facilities. It was felt that buildings should be robust enough to provide for multiple uses at central locations. Furthermore, it was suggested that community buildings should adhere to the highest building and energy standards to ensure cost efficiency and longevity. [Submission Reference PREDRAFTDEVPLAN: \(0029\) \(0067\) \(0098\) \(0032\)](#)

The need for a sporting centre of excellence / cluster facility in west Dublin to support the activities of a major sporting organisation was put forward in one submission. A second submission suggested providing a central sports facility in conjunction with the upgrade of the Tallaght I.T. A submission sought a substantial new park in the west of the County. Another sought provision for a Social Horse Project in the Clondalkin Area. Other issues sought the co-

location of schools and playing facilities. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0029\) \(0027\) \(0025\) \(0115\)](#)

A number of submissions stated that community involvement and public consultation is important for the success of community facilities. It was suggested that funding, investment and the appointment of a community planner could support successful community facilities. [Submission Reference PREDRAFTDEVPLAN: \(0067\) \(0068\) \(0069\) \(0085\) \(0050\)](#)

Issues were raised regarding social inclusion for groups including: the Travelling Community, children and disabled people. There were calls to make community facilities more accessible and that public realm/environment should be conducive to universal access. [Submission Reference PREDRAFTDEVPLAN: \(0085\) \(0050\) \(0103\) \(0063\) \(0062\) \(0101\) \(0106\) \(0114\)](#)

One submission sought revisions to the description of cemeteries and crematoriums. [Submission Reference PREDRAFTDEVPLAN: \(0094\)](#)

Chief Executive's Opinion and Recommendations

There are a wide range of community facilities, civic facilities and social services existing in the County. It will be important to protect existing resources through appropriate policies and objectives and to facilitate and support the development and expansion of facilities and services throughout the County, based on identified need, in order to deliver a high quality of life for all communities in South Dublin.

The Draft Plan will incorporate an evidence based core strategy that will outline the existing and proposed future distribution of population within the plan area within a settlement hierarchy that is consistent with the Settlement Strategy set out in the Regional Planning Guidelines. The core strategy will form the basis for policies and objectives in relation to the spatial distribution of community infrastructure.

The Local Economic and Community Plan (LECP), which is currently being prepared by South Dublin County Council, will have a more significant role in terms of identifying investment to deliver infrastructure and community facilities at a local level. Government agencies such as the HSE, the Department of Education and Skills and the Department of Justice, Equality & Law Reform are responsible for delivering infrastructure for health, education and policing. In preparing the Local Economic and Community Plan (LECP), South Dublin County Council must therefore work closely with government agencies to ensure phased provision of facilities where a need is identified.

The Draft Plan and Core Strategy will identify the key growth or renewal areas within the County, and more detailed master planning at a later stage (LAP/SDZ Planning Scheme) will include an assessment of community and civic facilities that are needed in consultation with the relevant statutory agencies.

Recommendations: The Chief Executive recommends that policies and objectives in the Draft Plan seek to protect and enhance the viability of existing resources through appropriate policies and objectives and to facilitate and support the development and expansion of new facilities and services by the relevant agencies, as appropriate and as required.

4.2.4 Economic Development

Summary of Issues Raised

Economic and Employment issues comprised 8.6% of the total issues raised in the written submissions. The main issues noted in the submissions related to economic opportunities, incentives, supports, education, local employment, physical infrastructure, the role of sectors such as the tech industry, agriculture, tourism and other areas of potential, in addition to the need to consolidate existing centres of employment.

A number of submissions stated that education and an educated workforce is an important factor in addressing employment issues in the County. Incentives to up-skill people to support indigenous enterprise were considered important. Submissions referenced the importance of incentives to support local employment, small businesses and indigenous enterprise; and to entice enterprise and Foreign Direct Investment (FDI) into the County. A number of submissions also noted that small businesses and the self-employed would greatly benefit from support systems such as clinics. [Submission Reference PREDRAFTDEVPLAN: \(0067\) \(0098\) \(0073\) \(0007\) \(0054\) \(0068\) \(0055\) \(0112\) \(0084\) \(0114\)](#)

Locations in the County with potential for economic and employment development, in addition to a number of existing successful centres of employment were identified in submissions received. The provision of flexible commercial spaces, the use of vacant buildings for commercial and employment uses and the potential for business support and employment support schemes were identified as a potential means to encourage business growth in the County. In addition, one submission noted the potential of Weston Airport as a catalyst for employment and enterprise. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0016\) \(0021\) \(0010\) \(0022\) \(0009\) \(0028\) \(0032\) \(0046\) \(0053\) \(0065\) \(0067\) \(0098\) \(0007\) \(0111\) \(0011\) \(0013\) \(0039\) \(0057\) \(0047\) \(0055\) \(0058\) \(0100\) \(0096\) \(0063\) \(0075\) \(0064\) \(0112\) \(0089\) \(0084\) \(0114\)](#)

Submissions identified a number of sectors with potential for growth, including tech industries, agriculture and tourism. A number noted that the tech sector is already present and could be expanded. Submissions noted the importance of encouraging farming as an industry, including associated businesses such as microbreweries. With regard to tourism, a number of submissions noted the need to market South Dublin as a tourism destination, to include niche tourism options, and to promote a variety of tourism policies to account for the range of options South Dublin can provide. The need for improved access and support facilities to serve existing tourism amenities was also noted. A number of submissions identified the key role of infrastructure in serving existing employment areas and providing links between centres of population and centres of employment. The consolidation and sustainability of existing centres was also identified as a key factor to the long term viability of the County. [Submission Reference PREDRAFTDEVPLAN: \(0016\) \(0028\) \(0046\) \(0053\) \(0065\) \(0073\) \(0007\) \(0013\) \(0054\) \(0057\) \(0047\) \(0068\) \(0055\) \(0058\) \(0100\) \(0096\) \(0063\) \(0064\) \(0086\) \(0084\) \(0111\)](#)

Chief Executive's Opinion and Recommendations

The review will seek to build on the policies and objectives contained in the current Plan and incorporate policies and objectives throughout the Plan that will strengthen the County's economic competitiveness and attractiveness. In particular, policies and objectives relating to the delivery of housing,

infrastructure and environmental protection should seek to retain and enhance the attractiveness of the County as a place within which to live, work or invest and policies and objectives that would undermine economic competitiveness should be avoided. The consolidation and sustainability of existing centres will be a key factor to the long term viability of the County.

While a number of submissions raised issues in relation to incentives and educational initiatives that may be worthwhile, it is important to note that these fall outside the scope of the County Development Plan, which sets out a framework for the physical growth and development of the County. There may be an opportunity to address some of these issues in the Council's Local Economic and Community Plan (LECP).

Recommendation: The Chief Executive recommends that the policies and objectives of the Draft Plan seek to:

- Support economic growth within the County, having regard to the regional economic strategy contained within the Regional Planning Guidelines and recognising the strategic importance of centres such as Tallaght.
- Support economic growth in the County by making provision for further large scale FDI investment and indigenous enterprise at appropriate locations.
- Support economic diversification within the County, to areas that support a range of education and skill levels such as tourism, niche retailing, events and festivals.
- Support appropriate renewal opportunities in older employment areas.
- Support educational investment in the County.
- Policies and objectives will place a particular emphasis on maximising the economic potential of the County based on its strategic position within the Dublin Region.

4.2.5 Retail & Centres

4.2.5.1 Towns, Villages and Local Centres

Summary of Issues Raised

Issues raised under the Towns, Villages and Local Centres category comprised 6.39% of the total issues. The main issues raised related to the centres of Tallaght, Newcastle, Brittas, Lucan, Ballyboden, Ballyroan & Knocklyon and Balgaddy. In general, the majority of issues sought to strengthen the County's towns, villages and local centres through the intensification of uses within these centres and focusing commercial and retail uses in areas where there is adequate infrastructure. The issues relating to Tallaght concerned the quality of the public domain and the strengthening of the village quarter with an emphasis on residential living. Issues relating to Newcastle covered a wide range of topics such as the provision of community facilities, provision of car parking, schools, larger dwellings, street lighting and traffic calming measures. One issue related to the provision of cluster-style development at Brittas and one issue related to promoting the commercial viability of Lucan Village. Two issues sought the strengthening of Ballyboden Village one through the retention of Taylors Lane within Ballyboden Village and the other through the preparation of a Village Design Statement and a Neighbourhood Sustainability Indicators Project (NSIP). Another issue

sought the promotion of Rosse Court at Balgaddy as a local hub. Additionally, the issue of an abandoned site in the centre of Saggart Village was raised. [Submission Reference PREDRAFTDEVPLAN: \(0012\) \(0010\) \(0009\) \(0047\) \(0021\) \(0022\) \(0009\) \(0016\) \(0040\) \(0046\) \(0053\) \(0065\) \(0026\) \(0071\) \(0070\) \(0074\) \(0007\) \(0024\) \(0042\) \(0102\) \(0072\) \(0106\)](#)

Chief Executive's Opinion and Recommendations

The policies and objectives of the Draft Plan will seek to maintain and strengthen established centres within the County, having regard to each centre's role within the overall settlement and retail hierarchies for the County. The Draft Plan will incorporate an evidenced based core strategy that will outline a Settlement Hierarchy for the County. The Retail Hierarchy will be reviewed in the context of the Settlement Hierarchy and is required to accord with the Retail Strategy for the GDA and the economic growth areas identified in the Regional Planning Guidelines.

Recommendation: The Chief Executive recommends that policies and objectives in the Draft Plan seek to maintain and strengthen centres within the County, having regard to each centre's role within the overall Settlement and Retail hierarchies for the County.

4.2.5.2 Retail (shops)

Summary of Issues Raised

Issues raised under the Retail category comprised 3.93% of the total issues. Issues expressed related, in general, to discount foodstores, location of retail units, their size, retail hierarchy, zoning, Liffey Valley Shopping Centre and retail parks.

The primary issues related to the location and hierarchy of retail units within the County. The main issues, in this regard, included concern in relation to the consistency of the Plan with the Retail Planning Guidelines; that larger retail centres such as Tallaght, Liffey Valley and Clondalkin should be expanded; retail within existing villages should be strengthened; that alternative spaces, such as market squares be encouraged; limitation of out of town and edge of town developments and strengthening existing shopping by creating greater access to them from residential areas. The status of Liffey Valley Shopping Centre within the County Retail Hierarchy was raised. One issue requested a review of policies/objectives pertaining to retail warehousing/retail parks. Two of the submissions requested a review of Development Plan policy on discount foodstores. In particular, a request to consider net as opposed to gross floor space. One submission requested the review of EP1 zoned lands to allow convenience retailing to be located on these lands. [Submission Reference PREDRAFTDEVPLAN: \(0032\) \(0033\) \(0041\) \(0046\) \(0053\) \(0065\) \(0007\) \(0076\) \(0013\) \(0054\) \(0068\) \(0061\) \(0097\) \(0092\) \(0107\) \(0084\) \(0110\)](#)

Chief Executive's Opinion and Recommendations

The submission of the Regional Authority states that retail policies and retail development within the County should support the policies and recommendations of the Retail Planning Guidelines for Planning Authorities 2012, the Retail Strategy for the GDA and the economic growth areas identified within the Regional Planning Guidelines.

The policies and objectives of the Draft Plan will seek to maintain and strengthen established retail centres within the County, having regard to each centre's role within the overall settlement and retail hierarchies for the County. The Draft Plan will incorporate an evidence based core strategy that will outline a Settlement Hierarchy for the County. The Retail Hierarchy will be reviewed in the context of the Settlement Hierarchy and is required to accord with the Retail Strategy for the GDA and the economic growth areas identified in the Regional Planning Guidelines.

The Core Strategy will form the basis for policies and objectives in relation to retail development and the future role of retail centres.

Based on analysis of available data and in accordance with the terms of the Regional Planning Guidelines and the Retail Strategy for the GDA, South Dublin County Council will carry out a review of the Retail Hierarchy for the County to reflect existing provision and planned future growth. Policies and objectives in relation to retail development will be informed by relevant guidance documents and strategies.

Recommendation: The Chief Executive recommends that the Retail Hierarchy for the County be reviewed in the context of the emerging South Dublin Settlement Hierarchy and that it supports the implementation of the Retail Strategy for the GDA (2008) and the Regional Planning Guidelines (2010). Policies and objectives will be informed by the Retail Planning Guidelines for Planning Authorities (2012).

4.2.6 Transport & Mobility

Summary of Issues Raised

Issues relating to Roads, Railway Lines, and Pedestrian and Cycle Routes comprised 14.5% of the total issues raised in the written submissions. This was the highest proportion of all issues received. The main issues noted in the submissions related to bus routes, cycle routes, roads, rail, canals, bridges, pedestrian routes/links, access and maintenance issues, layout of new developments, and initiatives and policies pertaining to transportation within the County. Submissions also noted national and regional projects and legislation in relation to transportation.

A number of submissions related to cycle routes in the County, noting the need for new routes and improvement of existing routes. Submissions noted connectivity as a key issue, with improved links from estates to schools, retail centres and canals, links to Greenway Routes, and improved links to bus and rail routes all recommended. A number of submissions requested the removal of obstructive 'kissing-gates' on existing cycle routes. Submissions also noted the need for secure bicycle parking at transport links, such as train stations. The promotion of existing canal ways and the need for increased vehicular, pedestrian and cycle ways across the Dodder were also noted in submissions received. [Submission Reference PREDRAFTDEVPLAN: \(0007\) \(0016\) \(0019\) \(0021\) \(0040\) \(0010\) \(0022\) \(0009\) \(0023\) \(0029\) \(0032\) \(0046\) \(0053\) \(0065\) \(0020\) \(0007\) \(0011\) \(0093\) \(0050\) \(0047\) \(0068\) \(0055\) \(0059\) \(0058\) \(0065\) \(0084\) \(0089\)](#)

Submissions noted the importance of protecting the capacity, safety and efficiency of existing transport links and roadways in the County. A

requirement for Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA) to accompany development proposals was also noted in submissions received. In addition, a number of submissions advocated the provision of loop roads, link roads, bypasses or bridges to remove congestion and to divert Heavy Goods Vehicles (HGVs) from smaller towns and villages in addition to specific works including the reopening of exits on the N4 and realignment of the Knocklyon Road. The placement of yellow boxes and street lighting issues were also noted in submissions received. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0007\) \(0019\) \(0021\) \(0040\) \(0010\) \(0022\) \(0009\) \(0023\) \(0031\) \(0048\) \(0076\) \(\(0093\) \(0013\) \(0039\) \(0057\) \(0047\) \(0054\) \(0068\) \(0055\) \(0071\) \(0059\) \(0100\) \(0062\) \(0077\) \(0066\) \(0112\) \(0070\) \(0084\) \(0089\) \(0084\) \(0111\)](#)

Submissions noted the number of unused or underused bus lanes, the frequency of existing bus services, number and location of bus stops, and the lack of public transport connectivity in the County. A number of submissions noted the potential for shuttle bus services to and from rail links to improve connectivity. The poor frequency of rail services was noted, in addition to references to the reopening of Phoenix Park Tunnel in the short term; and delivery of DART underground in the longer term. The importance of maintaining a reservation for the proposed BRT was also referenced in a number of submissions. One submission referred specifically to the removal of a reservation at Belgard Square West allocated to the extension of the Luas to Old Bawn. [Submission Reference PREDRAFTDEVPLAN: \(0002\) \(0016\) \(0021\) \(0040\) \(0010\) \(0022\) \(0009\) \(0032\) \(0037\) \(0046\) \(0053\) \(0065\) \(0051\) \(0007\) \(0054\) \(0068\) \(0055\) \(0071\) \(0100\) \(0077\) \(0066\) \(0012\) \(0084\) \(0089\) \(0106\)](#)

With regard to pedestrian routes and links in the County, submissions noted that the existing network should be developed further, especially along natural desire lines. A number of submissions noted that the use of pedestrian links for short journeys should be encouraged to reduce car trips, and that public seating along pedestrian routes to public transport links would be beneficial. In addition, submissions noted that pedestrian routes should be suitable for all members of the community, particularly those with impaired or restricted mobility. The safety of existing pedestrian links, provision of pedestrian crossings and signals, and the reduction of speed limits were noted in submissions received. Submissions also highlighted the importance of maintaining existing roads, pedestrian and cycle routes and associated margins throughout the County. [Submission Reference PREDRAFTDEVPLAN: \(0016\) \(0037\) \(0046\) \(0053\) \(0065\) \(0007\) \(0011\) \(0093\) \(0042\) \(0047\) \(0068\) \(0055\) \(0059\) \(0058\) \(0062\) \(0066\) \(0012\) \(0070\) \(0089\) \(0077\) \(0084\) \(0106\)](#)

A number of submissions noted that new development should only be located in areas well served by existing infrastructure, supporting urban consolidation, and that the location and density of development should provide the critical mass required to support existing and proposed infrastructure. Submissions also noted that the layout of new developments should be permeable to encourage walking and cycling, and that focussed initiatives are needed to encourage modal shift. The provision of maximum parking standards, subject to site context and level of public transport provision, was noted in submissions received. A number of submissions also identified the need for local transportation studies, and integrated land-use and transport initiatives to ensure adequate road capacity to meet demand and encourage use of public transport. [Submission Reference PREDRAFTDEVPLAN: \(0016\) \(0031\) \(0007\) \(0013\) \(0039\) \(0057\) \(0054\) \(0068\) \(0081\) \(0055\) \(0058\) \(0100\) \(0077\) \(0084\) \(0089\) \(0066\) \(0012\) \(0070\) \(0089\) \(0077\) \(0084\) \(0106\)](#)

A number of submissions also noted issues pertaining to other relevant legislation regarding transportation and infrastructure, including the need for policies in relation to air transport and aeronautical facilities. [Submission Reference PREDRAFTDEVPLAN: \(0095\) \(0111\)](#)

Chief Executive's Opinion and Recommendations

The Draft Plan will seek to support an efficient and effective transport system and to encourage smarter travel choices based on available options, taking account of proposals at a regional level, including the GDA Cycle Network Plan (2014) and the proposed Bus Rapid Transit options (2014).

The Draft Plan will seek to promote greater use of public transport, increase walking and cycling, and direct growth around existing and planned services so that the demand for travel in general and for car based travel is reduced.

Careful consideration will be given to any new road proposals in the County. The creation of more road space to cater for traffic congestion, particularly in existing areas, is expensive and often attracts more cars to the network. The focus of any new road construction will therefore be for access to new communities and to support the economic development of the County. The Draft Plan will need to identify strategic routes that are required over the medium to long term in order to provide access to strategic lands. There will be a particular focus on catering for commercial traffic in order to divert Heavy Goods Vehicles (HGVs) away from residential areas and providing direct and efficient access to the national network for logistical purposes.

The role of car parking and its potential to generate car based travel will need to be balanced against the availability of alternative transport options. The level of parking provision should be based on whether or not the proposed number of spaces is justified, taking into account factors such as location, access to public transport and turnover rates.

Recommendation: The Chief Executive Recommends that the Draft Plan will seek to address transportation and mobility issues in four broad ways:-

- By improving public transport services. Whilst SDCC is not a public transport service provider, the Council has a strong track record of working in partnership with national agencies to secure and develop major improvements to the transport network. The Development Plan will be framed around plans published by national agencies, such as Draft Underground, BRT and the Phoenix Park Tunnel. The plan will also seek to identify and guide the development of future routes into the medium to longer term and look at how existing services may be improved.
- By directing new development around existing and planned services. The Development Plan will seek to cater for population and economic growth in a sustainable manner by directing growth toward existing and planned transport services. This approach will be a continuation of those policies contained within the current Development Plan, with more intensive land uses and residential densities developed in close proximity to services.
- By encouraging walking and cycling by improving the walking and cycling environment and engaging in behaviour change initiatives. Walking and cycling have a major role in transporting people over shorter distances (including access to public transport services). The

Development Plan will seek to ensure that improvements to the local road/street network are focused on improving facilities for cyclists and pedestrians to ensure that walking and cycling is a safer and more convenient option.

- SDCC will also work closely with the National Roads Authority (NRA) to address the future capacity of national routes, such as the N4, N7, N81 and M50 and to minimise the impacts on the management of the broader network and visa versa.

4.2.7 Infrastructure

4.2.7.1 Surface Water & Flooding

Summary of Issues Raised

Surface Water & Flooding issues comprised 2.7% of the total issues raised in the written submissions. The main issues noted in the submissions related to service provision, Sustainable Urban Drainage Systems (SUDS), flood protection and management, protection of surface water and conservation including rainwater harvesting. Legislation in relation to water and wastewater discharge was also noted.

A number of submissions identified a need to ensure adequate surface water and foul drainage services to all areas, and the need to assess the capacity of existing drainage infrastructure in areas that will accommodate future development. With regard to flood prevention and management, submissions noted the need for the provision and active promotion of appropriate risk assessments, particularly in areas to be developed, and the need for measures to account for increased flood risk due to climate change and other environmental factors. A number of submissions referred to the need for Sustainable Urban Drainage (SUDS) in new, and where possible, existing developments. [Submission Reference PREDRAFTDEVPLAN: \(0046\) \(0053\) \(0065\) \(0039\) \(0013\) \(0054\) \(0100\)](#)

The need to conserve and protect surface water was raised in a large number of submissions received. Submissions noted the need for the protection of surface water, groundwater and down stream impacts on coastal/estuarine resources and associated habitats and species, with specific relevant objectives needed for individual water bodies, including relating to water quality. A number of submissions advocated mandatory rainwater harvesting in all new commercial, municipal and residential development, and the potential for group schemes. In addition, submissions noted the need for practical and educational initiatives to assist residents and businesses to conserve water. [Submission Reference PREDRAFTDEVPLAN: \(0046\) \(0053\) \(0065\) \(0039\) \(0013\)\(0100\)](#)

The management and enhancement of existing wetland habitats and protection of existing amenities, including bathing areas, were also noted in submissions received. [Submission Reference PREDRAFTDEVPLAN: \(0039\)](#)

Chief Executive's Opinion and Recommendations

South Dublin County Council is responsible for the management of surface water drainage at a local level and the Office Public Works (OPW) has responsibility for flood risk management at a national and regional level.

In accordance with the EU Water Framework Directive, the Eastern River Basin Management Plan 2009 - 2015 details a programme of measures which will be used to deliver surface and groundwater quality targets in the County.

The 'Eastern Catchment Flood Risk Assessment and Management' (CFRAM) study commenced in the Eastern district in June 2011 and will run until the end of 2016. A Pilot CFRAM has been completed for the River Dodder catchment (OPW in conjunction with Local Authorities) and is currently being implemented in the Dublin area.

Recommendations: The Chief Executive recommends that the Draft Plan will endorse CFRAMS and the Eastern River Basin Management Plan (2011-2015) and the preparation and implementation of the second Eastern River Basin Management Plan (2015 – 2021). In addition, the Draft County Development Plan will outline the specific infrastructure objectives, both long term and within the lifetime of the Plan, required to achieve the spatial planning framework set out in the Core Strategy.

4.2.7.2 Water Supply & Foul Drainage

Summary of Issues Raised

Water Supply and Drainage issues comprised 2.46% of the total issues raised in the written submissions. The main issues noted in these submissions related to service provision, conservation and water pressure.

A number of submissions noted the need to ensure adequate water supply in the County, to meet current and future demands for commercial and domestic development. The need to assess supply and future demand was also noted as a pivotal factor in maintaining and attracting inward investment in South Dublin. [Submission Reference PREDRAFTDEVPLAN: \(0010\) \(0039\) \(0054\)](#)

Submissions noted that a water conservation strategy for the County should be developed, with water conservation actively encouraged and promoted. A number of submissions also advocated water conservation through reduced consumption and through the incorporation of water-saving technology into building design standards. The need for rainwater harvesting in all new commercial, municipal and residential development was also noted in submissions received. [Submission Reference PREDRAFTDEVPLAN: \(0046\) \(0053\) \(0065\) \(0039\) \(0064\) \(0100\) \(0013\) \(0021\) \(0022\) \(0009\)](#)

A number of submissions noted issues pertaining to relevant legislation regarding water and wastewater discharge. A number of submissions noted the need for enforcement of planning conditions regarding installation, operation and maintenance of wastewater treatment/septic tank systems particularly in the rural areas of the County. [Submission Reference PREDRAFTDEVPLAN: \(0039\) \(0071\) \(0013\)](#)

A number of submissions raised concern in relation to the fluoridation of drinking water and other relevant legislation regarding the treatment of drinking water. [Submission Reference PREDRAFTDEVPLAN: \(0069\) \(0046\) \(0053\) \(0065\)](#)

Chief Executive's Opinion and Recommendations

Irish Water is responsible for Public Water Services in Ireland, since January 2014. While South Dublin County Council continues to undertake water services functions within its area as an agent of Irish Water, all operational and investment decisions are made by Irish Water centrally.

The Council recognises that the capacity of the County to accommodate future growth is dependent on the capacity of water supply and drainage in the County and in the wider Dublin Metropolitan area. South Dublin County Council will engage with Irish Water to ensure that the future demands of the County are considered, as part of future Capital Investment Programmes. The Council will continue to promote water conservation through the Environmental Awareness Programme.

Standards of construction for new, extended and materially altered buildings are addressed at a national level through the Building Regulations, which include requirements for energy (Part L) and drainage (Part H).

In accordance with the EU Water Framework Directive, the Eastern River Basin Management Plan 2009 - 2015 details a programme of measures which will be used to deliver surface and groundwater quality targets in the County.

Recommendation: The Chief Executive recommends that the Council continue to consult with Irish Water to ensure that the Capital Investment Programmes (CIP) of Irish Water are informed by the spatial planning framework set out in the Core Strategy of the Draft Plan.

4.2.7.3 Waste Management

Summary of Issues Raised

Waste Management issues comprised 2.95% of the total issues raised in the written submissions. The main issues noted in the submissions related to waste infrastructure and capacity, local initiatives, provision of recycling centres and litter bins, composting of domestic waste, illegal dumping of waste, litter wardens, refuse collection, and dog fouling.

Submissions identified the promotion of integrated land use zoning and development to existing and planned availability of waste infrastructure and capacity as a key issue regarding waste management in the County. A number of submissions noted that local initiatives and development partnerships with the community, such as 'Tidy Towns' type campaigns, should also be encouraged to address waste management in the County. [Submission Reference PREDRAFTDEVPLAN: \(0054\) \(0039\) \(0066\) \(0112\) \(0011\) \(0044\)](#)

A number of submissions referenced the provision and number of recycling centres and litter bins in the County, and the need for composting sites for domestic waste. The number of litter wardens currently operating in South Dublin and problem of illegal dumping in public open spaces were also noted in submissions received. In addition, a number of submissions noted that relevant guidance and legislation to address issues such as waste prevention,

food wastes, backyard burning, and illegal dumping should be incorporated in the new County Development Plan. [Submission Reference PREDRAFTDEVPLAN: \(0100\) \(0070\) \(0011\) \(0046\) \(0053\) \(0065\) \(0044\) \(0029\) \(0021\) \(0010\) \(0022\) \(0009\) \(0016\)](#)

Chief Executive's Opinion and Recommendations

SDCC is no longer active in the waste collection or processing area. The Council's role is primarily in relation to policy making and regulation of the sector within the County.

SDCC is responsible for preparing a South Dublin Waste Management Plan to implement the Regional Waste Management Plan at a local level and for dealing with any instances of illegal disposal of waste in its functional area. The SDCC Litter Management Plan 2011-2014 provides a policy framework in terms of environmental awareness development and litter prevention, control and disposal (includes for dog fouling and graffiti).

SDCC has a dedicated waste enforcement resource, which seeks to achieve regulatory compliance in accordance with relevant legislation including the Waste Management Act 1996 (as amended), Litter Pollution Act 1997 (as amended), Environmental Protection Agency Act 1992, Waste Management (Facility Permit and Registration) (Amendment) Regulations 2014, and SDCC Bye-Laws.

Recommendation: The Chief Executive recommends that the Draft Plan will reflect and support the implementation of the Local Waste Management Plan and the implementation of relevant legislation, Bye-Laws and policy.

4.2.8 Parks, Recreation & Green Infrastructure

4.2.8.1 Parks and Recreation

Summary of Issues Raised

Issues raised under the Parks and Recreation category comprised 7.37% of the total issues. In general, there was positivity shown towards the provision of parks and recreation within the County. There were calls to strengthen and expand the existing County parks, namely Griffeen Valley, Liffey Valley and Dodder Valley parks. A number of submissions (nine in total) raised the issue of locating a public park to the west of the County and in particular in the Newcastle area. [Submission Reference PREDRAFTDEVPLAN: \(0001\) \(0007\) \(0009\) \(0010\) \(0011\) \(0019\) \(0021\) \(0022\) \(0026\) \(0029\) \(0034\) \(0045\) \(0047\) \(0054\) \(0071\) \(0093\) \(0105\)](#)

Other submissions received raised awareness of the importance of walking routes throughout the County and others sought that these routes, and the parks that they link, should be universally accessible. Other issues included the upgrade of existing open spaces to strengthen play and recreation on these lands, as well as the inclusion of quality features in parks such as sensory and imaginative facilities. The need to provide open space and facilities for all age groups and to ensure the future viability of parks, featured strongly in submissions. The importance of safe and well supervised recreation facilities that encourage and facilitate exercise was noted. The need for more funding was also raised. [Submission Reference PREDRAFTDEVPLAN:](#)

(0001) (0016) (0012) (0019) (0046) (0053) (0054) (0062) (0065) (0067) (0069) (0082) (0098) (0100)

Specific recreational requests included: a BMX track in every South Dublin Park; a Pitch and Putt course at Spawell; older people's exercise equipment in Jobstown; an amenity at 12th Lock and amenities at Cluain Ri Park. [Submission Reference PREDRAFTDEVPLAN: \(0003\) \(0004\) \(0005\) \(0006\) \(0007\) \(0015\) \(0030\) \(0044\) \(0076\)](#)

Chief Executive's Opinion and Recommendations

There is a substantial network of parks and open spaces within the County, with 975 hectares of dedicated parkland. There is a hierarchy of managed parks from regional scale parks to smaller open spaces within residential areas all with a range of resources (sports pitches, play grounds, running tracks, graffiti walls etc) and natural amenities (flora, fauna, watercourses etc). While some of the parks and open areas are interlinked to form continuous open spaces (for example, by canals, rivers or hedgerows), there are possible opportunities to create a more coherent network within the County. The Draft Plan will review the role and function of parks and recreational areas within the County and consider policies to strengthen the network of parks and recreational areas.

Recommendations: The Chief Executive recommends that the role and function of parks and recreational areas within the County is reviewed and that policies and objectives seek to strengthen the network of parks and recreational areas within the County.

4.2.8.2 Green Infrastructure & Wildlife Corridors

Summary of Issues Raised

Issues raised under the Green Infrastructure (GI) category comprised 1.47% of the total issues. In general, the majority of issues sought the preparation of a Green Infrastructure Strategy for the County. One submission sought more accessibility to green belts and active uses within them. Another submission sought the implementation of policies to enliven the Dodder Valley Linear Park. [Submission Reference PREDRAFTDEVPLAN: \(0013\) \(0039\) \(0068\) \(0058\) \(0064\) \(0066\) \(0112\)](#)

The prime issue which was raised under Wildlife Corridors (2.7% of the issues raised) was the need to retain the County's flora and fauna, in particular hedgerows/trees and the species they support. Other issues raised supported the development of the Liffey Valley National Park and the restoring and preserving of other river valleys within the County, including the Glynn, Owendore and Dodder rivers. It was suggested that habitat mapping should be prepared to inform lower level plans and land use zoning. [Submission Reference PREDRAFTDEVPLAN: \(0016\) \(0021\) \(0010\) \(0022\) \(0009\) \(0023\) \(0046\) \(0053\) \(0065\) \(0011\) \(0039\) \(0054\) \(0102\) \(0071\)](#)

Chief Executive's Opinion and Recommendations

The current County Development Plan seeks to protect the County's natural resources such as hedgerows, wildlife and wildlife habitats including green and river corridors and to preserve trees and woodlands. The current Plan also seeks to link the mountains, river valleys and major parks and to promote

the extension of the County parks. There is significant potential to build on the existing policies and objectives and to develop a comprehensive Green Infrastructure Strategy for the County, having regard to European and National guidance.

Recommendations: The Chief Executive recommends that a Green Infrastructure Strategy is incorporated into the Draft Plan with a view to strengthening the network of green infrastructure and wildlife corridors within the County.

4.2.9 Heritage, Amenities & Landscape

4.2.9.1 Built Heritage

Summary of Issues Raised

Issues raised under the Built Heritage category comprised 4.18% of the total issues. The main issues raised included the requirement to review the County's Record of Protected Structures, the heritage of Newcastle Village, Architectural Conservation Areas (ACAs) and archaeology.

The need to protect the quality of the built environment was referenced in many submissions; primarily for those living and working in the area but ultimately to encourage tourism and to generate income. There were a number of specific requests for the protection of buildings and sites through designation as Protected Structures, ACA's or on the Record of Monuments and Places and one request for the removal of a structure from the Record of Protected Structures. One submission also raised the issue of a museum to house artefacts of the County. [Submission Reference PREDRAFTDEVPLAN: \(0007\) \(0009\) \(0010\) \(0014\) \(0022\) \(0046\) \(0047\) \(0053\) \(0054\) \(0058\) \(0060\) \(0064\) \(0065\) \(0066\) \(0067\) \(0098\) \(0100\) \(0112\)](#)

Chief Executive's Opinion and Recommendations

The current County Development Plan seeks to protect and conserve the architectural and archaeological heritage of the County. The Record of Protected Structures contained within the current plan lists 544 no. structures that are considered to be worthy of preservation. The plan also lists 5 no. Architectural Conservation Areas (ACAs).

Review of the Record of Protected Structures and of Architectural Conservation Areas (ACA's) forms a statutory element of the Development Plan review process, under Part IV of the Planning and Development Act 2000 (as amended). A Conservation expert has been engaged to carry out a review of structures and areas to inform updates to the RPS and list of ACAs.

The Record of Monuments and Places (RMP) for South Dublin County is included in Schedule 1 of the current County Development Plan. The review of this list is not a function of South Dublin County Council. The National Monuments Section of the DEHLG is currently carrying out an assessment and review of the RMP but this is unlikely to be completed during the current Plan review process.

Recommendations: The Chief Executive recommends that a review of the Record of Protected Structures and of potential ACAs is carried out to inform

the Draft Plan. Policies and objectives relating to the County's built environment will also be reviewed as part of the County Development Plan Review process.

4.2.9.2 Natural Heritage and Amenities

Summary of Issues Raised

Natural Heritage and Amenities comprised 7.62% of the total issues raised in the written submissions. The main issues arising from the submissions related to heritage movement routes, village heritage, forestry and woodland, biodiversity, Natura 2000 sites, directives, landscape character assessment and geology.

In general, the majority of the issues raised under this category, dealt with the importance of gaining the most from the County's assets, such as protecting and enhancing views of built and natural heritage, the retention of water features, the promotion of native species, protection of trees and riparian corridors. Furthermore, the tourism benefits and quality of life benefits gained from the County's natural heritage assets, including the Dublin Mountains, was recognised. The potential to improve quality of life for those living and visiting the County, through built and natural heritage was raised. The need to restrict development close to the County's natural assets was also raised in a number of issues. [Submission Reference PREDRAFTDEVPLAN: \(0039\) \(0046\) \(0053\) \(0065\) \(0011\) \(0039\) \(0047\) \(0054\) \(0060\) \(0064\) \(0068\) \(0058\) \(0100\)](#)

A number of issues were positive in their desire for the creation of greater walking routes throughout the County to be used to support human connection with nature and built heritage. One issue raised concerns over the safety of the Dublin Mountain Way. [Submission Reference PREDRAFTDEVPLAN: \(0016\) \(0020\) \(0024\) \(0058\) \(0068\) \(0100\)](#)

The heritage potential of the County's villages was raised in a number of submissions with emphasis put on heritage walkways and the protection of the historic aspect of the County's villages. Newcastle was singled out for its Norman past and Saggart for its forestry and woodland potential. The potential of urban forests in areas such as Kiltipper and Bohernabreena was also raised. [Submission Reference PREDRAFTDEVPLAN: \(0009\) \(0010\) \(0011\) \(0020\) \(0021\) \(0022\) \(0024\) \(0026\)](#)

Issues relating to biodiversity were raised in a number of submissions with calls for the inclusion of objectives to protect specific flora and fauna within the County, measures to control alien species and the need to integrate the National Biodiversity Action Plan and to prepare Management Plans for European sites. The importance of maintaining linkages in the ecological network was put forward. [Submission Reference PREDRAFTDEVPLAN: \(0013\) \(0039\) \(0058\) \(0100\)](#)

Two submissions raised the issue of preparing a Landscape Character Assessment of the County to include items such as eskers, sky lines, steep slopes, sensitive lands, views and prospects amongst others. The protection of the County's geology was also raised, as was the protection and safeguard of the Liffey Valley Special Amenity Area, the Grand Canal and peatlands. [Submission Reference_PREDRAFTDEVPLAN: \(0013\) \(0039\) \(0058\)](#)

Chief Executive's Opinion and Recommendations

It is policy under the current County Development Plan to protect the Natural Heritage and Biodiversity of the County and support the objectives and actions of the South Dublin County Heritage Plan.

The Draft Plan will seek to build on the existing policies and to identify the potential to improve the accessibility of natural heritage and amenities (e.g. river valleys and mountain areas) and to promote their value for leisure and related purposes, while continuing to ensure appropriate levels of protection.

A Village Initiatives Programme is currently being undertaken by South Dublin County Council separately from the Development Plan review process. The initiative sets out to improve the social, environmental and economic offer of villages within the County. The focus of this initiative is on the heritage and tourism potential of each village in the context of a broader county offer and experience.

Recommendations: The Chief Executive recommends that policies and objectives of the Draft Plan seek to protect Natural Heritage and Biodiversity, while improving the accessibility and promotion of key assets through enhancement projects. It is also recommended that the Draft Plan is informed by an update of the South Dublin Landscape Character Assessment, (Schedule 7 2010-2016 plan refers), in the context of the recently published Draft National Landscape Strategy (2014).

4.2.10 Energy

Summary of Issues Raised

Energy and Telecommunications issues comprised 5.65% of the total issues raised in the written submissions. The main issues noted in the submissions related to energy conservation and efficiency, renewable energy, heat mapping, energy provision, neighbourhood and community level schemes, carbon emission reduction, Eco Villages, and telecommunication infrastructure.

A number of submissions identified the need for an Energy Conservation Strategy to be included in the new County Development Plan. Submissions also noted that energy efficiency and renewable energy were key elements in securing the long term viability of the County and its resources. A number of submissions noted the potential for group geothermal schemes and geothermal plants, district heating systems and Combined Heat and Power (CHP) plants in the County. The potential of Newcastle as an Eco Village was noted in a number of submissions received. The need for heat mapping of the County to establish heat potential and heat demand, and policies for the management and use of waste heat was also identified in submissions received. With regard to energy provision, submissions noted the need to maintain and improve existing capacity, especially with regard to the evolving concentration of high tech power-intensive industry in the west of the County. A number of submissions noted the need to incorporate renewable energy

technologies in building design standards, and development of green policies to encourage walking/cycling/use of public transport to reduce carbon emissions. A number of submissions advocated the provision of small scale wind turbines and group solar projects, including the use of pilot schemes at neighbourhood and community level for same. Submissions also noted the need for retrofitting of existing buildings with energy efficiency elements such as solar panels. [Reference PREDRAFTDEVPLAN: \(0016\)\(0019\) \(0021\) \(0010\) \(0022\) \(0009\) \(0026\) \(0034\) \(0046\) \(0053\) \(0067\) \(0098\) \(0007\) \(0013\) \(0039\) \(0054\) \(0068\) \(0100\) \(0058\) \(0065\) \(0064\) \(0104\) \(0066\) \(0112\) \(0105\) \(0091\)](#)

A number of submissions also noted issues pertaining to other relevant legislation regarding telecommunication infrastructure, service and provision, including the siting of telecommunication masts and provision of high speed broadband. [Reference PREDRAFTDEVPLAN: \(0016\) \(0046\) \(0053\) \(0013\) \(0050\) \(0054\) \(0102\) \(0071\) \(0100\) \(0058\) \(0065\) \(0091\)](#)

Chief Executive's Opinion and Recommendations

SDCC participated in an EU Project titled "Leadership in Energy Action and Planning" (LEAP) from May 2011 to November 2013. The main technical output arising from this project was the preparation of the South Dublin Sustainable Energy Action Plan (SEAP), which aims to make South Dublin an energy efficient, low carbon County. Efficiencies would be achieved by focusing on improved recording and analysis of energy data, improved efficiency in buildings, facilities and operations across all sectors, energy reduction in the transport sector, and increasing the level of energy generated from renewable sources. The Sustainable Energy Action Plan was adopted by SDCC at the Council meeting in June 2013.

The Sustainable Energy Action Plan identified the need for a Renewable Energy Strategy, to examine the potential for renewable energy development in the County (wind, bioenergy, geothermal, hydroelectricity and solar).

A detailed energy demand mapping project commenced in autumn 2014. Phase 1 of this project will deliver detailed spatial analysis of existing and future energy and heat demand across the County; Phase 2 of this project will deliver case studies and feasibility studies across the County.

There are a number of neighbourhood and community level pilot schemes in the County, funded by Sustainable Energy Authority of Ireland (SEAI) and SDCC.

Existing policies to promote and facilitate a high quality telecommunications network throughout the County to support social and economic development will also be reviewed and strengthened.

Recommendation:

The Chief Executive recommends that:

- The Draft Plan will incorporate an Energy Strategy and a Renewable Energy Strategy that is informed by EU and national energy targets and the previous energy planning experiences of the Council.
- Existing policies to promote and facilitate a widespread, high quality telecommunications network throughout the County will be reviewed as part of the draft County Development Plan. Policies and objectives in relation to the siting of telecommunications infrastructure will also be reviewed.

4.2.11 Environmental Assessment and Climate Change

Summary of Issues Raised

Issues raised under the Strategic Environmental Assessment (SEA) category comprised 1.23% of the total issues. The Environmental Protection Agency (EPA) made a lengthy submission detailing procedure and requirements for the County Development Plan preparation. [Reference PREDRAFTDEVPLAN: \(0039\) \(0064\)](#)

Issues raised under the Environmental Factors category comprised 0.74% of the total issues received, and relate to the Noise Directive, the requirement of policies to protect air quality and promote climate change adaptation. [Reference PREDRAFTDEVPLAN: \(0039\) \(0050\)](#)

Chief Executive's Opinion and Recommendations

The Draft Plan will be subject to Strategic Environmental Assessment. All relevant Circulars and Directives shall be taken into account in drafting the Plan and the (SEA) Environmental Report.

The County Development Plan will be subject to the overall process of Appropriate Assessment Screening under the Habitats Directive (92/43/EEC). Pursuant to the requirements of Article 6 of the Habitats Directive, a Stage One Appropriate Assessment Screening shall be carried out as part of the overall process and a Stage Two Appropriate Assessment (AA) shall be carried out, if required. Policies and objectives of the Draft Plan shall be drafted to avoid adverse effect on sites of EU importance.

The Strategic Environmental Assessment will address the issue of Noise. The SEA will have regard to the Dublin Agglomeration Noise Action Plan (2013-2018) prepared in response to the Environmental Noise Regulations and the EU Environmental Noise Directive 2002/49/EC, which related to assessment and management of Environmental Noise.

The importance of factoring climate change adaption measures into the Plan is recognised and the Draft Plan will have regard to the National Climate Change Adaptation Framework, Building Resilience to Climate Change (2012), which requires the integration of adaptation and mitigation measures into the Plan.

Recommendation: The Chief Executive recommends that the Draft Plan is subject to Strategic Environmental Assessment and Appropriate Assessment and that Climate Change Adaption informs policies and objectives throughout the Plan.

4.2.12 Other Issues

4.2.12.1 Local Area Plans (LAPs) & Other Plans

Summary of Issues Raised

Issues raised under the Local Area Plans (LAPs) and Other Plans category comprised 1.97% of the total issues. The main issues related to existing LAPs, the preparation of future LAPs and the current County Development Plan and the preparation of the new County Development Plan.

Positivity was shown towards the use of LAPs for the establishment of sustainable development. One submission raised the issue of preparing LAPs for all parts of the County. A review of both the Ballyboden Village Plan and the Liffey Valley Town Centre Local Area Plans was suggested. One issue requested that the current County Development Plan should be improved upon rather than 'written-off' whilst another requested specific changes to a number of sections in addition to the deviation from the use of statutory terminology. [Submission Reference PREDRAFTDEVPLAN: \(0047\) \(0049\) \(0058\) \(0068\) \(0072\) \(0096\) \(0100\) \(0102\)](#)

Chief Executive's Opinion and Recommendations

The preparation of any new Local Area Plan (including the review of Local Area Plans) will be informed by evidence based research and informed inter alia by the Development Plan Core Strategy, the Development Plan Housing Strategy, the Retail Strategy for the Greater Dublin Area, the Regional Planning Guidelines for the Greater Dublin Area, flood risk assessment, environmental assessment, appropriate assessment, traffic and transport, infrastructure capacity, tourism, the economy, sustainable communities, green infrastructure, heritage, amenities and landscape.

Recommendations: The Chief Executive recommends that the County Development Plan undergo a full review as part of the process and that the Draft Plan will be written within the framework of statutory legislation.

4.2.12.2 Zoning

Summary of Issues Raised

Ten submissions, comprising 2.46% of total written submissions received, related to rezoning proposals. These submissions related to the rezoning of a specific site or sites, mainly from agricultural to residential zoning or for employment and economic uses. [Submission Reference PREDRAFTDEVPLAN: \(0035\) \(0043\) \(0036\) \(0038\) \(0076\) \(0080\) \(0099\) \(0100\) \(0109\) \(0110\)](#)

Chief Executive's Opinion and Recommendations

Pursuant to Section 11(2)(bc) of the Planning & Development Act, 2000 (as amended), requests or proposals for zoning of particular land for any purpose cannot be considered at this stage of the process. The Planning Authority intends to review the zoning of the area of the Development Plan at the next stage of the process.

Recommendation: No Recommendation

4.2.12.3 Procedural Issues

Summary of Issues Raised

Submissions relating to procedural issues comprised 1.72% of the total issues raised in the written submissions. The main issues noted in the submissions related to the timing of the County Development Plan review, public notification of the review of the current Plan, the format and acknowledgement of submissions received, and literacy issues.

Submissions queried the timing of the County Development Plan review relative to the census due in early 2016, noting that this would result in planning taking place in a 'statistical vacuum'. One submission noted a failure to adequately notify the general public with regard to the review process, with other submissions noting the importance of public knowledge of, and input into, the review process. With regard to the making of submissions, a disparity between the 'Questions for Consideration' identified in the 'A Vision for South Dublin's Future' booklet produced and the headings provided in drop-down menus for online submissions were noted. One submission queried the acknowledgement process of submissions received. In addition, the importance of the use of literacy friendly material in all aspects of the review process was noted. [Submission Reference PREDRAFTDEVPLAN: \(0012\) \(0018\) \(0050\) \(0062\) \(0063\) \(0067\) \(0114\)](#)

Chief Executive's Opinion and Recommendations

South Dublin County Council gave notice of the review of the South Dublin County Council Development Plan 2010-2016 on 5th September 2014. The date of commencement, timing and notification and consultation processes are prescribed in law by the Planning and Development Act 2000 (as amended).

A full summary of the pre-draft public consultation undertaken is outlined in Section 2.0 of this report. With regard to literacy issues, the website, public consultation booklet and videos have been prepared with accessibility in mind. This issue of accessibility will be reviewed prior to future consultation stages.

The headings/categories provided for the purpose of online submissions were based on feedback from trials of the online submission system, and were selected in the interest of clarity. Automated and postal acknowledgements of receipt were issued for each submission received, which included a submission reference number for clarity.

Recommendation: No Recommendation

4.2.12.4 Issues Outside of Plan Remit

Summary of Issues Raised

Issues raised in a number of submissions, while important, did not have a spatial or land use planning dimension, and as such have not been summarised in this report. This includes issues relating to community award systems, content of submissions on previous Local Area Plans, maintenance works, Government Bills and Educational Authorities. [Reference PREDRAFTDEVPLAN: \(0001\) \(0008\) \(0047\) \(0048\) \(0050\) \(0108\) \(0114\)](#)

Issues that were raised in relation to children's services have been forwarded to the Community Department and Economic Enterprise and Tourism Development Department to inform the upcoming Local Economic and Community Plan (LECP).

Chief Executive's Opinion and Recommendations

The issues noted above are not strategic in nature for the purposes of developing (a) the objectives and policies to deliver an overall strategy for the proper planning and sustainable development of the area of the Development Plan and (b) the Core Strategy. Many of the issues would be more appropriately addressed by other plans and programmes of SDCC or of other Public Bodies.

Recommendation: No Recommendation

5.0 Summary of Workshops

5.1 Community Workshops

SDCC hosted 9 facilitated Community Group Workshops during the consultation period. The groups consulted were the Newcastle Retired Active Men's Group; Palmerstown Groups (Age Retirement, Community Council, Allotments Scheme); South Dublin Senior Citizens, Kiltipper; Traveller Youth Group, Hazel Hill; Golden Years Group, Firhouse; Women's Traveller Group, Brookfield; Griffeen Parent and Toddler Group, Lucan; Ardmore Community Groups. A total 150 people attended the Community Group Workshops.

5.1.1 Overview

Issues raised during the Community Group Workshops have been categorised under the following headings: population and housing; sustainable communities; environment; local economy and transport and mobility. The highest percentage of issues raised related to transportation and mobility (25.5%); the second highest related to population and housing (24.1%). Issues raised under the categories sustainable communities and environment featured highly and comprised 20.6% and 19.2% respectively, whilst the local economy comprised 10.6% of the issues raised.

5.1.2 Summary of Issues Raised and Recommendations

Transportation and Mobility

The quality of public transport was discussed at most workshops. While radial routes (Luas and Bus) were generally considered to be good, concerns were raised at a number of workshops about the poor quality of orbital links between key towns, villages and services in the County and the limited service to outer settlements. Public safety on walking routes and on public transport services is a concern raised by a number of contributors. When probed further, groups indicated that well lit, open and active pathways are considered safest. Concerns were raised in relation to the condition and safety of footpaths, bridges and crossings. Respondents in the Tallaght area stated a preference for at grade crossings over bridges, as they are safer and more direct.

The need to encourage walking and cycling and to provide safe and direct pedestrian and cycling routes was noted at a number of workshops. Concerns were raised about the maintenance of existing cycle tracks and footpaths. Segregated or off-road cycling routes were considered safest by some, but in general a coherent network of on and off road routes was sought. One respondent stated that impermeable housing layouts deter walking and cycling.

The issue of traffic congestion around schools was raised at a number of workshops. Some contributors suggested that traffic management plans should be implemented for schools, with initiatives to encourage walking to school.

The impact of Heavy Goods Vehicles traffic through villages and a need for car parking in outlying villages was raised.

Population and Housing

In general, respondents supported new housing or consolidation in established areas over building on greenfield lands, to allow children to stay close to their parents, allow older persons to down size and keep schools and community facilities busy. While the need for some greenfield expansion to accommodate a growing population was acknowledged, there were concerns about quality of life in new communities due to poor urban design (everything looks the same), level of car dependency and a lack of supporting facilities.

A number of the groups consulted represented older persons. In general, older persons indicated that they would consider down sizing from their existing houses to something smaller, if suitable alternatives existed within their communities and beside key health, retail and community facilities. There were differing opinions about the type of housing that would entice people to down size. Some cited well designed apartments as suitable; some would prefer a small house; others felt that a niche housing scheme designed specifically for older people would be more secure.

There was a consensus among groups representing rural villages, that the level of housing development in outer villages over the past 10 years was excessive and that the impact of this development on the existing community was compounded by a lack of supporting infrastructure. While further growth was considered acceptable in outer villages it was considered important that the character of existing areas would be retained, that the scale and type of new housing reflect the setting and that supporting infrastructure and facilities is delivered in tandem with any new housing.

Most contributors felt that apartments have a role in meeting future housing demand, particularly for smaller households. A need for more apartments at the right locations for people 'starting out' was indicated. Some contributors felt that they should be confined to areas that are close to Dublin City, in towns, or on good public transport.

There was a general consensus among the groups that social housing should be dispersed and integrated into housing schemes throughout the County, to avoid concentrations of social deprivation in the future. The need to accommodate Travellers with extended halting sites and flexible housing was cited. A number of groups suggested that older employment areas that are declining might be suitable for new housing, especially where they are adjacent to transport or community facilities.

Sustainable Communities

The importance of delivering community facilities in tandem with population growth was cited as important for the future in most of the workshops. Communities that had grown significantly over the past 10-15 years felt that social and physical infrastructure provision, inter alia schools, parks, playgrounds, community buildings had not kept pace with population growth and that this is having an ongoing effect on these areas. On a social level,

new residents were considered to bring a positive dynamic to established communities.

Groups representing older people and young people articulated a need to locate community buildings and community facilities centrally, so that they are accessible to all.

The need for high quality, safe and secure recreational spaces featured highly in all workshops. A desire for safe and secure parks featured highly and the need for more sports facilities, play grounds and efficient use of recreational spaces was cited by groups representing younger people.

Environment

Groups focused on the local environment and environmental issues that are important to them on a daily basis. The quality of public realm and the character of the areas where people reside, shop and work informed the discussion at the majority of the workshops. The importance of maintenance and ongoing environmental improvement schemes was cited by a number of groups. Many groups felt that there is potential to enhance heritage features within their areas, which will improve the appearance of the area and support tourism and the local economy. Green corridors, the protection of Greenfield lands and support for biodiversity also featured in discussions.

Local Economy

Groups focused on the local economy and economic issues that are important to them on a daily basis. The limited retail provision within the County was a cause for concern, including the type of shops. Many contributors indicated that regularly shop at retail destinations outside of the County, particularly for non food items. The accessibility and physical attractiveness of centres and the range of goods and services that are available are all influencing factors. The need for retail and associated leisure activities at central locations, was raised by a number of groups. The importance of an attractive retail environment was also raised. Retail vacancy is considered to reduce the attractiveness of retail areas.

It was suggested that new employment should be located in Tallaght, as it is accessible by road and public transport. A number of groups highlighted the need for a broad range of employment opportunities to match the education and skill levels of the population. However, contributors did not tend to offer opinion in relation to the specific types of employment that are required.

The potential of the Dublin Mountains and other heritage features in the County to be developed as tourist attractions was raised by a number of groups.

Chief Executive's Opinion and Recommendations

The issues raised at the Community Group Workshops provide important feedback in relation to transportation and movement, housing and population growth, community infrastructure, environmental considerations and the local economy from the perspective of a broad range of citizens.

Recommendation: The Chief Executive recommends that the Draft Plan incorporate policies and objectives as appropriate, to address the issues raised in the Community Group Workshops. The Chief Executives recommendations in relation to each of the topics addressed at the workshops is set out in full in Section 4.2 of the Report and is informed by the issues raised and information gathered through the Community Group Workshops.

5.2 Stakeholder Workshop

5.2.1 Overview

SDCC hosted a facilitated stakeholder workshop on 23rd October 2014 with the theme “A Vision for South Dublin’s Future”. The workshop included a warm up exercise to identify future aspirations for the County, round table discussion in relation to key themes of the County Development Plan (groups of 8-10), followed by an open discussion in relation to the future direction that the County should take. (Appendix C comprises a full report on the Stakeholder Workshop).

5.2.2 Summary of Issues Raised

The overall collective output from the Stakeholder Workshop provided a good reflection of the cross section of the stakeholders represented. Within this context, a range of issues were raised that will inform the review of the County Development Plan.

Attendees recognised the opportunities and challenges created by the projected population growth for the County in terms of the existing and future need for additional housing and sustainable transport infrastructure. It was strongly suggested that there is a need to make efficient use of existing housing stock, brownfield lands and public transport through consolidating development around established areas, public transport corridors and SDZ lands. The need for a diverse choice of housing for different age groups and tenures was apparent in discussions. Improving the quality and choice of housing, especially apartments and housing for older people, was also viewed as important. The need to integrate social housing and to address social housing demand and homelessness was also raised.

It was suggested that sustainability and climate change could be addressed by improving the quality and choice of modes of transport particularly walking, cycling and public transport; reducing car dependency; improving permeability; providing flood control measures; and promoting renewable sources of energy within the County.

In terms of addressing quality of life and health and wellbeing issues, it was suggested that this could be achieved by way of planning for integrated communities; delivering high quality housing and amenities for people of all ages; integrating land use and transport planning; curtailing urban/suburban sprawl; designing streets for multiple users; improving access to amenities; and developing around towns and villages. The planning and location of schools was seen as particularly important in terms of travel, health and addressing obesity.

In terms of prosperity, it was advised that Tallaght should be developed as a gateway to the mountains and as a hub for employment, education and healthcare. The need to revitalise old industrial estates was also recognised. The proximity to Dublin City to South Dublin was seen as both an opportunity and a challenge from an economic development perspective. Addressing the socio-economic profile and the image of the County was considered important for economic prosperity.

Chief Executive's Opinion and Recommendations

The collective output from the Stakeholder Workshop reflects the range of bodies and organisations that were represented and will inform the review of the County Development Plan.

Recommendation: The Chief Executive recommends that the Draft Plan incorporate policies and objectives as appropriate, to address the issues raised in the Stakeholder Workshops. The Chief Executives recommendations in relation to each of the topics addressed at the workshop is set out in full in Section 4.2 of the Report and is informed by the issues raised and information gathered through the Stakeholder Workshop.

6.0 Next Steps

6.1 January Briefings

The elected members have up to 10 weeks to consider the Chief Executives Report (plus 9 extra days to account for the Christmas period).

Members will be briefed in relation to the review process in January 2015. The County Development Plan Review will be included as a Headed Item on all Area Committee Meeting Agendas in January and staff will be available after each meeting to brief members and to answer questions on the review process. There will be an opportunity to discuss the contents of the Chief Executive's Report at the briefings.

6.2 Consideration of Chief Executives Report

A Special Meeting of South Dublin County Council will take place in February 2015. The date will be scheduled in consultation with elected members. Pursuant to the requirements of Section 11 (4) of the Planning and Development Act (as amended) South Dublin County Council will consider the Chief Executive's Report on Pre-Plan Consultation at this meeting and following consideration of the report may issue directions to the Chief Executive regarding the preparation of the draft development plan.

6.3 Preparation of the Draft Plan

Not later than 12 weeks after the consideration of the Chief Executive's Report and the issuing of directions, the Chief Executive is required to prepare the Draft South Dublin County Council Development Plan 2016-2022 and to submit a 'Chief Executive's' draft to the members of South Dublin County Council for consideration. It is envisaged that the Draft Plan will be submitted to the elected members in May 2015. The Council is required to consider the Draft Plan within 8 weeks of its submission.

A Special Meeting of South Dublin County Council will take place in June 2015 to allow for consideration of the Draft Plan. Within 2 weeks of consideration of the Draft Plan by members, the Chief Executive is required to publish notice of the preparation of the "Draft South Dublin County Council Development Plan 2016-2022" and to make it available for inspection for a period of not less than 10 weeks.

It is envisaged that the Draft South Dublin County Council Development Plan 2016-2022 will be on public display for a period of 10 weeks from July - September 2015. South Dublin County Council will engage in consultation with stakeholders and the public over this 10 week period.

APPENDIX A: Newspaper Notice



Comhairle Contae
Atha Cliath Theas
South Dublin County Council

PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED)

REVIEW OF THE SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN 2010-2016 AND PREPARATION OF A NEW COUNTY DEVELOPMENT PLAN 2016-2022

Notice is hereby given in accordance with Section 11 of the Planning and Development Act 2000 (as amended) that South Dublin County Council intends to review the existing South Dublin County Council Development Plan 2010-2016 and to prepare a new South Dublin County Council Development Plan 2016-2022. The new County Development Plan will be strategic in nature for the purposes of developing (a) the objectives and policies to deliver an overall strategy for the proper planning and sustainable development of the area of the Development Plan and (b) the Core Strategy.

In compliance with the Strategic Environmental Assessment Directive (2001/42/EC) and in accordance with the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004) (as amended), the Planning Authority proposes to carry out Strategic Environmental Assessment (SEA). The Planning Authority will prepare an Environmental Report of the likely significant effects on the environment of implementing the new Plan.

The draft County Development Plan will be subject to the overall process of Appropriate Assessment Screening under the Habitats Directive (92/43/EEC). Pursuant to the requirements of Article 6 of the Habitats Directive, a Stage One Appropriate Assessment Screening shall be carried out as part of the overall process and a Stage Two Appropriate Assessment (AA) shall be carried out, if required.

Public Consultation

To inform the process, a short booklet "A Vision for South Dublin's Future" has been prepared. This booklet gives a broad overview of the main development issues currently impacting on South Dublin County and identifies the kind of planning matters that the next County Development Plan could address.

"A Vision for South Dublin's Future" is available to view or download from www.southdublindevplan.ie

Hard copies are available to view at County Hall Tallaght, the Civic Offices Clondalkin and in South Dublin County Council libraries during normal opening hours (excluding Bank Holidays) from Friday 5th September 2014 to Friday 31st October, 2014 (inclusive). Information videos are also available on www.southdublindevplan.ie.

A series of Public Information Sessions are scheduled for the following dates and venues:

Venue	Date	Time
Ballyroan Library	24th September 2014	5pm-8pm at each venue
Clondalkin Civic Offices	30th September 2014	
Tallaght Library	1st October 2014	
Rathcoole Community Centre	6th October 2014	
Lucan Library	8th October 2014	

Submissions/Observations

South Dublin County Council hereby invites any interested parties to make submissions or observations with regard to the review of the existing South Dublin County Council Development Plan 2010-2016 and the preparation of the new South Dublin County Council Development Plan 2016-2022 including the SEA and AA processes.

In respect of making a submission or observation please note the following:-

- Submissions/observations regarding objectives and policies to deliver an overall strategy for the proper planning and sustainable development of South Dublin County may be made in writing from Friday 5th September 2014 to 4pm on Friday 31st October 2014. Submissions/observations at this stage of the overall plan-making process should be strategic in nature and focus on 'big picture' issues.
- Submissions/observations should include your name and address and, where relevant, details of any organisation, community group or company etc., which you represent.
- Children, or groups or associations representing the interests of children, are particularly encouraged to make submissions or observations regarding the foregoing.
- In accordance with legislation, requests or proposals for zoning of particular land for any purpose cannot be considered at this stage of the process. The Planning Authority intends to review the zoning of the area of the Development Plan for the purposes referred to in subsection (1a) (a) of Section 11 of the Planning and Development Act (as amended) at the next stage of the process.

Submissions or observations to:

On Line: www.southdublindevplan.ie

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

NOTE:
Please make your submission by **one** medium only. As an online facility has been provided for your convenience, e-mail submissions will not be accepted.

The final date for receipt of submissions is 4p.m. on Friday 31st October 2014. Late submissions will not be accepted.

E. Taaffe
Director of Services
Land Use, Planning and Transportation Department
5th September, 2014.

APPENDIX B: List of Issues Raised in Written Submissions

1 Population and Housing Growth

1. I believe a huge amount of new housing units are to be built between clondalkin and lucan and also in pockets around lucan. There should be a halt to building new houses until there are sufficient facilities to accommodate a population growth, proper infrastructure should be the first priority. ([PREDRAFTDEVPLAN0002](#))
2. Additional housing should be very much designed to meet the needs of families at densities as low as good planning allows. No more duplex or apartment type development in the area. ([PREDRAFTDEVPLAN0026](#))
3. A mix of house types and sizes are needed to accommodate children who want to stay in their area of origin and to accommodate older residents who want to downsize. ([PREDRAFTDEVPLAN0029](#))
4. The continued growth of places like Adamstown and Clonburris as the main centres of population growth should continue as a policy
Planned population growth in Newcastle must be increased to 8 or 10 thousand (from 5 thousand planned, and less if densities are lowered) to provide a critical mass to support a good range of services. ([PREDRAFTDEVPLAN0034](#))
5. The decision to move from high to low densities in the lands behind Stockingwood under the recent LAP for the area is welcomed, and should be replicated in all lands around Stocking Avenue under the Development Plan. ([PREDRAFTDEVPLAN0048](#))
6. Request to increase the permitted density on residentially zoned lands in Rathfarnham (subject to SDCC CDP 2010-2016 SLO 91). ([PREDRAFTDEVPLAN0052](#))
7.
 - No further residential development in Tallaght village/town centre area until all existing accommodation is utilised.
 - More amenities should be provided to keep the aged active and healthy.
 - High number of unoccupied apartments not suitable for families of any size.
 - Care should be taken to only build what is required, development should not be developer led.
 - Need to review distribution of Council Housing and Social Housing throughout the County to avoid further disadvantage/ghettoisation in certain areas. ([PREDRAFTDEVPLAN0067](#)
[PREDRAFTDEVPLAN0098](#))
8. The Development Plan should require that any new residential development complies with the densities guidelines set out in the 2009 Government guidelines; and generally follows the exemplar contained in the revised Adamstown SDZ planning scheme (subject to appeal).

Except in exceptional, justifiable circumstance, the Development Plan should not provide for any further rezoning of lands for residential development.

The Development Plan should seek to ensure that, in general, a sustainable social mix is achieved in term of residential development, with no more than 15% of units in new developments to be social housing. ([PREDRAFTDEVPLAN0007](#))

9. The Development Plan should support and require a 10% Part V requirement for social housing provision in privately developed residential estates.

Existing policy in relation to building heights (detailed in Section 1.4.16 of 2010-2016 SDCC Development Plan) should be retained or strengthened so as to prevent a significant marked increase in building height (of new residential developments) in close proximity to existing one and two storey housing. ([PREDRAFTDEVPLAN0076](#))

10. More than half the population of Travellers' 52.2% are aged under 20 years of age, South Dublin has second highest percentage of Travellers' living in the county.(Census 2011)There is going to be a huge increase in young couples looking for Traveller Specific Accommodation, which has not been completed, recently it has come to our attention that many Traveller families are facing eviction due to the up-turn in rent amounts, landlords are evicting Traveller Tenants and replacing them with Tenants willing to pay higher rent. There are no structures in place to combat this breach of contract by the landlords. (Homeless and Housing Services in South Dublin County Seminar 02/10/14 Rua Red Tallaght).
Mick Mooney (C.T.D.G) has recently been involved with Tenant Participation Groups meeting with members of Council to address on-going collective issues regarding living conditions on sites. This is building lasting relationships with Travellers' and the Council, ensuring Travellers' have an input and are consulted throughout all processes which directly impact them and their families.
([PREDRAFTDEVPLAN0085](#))
11. Dwellings for homeless people should be located close to the communities of origin of homeless people and be of good quality as well as being safe. ([PREDRAFTDEVPLAN0050](#))
12. Development should be concentrated in established urban areas and designated development centres, subject to development being framed within a coherent integrated land use and transportation strategy. ([PREDRAFTDEVPLAN0057](#))
13. The Tallaght Community Council: • Supports the responsible allocation of social housing and fully sustainable communities. An audit of the tenure mix of apartments in Tallaght should be carried out and Tallaght excluded from the Rent Supplement Scheme. • Call for public ministerial repudiation of NAMA Housing suggestions to build 500 social housing units in one area.
([PREDRAFTDEVPLAN0047](#))
14. Apartments • Request that blocks of apartments with over 50 units have an onsite concierge, laundrette and play areas - this should also be applied retrospectively. Apartments should be of high standards. • Amalgamate one bedroom apartments to create larger group/family units. • Increase apartment size to twice the minimum recommendations. Unoccupied apartments in the Tallaght area could be redesigned for their use as student accommodation and/or used for English Language Schools. ([PREDRAFTDEVPLAN0047](#))
15. Housing • There should be a robust mix of housing types. The large numbers of apartments in Tallaght needs to be balanced with other forms of dwelling units and this should include detached homes. The varied mix of house types will attract owner/occupiers and first time buyers. • Eco-dwellings should be promoted within the Plan. • Self-build sites should be promoted within the Plan. • Building lines policy should be amended to incorporate green setbacks to soften hard landscapes. ([PREDRAFTDEVPLAN0047](#))
16. Objectives are required to ensure that 'utility boxes' such as ESB, NTL and Eircom boxes are appropriately located and should not have a negative impact on residential amenity or public lands. Calls for the relocation of specific existing boxes. ([PREDRAFTDEVPLAN0047](#))
17. With increasing population growth and a changing demographic profile there is a need to broaden the range of housing stock and to offer a choice of locations. Developments such as Adamstown and Clonburis are welcome but need to be added to by a wider diversity of housing options at all ends of the spectrum of desired residences, including those suited to Families.

[\(PREDRAFTDEVPLAN0054\)](#)

18. • New housing should be located on existing brown field sites and close to existing infrastructure.
 - Many opportunities for new housing in the vast poorly utilised land banks that exist all around South Dublin, such as along the Cheeverstown Road (all around the Tallaght Leisure Centre).
 - Ideally new housing should be 100% private to address the social mix issues in these areas which have disproportionate amounts of social housing due large social housing schemes constructed in the past.
 - New housing should be overlooking open spaces to improve passive surveillance and to discourage anti-social behaviour.
 - Land banks opposite the Jobstown Inn would suit private housing and such infill should be encouraged.
 - Approach areas to Tallaght, including Jobstown, Cookstown and Ballymount, have potential for housing and employment development which would also benefit Tallaght with regard to improved aesthetics and perception.
 - 'One-off' housing is unsustainable and negatively impact on the rural landscape.
 - The distribution of social housing needs to be addressed. [\(PREDRAFTDEVPLAN0068\)](#)
19. Housing • South Dublin should fully co-operate with the Government's Housing Strategy. • Progress and develop further the Clonburris SDZ and Adamstown SDZ and strike a balance between the need for density and people's desire not to live in dense development. • Services should be provided close to houses. • All new housing should reach the highest environmental standards. • Suitable housing required for single people. [\(PREDRAFTDEVPLAN0055\)](#)
20. • A mix of house types and sizes are needed to accommodate older residents who wish to downsize in addition to younger first time buyers.
 - One bedroom units should be avoided as they fail to accommodate lifestyle changes such as illness, unemployment, disability, family additions.
 - Adequate storage in apartment units required.
 - Functional private amenity space required to serve residential units.[\(PREDRAFTDEVPLAN0100\)](#)
21. Need for family housing to meet demand of growing population and address current housing shortage.

Need for incorporation of policies in the Development Plan regarding mix of house types and apartments, designs and layouts and a more flexible approach to residential densities.

Existing residentially zoned lands need to be protected but developed appropriately, free of barriers such as overly prescriptive policies. critical for proper planning and sustainable development that the new CDP maintains the existing residential zonings to ensure the proper utilisation of these lands to meet population demands. critical for proper planning and sustainable development that the new CDP maintains the existing residential zonings to ensure the proper utilisation of these lands to meet population demands.

Critical for proper planning and sustainable development that the new CDP maintains the existing residential zonings to ensure the proper utilisation of these lands to meet population demands.

By facilitating a schematic or concept plan approach responding to market demands rather than relying on out dated policy documents, larger developable sites with appropriate schemes can be brought forward for development

Policies within the CDP should be flexible and encourage well thought out designs which respond directly the site characteristics. [\(PREDRAFTDEVPLAN0072\)](#)
22. There is an obligation to accommodate the disadvantaged and homeless but it is wrong to concentrate the disadvantaged in certain areas such as Tallaght. [\(PREDRAFTDEVPLAN0062\)](#)
23. Request that no more high rise buildings are accommodated in Tallaght and that more family

homes are planned for. • Social housing should be fairly distributed.
([PREDRAFTDEVPLAN0062](#))

24. A strong stated commitment to universal design should be threaded throughout the Plan.
([PREDRAFTDEVPLAN0063](#))
25. • Need for objectives in the new Development Plan to encourage provision of appropriate transitional residential development at the edge of settlement / village lands.
• New Development Plan should encourage appropriate residential development lands at the edge of established settlements/villages throughout South Dublin County Council where higher density development is already located in order to provide an appropriate and soft transition with the adjoining open countryside.
• Need and opportunity to provide for additional small to medium scale extensions to existing land use zonings such as residential in certain circumstances where there is a pre-existing abrupt transition in scale and use in the boundary areas of adjoining land use zones.
([PREDRAFTDEVPLAN0105](#))
26. Children expressed an interest in larger sized houses rather than apartments for their future needs and stated disadvantages of living in apartments. ([PREDRAFTDEVPLAN0070](#))
27. • New Development Plan should cater for an increased proportion of the Region's population growth, that there is a need for additional residential zoned land and that in identifying suitable locations for this future population growth that consideration should be given to primarily concentrating such growth on public transport corridors.
• Submission identifies need to identify c.230 hectares of additional residential zoned land in the new CDP. ([PREDRAFTDEVPLAN0099](#))
28. • SDCC Background Issues Paper has failed to recognise that best practise in terms of the provision of Care Accommodation for older people, dictates that older people should be enabled to 'live independently in their own homes for as long as possible' (Services for Older Persons, NDP 2007-2013 p218), rather than being placed in care facilities, such as nursing homes, before such level of care is required.
• Policies to safeguard the delivery of quality accommodation such as retirement home facilities via proper planning and sustainable development mechanisms are needed.
• New County Development Plan should include a new land use zoning objective and associated use classes for the provision of specialist residential development to include independent step-down dwellings for elderly people that benefit from communal and caretaking facilities adjacent to existing communities.
• The present SDCC CDP 2010-2016 zoning objectives for housing (objectives A and A1) do not cater for lower density clusters of independent stepdown dwellings for elderly people; a new targeted zoning objective is required to specifically provide for lower density specialised independent housing for the elderly, located at the edge of existing communities and within walking distance of town or village centre facilities.

Submission includes suggested new 'SD' land use zoning objective and associated use classes matrix in this regard. ([PREDRAFTDEVPLAN0090](#))

29. The NTA request that land use policy within the catchment of the proposed route of the Bus Rapid Transit (BRT) network reflects the potentially enhanced public transport capacity by permitting a higher intensity of development on any brownfield or Greenfield sites along the corridor than that which may be permitted at present. Any such development or transport interventions should be carried out in a manner to enable the construction of the BRT.
([PREDRAFTDEVPLAN0084](#))
30. The NTA recommends that complementary land use policies are strongly pursued to ensure that

residential development is focused along the passenger rail corridor at Adamstown and Clonburris/Balgaddy having regard to the commencement of operations of the passenger rail service through Phoenix Park Tunnel in 2016. ([PREDRAFTDEVPLAN0084](#))

31. Residential development located proximate the high capacity public transport, such as Luas, commuter rail and proposed BRT, should be prioritised over development in less accessible locations such as the urban fringe or villages and towns beyond the contiguous built-up urban footprint. ([PREDRAFTDEVPLAN0084](#))
32. To the extent practicable, residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport - including infill and brownfield sites - are prioritised. ([PREDRAFTDEVPLAN0084](#))
33. The Balgaddy Working Together Group calls on South Dublin County Council to prioritise the implementation of the Council's housing policies as set down in the South County Dublin Development Plan 2010 - 2016. The group draws the Council's attention to the fact that the Council's policies as implemented at present, relating to the allocation and maintenance of housing in Balgaddy, does not reflect policy as set down in the plan in relation to social inclusion and sustainable communities. For a community to be sustainable policy needs to be implemented according to the Council's own Development Plan. Provision to good quality housing which adequately meets the requirement of normal personal space together with proper maintenance of the housing stock is key to this. There is a requirement for the Council to allocated houses appropriately for example small apartments are inappropriate for families. ([PREDRAFTDEVPLAN0106](#))
34. The future population is to grow which will necessitate a serious building programme and the renewal of existing stock. A building programme controlled by the Local authority where the subsequent homes will be owned and managed by the Local Authority is required. ([PREDRAFTDEVPLAN0114](#))
35. • Specific text to be added to policy regarding one-off houses in B zoning (Section 1.2.52.i of SDCC Development Plan 2010-2016) • Specific text to be added to policy regarding building heights (Section 1.4.16 of SDCC Development Plan 2010-2016) ([PREDRAFTDEVPLAN0060](#))

2 Community & Facilities (Schools, Community Centres etc)

1. In Lucan we need more schools, particularly at second level.
We also need a swimming pool and community centre. ([PREDRAFTDEVPLAN0002](#))
2. • Ref Old School - put any retained parts of the existing school to good use with respect to community infrastructure.
• Address lack of general parking.
• Community centre requires enhancement with maybe a market square alongside.
• Develop a single high quality secondary school within the area of Newcastle/Rathcoole/Saggart rather than providing mediocre secondary schools. ([PREDRAFTDEVPLAN0016](#))
3. • While there is a benefit in parks, playgrounds and community centres, a gap exists in the County for facilities for older children, such as skate parks, youth clubs. If a park in the west of the community is planned, amenities to cater for older children are also needed.
• The Rathcoole, Saggart, Newcastle areas is in need of a permanent library for use by the community. ([PREDRAFTDEVPLAN0019](#))
4. Newcastle Village needs a:
• Secondary school needed in village for growing student population
• Car parking at new secondary school

- Gardai station
 - Primary health care centre
 - Bank/financial service
 - Public library with internet facilities
 - Funeral home
 - Community youth worker
 - Playground for children with skate park for teenagers
 - Market square for community events
- ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0040](#) [PREDRAFTDEVPLAN0010](#)
[PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
5. A Social Horse Project should be included in the South Dublin County Development Plan 2016-2022 to provide for horse owners in the Clondalkin area. The project should promote good animal welfare practice, provide for club members to own and rear horses, preserve the tradition of horse ownership in the community, and involve the full support and guidance of South Dublin County Council. ([PREDRAFTDEVPLAN0025](#))
 6. A substantial park to support playing pitches, playground and recreation areas, is needed to serve a village in the west of the County. A planned increase in the population of the village to create critical mass to support same is also required. ([PREDRAFTDEVPLAN0026](#))
 7. A new secondary school is required in Newcastle to accommodate growing number of students in the area due to population growth in the west of the County. ([PREDRAFTDEVPLAN0027](#))
 8. Extra funding needs to be sourced to maintain community centres that are now built over 25yrs. Community centres need to be insulated and sufficiently heated to encourage and maintain their use by the community. ([PREDRAFTDEVPLAN0029](#))
 9. As one third of the population of South Dublin is under 24 years old, government funding must be secured to maintain our schools and colleges. ([PREDRAFTDEVPLAN0029](#))
 10. More sustainable Community facilities (such as the Park Community Centre) should be built. These buildings are low energy, self heating and also integrate well into the environment. ([PREDRAFTDEVPLAN0032](#))
 11. • New school currently being built in Newcastle - put any retained parts of the existing school to good use with respect to community infrastructure.
 - Address lack of general parking associated with community infrastructure.
 - Community centre requires enhancement/enlargement, perhaps in conjunction with the, LAP, proposed market square alongside.
 - Develop/enhance a single high quality secondary school within the area of Newcastle/Rathcoole/Saggart rather than providing mediocre secondary schools at each.
 - Encourage high quality pre-school/child care rather than simply levying each development to provide a small and perhaps lower quality facility.
 - Review healthcare provision in Newcastle and favour a single high quality facility rather than numerous facilities.
 - Part-time library close to school (reference Ballymahon in County Longford for successful re-use of existing built heritage to provide library).
 - Strategically located world class leisure centre/swimming pools to be provided at fewer locations throughout County rather than mediocre facilities provided at more locations. School programmes/transport to facilitate use of these by all children within County.
 - All existing and new public facilities and walkways should be upgraded/provided in accordance with best practice Accessibility guidelines.
- ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))

12. • Community participation is the key to maximising any facilities.
 - Promoting projects which would have greater community input and take up, enhance the community feel and maximise the facilities usage, even with falling population numbers in the locality.
 - Community infrastructure should be designed, resourced, managed and maintained through funded consultation with the community regarding community interests and the changing needs of the community.
 - Employing a manager in each community centre would be of great assistance.
 - Planning for schools should be part and parcel of all new estate permissions.

([PREDRAFTDEVPLAN0067](#) [PREDRAFTDEVPLAN0098](#))
13. Provide a community centre for both the younger and older population, which would build a sense of community. ([PREDRAFTDEVPLAN0069](#))
14. The maps contained in the consultation documents highlight how the Lucan area had the greatest concentrated population growth in the County during the years 2006-2011. The Development Plan should seek to prioritise the need for investment in community infrastructure in Lucan to meet local needs

([PREDRAFTDEVPLAN0007](#))
15. in Newcastle provide:
 - a library. ([PREDRAFTDEVPLAN0093](#))
16. Promote awareness, knowledge and uptake of a wide range of statutory, voluntary and community services. Increase uptake by Travellers' of mainstream services through a range of targeted work, drop-in service and outreach. Develop and sustain strategies and mechanisms for improved access to local services. Traveller men's life expectancy is 15 yrs, less than of the general public and Traveller women's life expectancy is 10 years less than of the general public. (Census 2011)
Travellers' are not currently recognised as an ethnic group in Ireland. Promote The Yellow Flag Programme in schools.
([PREDRAFTDEVPLAN0085](#))
17. The Plan should ensure provision of adequate and appropriate infrastructure to serve both the existing community and the future increase in population. ([PREDRAFTDEVPLAN0039](#))
18. The Plan should address the needs of children, young people and families, with suitable structures and services put in place to address them in a timely manner.
([PREDRAFTDEVPLAN0050](#))
19. The priority target must be the early provision of sufficient quality homes of the size and tenure type suitable to meet the full demand of the County to be put in place with the full supporting infrastructure of facilities and services. ([PREDRAFTDEVPLAN0050](#))
20. Children's infrastructure such as libraries, parks, playgrounds, MUGAs, youth club, schools, GP/primary care centre/family resource centre should be located within 15-20 minutes walk of their home and that a general hospital be located within 20 minutes public transport journey.
([PREDRAFTDEVPLAN0050](#))
21. The Plan should ensure that: • The Barcelona Targets for the provision of childcare are achieved in the County by 2016. • Children and young people grow up in a community which is safe and nurturing. ([PREDRAFTDEVPLAN0050](#))
22. The Play and Recreation Strategy should promote positive play, recreation, creative arts, sports

- and healthy living facilities for young people and children. ([PREDRAFTDEVPLAN0050](#))
23. Children and young people should be actively engaged in the design and management of the resources to be used by them to ensure that they are appropriate to their needs and managed in a way which is safe and inclusive. ([PREDRAFTDEVPLAN0050](#))
 24. Residential development should be built in parallel with services and facilities, in particular for families and children. ([PREDRAFTDEVPLAN0050](#))
 25. There should be a prioritisation of play opportunities within green areas, in particular for children living in apartment complexes. ([PREDRAFTDEVPLAN0050](#))
 26. The Plan should have policies to bring about a 'Child Friendly City' for example access to health care and education, safe drinking water and proper sanitation, safe streets to walk on their own, places to meet and play, green spaces for plants and animals, an unpolluted environment, accessible places for cultural and social events, amongst others. ([PREDRAFTDEVPLAN0050](#))
 27. The Plan should ensure that that communities and neighbourhoods have access to basic goods, are socially cohesive, are designed to promote good physical and psychological well-being and are protective of the natural environment for health equity. ([PREDRAFTDEVPLAN0050](#))
 28. The creation of healthy sustainable places and communities should go hand in hand with sustainable development and the mitigation of climate change. ([PREDRAFTDEVPLAN0050](#))
 29. Education • Request that the Council renew and strengthen the existing County Development Objective to develop Tallaght as an Education and Innovation City in light of the new DIT/DTU merger; in particular it should incorporate a state of the art sports campus which includes a study centre based in Fortunestown West, Tallaght. The name and identity of 'Tallaght' should be promoted and the existing college should retain some of its independence. • The Plan should contain policy to promote the locating of English Language schools in Tallaght. • The Plan's policies should promote the local DIT Tallaght College as a significant centre for excellence which will attract key investment and ensure positive benefits. ([PREDRAFTDEVPLAN0047](#))
 30. Community • The clustering of community facilities creates a vibrant zone and should be linked with natural play areas. These facilities should be located throughout the County and within every parish. • Sporting facilities should be signposted and marketed in particular the Kiltipper/Ballymanna amenity and facilities. ([PREDRAFTDEVPLAN0047](#))
 31. From a business perspective the success of the wider community is a key determinant of business success. To this end the provision of schools and community centres / sports facilities is an important part of the social infrastructure. We also look forward to the establishment of the Dublin Technical University in Tallaght and further connectivity of school, business and the university - supporting the provision of a skilled and educated workforce in South Dublin ([PREDRAFTDEVPLAN0054](#))
 32. • Need for libraries in areas such as Citywest, which could also act as a Community building for the area.
 - Existing public realm areas should also be maintained to a higher standard to encourage a cleaner and better overall environment. ([PREDRAFTDEVPLAN0068](#))
 33. The Government's Area Based Childhood Programme (ABC) aims to improve outcomes for children, young people and their families in some of the most disadvantaged areas of the country. It is recommended that • Services are informed by evidence and based on available research and best practice, • Meaningful data is collected which supports decision making, resource allocation and planning, • Mechanisms by which organisations can appropriately share data are established, building on the work of the Children's Services Committee (CSC), • Efforts

are made to appropriately resource existing, proven models of intervention, • SDCC is well informed of services and programmes in the County which are effective, and commits to supporting these, • The work of the CSC is appropriately resourced and supported by the SDCC, and that its work centrally informs the work of the Council. (Data from CDI research in 2012 in relation to family issues, employment, education, financial issues, sense of community and safety, and physical and mental health noted in submission). ([PREDRAFTDEVPLAN0103](#))

34. • Increased parking facilities required.
• Youth facilities also required. ([PREDRAFTDEVPLAN0071](#))
35. Local disabled people should have access and supports to participate fully in mainstream local community activities and services. Access to appropriate changing places facilities will help contribute to full participation. It is recommended that South Dublin County Council commit to providing changing places that allow disabled people and their carers to visit a building knowing that they can access toilet facilities that meet their needs. ([PREDRAFTDEVPLAN0056](#)
[PREDRAFTDEVPLAN0063](#))
36. • Café development needed.
• Facilities for younger community members. ([PREDRAFTDEVPLAN0071](#))
37. • Need for a swimming pool in Rathfarnham area.
• Need for retention of existing community facilities and provision of new and/or improved facilities.
• Need to audit existing Residential Care Homes and provide additional facilities where needed.
• Need for retirement/nursing homes, including within established residential areas.
([PREDRAFTDEVPLAN0100](#))
38. Tallaght requires a plan similar to a 'Marshall Plan' [a European Recovery Program instigated by the US in 1947 to stimulate growth in postwar Europe] and a professional Town Planner to support the community. Investment should be made into disadvantaged communities.
([PREDRAFTDEVPLAN0062](#))
39. • The Irish Traveller Movement (ITM) together with member groups in SDCC Clondalkin Travellers Development Group and Tallaght Travellers Development Group request that the new Development Plan include a commitment to support and resource the ITM Yellow Flag Intercultural Schools Programme being made accessible to all schools in SDCC over a 5year period.
• This would support SDCC's commitment to promote cross-cultural understanding, racial harmony, mutual understanding and appreciation of all religious and ethnic traditions across the County (Policy SCR2) as well as SDCC's commitments within the Traveller interagency strategy to work towards ensuring Travellers can participate as equals, achieve their full potential and have similar to those of their settled peers and be respected for their own culture and identity.
• The Development Plan should also address social inclusion, to include a commitment to support under-represented and disadvantaged groups including Travellers and other ethnic minority groups to be a named target group throughout the plan. The ITM Yellow Flag Programme could provide an innovative intercultural solution as part of the promotion of social inclusion.
- Submission includes information on the Irish Traveller Movement (ITM) Yellow Flag Programme, including details of the benefits for SDCC supporting same. ([PREDRAFTDEVPLAN0101](#))
40. • Newcastle Village also requires the following within the scope of the current LAP to become more sustainable: 1. Secondary school needed for growing student population of Newcastle with Car parking. 2. Gardai station 3. Primary health care centre 4. Bank/financial service 5. Public library with internet facilities 6. Funeral home 7. Community youth worker 8. Playground for

children with skate park for teenagers 9. Youth facilities, as per feedback gained via consultation with youth 10. Village centre/Market square for community events ([\(PREDRAFTDEVPLAN0065\)](#))

41. The Newcastle area of the County requires a playground, a skate park and a park for running/playing/dog walking. ([\(PREDRAFTDEVPLAN0070\)](#))
42. Football/Sports pitches should be located beside schools. ([\(PREDRAFTDEVPLAN0070\)](#))
43. Need for improved access and facilities for people with disabilities in the Whitechurch area, for example provision of adult changing facilities/a hoist in Whitechurch Community Centre. ([\(PREDRAFTDEVPLAN0087\)](#))
44. • Need for continued support regarding development of cemeteries and crematorium facilities, including ancillary on-site services such as monument and florist services.
• Need for review of definition of cemeteries, to include crematoriums, chapels and ancillary uses.

Submission includes suggested amendments to policies and objectives in the current CDP pertaining to cemeteries and crematoria. ([\(PREDRAFTDEVPLAN0094\)](#))

45. Need for increased promotion of recreation and sport. ([\(PREDRAFTDEVPLAN0089\)](#))
46. • Potential of SDCC as location for a mid-sized stadium to accommodate GAA fixtures, subject to accessibility and broad cost based parameters, collaboration with relevant stakeholders including the relevant Local Authority, and requisite zoning.
• Potential for centres of excellence/cluster facilities, ideally comprising 2-3 pitches (including one all weather pitch) and associated dressing rooms and community facilities, for use by more than one club. ([\(PREDRAFTDEVPLAN0115\)](#))
47. With regards to school planning the NTA request: • That primary schools in new developing areas are located within neighbourhood centres at the hub of residential blocks. • That post-primary schools in new developing areas are located within district centres at the hub a wider development area. • That new schools in existing areas are sited according to the same principles insofar as is possible in order to facilitate walking and cycling. Where such an approach is not possible, that the development of schools does not occur on peripheral sites away from the areas they serve and therefore inaccessible by walking and cycling, or which would require considerable further public investment in transport infrastructure in order to avoid significant adverse impacts on the road and public transport networks. • That the transport network around existing and new schools and between schools and the residential areas they serve promote and facilitate walking and cycling. • That all new extended school sites provide for walking and cycling in their layout and design. • That secure and sheltered cycle parking is provided for at least 20% of pupils located close to the entrances to the school buildings. • That all new schools and extended schools adopt, implement and monitor school travel plans, undertaken with reference to the NTA's School Travel Toolkit or under the auspices of the Green Schools Travel programme, and that such plans are conditioned as part of a grant of planning permission. ([\(PREDRAFTDEVPLAN0084\)](#))
48. Appropriate community facilities need to be provided concurrently with growing communities. The Balgaddy Working Together Group calls on SDCC to implement immediately Specific Local Objective 27 of the 2010- 2016 Development plan: Bush Centre & Parochial House Foxdene - Redevelopment. The Balgaddy area fits all the criteria for disadvantaged status and therefore should have been prioritised, along with the rest of North Clondalkin, for the provision of community facilities and should also have been included in the North Clondalkin Rapid Area. Balgaddy is one of the areas of North Clondalkin described in Section 1.3.1 of the existing Plan. Reference has been made to 'Bangladesh to Balgaddy - 2008' Report; the Report states that

there has been no development of community infrastructure in the area despite the increase in population. General amenities proposed for the Bush Centre are a local shop, a Post Office and general improvement in the parking, recreational facilities, community facilities particularly youth club/facilities, community centre, sports club, playground area, green area and services to tackle drugs and a meeting point. ([PREDRAFTDEVPLAN0106](#))

49. There are many communities without basic community facilities either due to the inaction of the Council or else as a direct result of Council planning decisions which were designed to favour speculators over the needs of either the existing communities or planned communities. Bad planning, due to whatever cause, is not victim-less, and the people of Lucan/Clondalkin, and especially working class communities, have suffered and are suffering due to the past planning decisions of Dublin County Council and St Dublin Council. ([PREDRAFTDEVPLAN0114](#))
50. Communities need a certain minimum number of focal points in order to develop and grow as a community and to develop a community spirit and cohesion. ([PREDRAFTDEVPLAN0114](#))
51. The provision of adequate community centres (eg the need for the council to act on its 2010 objective to build a Balgaddy Community Centre on the Bush Centre site in Foxdene) is an urgent priority. ([PREDRAFTDEVPLAN0114](#))
52. The provision of a library is a vital component in the building of a sustainable community. Libraries are particularly essential in the areas of greatest economic disadvantage as they act as an IT hub, a location to read daily newspapers, an opportunity to engage all age groups within the community in learning. However it is vital that the provision of a library is not seen as a write-off against the provision of other facilities like open spaces or sports facilities. ([PREDRAFTDEVPLAN0114](#))
53. Specific text to be added to policy regarding sustainable neighbourhoods (Section 1.4.3 and 1.4.4 of SDCC Development Plan 2010-2016) ([PREDRAFTDEVPLAN0060](#))

3 Economic & Employment Issues

1. The Kishogue sdz and local development plan should have a clause to employ a certain percentage of local labour. ([PREDRAFTDEVPLAN0002](#))
2.
 - Develop flexible commercial spaces within Newcastle to encourage range of businesses to set up.
 - Maintain a greenbelt buffer between Newcastle and Greenogue Industrial Estate.
 - Provide more local support for new businesses/self employed etc - e.g. support centres and local employment.
 - Encourage Business Growth.
 - Encourage Tourism. ([PREDRAFTDEVPLAN0016](#))
3. Newcastle Village needs:
 - To develop infrastructure to meet growing population needs and entice more industry into the area
 - To develop tourism, hotel and hospitality trade in Newcastle as there is currently none of this in the village([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
4. The section of land north of Greenogue Business Park (between Greenogue Business Park and Baldonell Aerodrome) currently zoned for agricultural should be re zoned for industrial purposes subject to protocol/requirements of the Dept of Defence. This would allow for the regularisation of some activity already taking place on these lands and would allow for the continued expansion of

the Industrial estate. ([PREDRAFTDEVPLAN0028](#))

5. Adequate infrastructure with affordable and frequent public transport needs to be provided for those working in the County. ([PREDRAFTDEVPLAN0029](#))
6.
 - There is not enough employment opportunities in the Firhouse/Ballycullen area.
 - Local businesses should be incentivised to take on local people and not just under the JobBridge scheme.
 - Employment schemes should also be open to self employed earning low wages. ([PREDRAFTDEVPLAN0032](#))
7.
 - Develop flexible commercial spaces within Newcastle to encourage range of businesses to set up.
 - Encourage businesses associated with tourism (see above).
 - Facilitate development of Greenogue Business Park/ Industrial estate, Baldonnell, Grange Castle, City West into a suite of business centres of County and National importance. This will help sustain villages of Newcastle, Rathcoole, Saggart.
 - Maintain a greenbelt buffer between Newcastle and Greenogue Industrial Estate.
 - Keep large scale warehouse type retail out of urban centres.
 - Provide more local support for new businesses/self employed etc - e.g. support clinics.
 - Review County policy with respect to encouraging new businesses to set up or larger businesses to move in, and with respect to tourism generation.
 - Encourage tourism and other business growth in order to encourage organic rather than forced growth.
 - In general do not spread County resources too thinly - thus for certain facilities favour investment in smaller scale range of local facilities within Newcastle village, and for others favour investment in large scale higher class facilities elsewhere in the County to serve whole of County. ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
8.
 - Every effort should be made to promote employment in our County, giving incentives to enterprises to set up here.
 - Existing derelict buildings could be opened and used to employ the local unemployed through incentives.
 - Incentives needed to use existing buildings and train locals for employment in indigenous enterprise.
 - Any policy to get people off the live register would be advantageous.
 - Tallaght is a very historical area, and promotion of guided tours and walking tours of the area could promote tourism. A heritage Centre would aid tourism in the area. ([PREDRAFTDEVPLAN0067](#) [PREDRAFTDEVPLAN0098](#))
9. The Council should, through its Development Plan, support sustainable and sensitively development tourism projects including angling tourism opportunities. ([PREDRAFTDEVPLAN0073](#))
10. The Development Plan should seek to ensure that South Dublin continues to remain an attractive location for foreign direct investment and for large scale industrial development. This should include a specific focus on continuing to develop the Grange Castle and surrounding area as a global hub for data centres; as well as seeking to attract a greater share of food and drink based developments to our county.

However the Development Plan should also recognise the importance of the domestic economy, including the potential for further promoting and sustaining local tourism and entrepreneurship. In the latter case, the Development Plan should seek to promote the provision of 'space' for enterprises and innovation in the County, particular in new areas such as Lucan and Adamstown

[\(PREDRAFTDEVPLAN0007\)](#)

11. • Request continued positive engagement between SDCC and Weston Aviation Academy Ltd (WAA), in relation to defining and securing a sustainable future for Dublin Weston Airport (DWA) and future strategic potential of DWA as contributor to and catalyst for employment and economic activity in South Dublin
 - Dublin Weston Airport (DWA) will continue to offer and support education and training opportunities in the County, including diversifying the types of aviation specific training offered and introduction of high level training courses not currently available in the country.
 - Dublin Weston Airport (DWA) will facilitate, promote and encourage indigenous enterprise in meeting future demand for skilled aviation professionals.
 - Dublin Weston Airport (DWA) will facilitate, promote and encourage tourism in Dublin.

[\(PREDRAFTDEVPLAN0111\)](#)
12. Canalways and heritage walkways have huge tourism potential, including indigenous tourism, which would benefit local business communities. [\(PREDRAFTDEVPLAN0011\)](#)
13. • The Regional Planning Guidelines identify a number of strategic employment centres within South Dublin. Blanchardstown and Tallaght are part of the Gateway Core Economic Area along the Strategic Multi Modal Transport Corridor, and are considered strategic employment centres.
 - There is a significant amount of enterprise zoned lands in South Dublin, therefore the analysis in the core strategy for the Development Plan should address the location of current employment in the County, assess employment trends, typology and demands in the County in determining future and additional enterprise land use requirements for South Dublin.

[\(PREDRAFTDEVPLAN0013\)](#)
14. The Plan should promote sustainable planning for tourism within the County. [\(PREDRAFTDEVPLAN0039\)](#)
15. Need to manage state assets and investment for national economic recovery. [\(PREDRAFTDEVPLAN0057\)](#)
16. Tourism: • Request that the Plan promotes the location of an interpretive centre for the Dodder Valley located in Tallaght, the creation of a working mill at Bolbrook and the re-use of the Victory Centre. • Oldbawn waterfall should be made more accessible. • Make Tallaght the starting point for walking and hiking. [\(PREDRAFTDEVPLAN0047\)](#)
17. Agriculture • The Plan should promote the protection of common land grazing within the County.
 - The Plan should encourage farming as an industry. This should include associated businesses such as microbreweries. [\(PREDRAFTDEVPLAN0047\)](#)
18. Ensuring an educated work force is paramount to addressing employment. The development of a technical university in the county coupled with good provision of primary and secondary schools systems is imperative. Training for those outside of the formal education system coupled with internships and other suitable interventions is needed to ensure that all of those seeking employment are fully supported. A key for economic development is the provision of key infrastructure such as roads, energy , water and a suitably educated work force . As technologies change it is important that the county development plan retains flexibility to adapt to these new developments. A new area of land similar to that of Grange castle should be set aside by the County Council to assist with and respond to new and future developments that cannot be catered for from the private sector. [\(PREDRAFTDEVPLAN0054\)](#)
19. • SDCC should be much more pro-active in how the county develops economically.
 - Practical measures to 'retrofit' and connect existing settlements could achieve a lot and could encourage more economic development as well as opportunities to work and study in other parts of the county.

- Irrespective of level of education achieved, better connections to allow for better access to employment opportunities are needed.
 - A safe environment which encourages entrepreneurship is also required.
 - Good infrastructure and quality of life should be developed to attract investment.
 - The re-use of vacant sites/buildings that are viable and would encourage life into towns should be incentivised. ([PREDRAFTDEVPLAN0068](#))
20. • The Plan should encourage further foreign investment and ensure that there is sufficient industrial/commercial zoned land with adequate supplies of power, water and labour. • The Plan should foster programmes which will encourage local innovation and entrepreneurship. • The Plan should encourage the up-skilling of people which will encourage businesses to the County. ([PREDRAFTDEVPLAN0055](#))
21. Tourism: • Tourism should be developed along the N4 and N7. • The 975 hectares of amenity space within the County should be maintained and enhanced for active and passive recreation. • Interpretive centres should be developed. • The extension of access to the River Liffey for public activities. • Development of industrial archaeology. • Locate a major sporting facility between the N4 and N7. ([PREDRAFTDEVPLAN0055](#))
22. Economic Development: • The title of tourism should be changed to 'Tourism and Countryside Recreation' and countryside recreation/rural tourism should form a section of the plan. This should include cycling and walking tourism. • Rural and agri-tourism should be promoted. Structures should be of appropriate scale and design and should assimilate into the landscape. • Facilitate infrastructure for water related activities. • Explore the potential for rural recreational tourism. ([PREDRAFTDEVPLAN0058](#))
23. • Need for SDCC to actively attract tech companies, including hosting events linked to the Web Summit or similar.
- Need to identify breakdown of businesses located in SDCC, i.e.: start-ups, tech companies, etc.
 - Vacant industrial units and office space along the Luas line could be utilised as Incubation Hubs.
 - There is scope to establish a Tourism Office in one of the Outbuildings in Rathfarnham Castle.
 - There is a need for a Tourism Marketing & Management Plan for Rathfarnham to attract tourists and visitors to the area so that they can use Rathfarnham as a base visit Military Road and the Hellfire Club amongst other places in the County.
 - Tourism Development Officer should be appointed by SDCC.
 - Potential to use Turner Glasshouses, purchased by SDCC, for tourism potential.
 - Need for SDCC grants system to target tourism projects. ([PREDRAFTDEVPLAN0100](#))
24. • Existing policies and objectives pertaining to Liffey Valley Shopping Centre should be maintained in the new County Development Plan.
- The designation of Liffey Valley as a Level 2 Major Town Centre in the Retail Hierarchy in the SDCC CDP 2010-2016 is appropriate and should be retained. Policy S5 of current SDCC Development Plan should be retained in this regard.
 - Potential of Liffey Valley town centre to develop as an important leisure and tourism destination, to compliment existing and future proposed retail development.
 - Owners of centre and adjoining lands currently assessing how the centre can be further enhanced to deliver on the objectives in the current County Development Plan to ensure that it more fully meets the needs of the catchment area and reduces leakage of expenditure from the catchment to other local authority areas. ([PREDRAFTDEVPLAN0096](#))
25. Tourism There is a need for a focus on accessible tourism and heritage. For example significant effort should be put into building accessibility into the work of the Dublin Mountains Partnership. There should also be a focus on promoting the Corkagh region as an example of excellence in

accessible tourism. ([PREDRAFTDEVPLAN0063](#))

26. Submission focuses primarily on the strategic importance of lands located in the Fortunestown area of South County Dublin and specifically the economic potential of the Cheeverstown area:
- New Development Plan needs to focus on enhancing competitiveness of offerings in South Dublin.
 - As an outstanding edge of city location with excellent public transport linkages and a strategic business position adjoining the nationally important Citywest Business Campus, it is essential that the strengths of the Fortunestown area be fully exploited to deliver employment creation during the forthcoming plan.
 - Maintaining maximum flexibility for the development of the Fortunestown/Cheeverstown lands is essential.
 - The new plan also presents the opportunity to ensure sites and projects can meet the current and future requirements of occupiers, and 'unlock' viable sites by removing or re-prioritising provisions in the existing plans that are no longer suitable or optimal in the context of an appropriate competitiveness strategy for the County.
 - Rohan Holdings Ltd, a specialist in delivering quality business parks and attracting leading brand operators to those parks, strongly supports the well balanced mix of uses advocated for the Fortunestown and Cheeverstown areas in the current CDP and Fortunestown LAP, and supports the continuation of the EP2 zoning objective for the Cheeverstown neighbourhood.
 - The availability of prime zoned land at Cheeverstown, adjoining the Citywest Business Campus and the Outer Ring Road, provides one mechanism in which to achieve the County's economic growth potential. ([PREDRAFTDEVPLAN0075](#))
27. The primary aspirations of Failte Ireland is the inclusion of detail regarding the 'GROW Dublin' initiative and the inclusion of policies and text as to how this initiative can benefit both SDCC and the wider Dublin area as part of a long term collaborative initiative. Reference should be made to 'Destination Dublin - A Collective Strategy for Growth to 2020'.

With regard to Tourism, the new Plan should • promote branding of Dublin's visual identity.

- promote Dubliners as advocates of Dublin as a tourist destination.
- contain a marketing communications strategy and comprehensive digital plan.
- contribute to the improvement of ease of transport and access.
- improve accommodation capacity.
- encourage/facilitate partnership with a range of organisations to capitalise on and maximise the potential of tourism opportunities in South Dublin.
- ensure that the natural, built and cultural heritage, upon which tourism is based, are protected from inappropriate development including tourism-related development.
- develop the role of tourism and the development of a high quality and diverse tourism product in towns and villages throughout the County in a balanced and sustainable manner.
- include a specific chapter dedicated to tourism, due to its importance to the economy and local communities.
- include strong policies with regard to unsustainable 'one-off' rural housing; the direction of development into existing settlements and the emphasis on the use of rural design guidelines to ensure quality of the rural character and scenic beauty which tourist revenue is based on.
- include recreation related policies.
- include policies and objectives under headings such as responsible tourism, tourism products, south Dublin tourism strategy, marketing, accessible tourism, visitor accommodation, activity and adventure, amenity paths & networks, integrated rural tourism, urban tourism, business tourism, festivals & events, forestry tourism, arts, craft and cultural tourism.

Submission includes examples of policies/objectives have been included in the submission and include inter alia policies regarding:

- partnerships and collaboration
- GROW Dublin initiative/marketing of the County

- Sustainable tourism development such as protection of the natural resources
 - A list of key visitor attractions within the County and list specific capital funding projects
 - Preparation of a tourism Development Strategy to form the basis of the Tourism Chapter
 - Ensuring universal accessibility to all tourist attractions
 - Best practice in environmental management
 - Existing Policy EE27: Tourist Accommodation and Facilities should be retained.
 - A list of activities and adventure products on offer within the County, cross referencing with other sections of the Plan and promoting experiential tourism for example orienteering in order to diversify the range of tourist experiences and to extend the tourist season.
 - Infrastructure upgrades to encourage anglers, who are high spenders, to visit.
 - Walking, cycling, equestrian and water based trails. Existing Policy SCR61 Tourism Recreation should be retained.
 - The promotion and facilitation of the development of rural tourism such as on-farm tourism enterprises provided they are not detrimental to surrounding amenity. Encouragement of the reuse/refurbishment of vernacular buildings. Existing Policy EE33 Sustainable Development of Agricultural Diversification should be retained.
 - Maximise the tourism potential of towns and villages through public realm programmes, design control and removal/improving dereliction. Refer to Failte Ireland's 'Tourism Towns' Programme.
 - Development and promotion of business tourism. Refer to Failte Ireland's 'A Guide to Running Green Meeting and Events'.
 - Promotion of existing and new festivals and cultural events through collaboration.
 - Promote the development of forest accommodation, access etc for tourism
 - Promote local arts and crafts.
 - Promotion of urban centres for tourism to include a range of visitor facilities and caps on floorspace to ensure positive contribution to townscapes.
 - SDCC working with members of the Grow Dublin Taskforce and the key transport operators to improve signage and public transport information to facilitate greater public access to the natural, built and cultural heritage of South Dublin and direct visitors to accommodation and services.
 - Provide bus parking facilities within or on the edge of towns/villages/scenic viewing points/routes.
 - The County should target the Culturally Curious core to visit the County within the context of the 'Bringing Dublin to Life' programme of the GROW Dublin Taskforce and the use of a variety of media to engage visitors. ([PREDRAFTDEVPLAN0064](#))
28. • New County Development Plan should use a sequential approach to meet additional industrial land needs throughout the county by giving priority to the designation of infill lands adjacent to existing industrial lands in the first instance.
- Sequential planning should apply to all urban-based land use classes such as housing and commercial and industrial development, and should not just be limited to proposed retail developments or developments in or near areas prone to flooding, as is the case with the present (2010-2016) County Development Plan.
 - The sequential consolidation of established industrial areas within the County will increase development and provide sustainable enterprise and employment opportunities to service local and County needs while at the same time reducing the need to travel. ([PREDRAFTDEVPLAN0086](#))
29. With regards to the unemployment figures in Knocklyon the following is suggested: a Business Park-Innovative Hub-Enterprise Building; light industry zoned lands somewhere south of the Dodder; better directed training courses, relevant to where the jobs are; a Mensheds and re-training program in Knocklyon; the Council facilitate joined up thinking within communities to use the facilities that are already available to them. ([PREDRAFTDEVPLAN0066](#)
[PREDRAFTDEVPLAN0112](#))
30. • Small business promotion and activity can reduce travel miles.
- Growth potential in green tourism and greenway development.

- Cultural locations within the County could be linked via 'cultural trails'. ([PREDRAFTDEVPLAN0089](#))
31. It should be an objective of the Plan to increase employment intensity in town centres, particularly Tallaght and, as such, a higher figure for number of jobs per hectare should be applied. This would lessen the requirement for land to be zoned for employment in less desirable locations (accessible from the national road network). ([PREDRAFTDEVPLAN0084](#))
 32. The Council must adopt a policy of: A - Zoning sufficient and appropriate land for industrial and manufacture. B - Allowing and promoting the development of Local neighbourhood centres, especially in the working class neighbourhoods, as an aid to the local economy. C - Ensuring that there are adequate and appropriate links between the centres of population, especially centres of population with low private car ownership, and the centres of employment whether they are in the county or in adjacent counties. ([PREDRAFTDEVPLAN0114](#))

4 Retail (shops)

1. Spaces and market-square type areas could be developed as an alternative to large shopping centres, to give independent retailers a chance to gain access to the public without having to pay huge rents.
 - Old shopping centres such as Knocklyon should be developed with increased car parking and different types of shop.
 - Family facilities that bring them into shopping areas after dark should be developed. ([PREDRAFTDEVPLAN0032](#))
2. More shops needed. ([PREDRAFTDEVPLAN0033](#))
3.
 - Discount Food Stores should be treated no differently than similar sized supermarkets, with Discount Food Stores considered as a type or format of convenience retailing rather than a separate land use class.
 - Identifying Discount Food Stores as a land use category that is excluded from certain zones where other convenience retailers are permitted is inequitable and a direct interference in the retail market in a manner that is entirely contrary to the provisions of the Retail Planning Guidelines.
 - Discount foodstores should be recognised as an important employment generating enterprise, which ought to be reflected in the various employment zoning objectives in the Development Plan.
 - Convenience goods stores (including discount food stores) should also be permitted in principle in the EP1, EP2 and EP3 zoning objectives. ([PREDRAFTDEVPLAN0041](#))
4.
 - In Newcastle focus majority of future retail within existing 'village centre' with some convenience provision within developments as appropriate.
 - Allow creation of only small/medium sized supermarket in Newcastle, and only allow provision of large supermarket out of the village to serve a number of communities such as Newcastle/Rathcoole/Saggart.
 - One of the larger retail centres in the County (e.g. Tallaght, Liffey Valley, Clondalkin) should be enlarged/enhanced to similar size and quality as Dundrum. ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
5. The Development Plan should seek to support existing retail centres; and therefore limit the development or expansion of out-of-town or edge-of-town retailing; with the limited exception of appropriate retail warehousing, in which case any new development should be accommodated in or adjacent to existing out-of-town or edge-of-town centres. Specific policy in this regards should be considered further by the SPC.

I would support a review of the future positioning of Liffey Valley Shopping Centre in the context of overall County planning and retail policy. ([PREDRAFTDEVPLAN0007](#))

6. The Development Plan should:
 - Promote the development of smaller and medium sized retail stores, generally not in excess of 1,500m² of net retail area.
 - Limit the expansion of proposed new 'Shop-Major Sales Outlets' in excess of 1,500m² of net retail area.
 - Consider placing an upper ceiling on the net retail area of proposed new 'Shop-Major Sales Outlets'. ([PREDRAFTDEVPLAN0076](#))
7.
 - Retail policies and retail development within the county should support the policies and recommendations of the Retail Strategy for the Greater Dublin Area and economic growth areas as identified within the Regional Planning Guidelines, and follow the Retail Planning Guidelines for Planning Authorities 2012; in particular this applies to the Retail Hierarchy in the Regional Planning Guidelines and the Retail Strategy for the GDA.
 - More recent retail data in relation to the health of various retail centers in relation to other centers within the county and Dublin area would be useful to support an evidence-based approach for the retail aspect of the Development Plan's core strategy. ([PREDRAFTDEVPLAN0013](#))
8. The county is well served by its main shopping centres. These centres need to be able to grow and respond to the needs of the modern consumer. We see the diversity of the offering in the retail space as important. Local villages and community based shops are also of importance in offering a range of choice to the consumer. ([PREDRAFTDEVPLAN0054](#))
9.
 - Need for services and shops to be provided in tandem.
 - Better connections to retail and services from residential developments would encourage more sustainable development. ([PREDRAFTDEVPLAN0068](#))
10. Limiting the gross floor area of discount foodstores/supermarkets to 1,500m² is outdated and should be reviewed in light of the changes made to the Retail Planning Guidelines, 2012 and the evolution of retail sector in recent years. Request that policies be modified to provide a limit of 1,500m² net retail sales area on local centre zoned land. Floor areas should be referenced by net retail sales area. Furthermore, Discount Foodstores now fall within the Category of 'Supermarket' as defined by the Guidelines and should be assessed as such. Various sections of the existing Plan would require modification, including the Schedule 3 - Definition of Use Classes. The expansion of the Discount Foodstore sector should be encouraged by policies within the Plan. ([PREDRAFTDEVPLAN0061](#))
11.
 - Any future policies and objectives for the development of Liffey Valley must support the delivery of the permitted hypermarket, whether Liffey Valley is promoted as a Town Centre or Regional Shopping Centre.
 - Liffey Valley is central to the Retail Hierarchy and the need for a supermarket has been voiced by the local community as far back as 2006; it will provide a much needed facility which is lacking in the area and will enhance the prospect of attracting new investment into the area.
 - The Planning Authority need to ensure the planning framework attracts investment and provides for the future competitiveness of Liffey Valley as a retail destination. ([PREDRAFTDEVPLAN0097](#))
12. Submission relates to planning issues arising in the context of planning applications pertaining to the Liffey Valley Retail Park (LVRP) which are causing difficulties in letter of units and overall management of the Retail Park.:
 - Liffey Valley LAP merely identifies LVRP as a retail park, with no provision for changes or improvements.

- New Development Plan needs to review approach to retail warehousing/retail parks, especially those located in Town Centre zones. ([PREDRAFTDEVPLAN0092](#))
13. Submission relates to Fonthill Retail Park:
 - Policy relating to Fonthill Retail Park should reflect existing diverse tenant mix, including discount and specialist food stores, and a number of other complementary uses.
 - Need to promote appropriate, efficient and viable employment land allocation.
 - Need for assessment of suitability of uses in their current form, potential for redevelopment/intensification, potential for additional expansion, and suitability for new growth sectors.
 - Need to ensure business retention, growth and flexibility at Fonthill Retail Park. ([PREDRAFTDEVPLAN0107](#))
 14. The NTA would welcome an approach to retailing which seeks to tie the planning of such activity to the existing Regional Planning Guidelines settlement hierarchy and would support the reassessment of Liffey Valley's function in relation to future town centre objectives as suggested in the issues paper. ([PREDRAFTDEVPLAN0084](#))
 15. Request that a wider range of uses be permitted on EP1 zoned lands such as 'Shop-Major Outlet', which would allow convenience retailing to be delivered. ([PREDRAFTDEVPLAN0110](#))

5 Getting around the County (Roads, Railway Lines, Pedestrian Cycle Routes)

1. We have no bus route from Lucan south to our nearest hospital in Tallaght, there are lots of unused or underused bus lanes. Rush hour traffic from housing estates where there are schools particularly is a nightmare. ([PREDRAFTDEVPLAN0002](#))
2. Consideration should be given to creating a bridge link across the Dodder, between the R114 (Bohernabreena / Ballinascorney Road) and Kiltipper Road to alleviate serious congestion on Old Bawn Road at peak times. ([PREDRAFTDEVPLAN0012](#))
3.
 - Focus policy on improvements for pedestrians, cyclists and public transport where possible.
 - Newcastle requires improved provision and protection for pedestrians.
 - Encourage shuttle buses to/from rail transport links (e.g. in Newcastle to/from Hazelhatch and to/from Luas at Saggart).
 - Create safe cycle routes to/from Rathcoole, HazelHatch and Saggart (luas stops)
 - Review bus services serving areas like Newcastle, particularly in respect of schools and of local business parks etc.
 - Assess need for another Pedestrian Crossing in Middle of Village.
 - Encourage Walking & Cycling in calmed and safe environment. ([PREDRAFTDEVPLAN0016](#))
4.
 - There are still a large amount of badly maintained roads in South Dublin, in particular the roads around Grange castle and Profile Park, Lucan - Newcastle Road and the new Nangor Road.
 - The condition and lack of sufficient room for bicycles does not allow for those living in Newcastle to gain safe access via bicycle to the cycle paths on the canal which would allow for more people to avail of cycling to work.
 - Given the importance and further development expected in both Grange Castle and Profile Park it would make sense to improve the roads in this area
 - The village of Newcastle is in dire need of loop roads which would take the large HGV traffic out of the village. The improvement of back roads leading out of Greenogue towards Baldonnel and ultimately the New Nangor Road or the Newcastle Lucan Road would allow for a ban on HGV traffic through Newcastle village allowing for a more rural feel to the village and safe walking within same. ([PREDRAFTDEVPLAN0019](#))
5. Newcastle Village needs a:

- Village bypass to alleviate increased traffic flow through village
 - Cycle route to Greenway Cycle route from Newcastle
 - Increased public bus frequency to allow for increased population
 - Bus link to train and LUAS
- ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0040](#) [PREDRAFTDEVPLAN0010](#)
[PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
6. Improvement of infrastructure of cycling lanes in Palmerstown and Chapelizod is needed. ([PREDRAFTDEVPLAN0023](#))
 7. The Silver Bridge (also known as the Guinness or Farmleigh Bridge, spanning the Liffey from the fields of Waterstown Park in Palmerstown to the tunnel connecting to Farmleigh estate, Castleknock) should be rebuilt in the interest of heritage and greenway development. ([PREDRAFTDEVPLAN0023](#))
 8. The cycle lane on the Greenhills Road is unsafe and needs to be improved. Cycle lanes should be installed around the County to give our children safe routes to schools. ([PREDRAFTDEVPLAN0029](#))
 9.
 - Bus routes are not available in all areas eg, Ballycullen/Oldcourt Rd.
 - Cycle paths need improving and regular maintenance.
 - Cycle routes are needed to large shopping areas (no cycle route to the Square).
 - Cycle routes are also needed from estates to local schools. ([PREDRAFTDEVPLAN0032](#))
 10. More public seating should be provided in civic areas and along public transport routes to cater for elderly community members and those with limited mobility. ([PREDRAFTDEVPLAN0037](#))
 11.
 - Focus policy on improvements for pedestrians, cyclists and public transport where possible.
 - Newcastle requires improved provision and protection for pedestrians.
 - Encourage shuttle buses to/from rail transport links (e.g. in Newcastle to/from Hazelhatch and to/from Luas at Saggart). Create safe cycle routes to/from these rail links.
 - Review bus services serving areas like Newcastle, particularly in respect of schools and of local business parks etc.
 - In Newcastle create cycle routes within village, and also linking to the Greenway, and to the canal at Hazelhatch.
 - Through-traffic in Newcastle to be reduced. Expedite/prioritise Peamount to Westmanstown link road effectively creating a 'by-pass' to north of Newcastle (see <http://www.sdublincoco.ie/index.aspx?pageid=939&pid=11436>).
 ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
 12.
 - The Development Plan should prioritise the completion of the development at Adamstown as originally set out in the SDZ and other planned developments close to rail stations in SDCC, in line with the government's Smarter Travel policy and the NTA's Integrated Implementation Plan 2013 - 2018.
 - The Development Plan should also include policies and initiatives which integrate land-use and transport and support sustainable usage and levels of public transport.
 ([PREDRAFTDEVPLAN0031](#))
 13. Review of escalating/increasing traffic around Stocking Avenue required due to new and future developments permitted; increased levels of traffic will add to current congestion issues. ([PREDRAFTDEVPLAN0048](#))
 14. Request to remove six metre reservation at Belgard Square West allocated to the extension of the LUAS to Old Bawn. ([PREDRAFTDEVPLAN0051](#))
 15. Need for increased number of cycle lanes, including getting the Dodder Valley Greenway

approved and constructed.
([PREDRAFTDEVPLAN0020](#))

16. The Development Plan should promote a more balanced transport policy for the County, balancing the needs of pedestrians and cyclists with the needs of motorists, particular noting that in an outer suburban location there will be an increased need for use of private vehicles.

The Development Plan must recognise that as a result of Ireland's recent economic recovery and the increase in the number of those in employment, we are now seeing more trips to work, primarily in the form of more cars on our roads. This is leading to increasing traffic congestion and journey times which, however, invariably impinges on quality of life and will hamper Dublin's economic growth. Addressing traffic congestion must be a priority of the Development Plan; from addressing traffic pinch-points locally, to promoting a modal shift to sustainable travel means at a broader level.

The Development Plan must recognise the very serious traffic congestion experienced in the Lucan area as a result of motorists seeking to 'rat-run' to avoid the M50 toll.

The Development Plan should adopt a dynamic approach to requiring integrated land-use and transport planning; through ensuring that both public transport carrying capacity and road capacity is adequate to meet existing demands; and more critically through requiring that sufficient public transport carrying capacity and road capacity is planned for and provided to cater for new residential developments. No new residential development should be allowed without a firm, realistic and verifiable transport phasing plan being put in place.

The preparation of the Development Plan (and future transport and land-use planning policies) would be greatly aided if the 2010 mapping study of 'Proximity and Frequency of Public Transport Services' were to be reviewed and updated, taking account of the following motion which I had tabled at December 2013 meeting of the County Council:

'That this Council welcomes the commitment to update the previous 2010 Transport Accessibility Study to reflect Dublin Bus Network Direct and other changes such as the increased frequency of service on the Kildare Railway Line; but further requests that this study would also factor in (and score) both public transport journey times to key destinations/hubs and the availability of direct public transport routes to areas identified as key trip destinations for each origin area using data such as CSO POWCAR; so as to provide a more-rounded snapshot of public transport accessibility, convenience and attractiveness in our County.'

With respect to individual projects, the Development Plan should support and seek the delivery of

- The reopening of the Phoenix Park rail tunnel, in the short term to bring trains from the Kildare line including Lucan & Adamstown to the City Centre; to be followed by the delivery of the DART underground project.
- A new western orbital link road to initially connect the N7 (west of Rathcoole) to the N4 (west of Lucan or Leixlip); and ultimately to connect to the N3 (west of Clonee). Such a road would take pressure of the M50 and Dublin suburban sections of the N3, N4 and N7; and would further serve key development areas including Greenogue, Newcastle Village and Adamstown SDZ. This should be seen as a national primary route and its delivery should be overseen by the National Roads Authority.
- Provision of new 25C route from the Griffeen/Newcastle Road area to City Centre/UCD, to access the N4 at Junction 4 (Adamstown). This should be a wholly new service, not resulting in any 'diversion' of buses from the 25 A & B

The Development Plan should recognise the challenging impact on our County of the NRA's

policies relating to protecting the capacity and performance of motorway-standard roads in Dublin i.e. M50, N4 etc. The preparation of the Development Plan should seek to assess the impact of these policies, such as road-pricing (M50 tolling) and restricting access points to the N4 on the performance of the broader non-motorway suburban road network. The Development Plan should continue to seek the reopening of the Esker Lane and Tandy's Lane exits to the N4.

The Development Plan should seek to harness the great untapped potential that exists to reduce the volume of short-trip car journey on our roads by seeking to greatly increase the current very low rates of walking and cycling to schools, in many parts of our county, including Lucan.

The Development Plan should adopt a cautious and carefully-considered approach to the concept of retro-fitting existing residential areas for walking and cycling permeability. Any attempt to pursue a 'one size fits all' model must be avoided. This matter may be best considered by a working group of the SPC.

[\(PREDRAFTDEVPLAN0007\)](#)

17. The Development Plan should include policies in respect of air transport and aeronautical facilities, including existing facilities of this type in the County and the potential to expand upon that resource utilising adjacent commercial properties. ([PREDRAFTDEVPLAN0095](#))
18. • The new Development Plan should retain SLO 19 of the existing plan: 'To pursue and facilitate the reopening of Tandy's Lane and Esker Lane exits onto the N4 in an acceptable, safe and efficient layout subject to funding and approval from the National Roads Authority.'
 - The Development Plan should include an appropriate policy or objective aimed at eliminating obstructive kissing-gates on key cycling routes and greenways. ([PREDRAFTDEVPLAN0076](#))
19. • Local canalway bordering Dublin from Kildare is under utilised; access should be available to this amenity which has huge tourism potential via cycle/pathways from Newcastle.
 - Linkage from Newcastle to Hazelhatch, such as cycleway or pathway, needed to facilitate university in Maynooth. ([PREDRAFTDEVPLAN0011](#))
20. Need for Dublin Weston Airport (DWA) to be viewed as a strategic transportation infrastructure asset to South Dublin, which can yield significant benefits in terms of enhanced connectivity both within and beyond Ireland. ([PREDRAFTDEVPLAN0111](#))
21. in Newcastle provide:
 - cycle routes throughout village and from village to canal.
 - more pedestrian crossings.
 - traffic calming on Athgoe road and along main street.
 - reduced speed limits on Athgoe road and along main street.
 - reduce traffic (i.e. provide a by-pass).
 - additional street lighting on Athgoe road. ([PREDRAFTDEVPLAN0093](#))
22. • The Regional Planning Guidelines promote regional sustainable growth and recognize that this growth can only be achieved through the provision of high quality infrastructure by the alignment of land use planning with transport planning, water services, energy supply and waste management.
 - Locations of new development lands already zoned in South Dublin that require infrastructure provision are supported by their designation in the Regional Planning Guidelines. ([PREDRAFTDEVPLAN0013](#))
23. • Promotion of sustainable transportation in South Dublin, while positive, has been piecemeal. Current trends are still unsustainable and the mode share needs to shift away from the car driver.
 - Land use policies that support and protect national investments made in public transport and to

- optimise that investment require implementation.
- Policies such as promoting higher densities for employment and residential uses around public transport, should be considered in the Development Plan.
 - Transport planning, spatial planning and land use management should be consistent to aid reduced travel demand, reduced distances and encourage a sustainable change in mode share. ([PREDRAFTDEVPLAN0013](#))
24. Existing roads and footpaths in South Dublin need to be well maintained, including planted margins. ([PREDRAFTDEVPLAN0042](#))
25. The Plan should promote sustainable forms of transport. • The Plan should promote integrated planning to ensure there is infrastructure to service proposed development. • Traffic Management Plans should be prepared. ([PREDRAFTDEVPLAN0039](#))
26. The Plan should ensure a continuous connected cycle lane network connecting with all key services in the community. ([PREDRAFTDEVPLAN0050](#))
27. The Plan should encourage a modal shift to active travel as this would have associated health benefits. ([PREDRAFTDEVPLAN0050](#))
28. • The capacity, safety and efficiency of the national road network must be protected.
- Drafted policies and objectives must allow the network of national roads to continue to play the intended role in catering for inter-urban and inter-regional transport requirements that will serve Ireland's return to economic competitiveness by providing faster, more efficient and safer access to and from major ports, airports, cities and large towns.
 - Transportation assets must be managed in accordance with national policy, as outlined in Smarter Travel and provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG's 2012). The M50 Demand Management Study and N4& N7 Corridor Study are relevant to the review of the Development Plan in this regard.
 - Development Plan should include relevant policies/objectives to ensure the protection of the carrying capacity, operational efficiency, safety and significant investment made in national roads in South Dublin.
 - Implications of land use policies must be considered for all strategic road networks in the area as criteria in determining the future land use zoning strategy to be outlined in any settlement plans contained in the Draft County Development Plan and respective Core Strategy.
 - Policies in growth areas should be adopted so as to avoid undermining the strategic transport function of national roads, by addressing measures intended to cater for the needs of local traffic and local development related traffic within the framework adequate local transportation infrastructure provision.
 - SDCC may consider a review of the extent and location of industry, employment and other commercial type land uses to prepare a coordinated and integrated land use pattern in addition to reviewing the extent and location residential lands in accordance with core strategy requirements (see Guidance Note on Core Strategies, DoECLG 2010).
 - Where large scale developments are proposed in urban areas or areas adjoining national roads, including major junctions and interchanges, development plans should ensure national road capacity is appropriately utilised so that such roads can continue to perform their intended function in the future.
 - NRA advise that any costs such as land acquisition, additional road infrastructural and environmental mitigation measures arising to the national roads network to accommodate local development proposals will be borne by the local authority and not funded by the NRA, and should thus be integrated within future local development contributions schemes.
 - Planning applications for significant development proposals should be accompanied by Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA) to be carried out by suitably competent consultants.
 - Planning Authority should reference NRA Traffic & Transport Assessment Guidelines (2014) for

- development with implications for the national road network.
- With respect to signage and the new Development Plan, NRA advise that Section 3.8 of the DoECLG's Spatial Planning and National Roads Guidelines, which indicates a requirement to control the proliferation for non-road traffic signage on and adjacent to national roads.
 - The Development Plans should also refer to the requirements of S.I. No 140 of 2006 Environmental Noise Regulations, which requires that development proposals identify and implement noise mitigation measures, where warranted. ([PREDRAFTDEVPLAN0057](#))
29. The Tallaght Community Council have put together a plan to develop a pedestrian and cycle way from Oldbawn Crossroads via Avonbeg & Bolbrook to the City watercourse and the Dodder and Whitestown Stream and this includes the clearing of land beside the stream for a path, the upgrade of a bridge and the pruning of hedgerows and trees. A cycling route from Whitestown to the mountains should be investigated. ([PREDRAFTDEVPLAN0047](#))
30. Our road network is critical, the increasing congestion of the M50 further highlights the need to ensure the construction of the Outer Leinster Orbital Route; this will alleviate some of the current challenges that M50 & other key roads are experiencing. The current weight restriction on the outer ring road needs to be resolved as a matter of urgency and an appeal to An Bord Pleanala should be taken. South Dublin Chamber welcomes the proposed Bus Rapid Transit for Tallaght the Chamber welcomed this development for the following reasons
- BRT is a well-established concept with schemes all over the world with a key positive being that it will emulate many of the performance characteristics of a light rail system but at a much reduced cost. These characteristics include off bus ticketing, greater distance between bus stops, multi door vehicles, distinctive branding and first class bus priority measures which will reduce journey times by more than 30%
 - Detailed planning of the conventional bus routes in the area surrounding the BRT alignment will also be key to the success of the BRT network. This should take account of the need not to impair or have a detrimental effect on the needs of other current road users
 - This adaptability will also allow for future use change if required. ([PREDRAFTDEVPLAN0054](#))
31. • Residential developments with single access/egress points demonstrates poor planning and discourage walking.
- New housing should be tied into existing housing so that it encourages people to walk or cycle between neighbourhoods and also to allow better access to local services and amenities.
 - Walking to local shops, etc should be encouraged.
 - SDCC should support and fund the retrofit of paths following 'desire lines', such as at Verschoyle Glen, which allow this to happen as in overall terms the costs of this would be low and the health benefits would be very high.
 - A lot of public transport around South Dublin County Council does not have direct routes, which can make the commute very long and slow.
 - Shortened trips by more frequent buses would encourage more people to use the bus.
 - Similarly with the Luas one has to change at Belgard and so this make the commute slow and unpredictable and discourages public transport use.
 - The Vision for South Dublins Future points out the fact that a lot of the infrastructure in established older suburbs is better than in the newer suburbs. This is true and this issue should be taken into account in the new development plan.
 - Increased safety for pedestrians is needed, including safe footpaths, proper signals to allow for pedestrian circulation on main roads, safe pedestrian crossings, and adequately sized bus stops,
 - Critical mass is also required to support infrastructure. ([PREDRAFTDEVPLAN0068](#))
32. Traffic review and implementation of new road infrastructure in advance of any approval to new planning permission for the lands recently sold located along Scholarstown Road / stocking lane is required as this will have a major impact to residents lives in the area. ([PREDRAFTDEVPLAN0081](#))

33. Transport and Traffic • Reopen the Phoenix Park Tunnel in 2016. • Underground rail inter-connector between Heuston Station and South Inner City. • Park and ride facilities provided on the N4 and N7 for rural visitors. • Bus links to Luas and rail stations, • Linking public transport ticketing. • Suburb to suburb bus routes, for example link Lucan to Clondalkin and to Tallaght. • Extension of cycle ways. • Incentivise children to walk to school. ([PREDRAFTDEVPLAN0055](#))
34. • Need for bus link to the Luas Red Line.
• Circular route to take in Celbridge, Lucan and Newcastle. ([PREDRAFTDEVPLAN0071](#))
35. Requests the realignment of Knocklyon Road in the interests of proper planning and sustainable planning strategies. It links Spawell Bridge to Scholarstown and beyond - the 'Green Route'. Recent development and planned development will add to the need to realign. There are safety concerns for pedestrians, cyclists and residents parking their vehicles. Ramps are not an ideal solution to slowing traffic. The realignment of the road should be a priority. ([PREDRAFTDEVPLAN0059](#))
36. • The Plan should develop a strategy to encourage walking and cycling across all age levels. • The Plan should make reference to the National Cycle Policy Framework, 2009 and Failte Ireland's Strategy for the Development of Irish Cycling Tourism, 2007). • Policies to promote safe cycling within the County should be included in the Plan. • Parking /laybys should be provided for cyclists, hillwalkers and mountain climbers. ([PREDRAFTDEVPLAN0058](#))
37. Need for a Rathfarnham Transportation Study including a Tallaght to Dundrum Connectivity Study. ([PREDRAFTDEVPLAN0100](#))
38. Would like to see a safe environment in which to live in and to walk through and would like to see a reverse of the damage done in previous plans. ([PREDRAFTDEVPLAN0062](#))
39. • Submission notes specific maintenance and upgrading urban design works to be carried out in Newcastle area.
• Submission notes specific works and proposals in relation to roadway and pedestrian/cycle way infrastructure in Newcastle. ([PREDRAFTDEVPLAN0065](#))
40. RPA broadly agrees with the strategy outlined in the SDCC issues paper relating to transportation for the proposed SDCC County Development Plan 2016-2022; following additional points are noted-
- Future planned enhancements of the Dublin light rail network, such as the new Luas line from Lucan to the City Centre (Luas Line F) and Metro West, are not being actively progressed at this time; however, it is recommended that the development of this line in its chosen alignment be preserved as a long term planning objective.
 - The alignments as shown in the current Development Plan are generally indicative of the emerging preferred routes and could also be utilised as a BRT in the future if that is the preferred mode.
 - Would encourage the provision of high density development along the existing Luas lines as appropriate. ([PREDRAFTDEVPLAN0077](#))
41. • Support routing of Tallaght to Rathfarnham BRT south of River Dodder to enhance poorly serviced Knocklyon area and emerging Ballycullen/ Oldcourt area • Re- examine pedestrian networks for health convenience and sustainability of pedestrians, cyclists and public transport users • Signage for footpaths and local large scale maps of linked footpaths and public open spaces • Signage of all street corners and roundabouts ([PREDRAFTDEVPLAN0066](#)
[PREDRAFTDEVPLAN0112](#))
42. • More pedestrian crossings are required in the Village of Newcastle and children would cycle/scoot to school more if there was a segregated cycle lane. • Greater transport links between Newcastle, Saggart (for the Luas) and Rathcoole are required.

[\(PREDRAFTDEVPLAN0070\)](#)

43. The NTA request that those elements of the GDA Cycle Network Plan, April 2014, which apply to SDCC are reflected in the new Plan, with particular reference to the primary routes and proposed greenways as follows: Route 6 - The N4; Route 7A - from the South West inners city to Lucan; Route 7 B - Grand Canal Greenway; Route 8B - Tallaght to Crumlin; Route 9A - Tallaght to Templeogue; Route 10 - Rathfarnham to Terenure; Dodder Greenway; Camac Greenway; The Liffey Greenway; Griffeen Valley Greenway and Route S05 - Lucan to Dun Laoghaire via Clondalkin and Tallaght. ([PREDRAFTDEVPLAN0084](#))
44. The NTA request that the Bus Rapid Transit option as presented to the public in Q1 2014 is reflected in the County Development Plan. ([PREDRAFTDEVPLAN0084](#))
45. • Need for policies to encourage walking, cycling and greater use of public transport to lead to a modal shift in transport away from the private car.
• Modal shift will reduce traffic congestion, reduce emissions, provide more vibrant living spaces and create health benefits.
• Policy of retrofitting should apply to existing commercial and retail developments to make them more attractive for cycling, walking and public use.
• Need for provision of secure bicycle parking at rail stations, Luas stops, key bus stops, and proposed BRT; carriage of bicycles on the Luas and proposed BRT; expansion of existing off-peak bicycle carriage facility on suburban rail to include peak times.
• Need for additional orbital routes for public transport and improved frequency and reliability of existing routes.
• National Cycling Policy Framework (NCPF) should be included in new CDP. Dodder Greenway should be extended to Bohernabreena Reservoirs and include the circular route around the reservoirs.
• Greater promotion of Dublin Mountain Way needed, with improved access to and services provided along the route. ([PREDRAFTDEVPLAN0089](#))
46. Except in limited circumstances such as where specific physical requirements exist for the siting and operation of particular land use, trip intensive developments or significant levels of development should not occur in locations not well served by existing or committed high quality public transport. ([PREDRAFTDEVPLAN0084](#))
47. The strategic function of the N4, N7, N81 and M50 should be maintained by limiting the extent of development that would give rise to the generation of local car-based traffic on the national road network. ([PREDRAFTDEVPLAN0084](#))
48. All non-residential proposals should be subject to maximum parking standards and should vary spatially on the basis of centrality and the level of public transport provision. ([PREDRAFTDEVPLAN0084](#))
49. In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be considered. The application of maximum rather than minimum standards is strongly supported. ([PREDRAFTDEVPLAN0084](#))
50. For all major employment developments and all new and extended schools, travel plans should be conditioned as part of planning permissions and be carried out in a manner consistent with NTA guidance documents: 'Toolkit for School Travel' and 'Workplace Travel Plans - A Guide for Implements'. The Development Plan should contain a clear policy reflecting this requirement. ([PREDRAFTDEVPLAN0084](#))
51. Planning at the local level should promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services at the local level such as schools

through, for example, the application of density gradients across development areas whereby high-density development is focussed on centres and public transport with medium-low density development further away. ([PREDRAFTDEVPLAN0084](#))

52. New developments should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods. Where possible, development should provide for filtered permeability. ([PREDRAFTDEVPLAN0084](#))
53. Proposals for right of way extinguishments should only be considered where these do not result in more circuitous walking and cycling trips for local residents accessing public transport or local destinations. ([PREDRAFTDEVPLAN0084](#))
54. It is essential that there is easy and safe pedestrian access to local centres for all the community, in particular at Balgaddy. This is especially important in a community which has a high proportion of people with disability, young children, a significant number of older people, a high number of one parent families and low private car ownership. ([PREDRAFTDEVPLAN0106](#))
55. Request for the immediate removal of the barriers erected which cut off direct pedestrian access to Rosse Court from a number of the adjacent estates including Foxdene, Meile an Rí, Tor an Rí, and Burg an Rí. The barriers have a serious impact on residents of Rosse Court as they prevent direct access to their local primary school and do not bring about social inclusion. ([PREDRAFTDEVPLAN0106](#))
56. The Balgaddy Working Together Group points out that the community it represents does not have a public transport service which meets the needs of the people in the community. A high proportion of households have no car, and are therefore dependent on public transport to access employment, education, health, social services, retail and entertainment facilities. There is no bus service along the Balgaddy Road and people from the estates off this road have to haul shopping quite a distance from the closest bus stop. Many parents can't get their children into local schools and the poor bus service causes tremendous hardship getting children to primary schools outside of the locality. Although there are four schools, a large park, playground and astro pitches on the Balgaddy Road there is no bus stop. The Balgaddy Working Together Group calls on South Dublin County Council a. To recognise the reliance of different sections of its community on public transport b. To recognise the fact that members of the community have to travel outside of their locality in order to access basic services c. To implement its own policy in relation to social inclusion by promoting the development of a bus service which will meet the needs of the people living in the community. ([PREDRAFTDEVPLAN0106](#))
57. The Development Plan should seek to facilitate the extension of the Grand Canal green route from the 12th Lock to Hazelhatch. ([PREDRAFTDEVPLAN0007](#))
58. Query regarding allocation/placement of yellow boxes on roadways in the County. ([PREDRAFTDEVPLAN0068](#))

6 Parks & Recreation

1. That no houses be built at St Marks Green in Clondalkin and that this open space and others similar are upgraded to much needed play and recreation areas. We need to recognise and cherish the value of green spaces for the mental health and well being of all citizens. ([PREDRAFTDEVPLAN0001](#))
2. That the proposed Library is not built on Harelawn/Oatfield Green in Clondalkin and that this open space and others similar are upgraded to much needed play and recreation areas. We need to recognise and cherish the value of green spaces for the mental health and well being of

- all citizens. ([PREDRAFTDEVPLAN0001](#))
3. Need to improve and enhance public access, particularly for the mobility impaired, to recreational areas in the County. ([PREDRAFTDEVPLAN0012](#))
 4.
 - Create greenways/walking routes within developments/urban areas.
 - High quality imaginative and sensory playground required with facilities for young children and for teenagers (including items such as skate park, basket ball court, tennis court, 5-a-side soccer pitch etc). ([PREDRAFTDEVPLAN0016](#))
 5.
 - What is timeframe for delivery of green areas for community identified in the Newcastle town plan?
 - There are immediate needs for local communities to have parks and areas which can be walked to, to encourage people to get out and about daily without the need for a car or a bus. ([PREDRAFTDEVPLAN0019](#))
 6.
 - Would welcome a park in the west of the county, with the suggestion of linking Newcastle with the canal, which may prevent the sprawl of housing in the historic village of Newcastle and benefit to the local community. ([PREDRAFTDEVPLAN0019](#))
 7. Newcastle Village needs a:
 - Large public park with play area, water features/attenuation ponds and car parking
 - Village park officer([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
 8. A park that can accommodate playing pitches and playgrounds is needed in a village in the west of the County. ([PREDRAFTDEVPLAN0026](#))
 9. Existing green spaces need to be well maintained. ([PREDRAFTDEVPLAN0029](#))
 10. The Pitch and Putt Course at the Spawell should not be scrapped it was a very successful and well used amenity by children in the area and surrounding areas. The proposed new golfing range will most likely be out of the price range of local kids. ([PREDRAFTDEVPLAN0030](#))
 11. A way must be found to provide, (or support the provision of), a decent size park in Newcastle that would, among other things, accommodate at least a couple of more playing pitches. ([PREDRAFTDEVPLAN0034](#))
 12. Need for older persons exercise equipment to be provided in the Jobstown/Brookfield area, possibly near Tallaght leisure centre. ([PREDRAFTDEVPLAN0044](#))
 13. Need for more playing pitches and expanded sports facilities for existing sports club in the west of the County. ([PREDRAFTDEVPLAN0045](#))
 14.
 - Create greenways/walking routes within developments/urban areas.
 - Create linear parks with walking routes, especially to contain or break development and to create buffer against adjacent farmland.
 - Favour low-density development and create balance between green areas within developments and encroachment into farmland.
 - High quality imaginative and sensory playground required with facilities for young children and for teenagers (including items such as skate park, basket ball court, tennis court, 5-a-side soccer pitch etc). Favour a high value single central facility in Newcastle village rather than numerous poor quality low value-for-money small playgrounds commonly levied for provision within housing developments.
 - Further investment likely to be required in the existing GAA and Soccer facilities to reflect

growing numbers of participants.

([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))

15. Encouraging residents to get more exercise is to be commended, but safe areas to do this have to be provided. ([PREDRAFTDEVPLAN0067](#) [PREDRAFTDEVPLAN0098](#))
16. Provide wimming pool or modern health and community centre. ([PREDRAFTDEVPLAN0069](#))
17. The Development Plan should seek to support the ongoing development and expansion of our County's parks, including an extension southwards of Griffeen Valley Park to the Grand Canal, and an extension of Lucan Demesne to include the lands at Cooldrinagh acquired under the Shelbourne land-swap.

The Development Plan should seek to develop the recreational amenity and preserve the rich heritage of the area around the 12th Lock, Lucan.

The Development Plan should continue the 'I' zoning objective to protect the Liffey Valley and should further seek to facilitate the delivery of a Liffey Valley Way as an interconnected greenway along the Liffey Valley.

([PREDRAFTDEVPLAN0007](#))

18. The Development Plan should consider a range of objective to address the seclusion, lack of passive surveillance and lack of amenity of Cluain Ri park located between Ballyowen Lane and Grangecastle Road in Lucan.

([PREDRAFTDEVPLAN0076](#))

19. in Newcastle provide:

- large childrens' playground
- park. ([PREDRAFTDEVPLAN0093](#))

20. Newcastle needs a public park. ([PREDRAFTDEVPLAN0011](#))

21. Dodder Valley Park • The Dodder Valley Park should be made into a centre for outdoor activities.
 - The Dodder Park should have metal seating.
 - Dog poo bins should be located at the entrances to the park and a dog run incorporated into the park.
 - Existing SLO 74 to provide a new boundary wall and new entrance at Seskin View should be retained.
 - Request that a car park for the Dodder Valley Park form part of the Sports Capital Expenditure.

([PREDRAFTDEVPLAN0047](#))

22. The county is well served with some excellent parks and these need to be fully supported along with access to the recreation areas both in parks and in other public spaces. The parks are multi functional offering sports and other recreational facilities, they also provide a vital reserve for flora and fauna ([PREDRAFTDEVPLAN0054](#))

23. SDCC should be encouraging the fullest and widest possible participation in field/team-sports etc as a means of promoting community spirit and wellbeing. To encourage the fullest participation it is necessary to cater for the widest variety of activities and team-games; with this in mind, in view of the dearth of rugby clubs and facilities in SDCC, could SDCC seek to encourage those who might want to participate with training facilities, pitches etc. Women's groups and 'minis' should be facilitated and encouraged. ([PREDRAFTDEVPLAN0082](#))

24. Need for park facility and playground in west of County. ([PREDRAFTDEVPLAN0071](#))

25. • Additional funding of SDCC Parks Department required.
 - Audit and categorisation of all green spaces/open spaces in the County needed.
 - Need for innovative play and recreational policy in the new Development Plan (submission includes a document, Developing Play in South Dublin 2006-2009, Draft - Countrywide Policy on the Development & Management of Playgrounds and Play Areas, previously submitted to SDCC in 2006 by the Joint Ballyboden Residents Associations and Groups, in this regard).
 - Need for SDCC to assess the role of the Planning Department in developing new play and recreational assets, and the types of open spaces that are required. ([\(PREDRAFTDEVPLAN0100\)](#))
26. There should be recreational and sporting facilities right across the board to meet the needs of a population of 90,000 people [Tallaght]. ([\(PREDRAFTDEVPLAN0062\)](#))
27. To build a BMX track in every South Dublin Park. BMX is an Olympic Sport since 2008, the track built in Ratoath was at one point the biggest BMX Club in Europe and the biggest Cycling club of any kind in Ireland, A new track have been built by Fingal cc in Lucan which is acclaimed as one of the best in Europe and that club is growing fast and providing an amazing facility for the local and BMX community. Other new tracks are in progress in Belfast, Cork and Riverchapel. BMX Tracks are low cost and offer amazing bang for the Euro. The Dodder Valley Linear Park is an ideal location. South Dublin BMX CLub is already established www.southdublinbmx.com is already established and ready to use the facility. ([\(PREDRAFTDEVPLAN0003\)](#) [\(PREDRAFTDEVPLAN0004\)](#) [\(PREDRAFTDEVPLAN0005\)](#) [\(PREDRAFTDEVPLAN0006\)](#) [\(PREDRAFTDEVPLAN0015\)](#))
28. New Development Plan should examine the potential for the provision of public open space beyond the new settlement edge; additional provision of residential land as an extension to existing settlements will allow housing layout to be specifically designed to directly address and overlook the public open space to ensure passive surveillance. ([\(PREDRAFTDEVPLAN0105\)](#))

7 Wildlife Corridors (Hedgerows, Rivers, Streams)

1. Retain all existing hedgerows in Newcastle. ([\(PREDRAFTDEVPLAN0016\)](#))
2. Newcastle Village needs:
 - Hedgerow maintenance throughout village ([\(PREDRAFTDEVPLAN0021\)](#) [\(PREDRAFTDEVPLAN0010\)](#) [\(PREDRAFTDEVPLAN0022\)](#) [\(PREDRAFTDEVPLAN0009\)](#))
3. Support the development of the Liffey Valley National Park to support the governments biodiversity plan as outlined by Minister Jimmy Deenihan in 'Actions for Biodiversity 2011-2016', Ireland's National Diversity Plan. ([\(PREDRAFTDEVPLAN0023\)](#))
4. • Retain all existing hedgerows in Newcastle - development to only occur in between them within Burgage plots etc.
 - Create green buffer zones adjacent natural habitats such as streams, hedgerows, woodland etc. Create walking routes within buffer zones to increase access to view natural heritage. ([\(PREDRAFTDEVPLAN0046\)](#) [\(PREDRAFTDEVPLAN0053\)](#) [\(PREDRAFTDEVPLAN0065\)](#))
5. Protection of wildlife signs needed to encourage motorists to slow down in areas endangered wildlife exist. ([\(PREDRAFTDEVPLAN0011\)](#))
6. Habitat Mapping should form part of the Plan and should inform lower level plans and land use zoning. ([\(PREDRAFTDEVPLAN0039\)](#))
7. The Chamber fully supports the protection of the hedgerows of the county and the promotion of

biodiversity. We welcome measures taken to ensure wildlife habitats are protected. A consideration may be given to having a county tree, this tree would be of a native variety and would be used to further create a sense of place and identity. ([PREDRAFTDEVPLAN0054](#))

8. We would like our rivers in the County to be surveyed with a view to restoring and preserving them and creating a useful asset and amenity for our communities. This would particularly apply to the Glynn, Owendore and Dodder rivers in our village of Ballyboden. ([PREDRAFTDEVPLAN0102](#))
9. Better maintenance of hedges, ditches and drains required. ([PREDRAFTDEVPLAN0071](#))

8 Built Heritage & Amenities

1. Process for designation of Protected Structures requires review. ([PREDRAFTDEVPLAN0014](#))
2. Newcastle Village needs a:
 - Commercial design statement for village with heritage theme. ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#))
3.
 - Existing built heritage in Newcastle requires investment to preserve and re-use in order to conserve it.
 - The significant built heritage in Newcastle should be capitalised upon in order to encourage tourism, which in turn might also encourage related local business establishment.
 - Care is required to ensure that future development does not encroach near to existing built heritage and/or spoil its context.
 - Some policy change may be required to facilitate access and/or re-use of some features and buildings.
 - The amount of traffic on main road through the heritage area of Newcastle village would appear to be having a detrimental effect on the structural integrity and the appeal of some of the built heritage.
 - Preserve and enhance natural and built heritage and biodiversity, encourage walking and cycling, encourage use of public transport. ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#))
4.
 - Protected structures, national monuments, archaeological sites and nature conservation sites in the County should be maintained and used as tourist attractions, bringing visitors and revenue to the area.
 - Priory and Grounds, Main Street, Tallaght should be included under the Plan for protection for their historical value. ([PREDRAFTDEVPLAN0067](#) [PREDRAFTDEVPLAN0098](#))
5. The Development Plan should seek to include Weirview, Lucan in an Architectural Conservation Area.

([PREDRAFTDEVPLAN0007](#))
6. Newcastle Village needs a:
 - Commercial design statement for village with heritage theme ([PREDRAFTDEVPLAN0009](#))
7. Built Heritage
 - A proactive plan to bring all built heritage and historical sites into public ownership.
 - There should be a 10 year restoration programme for Tallaght's heritage sites which will help drive tourism.
 - An 'in danger' register for built heritage should be created and funding sought as a priority. Examples include The Pale Ditch, Ballymount Gatehouse and Kilinenny Tower.
 - An SLO to deliver a museum at Tallaght IT or in the village.
 - Boundary fencing around important sites should be appropriate.
 - 53 heritage sites have been noted for inclusion on the

register. ([\(PREDRAFTDEVPLAN0047\)](#))

8. The Chamber believes in the protection and development of the built heritage and amenities. In particular the extension and promotion of the Dublin / Wicklow Way and its starting point in Tallaght the Canal walk ways and their extension through to Dublin city docklands.

([\(PREDRAFTDEVPLAN0054\)](#))

9. • Point of interest signage needed in relation to St Finian's Church of Ireland.
• Financing required for essential maintenance to churches. ([\(PREDRAFTDEVPLAN0071\)](#))
10. • Enforcement of existing legislation and regular inspections of Protected Structures required to maintain said structures, many of which are in disrepair.
• Need for a South Dublin County Local History Museum, housing objects of significance and cultural artefacts pertaining to the rich heritage of the area.
• Walled Garden, Victorian and Georgian Buildings pertaining to the residence on the Augustinian site should be retained as part of any development on site, and included in the Record of Protected Structures.
The Milling Industrial Heritage of South Dublin should also be investigated and included in the SDCC Record of Protected Structures.
Number of additional structures to be included in SDCC Record of Protected Structures noted in submission).
• Cromwell's Fort located in Rathfarnham Castle warrants remedial works.
• Review of NIAH Index in South Dublin area required.
• Architectural Conservation Area (ACA) requires extension, to include a number of additional properties/locations (detailed in submission).
• Need for review of number of ACAs in South Dublin area; should be based on needs rather than overall number (suggested ACAs detailed in submission). ([\(PREDRAFTDEVPLAN0100\)](#))
11. • Policies should be included in the Plan which recognise the importance of archaeology, national monuments, archaeological landscapes in addition to requiring an Archaeological Assessment • Tables which detail historic graveyards and preservation orders on monuments should be included in the Plan. ([\(PREDRAFTDEVPLAN0058\)](#))
12. • Newcastle Village needs a: Village Design Statement for village with heritage theme
• Existing built heritage in Newcastle requires investment to preserve and re-use in order to conserve it.
• The significant built heritage in Newcastle should be capitalised upon in order to encourage tourism, which in turn might also encourage related local business establishment.
• Care is required to ensure that future development in Newcastle does not encroach near to existing built heritage and/or spoil its context.
• Some policy change may be required to facilitate access and/or re-use of some features and buildings in Newcastle.
• The amount of traffic on main road through the heritage area of Newcastle village would appear to be having a detrimental effect on the structural integrity and the appeal of some of the built heritage.
• Derelict buildings of Newcastle (e.g. opposite community centre) : encourage renovation and re-use such as retail, commercial, library, etc.
• Encourage and incentivise renovation of old pub in Newcastle at end of Hazelhatch Road and other derelict buildings within village, and perhaps assist in set up of cultural/historical centre, with café and artist studios/workshops etc or similar/other.
• Provide cobbled road surface and stone paved footpaths (to match some existing) in the historic area of Newcastle village (i.e. from Hazelhatch Road junction to Peamount Road Junction.
• Repair collapsed stone wall at end of Hazelhatch Road, and repair other stone walls as

appropriate in Newcastle.

- Install new heritage style village name signs at all entrances to Newcastle village. Include reference to 'heritage village' on signs. ([PREDRAFTDEVPLAN0065](#))

13. The Plan should contain policies to protect archaeological heritage (in particular to benefit tourism) including facilitating access to National Monuments; and the protection, enhancement and promotion of awareness of the heritage of the County. ([PREDRAFTDEVPLAN0064](#))
14. It is suggested that that the Council invite the owners of Riversdale House (WB Yeats) and their Agent, together with interested local and national organisations such as Knocklyon Network and the Modern Languages Department of TCD investigate whether a short or longer term compatible use can be found, such as a small museum, studies centre or room for the reading of poetry and plays. A permanent use would help to ensure the ongoing preservation of the Protected Structure. ([PREDRAFTDEVPLAN0066](#) [PREDRAFTDEVPLAN0112](#))
15.
 - Need for community access/purchase of vacant sites and land hoarding in Newcastle.
 - Need for heritage style village name signs at entrances to Newcastle Village.
 - Need to create heritage walk.
 - Proposed creation of Newcastle Heritage Interpretative Centre.
 - Need for tourist information centre/points in Newcastle. ([PREDRAFTDEVPLAN0065](#))
16. • Specific text to be added to policy regarding archaeological and architectural heritage (Section 4.2.5 and 4.2.9.v of SDCC Development Plan 2010-2016) ([PREDRAFTDEVPLAN0060](#))
17. Request for 196 Butterfield Avenue (Liscarney House) to be included in the CDP Record of Protected Structures. ([PREDRAFTDEVPLAN0060](#)) ([PREDRAFTDEVPLAN0060](#))

9 Energy & Telecommunications

1. Ensure best practice provision with respect to fibre broadband and 4G mobile coverage throughout county, particularly in any areas with existing businesses and schools.
 - Encourage/support group energy schemes such as small scale wind turbines, group solar, group geo-thermal etc. ([PREDRAFTDEVPLAN0016](#))
2. • What is South County Dublin Council doing to lobby the government for the supports needed to allow for renewable energy generation developments, such as Geothermal plants? ([PREDRAFTDEVPLAN0019](#))
3. Newcastle Village needs:
 - Newcastle to become an ECO village - geothermal energy (Newcastle is on a faultline)
 - to use geothermal energy as a source of power and heat to serve community, as Newcastle is on a faultline
 - To use Renewable energy([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
4. Something need to be done to make sure that the identified geothermal resource at Newcastle is made productive. ([PREDRAFTDEVPLAN0026](#))
5. Action should be included to make the proposed deep geothermal demonstration and research project in Newcastle a reality. ([PREDRAFTDEVPLAN0034](#))
6. • Ensure best practice provision with respect to fibre broadband and 4G mobile coverage

- throughout county, particularly in any areas with existing businesses and schools.
- Encourage/support group energy schemes such as small scale wind turbines, group solar, group geo-thermal etc.
 - Aim for sustainable development including low embodied energy, renewable energy sources, carbon-neutral developments, high air quality, calmed traffic, high proportion of green permeable space. ([\(PREDRAFTDEVPLAN0046 PREDRAFTDEVPLAN0053\)](#))
7.
 - Green policies needed to reduce carbon emissions.
 - Encourage people to walk/cycle and use public transport. ([\(PREDRAFTDEVPLAN0067 PREDRAFTDEVPLAN0098\)](#))
 8. The Development Plan should seek to promote the greater use of energy efficient public lighting. ([\(PREDRAFTDEVPLAN0007\)](#))
 9. Chapter 6 of the Regional Planning Guidelines contains strategic policies that support investment in energy and communications to allow economic and community needs to be met, and to facilitate sustainable development and growth to achieve a strong and successful international GDA gateway. This is supported by Government Policy in the National Renewable Energy Action Plan 2010 and the National Energy Efficiency Action Plan 2013. ([\(PREDRAFTDEVPLAN0013\)](#))
 10. The Plan should incorporate an Energy Conservation Strategy and promote the use of renewable energy systems. ([\(PREDRAFTDEVPLAN0039\)](#))
 11. Technology, in particular the internet, should be easily available throughout the County. ([\(PREDRAFTDEVPLAN0050\)](#))
 12. Telecommunications is key to the future growth of business in the county. The Chamber welcomes the roll out of e-fibre and encourages the full support through the development plan of high speed broad band. Mobile telecommunications such as 4G also needs infrastructure support. A weakness in any area of telecommunications undermines economic growth. Energy supply is a key determinant of business success, the county is limited in the direct provision of energy, the development plan needs to empower the production of those energy sources that we can develop such as Geothermal Energy. ([\(PREDRAFTDEVPLAN0054\)](#))
 13. SDCC could consider district based heating systems that might use wood chip or other similar biomass energy sources, ideally using indigenous energy sources. ([\(PREDRAFTDEVPLAN0068\)](#))
 14. We would like the Council to review the siting of telecommunications masts in the county, not with regard to commercial interests but with regard to the living standards of our residents. We would like there to be some thought given to the endless vista of masts in the county, particularly in Ballyboden. The mast at Scoil Mhuire may be the only one in Ireland sited within 20m of a school building. ([\(PREDRAFTDEVPLAN0102\)](#))
 15. Improved broadband required in Newcastle. ([\(PREDRAFTDEVPLAN0071\)](#))
 16.
 - All new build should have energy reducing measures, such as solar panels.
 - Need to develop neighbourhood pilot schemes, possibly in association with other agencies that would provide financing for existing buildings to have solar panels installed.
 - Stand alone mobile phone masts should be avoided; multiple hosting masts should be promoted and adequate distance from existing structures maintained (schools, etc).
 - WIFI allocation in Rathfarnham area required.
 - Incubation Hubs for SMEs should be identified in the County, with free WIFI made available to same.
 - SDCC could use technology in a more innovative way for example using drones to carry out

- enforcement queries etc., litter and planning enforcement. ([PREDRAFTDEVPLAN0100](#))
17. Energy & Communications • Merge Sections 2.5.15 and 2.5.7 of the existing Plan • Details of policies on Telecommunications Antennae and Support Structures were submitted. The Plan should reference the latest guidelines and circulars and should also include mitigation measures to limit the impact of structures on the surrounding area. • Policies for wind and hydro power should ensure that public rights of way are not impeded. ([PREDRAFTDEVPLAN0058](#))
 18. • Ensure best practice provision with respect to fibre broadband and 4G mobile coverage throughout county, particularly in any areas with existing businesses and schools.
 - Encourage/support group energy schemes such as small scale wind turbines, group solar, group geo-thermal etc.
 - Newcastle to become an ECO village - and to use geothermal energy as a source of power and heat to serve community, as Newcastle is on a fault-line with previously tested geothermal capabilities.
 - To use Renewable energy wherever possible (e.g. for housing, community infrastructure, businesses, street lighting, etc).
 - Install more energy efficient street lighting and with top shielding to reflect light down and minimise light pollution.
 - All existing and future overhead cables within the village should be put underground. ([PREDRAFTDEVPLAN0065](#))
 19. The Plan should promote conservation through reduced consumption and incorporating renewable energy technology into building design standards. ([PREDRAFTDEVPLAN0064](#))
 20. • Need to balance the requirements of multinationals with the mid and long term interests of the public.
 - Clear planning parameters for future development dealing with waste heat effectively should encourage further investment from Data Centres world wide, avoiding expensive 'retro-fits'.
 - Heat mapping of County is required to establish heat potential vs heat demand.
 - Policy and incentives needed in relation to re-use of waste heat from data centres.
 - Submission queries whether SDCC has discussed viable peri-urban agricultural and horticultural production linked to short food chains and the support of local biodiversity via sustainably managed open space with PURPLE (Peri Urban Regions Platform Europe).
 - Submission queries whether 'polluter pays' criteria could be applied to all planning submissions.

Submission includes a number of appendices, including information on PURPLE and international examples of waste heat re-use. ([PREDRAFTDEVPLAN0104](#))
 21. Consider Knocklyon for a Pilot Sustainable Energy community in partnership with SEAI ([PREDRAFTDEVPLAN0066](#) [PREDRAFTDEVPLAN0112](#))
 22. • Where new residential lands are being proposed throughout the County, the new Development Plan should give priority to areas that are not only accessible to public transport, employment, recreational amenities and community facilities but which can also take advantage of indigenous renewable energy alternatives, such as geothermal energy.
 - New Development Plan should include objectives in this regard to facilitate exemplar 'kick start' projects which could include, for example, a local district heating or Combined Heat and Power (CHP) networks based on geothermal energy for new and expanding communities.
 - Development Plan should apply the sustainable sequential approach in the provision of new/ additional residential lands by focussing initially on areas within the County that are within or immediately adjacent to established residential settlements and that are also able to take advantage of indigenous renewable energy alternatives. ([PREDRAFTDEVPLAN0105](#))
 23. • Local Authorities are required to have regard to the 'Government Policy Statement on Strategic

Importance of Transmission and Other Energy Infrastructure' (July 2012).

- Grid25 is Eirgrid's strategy for the development of the national transmission grid over the next decades; the subsequent Grid25 Implementation Plan 2011-2016 (IP) is a strategic overview of how the early stages of Grid25 are intended to be implemented.
- Of particular relevance to South Dublin is Section 2.5.7 of the IP which refers to Reinforcement of the Transmission System in the Dublin and Mid-East Regions.
- Having regard to the evolving concentration of high-tech power-intensive industry in the West Dublin area and SDCC's priority to accommodate economic development (as identified in the Issues Papers), Eirgrid in conjunction with ESB Networks Ltd has identified the need for a new 220/110 kV transmission substation to serve existing and planned new high-tech industrial demand in this part of West Dublin. Eirgrid is currently working in conjunction with SDCC with regard to the design and location of same, and two additional substations are identified to be located in the West Dublin area.
- In the interest of proper planning and sustainable development, the new Development Plan should ensure that any land use zoning objective or other objectives pertaining to the development of high-tech industry in the West Dublin area include provision of associated utility infrastructure.

Submission includes a copy of Eirgrid's 'Grid 25 Implementation Programme 2011-2016', and 'Grid 25 - A Strategy for the Development of Ireland's Electricity Grid for a Sustainable and Competitive Future' documents. ([PREDRAFTDEVPLAN0091](#))

10 Natural Heritage & Amenities

1. Create walking routes to increase access to view natural heritage. ([PREDRAFTDEVPLAN0016](#))
2. Newcastle Village needs a:
 - Heritage park for preserving the heritage of the village
 - Heritage Interpretative centre to educate and preserve - combine with ECO theme ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
3.
 - Designated hillwalking, cycle and bridle paths through the Slade, Coolmine, Redgap, Brittas and Saggart Village should be provided.
 - There are huge amounts of local and historical monuments, amazing views and landscapes as well as a strong community and location that is very popular with locals who regularly use the facilities despite the lack of amenities and often heavy traffic.
 - Designated paths, view points, safety signs warning traffic to slow down and watch out for those who use the area, and a map pointing out the local landmarks of great historical significance should be provided.
 - A number of local paths that are no longer accessible to the public could also be restored. ([PREDRAFTDEVPLAN0024](#))
4.
 - The local forestry and woodlands near Saggart should be cleaned up, with Fairy Doors project or similar introduced to make it more attractive.
 - Designated picnic areas with toilets, car parking, bins, barbeque pit and picnic tables that are regularly checked by the national park service are provided in New Zealand and the UK, similar facilities could be provided in Saggart. ([PREDRAFTDEVPLAN0024](#))
5. More should be done to recognise the Norman heritage of Newcastle village. ([PREDRAFTDEVPLAN0026](#))
6.
 - Protect views of key built and natural heritage.
 - Do not develop close to built and natural heritage.
 - Future water retention features, as part of SUDS, associated with future development should be

- made into features/amenities.
- Limit all future planting of trees, shrubs and flowers within public areas to native Irish species. ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
7. Expand the Dublin Way mountain trails. ([PREDRAFTDEVPLAN0020](#))
 8. Scope for urban forests in SDCC in areas such as Kiltipper and Bohernabreena. ([PREDRAFTDEVPLAN0020](#))
 9.
 - More emphasis needed in relation to canalways and heritage walkways and protection of the rural aspect of few remaining rural villages in County Dublin.
 - More emphasis needed on riverways and streams where these exist within a village; walkways along these routes should be encouraged. ([PREDRAFTDEVPLAN0011](#))
 10.
 - The Regional Planning Guidelines recognise the range of built heritage, natural heritage and landscape within South Dublin. Section 7.2, details strategic policy with adjunct commentary on the protection, enhancement and integration into new development of the built heritage. Section 7.3 details strategic policy on the natural environment in particular designated sites and extended ecological sites to protect and conserve the natural environment. And section 7.4 includes strategic policy on landscape classification and landscape character assessments, in this regard should be had to the draft National Landscape Strategy 2014.
 - All relevant plans and infrastructure projects which have the potential to impact on Natura 2000 sites either individually or in combination with other plans and projects must be subject to relevant environmental assessment under the provisions of the Habitats Assessment Directive.
 - The SEA process is also important with regard to the plan making process and subsequent plan aims and policies. ([PREDRAFTDEVPLAN0013](#))
 11.
 - The Plan should address the effects of policies/objectives on biodiversity and include policies/objectives for the protection of NHAs, National Parks, Nature Reserves, Wildfowl, Sanctuaries, Refuges for Fauna or Flora and sites proposed for designation.
 - The Plan should include objectives to conserve and protect all designated sites within and adjacent to the County in addition to undesignated sites and local biodiversity features. ([PREDRAFTDEVPLAN0039](#))
 12. EU Protected Habitats and Species in Ireland
 - The Plan should include objectives to reflect the Habitats Directive and Birds Directives including the maintenance/restoration of annexed habitats and species within SACs, improve the ecological coherence of Natura 2000 and manage features of the landscape which are of major importance for wild fauna and flora.
 - A requirement for an Appropriate Assessment of all land use plans (and variations) made in consultation with the DAHG - National Parks and Wildlife Service should form part of the Plan. The Plan should promote current Guidance.
 - The Plan should incorporate the objectives of the Water Framework Directive River Basin Management Plans.
 - The Plan should promote the protection of salmonid waters, designated fisheries and shellfisheries. Buffer Zones/Linkages
 - The Plan should promote buffer zones between designated/undesignated (local) ecological sites and areas zoned for development, and should take cognisance of potential boundary changes to designated sites made during the lifetime of the Plan.
 - The Plan should promote the protection of linkages between local biodiversity and ecological networks.
 - The Plan should include a policy to maintain/enhance biodiversity by protecting rivers, stream corridors and valleys by reserving riparian corridors, free from inappropriate development, discouraging culverting or realignment and promoting natural flood functions. ([PREDRAFTDEVPLAN0039](#))
 13. The Plan should integrate the National Biodiversity Action Plan and should acknowledge existing local heritage/biodiversity plans. ([PREDRAFTDEVPLAN0039](#))
 14. The Plan should promote the implementation of measures to control and manage alien/invasive species. ([PREDRAFTDEVPLAN0039](#))

15. The Plan should determine conservation objectives and Management Plans for European sites within the County and incorporate relevant objectives within the Plan. ([PREDRAFTDEVPLAN0039](#))
16. Landscape Character Assessment • A landscape Character Assessment of the County should be carried out and the Plan should promote the protection of designated scenic landscapes, views, routes and features. • The Plan should require Visual Impact Assessments for proposed developments. • The Plan should promote visual linkages between established landmarks and features and views within individual development proposals. ([PREDRAFTDEVPLAN0039](#))
17. Geology The Plan should promote the protection of any designated Geological/Geomorphological NHAs/pNHAs within the County. ([PREDRAFTDEVPLAN0039](#))
18. Natural Heritage • Trees should be pruned to maximise historic views of St Maelruain's Tower. • The Dublin Mountains should be protected with no planning permissions granted above 'the building line'. • A new heritage map should be prepared which focuses on signage and walkways to help commercialise tourism. • Wildflower meadows should be located in large parks and not where they prevent safe access and enjoyment of the natural amenity. • There should be a proactive planting and maintenance programme for public gardens and flower beds/pots. • Greater coordination between the Gardai and SDCC is required to prevent illegal dumping and fires in the Dublin Mountains. ([PREDRAFTDEVPLAN0047](#))
19. The natural heritage of the county is an important part of the quality of life and the Chamber fully supports its protection, and recognition as a key asset to the County ([PREDRAFTDEVPLAN0054](#))
20. • There are many examples of interesting features in SDCC that are not being exploited and are not very accessible, including Saggart Hill.
 - SDCC as a county bordering the Dublin/Wicklow mountains has huge potential to develop such attractive walks.
 - Dedicated walks, such as the Great Western Greenway which follows an old train line from Achill to Westport or the 'Wicklow Way', can encourage tourism and business along the routes. ([PREDRAFTDEVPLAN0068](#))
21. Rights of Way • Policies should be included which cover existing rights of way, which should be identified. • Access and public rights of way to important features and sites should be sought. • Public rights of way rather than 'permissive paths' should be pursued by the Council. • Activities in the County should not impinge on public rights of way such as Golf courses, quarries, forests etc ([PREDRAFTDEVPLAN0058](#))
22. • Policies should be included in the Plan to protect and safeguard natural amenity assets and protect the amenity of the Liffey Valley Special Amenity Area and the Grand Canal. Access to each should be promoted. • Protect peatlands. ([PREDRAFTDEVPLAN0058](#))
23. Landscape Character Assessment • The Plan should contain the provisions of the National Landscape Strategy; should designate Landscape Conservation Areas; protect specific rural lands particularly areas above 350 metres, as well as landscapes and skylines. • Complete the pilot study on Historic Landscape Characterisation. • Minimise the effect of development on steep slopes. • Visual Impact Assessments should be required for development on sensitive lands. • Protect important landscapes from major excavation and mitigate the effects of excavation from activities such as quarrying. • Policies on Eskers should be included within the Plan. • Policies on views and prospects should be included within the Plan. • The Plan should recognise the recreational and tourism potential of forestry and should include: tables of recreational/amenity forests and Forest Service Guidelines. • Promote 'Neighbourhood' schemes, off-road cycling trails and areas of forestry to be protected. • Numerous suggestions

made regarding forestry within the County including that it should not take place on steep slopes above the 300 metre line. ([PREDRAFTDEVPLAN0058](#))

24. • Pedestrian Cycle Routes should be landscaped in a biodiversity friendly manner with educational signage about biodiversity. By having educational signage and insect hotels stating 'wildflower corridor' or 'bumble bee walk' they can literally become nature walks. By doing this you double the Amenity Value at very little cost and encourage greater traffic.
 - Need to maintain existing hedgerows and protect Ancient Hedgerow Systems (AHS).
 - Increased Planning Enforcement needed, especially at naturally sensitive sites such as along rivers, hedgerows and in mountain areas.
 - Need to review existing number of Tree Preservation Orders.
 - Need to restrict encroachment of development on rivers, and need for protection measures to rivers and their banks during construction of permitted development (similar to measures taken to protect trees on site).
 - Natural signifiers such as rivers, hedgerow, and strands of trees should dictate the lay-out of future developments; this should also be included in Development Plan policy.
 - Need to remove invasive species along rivers and avoid use of non-native species.
 - Need to promote and facilitate angling along existing rivers in the County.
 - Need to promote biodiversity by avoiding 'grass only' open space areas.
 - Need to limit hard landscaping in residential developments.
 - Need to appoint a Wildlife Officer and to develop a Wildlife Action & Educational Plan as a matter of urgency particularly towards protected species.

The submission also included a report, The Owendoher and River Glynn Community Biodiversity Project: Progress Report, and associated appendix, prepared by Mary Tubridy and Associates on behalf of Glendoher & District Residents Association. ([PREDRAFTDEVPLAN0100](#))

25. The Plan should contain policies to protect natural heritage which will benefit tourism based on such heritage. Specifically this would address designated sites, landscapes and views. It is suggested that detail in relation to the amenity potential of the Dublin Mountains, regional parks and public rights of way could be better located within a specific recreation section/chapter to include detail in relation to Permissive Paths. ([PREDRAFTDEVPLAN0064](#))
26. • Need to amend policies pertaining to the Glenasmole/Bohernabreena area to take account of recent planning decisions (SD07A/0098 / PL06S.223167), particularly in relation to one-off housing (suggested wording included in submission).
 - Need for review of enforcement procedure and timeframes, particularly with regard to the rural and Dublin Mountain areas of the county.
 - Policies required to ensure consistent implementation of conditions attached to planning permissions. ([PREDRAFTDEVPLAN0060](#))
27.
 - Identification of specific areas proposed to be included under Views and Prospects policy in the new CDP. ([PREDRAFTDEVPLAN0060](#))
28. Specific policies to be added regarding landscape, natural heritage and amenities (Section 4.3.9.x, 4.3.9.xv, 4.3.9.xvi of SDCC Development Plan 2010-2016). ([PREDRAFTDEVPLAN0060](#))
29. The Dublin Mountain Way should be deleted from the Plan as it does not have footpaths and is a danger to pedestrians and cyclists. ([PREDRAFTDEVPLAN0058](#))

11 Surface Water, Flooding, Foul Drainage

1. Implement SUDS policies for new and, where possible for existing, developments to prevent flooding.

- New community and commercial buildings and all new housing should all have mandatory rainwater harvesting system installed by developer. Consider group schemes for economies of scale.
([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
2. Water The Plan should promote the protection of surface water, groundwater and costal/estuarine resources and their associated habitats and species, including fisheries. Provisions should be made for the incorporation of the specific relevant objectives and measures for individual water bodies set out in the Eastern River Basin Management Plan. The Plan should outline the current water quality status and the status to be achieved by 2015 and should ensure that any proposed land use zoning or development associated with the Plan is not in breach of the requirements of the Water Framework Directive. ([PREDRAFTDEVPLAN0039](#))
 3. The Plan should:
 - highlight the requirement under the Waste Water Discharge (Authorisation) Regulations for all wastewater discharges, including storm water discharges which come within the scope of these Regulations to be licensed (for agglomeration over 500pe) or certified (for agglomeration below 500pe).
 - include as appropriate measures to improve water quality impacted by waste water discharges as identified in the EPA Waste Water Report and the Water Quality of Ireland reports.
 - Implement the Urban Waste Water Treatment Regulations 2001 and 2004 and promote the provisions in 'Focus on Urban Waste Water Discharges in Ireland Report 2012'.
 - Take into consideration the document: A Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses. The Plan should include measures to ensure that trade effluent in the County is managed properly and discharged to sewer in accordance with relevant discharge licences. The Plan should refer to the requirement under the Waste Water Discharge Regulations for all wastewater discharges, including storm water discharges to be licensed. ([PREDRAFTDEVPLAN0039](#))
 4. The Plan should ensure the protection of groundwater resources and associated habitats and should promote the development of a Groundwater Protection Scheme. A number of reports have been noted by the EPA for inclusion in the Plan with this regards. Objectives for the Plan should include:
 - Enforcement of Planning Conditions related to installation, operation and maintenance of on-site wastewater treatment/septic tank systems.
 - Connection of all remaining houses within Town Boundary to the Wastewater Treatment Plant.
 - The development of a wastewater leak detection programme. The use of a strategic metering system to aid in leak detection should be considered.
 - The implementation and enforcement of EC (Good Agricultural Practice for Protection of Waters) Regulations 2009 and S.I.610 of 2010. ([PREDRAFTDEVPLAN0039](#))
 5. Bathing Water The Plan should ensure that development in the County will not have a negative impact on the bathing waters located at Merrion Strand and Sandymount Strands. ([PREDRAFTDEVPLAN0039](#))
 6. Flood Prevention and Management
 - A policy should be included to provide for/promote appropriate flood risk assessments to be undertaken, where development/zoning is proposed where there is a risk of flooding. Reference should be made to EU Directive (2007/60/EC).
 - The Plan should promote the development of adaptation measures to account for the likely increased risk of flooding due to Climate Change within the County.
 - Measures to implement SUDS should be included in the Plan.
 - The Plan should provide for the protection, management and enhancement of existing wetland habitats where flood protection/management measures are necessary. ([PREDRAFTDEVPLAN0039](#))
 7. Development Plan should include policies to deliver the vision for the county should be informed, and where necessary, shaped by environmental directives and take into consideration issues of flood risk and flood risk management plans, climate change, river basin management plans,

- impacts on water quality, and landscape assessment. ([PREDRAFTDEVPLAN0013](#))
8. • Where the zoning/rezoning of lands and the introduction of new development is being proposed within the Plan area, the Plan should ensure the adequacy of the existing water supply/wastewater treatment facilities and consider the implications of Flood Risk. ([PREDRAFTDEVPLAN0039](#))
 9. The treatment of surface water is very important, recent floods have clearly illustrated the need for water management. The county has done a good job to date and we support the council in its work to ensure flood and foul drainage infrastructure is provided and maintained, especially given changes in the development and building stock of the county. ([PREDRAFTDEVPLAN0054](#))
 10. To be improved. ([PREDRAFTDEVPLAN0071](#))
 11. • Need for requirement to compel inclusion of residential rainwater harvesting units in new developments.
 - Need for practical and educational SDCC initiatives to assist residents to conserve water.
 - Decrease in water pressure in Glendoher area.
 - Construction quality of existing culverts. ([PREDRAFTDEVPLAN0100](#))

12 Water Supply & Drainage

1. Newcastle Village needs: • Recycling amenities in a public area • Rain water harvesting for all homes/businesses • Composting site for domestic waste ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
2. • Ensure adequate water pressure maintained despite increasing population.
• Stop fluoridisation of water (although probably a matter for Irish Water now)? ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
3. Newcastle Village needs:
 - To have adequate water supply and drainage to meet the growing community needs ([PREDRAFTDEVPLAN0010](#))
4. Remove flouride from the water supply. ([PREDRAFTDEVPLAN0069](#))
5. The Plan should include a time bound commitment to ensuring the issues associated with the Ballymore Eustace-Leixlip & Vartry Water Supply are resolved to the satisfaction of the EPA. Future predicted increases in population and demand should be taken into consideration in the context of current drinking water supply and future requirements and best practice should be implemented in the provision of appropriate drinking water to service the Plan area. The Plan should address the specific objectives to be achieved where water supplies are included on the EPA's Remedial Action List. The Planning Authority must develop appropriate solutions that may involve abandoning or replacing drinking water sources, upgrading the treatment facilities or improving management and operational practices. ([PREDRAFTDEVPLAN0039](#))
6. A water conservation strategy should be developed for the Plan and water conservation should be promoted. ([PREDRAFTDEVPLAN0039](#))
7. Future proofing the water supply is critical not only for existing businesses and communities but also for attracting inward investment. The work of the Council in this regard is to be commended and the chamber fully supports this continued work by the council in ensuring safe affordable and secure supply of water. ([PREDRAFTDEVPLAN0054](#))

8. The Plan should promote water conservation through reduced consumption and use through the incorporation of water-saving technology into building design standards.
([PREDRAFTDEVPLAN0064](#))

13 Waste Management

1.
 - Create recycling centre at appropriate nearby location outside of Newcastle.
 - Provide more waste bins along the footpaths and at retail/community facilities.
 - Address problem of dog fouling. ([PREDRAFTDEVPLAN0016](#))
2. Newcastle Village needs:
 - Recycling amenities in a public area
 - Rain water harvesting for all homes/businesses
 - Composting site for domestic waste([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#)
[PREDRAFTDEVPLAN0009](#))
3. There should be only one waste truck coming into an estate once a week; suggestion that companies come together tag their bins and one truck picks up the waste in each area once a week. ([PREDRAFTDEVPLAN0029](#))
4.
 - Dumping and litter is an ongoing problem in Jobstown & Brookfield, and can be a cause for safety concerns in parks and play areas for children.
 - A deposit on glass bottles would create a value that would encourage people to collect bottles for their value, and reduce their improper disposal.
 - The accumulation and improper disposal of waste could be addressed by the provision of waste collection by SDCC for Communities who are willing to do clean ups in their estates. It would also create a better relationship between the Community and SDCC.
 - SDCC should consult with the community regarding creative initiatives and development partnerships with the community to address waste management. ([PREDRAFTDEVPLAN0044](#))
5.
 - Create recycling centre at appropriate nearby location outside of Newcastle, such as in Greenogue Industrial Estate.
 - Provide more waste bins along the footpaths and at retail/community facilities.
 - Address problem of dog fouling. ([PREDRAFTDEVPLAN0046](#) [PREDRAFTDEVPLAN0053](#)
[PREDRAFTDEVPLAN0065](#))
6.
 - Litter and dog fouling campaigns needed.
 - Need for shops to address litter issues outside their premises. Encouragement should be provided by SDCC with tidy shops awareness campaign, like Tidy Towns scheme.
([PREDRAFTDEVPLAN0011](#))
7. The Plan should promote the integration of land use zoning and development to existing and planned availability of waste infrastructure and capacity. The Plan should seek to incorporate relevant guidance and legislation to address issues such as waste prevention, food wastes, identification of historic landfill sites, backyard burning, illegal dumping, brown field development.
([PREDRAFTDEVPLAN0039](#))
8. Waste management is a key element in the economic development of the county, the chamber strongly supports measures to enable this business sector to achieve its goals and welcomes the additional facilities allowing recycling to more consumer friendly, as well as future proofing our ability as a county to provide waste management options for our residents
([PREDRAFTDEVPLAN0054](#))
9.
 - Number of litter wardens in sufficient.

- Increased enforcement against dumping in open spaces required.
 - Need for SDCC develop a Graffiti App and method to identify utility boxes if they are vandalised. ([PREDRAFTDEVPLAN0100](#))
10. Knocklyon proposes a pilot scheme to be run in Knocklyon with regard to litter and waste bins in conjunction with the Council. ([PREDRAFTDEVPLAN0066](#) [PREDRAFTDEVPLAN0112](#))
 11. Litter bins are required within the County, in particular outside the community centre, the Village Store and at all the bus stops in Newcastle. ([PREDRAFTDEVPLAN0070](#))

14 Town, Village & Local Centres

1. Central Tallaght has been poorly served in terms of the civic design element of developments, with individual developments constructed with little relationship to neither their context nor a design concept which would mitigate the impact of their density.
 - Too much emphasis was previously given to the Tallaght Central area being a significant transportation hub.
 - Need for an ncreased and robust emphasis on civic design and the enhancement of the public domain in all developments, including residential.
 - A more enhanced role should be given to the County Architect's Office in dealing with developments likely to have a significant impact on the public domain.
 ([PREDRAFTDEVPLAN0012](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
2.
 - Newcastle should retain Rural Village feel.
 - Further housing within Newcastle should not include apartments.
 - Development sites should be for a reduced number of units as compared to current unfinished estate within Newcastle.
 - Traveller housing should be allotted on the same basis as per social housing - i.e. of a percentage of all houses within a development. Encourage Social Inclusion.
 - Encourage retirement housing schemes and care facilities within Newcastle in order to give existing residents the best chance to continue living in their community.
 ([PREDRAFTDEVPLAN0016](#))
3. Newcastle Village needs:
 - Spacious family homes with gardens, green areas and parking
 - Retirement village/assisted living homes
 - Village design concept for all new housing developments
 - The need for Newcastle to grow and become a viable community
 ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
4. Newcastle Village needs a:
 - Village retail centre with shops and services
 - Supermarket
 - Restaurant
 ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0010](#) [PREDRAFTDEVPLAN0022](#) [PREDRAFTDEVPLAN0009](#))
5. Newcastle Village needs:
 - Street/litter officer
 - Adequate street lighting in all areas
 - Landscaped main street with seating areas, litter bins and water features
 - Landscaped village green with historical/heritage theme, park benches, seating area, bins etc.
 - Off street public car parking

- Pedestrian walk-ways at key points in the village
 - Traffic calming measures at key points e.g. local school
 - Car parking at St. Finian's Church
 - Car parking at Newcastle Cemetery
- ([PREDRAFTDEVPLAN0021](#) [PREDRAFTDEVPLAN0040](#))
6. The abandoned site in the centre of Saggart Village (former site of the old Village Inn) needs to be addressed; could be used for a number of local amenities. ([PREDRAFTDEVPLAN0024](#) [PREDRAFTDEVPLAN0042](#))
 7. Everything that the village of Newcastle and St Finian's GAA club needs will have to be supported by the right size of population. Getting that critical mass right is one of the most important aspects of the new plan. ([PREDRAFTDEVPLAN0026](#))
 8.
 - Newcastle population should grow slowly and more organically rather than through large rapid developments. Population of Newcastle Village (within plan lands) currently approx 2800, should not exceed 4000 before 2022, and in the longer term to reach a maximum of 5000 by 2028, within which a sustainable community should be achievable.
 - Newcastle should retain Rural Village feel rather than develop predominantly into a Commuter Town.
 - The population of some other urban centres within the County have decreased recently, and these should be re-grown before villages such as Newcastle grow further, particularly if those urban centres already have the services/infrastructure to support an increased population.
 - The Regional Planning Guidelines for the Greater Dublin Area note the aim for 'compact metropolitan area' and for 'avoiding urban sprawl'. Development beyond 5000 population in Newcastle would seem to reflect urban sprawl and over dependence on commuting by car. Rather, development should take place first within larger urban centres closer to Dublin centre on Brownfield sites and as noted above.
 - Further housing within Newcastle should not include apartments. It should be a mixture of detached, semi-det, terrace houses and cottage style all with front and rear gardens. The proportioning of housing types should redress the balance of previous high density development in Newcastle.
 - Development sites should be for a reduced number of units as compared to current unfinished estate within Newcastle.
 - Mock-period styles should be generally avoided. Quality and variety of design should be pursued, with cutting edge construction and technologies with respect materials and energy, and also with a focus on low embodied energy and reduction in hard landscape surfaces.
 - The density of development during the last housing boom within Newcastle is undesirable. Further development should be low density and include significant green spaces. Lower land prices and improved housing quality should allow this.
 - Social housing (including traveller housing) should be dispersed throughout each particular development in order to encourage integration, mixing, and social inclusion. Traveller housing should be allotted on the same basis as per social housing - i.e. of a percentage of all houses within a development.
 - On a county level apparently South Dublin County has grown at a slower rate than the remainder of Greater Dublin Area. However, this should not mean that SDC now grow at a greater rate in order to catch up.
 - Specific retirement housing schemes and care facilities should be provided within Newcastle (and other communities) in order to give existing residents the best chance to continue living in their community.
 - Population growth should occur first where there is adequate and specific public transport e.g. Adamstown which is one of only four Strategic Development Zones nationally (unfinished 'new town' with purpose built railway station) and Kishogue (undeveloped area but with railway station already built) whose new transport links were part of the National Development Plan referred to as 'Transport21'.

[\(PREDRAFTDEVPLAN0046 PREDRAFTDEVPLAN0053 PREDRAFTDEVPLAN0065\)](#)

9. • Newcastle village centre be developed further within the existing localised area of shops/school/churches/community centre (as per current LAP) as opposed to creating secondary village 'centres' within new developments. ([PREDRAFTDEVPLAN0046](#)
[PREDRAFTDEVPLAN0053](#) [PREDRAFTDEVPLAN0065](#))
10. Development Plan should have regard to the specific settlement of Brittas Village and support the viability of this rural community through pro-active planning policy including provision of cluster-style development to restrict spread of one-off housing and supporting viability of rural communities. ([PREDRAFTDEVPLAN0074](#))
11. Development Plan should include clear guidance and planning policies pertaining to provision of digital advertising across in County. ([PREDRAFTDEVPLAN0079](#))
12. I would support ongoing measures to promote the commercial viability of Lucan Village, including improved linkages to the Greater Lucan area.

I would recommend a review of the zoning of all currently-built areas in Lucan Village, including those north of the river, with a view to identifying how to regenerate vacant sites which may be zoned for enterprise-related uses. I would oppose any extension of the built footprint of the Village north of the river.

[\(PREDRAFTDEVPLAN0007\)](#)

13. Regulations regarding shop fronts and signage in small villages such as Newcastle should be regulated and enforced. ([PREDRAFTDEVPLAN0011](#))
14. Land hoarding where there is a severe shortage of public/green space should be addressed and legislation enacted to allow communities to purchase these sites for potential village squares/green space. ([PREDRAFTDEVPLAN0011](#))
15. • Need for family homes in Newcastle due to current over supply of apartments.
• Design and materials of new developments should harmonise with the landscape and built environment. ([PREDRAFTDEVPLAN0011](#))
16. Tallaght Village • Request that the Council adopts 'Tallaght Community Council - Tallaght Village - a shared Vision Statement 2014-2025' as the basis for the regeneration, preservation and correction of the village and to create a 'Village Quarter'. [A detailed report was received with the submission and included items such as: a vision, heritage, environment, and attractive living village, traffic, development of the educational spiritual and cultural function of the village, securing heritage town status and progress tourism]. • There should be an exclusion of new apartments in the Tallaght Village area. • Rehabilitation plans should be agreed for inappropriate developments (close to Charlie O'Toole Bridge) and if not agreed the developments should be removed. • The Council should liaise with the owner of the Tallaght Esso site to ensure proper planning on the site. • Request that an SLO be created to promote Tallaght Main Street/Road as residential and to avoid an increase in commercial use. ([PREDRAFTDEVPLAN0047](#))
17. The Chamber welcomes the work of the County Council on the development of our county villages and towns. Quality of life is greatly enhanced through identity with a village and town community if that community is served with the facilities it needs to grow. Future growth of our towns and villages will offer those living in the county and those coming in a choice of lifestyles if the housing stock is varied and the villages maintain their character. ([PREDRAFTDEVPLAN0054](#))

18. As Ballyboden comprises a mix of elderly households and young families the specific area of Taylors Lane should be retained as part of the village and not be lost to overdevelopment. ([PREDRAFTDEVPLAN0102](#))
19. • Maximum population rise to 5,000 in Newcastle.
 - Future housing provision should be mixed, sufficient apartments exist in Newcastle.
 - Retirement housing should be provided. ([PREDRAFTDEVPLAN0071](#))
20. • Derelict pub site in Newcastle needs to be demolished or renovated.
 - Wall at Celbridge junction needs to be repaired. ([PREDRAFTDEVPLAN0071](#))
21. Facilities comparable to those at Ballyroan are required at the Knocklyon Neighbourhood Centre and should include Council, HSE and community facilities. Traffic management is required in the area to accommodate increased development. ([PREDRAFTDEVPLAN0066](#)
[PREDRAFTDEVPLAN0112](#))
22. The historic area of the Village of Newcastle should be developed in a unique place and any development should include the important sites of the Motte and the burnt out pub. ([PREDRAFTDEVPLAN0070](#))
23. High volume, trip intensive developments, such as offices and retail, should primarily be focussed into Tallaght and Clondalkin town centres and Lucan. ([PREDRAFTDEVPLAN0084](#))
24. The role and function of district centres and neighbourhood centres should be supported and promoted in order to exploit the levels of accessibility offered by public transport, walking and cycling at these locations. ([PREDRAFTDEVPLAN0084](#))
25. Provision of a Local Post Office in Balgaddy should be located at Rosse Court. A rationale of the need for a Post Office at this area was submitted and this includes that the provision would provide a stimulus for economic growth and employment opportunity. ([PREDRAFTDEVPLAN0106](#))
26. The full development of the local neighbourhood centre in Balgaddy (Rosse Court) should be prioritised in the Plan with facilities which adequately meet the needs of the community. This centre would help to cement a sense of community between different estates. ([PREDRAFTDEVPLAN0106](#))

15 Other

1. That a Public community awards system be developed and recognise the unsung local heroes under different categories. This could be a big annual event. ([PREDRAFTDEVPLAN0001](#))
2. Request to review submissions pertaining to recent LAPs by local persons, groups and communities for relevance to the Development Plan review. ([PREDRAFTDEVPLAN0048](#))
3. More counselling & support for Adolescents ([PREDRAFTDEVPLAN0008](#))
4. The Development Plan must attempt to undo the damage and harm done due to the developer-led and anti-people over the past two decades. ([PREDRAFTDEVPLAN0114](#))
5. Refer to PREDRAFTDEVPLAN0106 ([PREDRAFTDEVPLAN0108](#))

16 Procedural Issues

1. Response to submission : how will I know what's happened to this ??

[\(PREDRAFTDEVPLAN0012\)](#)

2. Failure to adequately notify general public with regard to Development Plan review process. [\(PREDRAFTDEVPLAN0018\)](#)
3. The questions and considerations posed in the Vision for South Dublin's Future booklet do not correspond with the headings on the drop down menus for online submission. [\(PREDRAFTDEVPLAN0067\)](#)
4. The South Dublin Children's Services Committee request greater collaboration, communication and representation with the Council and with the County Development Plan process. [\(PREDRAFTDEVPLAN0050\)](#)
5. This submission quotes politicians, theologians, unknown authors, people from universities, a priest, a TV political editor, regarding community involvement within the Planning system and the neglect of the poor in the decision making process. Requests that the community who live in Tallaght should be involved in decision making. [\(PREDRAFTDEVPLAN0062\)](#)
6. South Dublin County Council is a literacy friendly local authority. Conscious effort should be put into ensuring that both the consultation process and the final Development Plan are literacy friendly. Conscious effort should also be put into ensuring that any imagery used is reflective of the diversity of the people of the County. Any videos used throughout the process should be closed captioned. [\(PREDRAFTDEVPLAN0063\)](#)
7. The plan will cover the period 2016-2022 so, naturally, all the planning and consultation has to take place in 2014 and 2015. This in effect means that the planning is taking place in a statistical vacuum as the census will take place in early 2016 and preliminary figures will only be available from April/May of that year. [\(PREDRAFTDEVPLAN0114\)](#)

17 Green Infrastructure

1. The development of a strategy for green infrastructure within South Dublin is welcomed and has the potential to raise awareness of issues such as biodiversity and the way green spaces are used, developed and managed. Section 7.7 of the Regional Planning Guidelines details classifications and actions for Green Infrastructure throughout the Region and in South Dublin. [\(PREDRAFTDEVPLAN0013\)](#)
2. The Plan should contain policies/objectives for the development of green infrastructure in the County. [\(PREDRAFTDEVPLAN0039\)](#)
3.
 - Many of SDCC's 'green belts' are rarely used and are inaccessible.
 - Privately owned lands adjacent to such green belts, or infrastructure such as the M50 motorway, can also create a barrier to their use.
 - Policies should reflect ambition to allow for more wide usage of such green belt assets (even if it means allowing private enterprises such as sports clubs, walks, coffee shops etc) to encourage better and more common usage. This could potentially benefit communities on both sides of the 'divide'.
 - Green infrastructure in the County needs to be well maintained. [\(PREDRAFTDEVPLAN0068\)](#)
4. Details of policies on Green Infrastructure were submitted including the desire to develop and implement a comprehensive Green Infrastructure [strategy] for the County to include surface water management, riparian protection, tourism, access improvements and recreational uses. [\(PREDRAFTDEVPLAN0058\)](#)
5. The conservation and enhancement of the County's green infrastructure (GI) through a coherent

strategy will enhance tourism and recreation opportunities based on the existence of quality of these places. The GI Chapter should be cross referenced to the Tourism Chapter. ([PREDRAFTDEVPLAN0064](#))

6. The Plan should contain policies regarding the Dodder Valley Linear Park and include: sealing of landfills at Bohernabreena; Greenway cycleway and pedestrian paths [grade-separated]; space for farmers' markets; bike rental and servicing; picnic facilities (Check out best practice); playgrounds supervised by adult exercise facilities/cycleways; allotments for personal use and horticultural training; increase biodiversity- lakes, fishing stands on river and lakes, open stretches of river, replant mono-planting on maturity with resilient diverse species; sleeper-track walking routes off main tarmac route; energy producing dams, weirs, wind power, exercise machines, energy producing walkways; education/ interpretative centre for local and school tours, to highlight biodiversity, sustainable energy, climate change and resilience; planting to anticipate climate change; re-introduction of native fruit trees and bushes; re-introduction of native fauna and flora; actively manage identified problem areas and litter including dog fouling (separate dog walking areas?); Sli na Slainte. A Steering Committee for all proposals within the Dodder Valley Linear Park should be set up to coordinate issues. ([PREDRAFTDEVPLAN0066](#) [PREDRAFTDEVPLAN0112](#))

18 Strategic Environmental Assessment

1. An EPA Scoping-Integration of Environmental Considerations document, SEA Process Checklist and a preliminary Strategic Environmental Assessment GIS Report were submitted to inform the SEA scoping and assessment process. A full list of plans and programmes to be taken into consideration have been detailed in Appendix 1 of the EPA Report. The EPA requests that the following be taken into consideration in the preparation of the Plan and the SEA: The Water Framework Directive; Adequate and Appropriate Critical Infrastructure; the potential for cumulative effects of development on the environment; adequate and appropriate objectives and where necessary mitigation measures to address environmental sensitivities; flood risk assessment and management; historic landfill sites within the Plan area; Designated Sites; the protection of and possible enhancement of Undesignated Biodiversity to include habitat mapping, review of the Heritage Plan and the impact on water quality. The EPA request that updated SEA Regulations/Circulars should be taken into account and these include (S.I. No. 436 of 2004); DECLG circulars: PSSP 6/2011 and PL 9 of 2013; the European Communities (Birds and Natural Habitats) Regulations 2011. ([PREDRAFTDEVPLAN0039](#))
2. The Plan should note that certain projects arising during the implementation of the Plan may require an Environmental Impact Assessment and an Appropriate Assessment. ([PREDRAFTDEVPLAN0039](#))
3. The Plan should promote procedures to ensure compliance with the requirements of the SEA Directive and Regulations. ([PREDRAFTDEVPLAN0039](#))
4. The Plan should include relevant policies/objectives to address the Environmental Challenges and Priorities for Ireland, set out in Chapter 10 of EPA Ireland's Environment 2012. The Plan's environmental goals should include limiting and adapting to climate change; protecting water resources; sustainable use of resources; clean air; protection of soil and biodiversity; integration and enforcement. The Plan's environmental challenges include: valuing and protecting our natural environment; building a resource-efficient, low carbon economy; implementing environmental legislation; putting the environment at the centre of decision making and meeting the challenges to build a sustainable Ireland. ([PREDRAFTDEVPLAN0039](#))
5. The statutory environmental assessments such as SEA and AA of the CDP will reduce, avoid and mitigate measures which might negatively impact those assets of value to both the

community and to visitors to the County. ([PREDRAFTDEVPLAN0064](#))

19 Environmental Factors

1. Noise The Plan should include reference to promote the implementation of Noise Directive and associated national regulations. ([PREDRAFTDEVPLAN0039](#))
2. Air & Climatic Factors • Policies are required to protect air quality in areas zoned for increased urban and transport related development. • Policies are required to promote climate change adaptation and mitigation measures at regional/local level and through relevant land use plans. ([PREDRAFTDEVPLAN0039](#))
3. The Plan should address the adverse effects of climate change. ([PREDRAFTDEVPLAN0050](#))

20 LAPs & Other Plans

1. Submission raises issues regarding content of LAPs including residential density, phasing, site layout/urban design, and development contributions. ([PREDRAFTDEVPLAN0049](#))
2. The final boundary wall along the Avonmore Road should be achieved on a phased basis during the next CDP. ([PREDRAFTDEVPLAN0047](#))
3. • It is especially important to draw up Local Area Plans for all parts of the county. These plans should address the improvement of all approaches to Tallaght.
• Local Area Plans should be developed that allow existing communities to be better connected into new communities & facilities so as to encourage safe walking and cycling as well as positive interaction between communities. ([PREDRAFTDEVPLAN0068](#))
4. Concern that previous Development Plans have been written off instead of being improved upon. Ballyboden Village Plan should be reviewed, with the proposed Phase II of that plan included, to cover a larger area of Ballyboden Village to include Whitechurch Road, 'Old' Scholarstown Road, Edmondstown Road and Taylor's Lane. ([PREDRAFTDEVPLAN0102](#))
5. Request reinstatement of SLO93 of SDCC Development Plan 2004-2010 relating to Masterplan Ballyboden Village Area Phase One, with Phase 2 to be adapted to incorporate a Village Design Statement and Neighbourhood Sustainability Indicators Project (NSIP). ([PREDRAFTDEVPLAN0100](#))
6. Existing Plan • Request that changes be made to sections 0.3.1, 0.3.11, 0.4.6, 1.3.32.ix, 2.2.14, 3.2.18, 3.2.2.i of the existing Plan. • Change the Planning Act's term 'have regard to' to 'be consistent with' and 'take into account'. • Include topics such as the National Spatial Strategy; Compliance with Regional Planning Guidelines and DOECLG Guidelines; adjoining counties; Two Year Review; securing financial resources; how the Plan has been implemented; fencing; table of guidelines for the extractive industry. ([PREDRAFTDEVPLAN0058](#))
7. • Reference to Augustinian site, central to the Ballyboden Village Plan (SDCC 2006), seeking to ensure that the new Development Plan incorporates appropriate policies to facilitate the future development of Ballyboden Village.
• Potential of Ballyboden to help meet South Dublin's housing requirement needs.
• Notes that the indicative site layout as provided in the Ballyboden Village Plan provides an inappropriate urban form. The block layout is most suited to apartment type units which are less suitable for long-term family accommodation. In this regard, any future development on these lands should consider a more sympathetic approach to the height and density of the surrounding residential streets and more cognisance be given to the provisions of a mix of residential types including appropriate family housing and supporting local services and facilities.

[\(PREDRAFTDEVPLAN0072\)](#)

8. Need for review of Liffey Valley Town Centre Local Area Plan (LAP) in the short term to ensure that the LAP is consistent with prevailing conditions and opportunities, and for this review to be included as an objective in the new CDP. ([PREDRAFTDEVPLAN0096](#))

21 Core Strategy/Strategic Locations

1. The submission encourages the Council to reconsider the strategic development potential of the Naas Road corridor in light of the very significant investment in roads infrastructure from the 'Red Cow' intersection to Newlands Cross. ([PREDRAFTDEVPLAN0017](#))
2.
 - The growth scenario and settlement strategy for South Dublin should support the key elements of the Regional Planning Guidelines (Regional Planning Guidelines) settlement strategy and be informed by the regional population and housing targets established within the Regional Planning Guidelines, whilst incorporating current data, in a holistic approach to produce an evidence-based core strategy.
 - An integrated approach should be taken to settlement, employment and transport policy, as advocated throughout the Regional Planning Guidelines.
 - Significant challenge of the new County Development Plan will be to meet the current market demand for housing supply and the Planning Authority's requirement in the core strategy to align with the Regional Planning Guidelines and the National Spatial Strategy.
 - An evidence based core strategy complemented by an analysis of current data trends in particular the CSO Regional projections, and the housing strategy for the County, should address this challenge.
 - The core strategy should cover aspects of demographic changes and projections, housing mix, infrastructure delivery, implementation and residential densities, whilst retaining the principles of the growth in region that underpin the Regional Planning Guidelines settlement strategy, and include SDCC's share of that growth.
 - Population growth, the delivery of new housing and the needs of existing communities should be supported by necessary community infrastructure and recreational facilities to serve these communities.
 - Local Authorities can provide community infrastructure through co-operation and co-ordination with other agencies; policies regarding same should be included in the Development Plan. ([PREDRAFTDEVPLAN0013](#))
3.
 - There are plenty of such opportunities around Dublin, for example, on the Naas Road Dublin there are currently 100's acres of land underutilised/vacant. SDCC should allow appropriate rezoning of such areas to encourage mixed uses and more new housing. ([PREDRAFTDEVPLAN0068](#))
4. In relation to lands at Newlands Cross:
 - Need for recognition of the strategic nature of landholdings in the Newlands Cross area to contribution to the sustainable development of the County
 - Request to review of zoning objectives in the Newlands Cross area, and either (i) the inclusion of a 'mixed use' zoning objective for this area in order to facilitate appropriate high quality future development or (ii) the expansion of the existing EP2 zoning to include a wider range of commercial uses as permissible in principle.
 - Need for amended objectives to promote high-quality mixed use commercial development at this strategic location.
 - Need for appropriate objectives should be provided for the Newlands Cross area, allowing for a range of uses, to ensure flexibility and allow for the delivery of appropriate future development, having regard to the strategic location and public transport provision in the form of Luas and bus services.
 - Need for facilitation of access to strategic landbanks in the Newlands Cross area to ensure the

potential of the area is realised and that the visual appearance and environment is significantly upgraded, and to facilitate future development.

- Need for a specific local objective to facilitate and encourage upgrades and improvements to vehicular accessibility to the strategic lands to the south-west of the M50/N7 junction.
- Need for objective to facilitate a bus interchange at the existing Luas Red Cow Park and Ride. ([PREDRAFTDEVPLAN0078](#))

5. The Core Strategy should contain objectives to ensure holiday home development is located within existing settlements which should be cross-referenced in the Tourism Chapter. ([PREDRAFTDEVPLAN0064](#))
6. To ensure that priority development status be afforded to Adamstown as a designated Strategic Development Zone within the Core Strategy of the new Development Plan, in line with the relevant Ministerial Guidelines - Development Contributions: Guidelines for Planning Authorities, January 2013. ([PREDRAFTDEVPLAN0083](#))
7. Submission identifies need for consolidation of existing urban areas; lands immediately north and south of the Naas Road (between the Red Cow and Newlands Cross) identified in this regard. ([PREDRAFTDEVPLAN0088](#))
8. The Plan should include a strategic policy objective to recognise the opportunity which the M7 economic corridor represents, particularly for lands located at the interchanges. ([PREDRAFTDEVPLAN0109](#))

22 Zoning

1. Request for re-zoning of lands at Milltown, Newcastle from agricultural to residential development use. ([PREDRAFTDEVPLAN0043](#))
2. Request for re-zoning of lands at Oldbawn from High Amenity Area to residential development use. ([PREDRAFTDEVPLAN0035](#))
3. Request for re-zoning of lands at Lucan from agricultural to residential development use. ([PREDRAFTDEVPLAN0036](#))
4. Request for re-zoning of lands at Rathcoole from agricultural to residential development use. ([PREDRAFTDEVPLAN0038](#))
5. Request for rezoning of land next to Lucan Educate Together NS at Mount Bellew Way from residential to open space or community uses. ([PREDRAFTDEVPLAN0076](#))
6.
 - Requests for re-zoning of lands and inclusion of Specific Local Objectives (SLOs) in Rathfarnham pertaining to community facility and parkland provision. Submission includes list locations for proposed rezoning and locations of proposed SLOs.
 - Original Seismograph should be re-installed in its original location in Rathfarnham Castle.
 - Millennium Telescope to replace the original Jesuit telescope should be installed in Rathfarnham Castle
 - Walled Garden in Rathfarnham Castle should be provided as Moore Garden in honour of Sir Frederick and Lady Moore as previously proposed. ([PREDRAFTDEVPLAN0100](#))
7.
 - Submission seeks the inclusion of a specific map based policy in the new Development Plan to provide a Service Area at Junction 4 (N7), Rathcoole, in line with the August 2014 NRA policy update on service areas, to be accompanied by text in the written statement of the CDP stating that it is an objective to facilitate a Type 1 or Type 2 Service Area at Junction 4 (Rathcoole) with the exact location of the facility to be agreed in conjunction with the NRA and Kildare County

Council. ([PREDRAFTDEVPLAN0080](#))

8. • Submission identifies lands along the Dublin to Kildare Rail Line and provides planning rationale for designation of same ('Adamstown West') as future residential development in the new Development Plan.
 - Submission requests re-zoning of agricultural zoned lands to the west of Adamstown for a new residential growth node on the Dublin to Kildare rail line, which can cater for an element of future population growth in the County for the next Development Plan period and considerably beyond. ([PREDRAFTDEVPLAN0099](#))
9. A map indicating sites for rezoning at an N7 interchange was submitted. ([PREDRAFTDEVPLAN0109](#))
10. Seeks rezoning of specific lands to the east of Belgard Road (Jacob's Site) to EP1 zoning. In particular the submission requests that a large retail warehouse unit, in excess of 6,000m² GFA be considered. ([PREDRAFTDEVPLAN0110](#))

APPENDIX C: Report on Stakeholder Workshop

1.0 Introduction

SDCC hosted a facilitated stakeholder workshop on October 23rd 2014 at the Maldron Hotel Tallaght. A total of 65 no. stakeholders from Government Departments, Statutory Agencies, NGO's, Local Businesses and Community Groups attended the workshop. A full list of the attendees and bodies represented is provided below.

Table 1: List of Delegates and Bodies Represented

Delegate	Body Represented
Alison Harvey	The Heritage Council
Alison Silke	SDCC, Sports & Recreation Officer
Andrea Carroll	South Dublin Chamber of Commerce
Andrew O' Mullane	SDCC, Traffic & Transportation
Brendan Allen	ESB International
Brian Sheehan	SDCC, Parks Superintendent
Caroline Peppard	HSE Health Promotion
Catherine Bunn	Bewleys Hotel
Ciara Scully	Fáilte Ireland
Colin Ryan	SDCC, Economic, Enterprise & Tourism
David Clements	National Transport Authority
Canon David Moynan	Church of Ireland
David O'Connor	Dublin Institute of Technology
David Slevin	Tallaght Hospital
Denis O'Connell	Liffey Valley Shopping Centre
Derek Higgins	Waterways Ireland
Derry O'Leary	Dublin Bus
Donna Gartland	CODEMA
Feargal O' Suilleabhain	SDCC, Architectural Services
Finbarr Barry	NAMA
Gael Gibson	Eirgrid
Garrett Robinson	SIAC
Helena Fallon	SDCC Traffic and Transportation
Irene McLoughlin	SDCC, Architectural Conservation Officer
Isolide Dillion	The Housing Agency
Jack Martin	The Square Shopping Centre
Jackie Hynes	Department of Education and Skills
James Morrissey	Community Officer
Jason Taylor	DMURS Consultant
Keith Kirwan	Irish Water
Larry O'Neill	South Dublin County Partnership
Loman O'Byrne	SDCC, Local Enterprise Office
Lorraine Fitzsimons	Dublin City University & Dublin Institute of Technology
Malachy Bradley	Southern & Eastern Regional Assembly
Marie Price Bolger	South Dublin County Partnership
Martina Smith	Irish Council for Social Housing
Mary Cassidy	Pavee Point
Mary McMahon	Irish Water
Michael Hannon	SDCC, Parks Superintendent

Michelle Wray	Red Cow Hotel
Mick Mooney	Clondalkin Traveller Development Group
Neil Durkan	Construction Industry Federation
Neil O'Byrne	SDCC, Development Management & Enforcement
Pat Coman	Institute of Technology, Tallaght
Patrick Crowley	ESB Networks
Patrick Leonard	An Táisce
Patrick Nevin	Pavee Point
Paula Madden	Irish Traveller Movement & Yellow Flag Co-ordinator
Paul Kiernan	OPW Flood Risk Management
Paul McAlerney	SDCC, Area Community Officer
Peter Byrne	South Dublin Chamber of Commerce
Peter Sheridan	Enterprise Ireland
Philip Murphy	SDCC Housing, Social & Community Development
Rosaleen Dwyer	SDCC, Heritage Officer
Ruth Buggie	Sustainable Energy Authority of Ireland
Ruth Shorthall	South Dublin Childcare Committee
Selina Bonnie	SDCC Disability Liaison, Access & Equality Officer
Stephen O'Reilly	ESB Networks
Sorcha O'Brien	SDCC, Environmental Awareness Officer
Suzanne Furlong	SDCC, Public Realm Designer
Tara Spain	National Roads Authority
Thomas McDermott	SDCC, Local Sports Co-ordinator
Tony Dalton	Department of Education and Skills
Vera Blake	Department of Environment Heritage and Local Government
William Purcell	SDCC, Roads Engineer

The workshop forms part of the pre-draft consultation undertaken by South Dublin County Council, to inform the review of the South Dublin County Council Development Plan.

3.0 A Summary of the Event

1. Following registration attendees were invited to complete a short warm up exercise. They were invited to write their individual aspirations for South Dublin County to 2030 on a post-it and place it on an aerial photograph of the County. The purpose of the exercise was to help delegates formulate their thoughts prior to the group exercises and to formulate "A Vision for South Dublin's Future" based on initial reaction.
2. Attendees were then asked to sit at a round table (8-10 people at each). Eddie Conroy, County Architect and Lead Facilitator welcomed attendees and outlined details of the event format.
3. Paul Hogan, Senior Planner provided an overview of the strategic context for the review of the County Development Plan. The strategic context for population and housing growth, economic growth and transport was outlined. Tables were asked to collectively consider the opportunities and challenges that this posed for South Dublin. Discussion at each table was facilitated by a table facilitator and an attendee was nominated to take notes and give feedback after the exercise.
4. Karen Kenny, Senior Executive Planner outlined the overarching considerations that will inform the policies and objectives of the Development Plan (*quality of life, sustainability, prosperity, climate change, health and wellbeing*). Tables were asked to collectively consider how the County Development Plan could address these overarching considerations. Discussion at each table was facilitated by a table

facilitator and an attendee was nominated to take notes and give feedback to the wider group after the exercise was completed.

5. To conclude, Eddie Conroy, County Architect and Lead Facilitator initiated an interactive full group discussion about the review of the County Development Plan.
6. Karen Kenny, Senior Executive Planner outlined the next steps in the review process.
7. Eddie Conroy, County Architect and Lead Facilitator closed the event thanking all delegates for taking the time to attend and for their positive contribution.

4.0 Workshop Outcomes

4.1 Exercise 1 – Aspirations for South Dublin

Delegates were asked to write their individual aspirations for South Dublin County to 2030 on a post-it and place it on an aerial photograph of the County. The comments are outlined below:

Population & Housing:

- Sustainable Development
- Stop one-off houses in mountain area
- Appropriate development

Economic Development:

- 'Go to' area for economic and industrial development on the eastern seaboard
- Raise educational attainment and achievement across South Dublin
- Economic mobility
- Open Baldonnell as a commercial public airport
- Integrate Dublin Technological University across SDCC communities
- Tallaght IT campus to become core of a vibrant 'industrially developed' County

Transport & Mobility:

- World class walking and cycling infrastructure
- Public bike scheme
- Improve public transport in southern fringe
- Enhanced traffic flow systems to and from M50
- Integrated transport system

Sustainable Communities:

- More encompassing anti-social behaviour strategy
- Identify and meet needs of people living & working in area
- Environmentally sustainable communities
- Healthy community projects
- Clean, Green and attractive place to work, live and visit
- Planning to be subject to Health Impact Assessment

Heritage, Amenities & Landscape:

- Outdoor adventure tourism that is fully developed and attractive to overseas visitors
- Understanding the County's landscape character 'values' from the community

Energy:

- Reduction in fossil fuels & district heating based on renewable fuels

Green Infrastructure:

- Integrated and proactive Flood Risk Management Plans

Infrastructure:

- Future waste water provision

3.2 Exercise 2 - Strategic Context

Paul Hogan, Senior Planner outlined the international, national and regional context for the South Dublin County Development Plan focusing on the strategic issues of population and housing growth, economic growth and transportation and mobility. Each table was asked to complete the following exercise.

South Dublin County is in the metropolitan area of Dublin. What Opportunities and Challenges does this present for: (a) Population and Housing; (b) Transport & Movement; and (c) Economic Development?

Attendees were given 15 minutes and asked to come up with 1-2 points under each headings. A summary of the key points that emerged from the discussions is presented in Table 2 below:

Table 2: Strategic Context – Task 2 Feedback

Population and Housing	
Opportunities	Challenges
<ul style="list-style-type: none">• Potential from young population• Integrate older people into new communities• Develop infill housing in established areas• Make more efficient use of large houses in established suburbs• Develop ‘family orientated’ housing for City• Utilise & consolidate around SDZ planning schemes to deal with population & housing growth• Build sustainable communities rather than housing• Health Impact Assessments for new housing areas• Consolidate development & discontinue urban sprawl into rural area• Develop brownfield lands alongside Luas	<ul style="list-style-type: none">• Deal with ageing population• Provide jobs & housing for young population• Address segregation of age groups• Getting older people in large houses to move to smaller residential dwellings• Provision of well designed homes rather than units• Plan for diverse communities rather than oversupply of starter homes• Need for life cycle homes that are adaptable & low energy• Diversify existing & planned housing stock• Improve size & adaptability of social housing• Address negative image & perceived social status of the County –social housing & deprivation• Improve access to public transport

Transport and Movement	
<p style="text-align: center;"><i>Opportunities</i></p> <ul style="list-style-type: none"> • Deal with physical segregation • Increase cycling & provide high quality routes that are segregated & well maintained • Opportunity for young people to use more sustainable modes of transport • Consolidate development around established centres with access to transport • Reduce transport related energy consumption • Improve access to public transport • Capitalise on existing transport infrastructure. Extend Luas & link outer villages to Luas & Kildare Route • Build communities around public transport services • Open Outer Ring Road to commercial traffic <p style="text-align: center;">Provide opportunities for people to live & work in County</p>	<p style="text-align: center;"><i>Challenges</i></p> <ul style="list-style-type: none"> • Improve transport & permeability/movement to create sustainable communities • Deal with cycle routes that are of poor quality • Provide improved access for disabled • Improve direct orbital routes and east-west movement for traffic • Provide public transport that provides north-south movement across County • Insufficient road infrastructure for traffic demands on M50, N7 & N4 • Address division of County by large roads <p style="text-align: center;">Poor service provision in some areas in terms of bus & rail access with an absence of cross county or orbital routes</p>
Economic Development	
<p style="text-align: center;"><i>Opportunities</i></p> <ul style="list-style-type: none"> • Medium sized cities like Dublin tend to do well economically • Capitalise on proximity to City Centre & improve links to City • Select sites for future FDI • Promote County as a destination for businesses • Open Outer Ring Road to commercial traffic • Develop Baldonnell as second commercial airport in Dublin 	<p style="text-align: center;"><i>Challenges</i></p> <ul style="list-style-type: none"> • Address Socio-economic profile of County – high unemployment rates • Cluster employment & education • Locate housing in proximity to employment • Create cores of employment & activity • Competition from proximity to City Centre. County is not as attractive for businesses. • High vacancy rates in older industrial estate & need for redevelopment / regeneration.

3.3 Exercise 3 - Strategy for South Dublin County

The overarching considerations that will inform the policies and objectives of the new County Development Plan were presented by Karen Kenny, Senior Executive Planner. These related to Quality of Life, Prosperity, Sustainability, Health and Wellbeing and Climate Change.

Each table was asked to discuss how the new County Development Plan could address one or two of the overarching considerations in the context of the County Development Plan themes.

Attendees were given 30 minutes to discuss with a further 10 minutes for feedback to the floor. A summary of the key points that emerged from the discussions under each of the overarching themes is provided in Table 3 below:

Table 3: Strategy for South Dublin County – Task 3 Feedback

<p>Sustainability</p> <ul style="list-style-type: none"> • Improve energy awareness with community energy strategies • Preserve natural resources including green areas & mountains • Focus on urban consolidation with villages acting as hubs for transport, infrastructure, niche facilities & retail • Improve public transport together with bicycle & pedestrian links between urban areas • Provide local shopping at an appropriate scale • Promote & redevelop industrial estates to reduce transport & energy consumption. Possibly include housing with services • Develop cycle ‘highways’ and greenways across County • Provide for north-south public transport movement & open bus lanes not in use. Designate routes for BRT.
<p>Climate Change</p> <ul style="list-style-type: none"> • Engage and empower communities in relation to energy, health & use of natural resources • Reduce car dependency, associated emissions & energy consumption • Provide support for electric cars & charging points • Incorporate Renewable Energy Strategy into Development Plan • Manage & plan flood risk in a manner that does not impact on open spaces • Develop renewable energy strategy including wind energy strategy • Provide wind farms in Dublin Mountains for City – remove restriction above 120 metre contour subject to balanced development • Parks & open spaces should include multiple uses including urban forests, flood control measures, biodiversity support, allotments & reduce urban temperature
<p>Quality of Life</p> <ul style="list-style-type: none"> • Develop/adopt a method/indicators that can measure and map quality of life - include different nationalities • Build life long communities rather than housing – front load community facilities • Carry out socio-economic analysis in terms of need for schools and community facilities etc. • Develop the public realm at a human scale & with safety considered • Integrate housing for all ages with high quality multi-functional public open spaces that can be used safely by a mix of people & ages - include allotments, play spaces & sheltered areas • Improve quality & viability of apartments • Address infrastructural deficits in the County • Avoid sprawl, improve quality of environment and encourage accessibility & place-making • Adopt Dutch ABC model in terms of integrating land use & transport planning including location of offices • Create centres of excellence & cluster development around City & Tallaght • Provide adequate childcare • Address needs of aging population • Levy development for community gain projects

<ul style="list-style-type: none"> • Embrace local villages and link to shopping centres – remove bookmakers & take aways
<p>Health and Wellbeing</p> <ul style="list-style-type: none"> • Carry out a Health Impact Assessment on new schools. Develop joined up approach in terms of health, education & planning • Address traffic congestion & provide safe routes for schools that encourage parents & children to walk & cycle rather than drive • Promote programmes that combat obesity including An Táisce programmes such as Green Schools and Walking Buses • Address lack of access to amenities such as Liffey Valley & Mountains • Promote greenways and permeability projects such as River Dodder, Mayo, Belfast & Grand Canal Greenways • Discourage closure of rights of way & pedestrian routes • Implement the Design Manual for Urban Roads & Streets • Provide Homezones & neighbourhood friendly zones • Highlight cost benefit of cycling & provide dedicated cycle ways that are segregated from cars & trucks • Make better use of the County's amenities & build on natural resources including green infrastructure • Develop Tallaght as a healthcare cluster
<p>Prosperity</p> <ul style="list-style-type: none"> • Prepare economic business plan that will encourage business & employment • Provide support for the employed in the form of training, crèche provision & access for the disabled • Improve social infrastructure across the County • Realise potential for Tallaght to act as gateway to Dublin Mountains • Develop & utilise County's Villages as a resource & for tourism particularly historic villages • Capitalise on the existing skill base within the County • Promote & assist Tallaght as a centre for education • Incentivise the building of work/live units • Carry out a retail survey to assess the level of competition & impact from Dundrum & Liffey Valley on the Square etc. • Capitalise on 'green' opportunities in the county - use mountains to encourage jobs linked to tourism & agriculture • Use cultural diversity as a positive opportunity for businesses. • Increase the attractiveness of the County to Multi National Corporations.

3.4 Exercise 4 - Emerging Thoughts

Eddie Conroy, County Architect and Lead Facilitator initiated an interactive group discussion and invited delegates to offer their emerging thoughts for the review of the County Development Plan. A summary of comments is outlined below:

Population / Housing / Community:

- There is demand for social housing and a need to combat homelessness.
- Important that social housing is integrated into the community and co-located with private housing.
- South Dublin County needs to take responsibility for its own homelessness.
- Need to improve quality of apartments including privacy.

- Need cultural shift in terms of apartment living and removal of attitude towards apartments as a 'stepping stone'.
- Review design standards for apartments, improve flexibility and create communities within apartment developments
- Despite population growth the County has a high proportion of young and old people and those in between appear to be leaving the County – need to provide housing options and employment for people to stay.
- Absence of choice of housing for older people. Nursing homes providing the only option to downsize – need more housing alternatives such as sheltered accommodation.
- We need to consider what people want and need from housing and relate this to the design of new housing areas e.g. demands for large units / private gardens can be offset with communal facilities such as providing parks.

Economy / Retail / Centres:

- Areas like Greenogue Industrial Estate provide opportunities for small businesses.
- Need to address underutilised and vacant properties in older industrial estates through upgrading them with environmental improvements, improved energy specifications and provision for diverse uses.
- Need to open Outer Ring Road to commercial traffic and provide Outer Outer Ring Road.
- The merging of IT Tallaght with IT Blanchardstown and DIT creates an opportunity for IT Tallaght to forge stronger links with industry, develop partnerships (e.g. with Tallaght Hospital) and to create an educational hub in Tallaght.

Green Infrastructure / Heritage / Amenities / Landscapes:

- County has important natural and built heritage with diverse species.
- Opportunity for Tallaght to become gateway to Dublin Mountains and to link with Dublin Mountain Way, which is largely inaccessible particularly for the disabled.
- Historic villages such as Lucan could be promoted more for tourism. Look at Howth, which attracts many day trippers.

3.5.1 Next Steps

Karen Kenny, Senior Executive Planner outlined the next steps in the review process.

3.6.1 Close

Eddie Conroy, County Architect and Lead Facilitator closed the event thanking all delegates for taking the time to attend and for their positive contribution.

5.0 Conclusions

The overall collective output from the Stakeholder Workshop provided a good reflection of the cross section of the stakeholders represented. Within this context, a range of issues were raised that will inform the review of the County Development Plan.

Attendees recognised the opportunities and challenges posed by the projected population growth for the County in terms of the existing and future need for additional housing and sustainable transport infrastructure. The need to make efficient use of existing housing stock, brownfield lands and public transport through consolidating development around established areas, public transport corridors and SDZ lands was articulated by a range of stakeholders. The need for a diverse choice of housing for different age groups and tenures was apparent in discussions. Improving the quality and choice of housing, especially apartments and housing for older people, was also viewed as important. The need to integrate social housing and to address social housing demand and homelessness was also raised.

It was suggested that sustainability and climate change could be addressed by improving the quality and choice of modes of transport particularly walking, cycling and public transport; reducing car dependency; improving permeability; providing flood control measures; and promoting renewable sources of energy within the County.

In terms of addressing quality of life and health and wellbeing issues, it was suggested that this could be achieved by way of planning for integrated communities; delivering high quality housing and amenities for people of all ages; integrating land use and transport planning; curtailing urban/suburban sprawl; designing streets for multiple users; improving access to amenities; and developing around towns and villages. The planning and location of schools was seen as particularly important in terms of travel, health and addressing obesity.

In terms of prosperity, the need to attract large scale investment and to harness local opportunities and support indigenous enterprise was strongly articulated. The potential of Tallaght as a gateway to the mountains and as a hub for employment, education and healthcare was strongly supported. The need to revitalise old industrial estates was also highlighted. The proximity to Dublin City to South Dublin was seen as both an opportunity and a challenge from an economic development perspective. Addressing the socio-economic profile and the image of the County was considered important for economic prosperity.



South Dublin County Council
Development Plan
2016 – 2022

A Vision for South Dublin's Future

