



Comhairle Contae South Dublin
Átha Cliath Theas County Council

CLONBURRIS SDZ – PROPOSED NON-MATERIAL AMENDMENT 2025





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Council, Planning Delivery Team,
Land Use Planning and Transportation
Directorate

Abstract

The proposal within this
document sets out proposed
non-material amendments to
the 2019 Planning Scheme

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August 2025

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INTRODUCTION TO AMENDMENT

Purpose of Request

South Dublin County Council, as the specified Development Agency for Clonburris Strategic Development Zone (SDZ) (Figure 1), designated under Government Order S.I. 604 of 2015, make this application to An Bord Pleanála, to amend the approved Clonburris Planning Scheme 2019 (as amended) under Section 170A (Non-Material) of the Planning and Development Act 2000 (as amended). The proposed non-material amendments relate to the further alignment of the Planning Scheme with National Government policy relating to National Strategic Objectives (compact growth), as well as the rationalisation of existing wordings to provide clarifications and certainty around key deliverables, as currently set out in the scheme.

The SDZ lands, consisting of approximately 280 hectares, are located to the west of Dublin City Centre and the M50 - within the triangle between Lucan, Clondalkin and Liffey Valley. The lands are bisected from east to west by the Kildare railway and by the Grand Canal to the south, and by two strategic roads – the Grange Castle Road (also referred to as the Outer Ring Road) in the centre of the site and the Fonthill Road to the east. The R120 Lock Road forms part of the western boundary of the lands. Grange Castle Business Park is located to the south of the SDZ lands. The Adamstown SDZ is located adjacent to the north-west boundary of the SDZ lands. There are two train stations constructed within the SDZ, the Clondalkin-Fonthill station and newly operational Kishoge station.



Figure 1: Clonburris Location Map

BACKGROUND OF SDZ

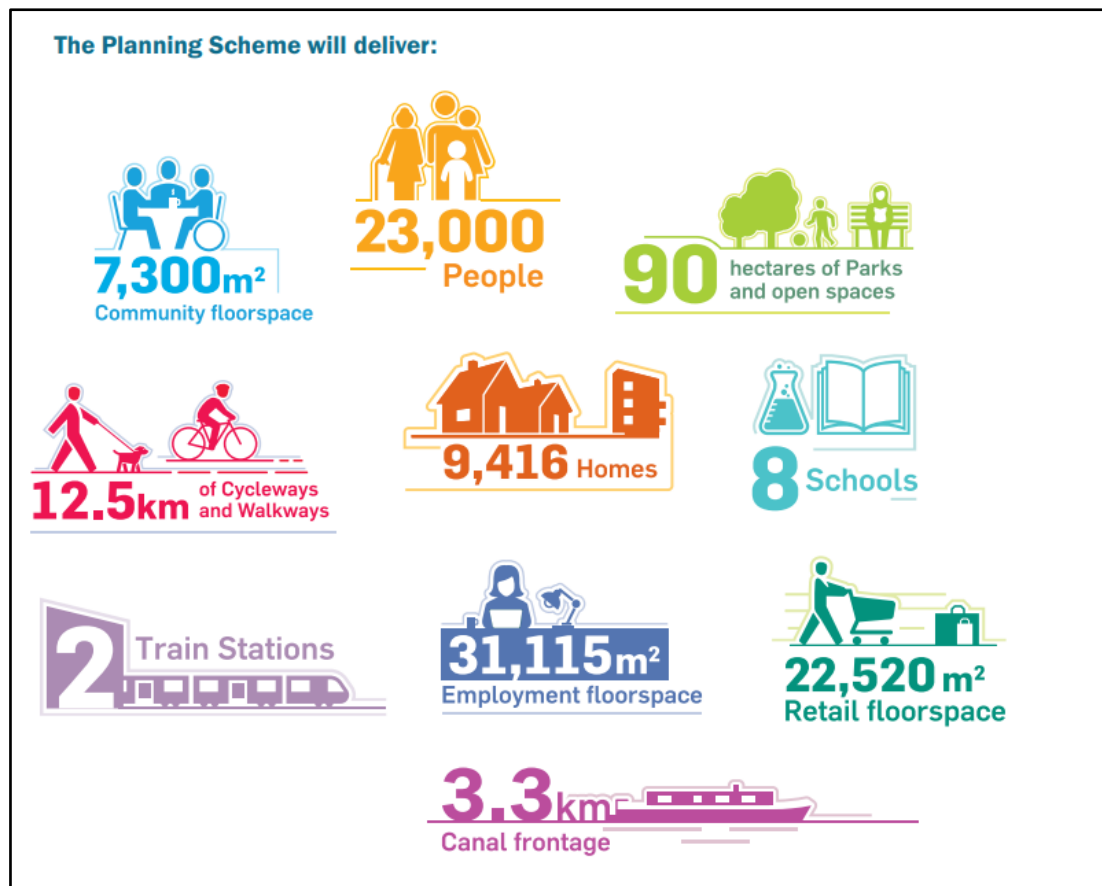
On 15th December 2015, the Government ordered the designation of 280 hectares of land at Balgaddy – Clonburris, as a site for the establishment and extension of the designated area for the Clonburris Strategic Development Zone (SDZ) for the purpose of delivering residential development and associated infrastructure and facilities in tandem. The effect of the 2015 Government Order is to revoke the 2006 Government Order S.I 442 of 2006 that designated 180 hectares of land for the Clonburris SDZ and incorporate the Clonburris Local Area Plan (LAP) lands. The phasing of housing and requisite infrastructure is essential for delivery of services for existing and future residents in the SDZ.



Figure 2: Clonburris SDZ Boundary

South Dublin County Council prepared a draft Planning Scheme for the site in 2017, which was adopted by the Elected Members in June 2018 with material alterations. The Scheme was approved by An Bord Pleanála, on appeal, in May 2019.

The planning scheme of the Clonburris SDZ aims to become an exemplar and distinctive new community, centred on the provision of a choice of high-quality homes and access to a range of local services and amenities, together with the delivery of reliable public transport options. Open spaces and parks will be an important feature of this sustainable community. The public realm to be created at Clonburris will be critical in place making and ensuring that pedestrians and cyclists have maximum access to a range of local facilities and amenities. Convenient and attractive routes will connect the area to surrounding neighbourhoods and villages, and the wider South Dublin County beyond. The careful consideration of development adjacent to the Canal side setting and Griffeen Valley Park will make Clonburris an amenity destination in South Dublin County. The Clonburris SDZ will be an exemplar in sustainable community development, including the provision of green infrastructure, sustainable urban drainage and the consideration of energy and climate change mitigation options. The development of the entire Planning Scheme is expected to deliver a target of 9,416, new homes, a minimum of 7,300 sq.m gross community floorspace, approximately 22,520 sq.m gross retail floorspace and in the range of 30,000 to 40,000 sq.m employment floorspace.



Infographic 1: Extract taken from SDZ Planning Scheme



Infographic 2: Extract taken from SDZ Planning Scheme

The Clonburris planning scheme is split into 6 phases which links housing occupation to infrastructure provision in order to ensure a balanced and sustainable neighbourhood delivery. In general, phasing bands of 2,000 units are incorporated into the Phasing Programme for the Planning Scheme. This phasing band aims to achieve a balanced delivery of infrastructure and

community services in tandem with proportionate population increase to create critical mass and economic headroom. Furthermore, the bands provide a flexible schedule to aid development sequencing and incorporate lead in time for infrastructure.

Current Status of Delivery in Clonburris SDZ

South Dublin County Council (SDCC) and the three main private landowners (Cairn Homes Properties Limited, Clonburris Residential Developments Limited, Kelland Homes Limited / Sordino Limited) in the Clonburris SDZ have been collaborating to progress delivery of the strategic abnormal infrastructure in the SDZ to enable development of their respective landholdings contained in the Clonburris SDZ. The private landowners are shareholders in a company called Clonburris Infrastructure Limited (CIL) which has been established for the purpose of delivering a programme of strategic infrastructure projects necessary to unlock development of the entire SDZ.

South Dublin County Council have actively engaged with the Department for Housing, Local Government and Heritage (DHLGH) in the facilitation of key phasing, social and amenity requirements within the Clonburris SDZ. Following submission of the Preliminary Business Case (PBC), SDCC received approval in principle from the Department of Housing, Local Government and Heritage (DHLGH) for €186.3m funding under the Government's Urban Regeneration and Development Fund (URDF) and €18.6m from the National Transport Authority (NTA) as per Gateway 1 of the Public Spending Code (PSC) towards the delivery of the Strategic Abnormal Infrastructure (SAI). Each project under this programme of infrastructure must go through further PSC stages of Decision Gate 2 (pre-tender approval) and Decision Gate 3 (Final Business Case). The SAI URDF supported programme currently consists of 10 Stages and these are summarised in the Figure 3 below.

Clonburris – Overall Strategic Infrastructure Programme

Infrastructure Packages 'Stages'

- **Stage 1A** Infrastructure-South Link Street Junction 21 to Junction 19, Southern Strategic Attenuation including connections to existing roads (completed)
- **Stage 1B** Infrastructure-South Link Street Junction 19 to Junction 26, Griffeen Park Commencement, Pumping Station No.2 including connections to existing roads (un)
- **Stage 2** Infrastructure- North Link Street, Northern Strategic Attenuation, Na Cluainte Park North, Pumping Station No. 3, including connections to existing roads
- **Stage 3** Griffeen Park (including Park Hub)
- **Stage 4** Canal Park
- **Stage 5** Na Cluainte Park South and District Park Hub
- **Stage 6** Railway and Canal Bridges
- **Stage 7** Kishoge Community Centre
- **Stage 8** Clonburris Urban Hub Community Centre
- **Stage 9** SDCC Attenuation Area
- **Stage 10** Upgrading of Existing Roads

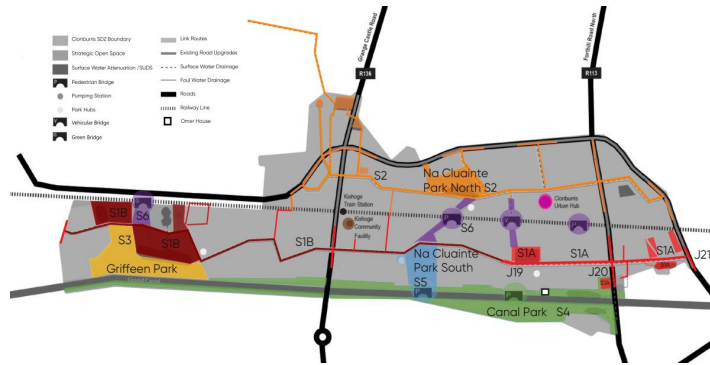


Figure 3: Overall Strategic Infrastructure Programme

The implementation of the Planning Scheme is making progress in terms of infrastructure provision through the SAI and through the other stakeholders:

- South Link Street – Two stage approach, Stage 1A is now complete with Stage 1B commenced construction and due to be completed Q4 2025 / Q1 2026 (URDF).
- The Uisce Eireann Pump Station adjacent to the Cappaghmore / Fonthill Road has been completed which will service the SDZ.
- Kishoge train station is open and operational.
- The Dart+ railway order is approved.
- A primary school, adjacent to Thomas Omar Way, is constructed and open.
- Planning permission is secured for a post primary school at Griffeen and construction commenced.
- Stage 2 North Link street is granted planning permission and detailed design has commenced. This project also includes the Na Cluainte Park North and a pump station.
- Design team in place for Griffeen Valley Park Extension, Na Cluainte Park South and Canal Park South – planning application due to be lodged in Q3 2025.
- Scope is being worked through for the Canal and Railway Bridges.
- Procurement process has begun for Kishoge and Clonburris community centre/Hub.
- SDCC Attenuation area forecasted completion is Q4 2025.

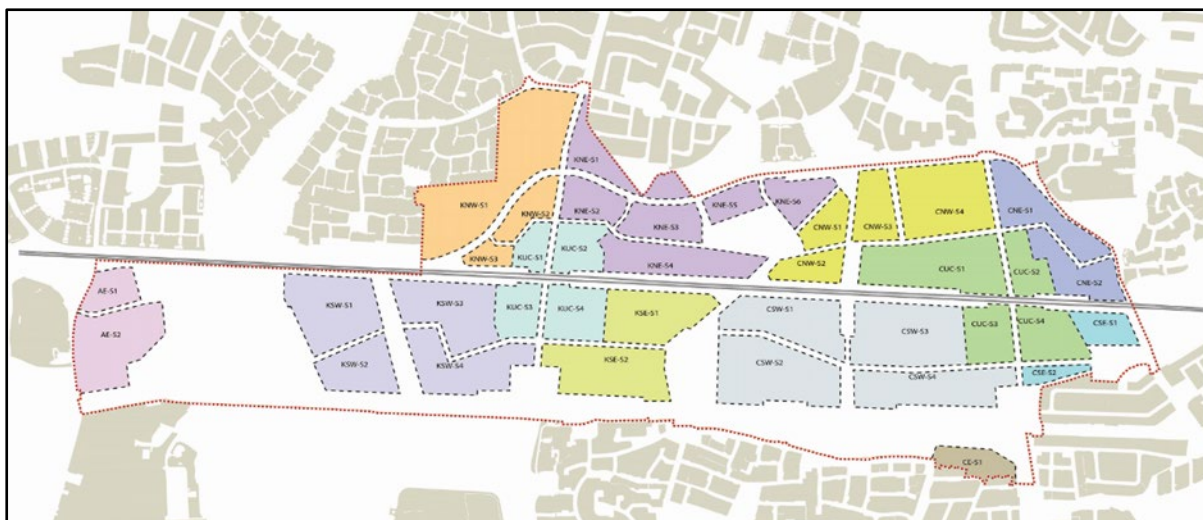


Figure 4: Clonburris SDZ Planning Scheme 2019 Development Areas

In terms of housing delivery, the overall number of residential units permitted to date within Clonburris is 3,567 (Q2 2025). There is a total of 1,916 units under construction (Q2 2025). Table 1 below shows the housing progress for Q4 2024.

Clonburris Housing Delivery Report Overview – as of Q2 20245	
Total no. of homes granted planning permission	3,567
Total no. of homes with PP but not commenced	830
Total no. of homes under construction	1,916
Total no. of home completed	821
Total no. of home occupied	693

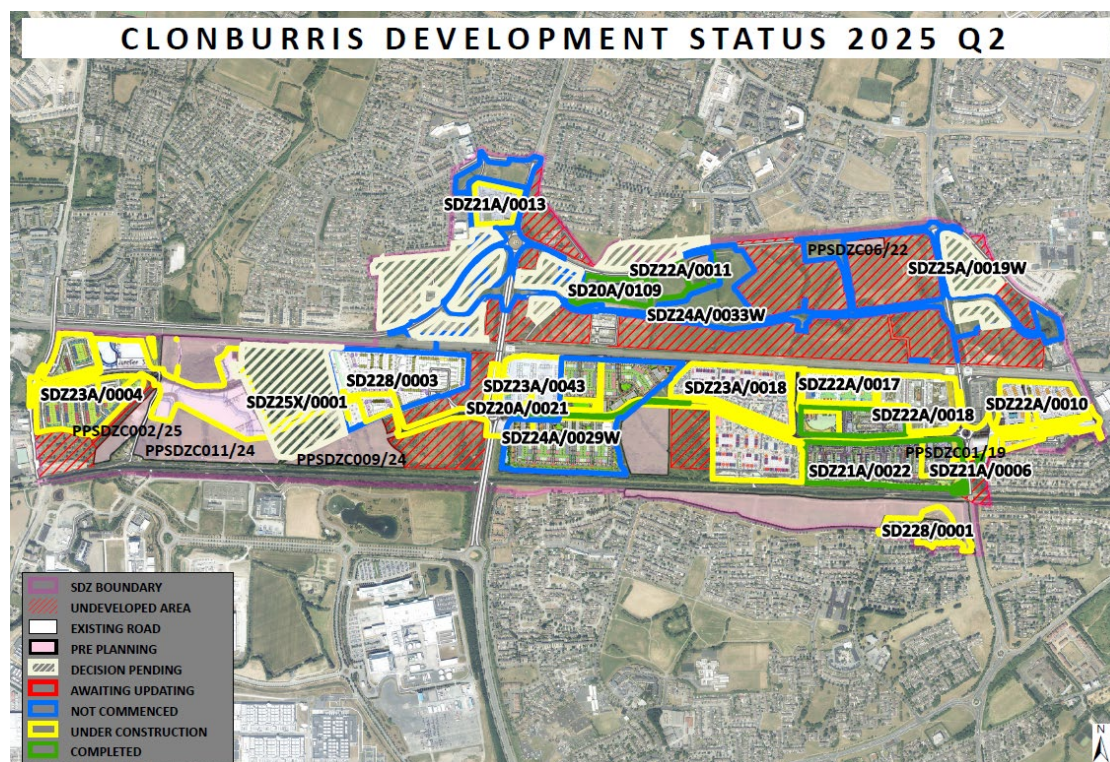


Figure 5: Clonburris SDZ Build out Q2 2025

THE PROPOSED AMENDMENTS

Introduction

This section sets out reasons and justifications for the proposed amendments, having regard to:

- development within the Clonburris SDZ to date.
- the required need for the timely delivery of infrastructure, amenities, and homes in tandem.
- most up to date guidance, policy, and legislation, where required.
- ensure entire, sustainable and wholistic build out of SDZ in accordance with the Planning Scheme.

Non-material Amendments

The following are the proposed non-material amendments and text inclusions to the Planning Scheme:

1. Implement the compact guidelines by removing minimum space standards for houses
2. Amend and relocate a proposed pedestrian bridge over canal
3. Amend vehicular bridge over railway to a pedestrian and bicycle bridge and reclassify associated streets from Link Street to Local Street
4. Delete North–South Avenue / Links objective where no longer required due to revised bridge and street layout

5. Replace standalone pedestrian bridge over railway with a pedestrian connection integrated with Clonburris Fonthill Station to enhance urban centre permeability
6. Clarify that the Green Bridge remains a non-vehicular structure intended for pedestrian, bicycle, and green infrastructure connectivity
7. Relocate the Gallanstown park hub to Canal Park South
8. Amend the EV charging requirements
9. Car parking management – clarify layout and management
10. Mobility Management Plans – set out requirements and expected contents
11. Home Zones – define design standards distinct from local streets
12. Active Frontages – promote pedestrian-friendly building edges and passive surveillance
13. Allow limited flexibility in urban design parameters to address immovable site constraints
14. Remove the Canal Extension from the Clonburris Core catchment to reflect independent service provision
15. Clarify the operation of the roll-over provision for housing delivery between development areas
16. Provide clarity in relation to assessment of domestic extensions and alterations
17. Amend the retail frontage parameters
18. Reallocate unused residential units from southern to northern development areas
19. Rooftop telecommunications infrastructure
20. Update associated figures, references, outdated guidance, and correct minor typographical errors.

Identifying Changes

Each of the proposed amendments has a unique reference number. Where there are a number of changes to a particular section, these may be grouped together under one reference number. Where appropriate, extracts of text are included in order to show the proposed amendments in context. The relevant section/schedule/appendix headings and paragraph/policy and page numbers of the different types of changes are identified.

- Proposed amendments involving additional text are shown in green.
- Proposed amendments involving deletion of text are shown in ~~red strikethrough~~.
- Proposed changes to maps / images are shown in blue.

Detailed changes of Amendments

Amendment No.1 : Implement the Compact Guidelines by removing minimum space standards for houses

It is proposed, given the updated guidance from the Department of Housing, Local Government and Heritage, namely the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024), that a rationalisation of section 2.1.6 Residential Development Standards be made. This would aid the planning scheme in meeting the sustainable development goals highlighted in the most recent planning guidelines. The SPPRs in the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) require an amendment to commence implementation of the standards for private amenity space and separation distances. It is considered that the application of the Guidelines can be facilitated within the quantitative parameters of the Planning Scheme. The application of the Guidelines will provide additional flexibility in terms of typology.

Amendment Ref. No. 1	
Section Reference	Page Reference (2019 Planning Scheme)
Section 2.1.6, Table 2.1.9, Section 2.8.7	21 & 62

Edit text and remove Table 2.1.9,
Dwelling Size & Private Amenity Space

The design and layout of individual dwellings should provide a high-quality living environment for residents. Dwellings should provide adequate room sizes that create good quality living spaces. Designers should have regard to the targets and standards set out under Quality Housing for Sustainable Communities Guidelines (2007) *and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)* with regard to minimum room sizes, dimensions and overall floor areas. ~~Within this context, all houses shall accord with or exceed the minimum floor area and private open space standards set out in Table 2.1.9.~~ Private amenity space for houses (terraced – including town houses, semi-detached and detached) shall be located behind front building lines and should be defined, screened/bound and sited in accordance with the recommendations of Quality Housing for Sustainable Communities Guidelines (2007) *and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*. Rear gardens shall not back onto streets or public spaces and each area of private open space should be overlooked from the window of a living area or kitchen from the dwelling that it serves.”

~~Table 2.1.9 | Minimum Space Standards for Houses~~

Type of Unit	Houses	Private Open Space
One Bedroom	50 sq. m	48 sq. m
Two Bedroom	80 sq. m	55 sq. m
Three Bedroom	92 sq. m	60 sq. m
Four Bedroom or more	110 sq. m	70 sq. m

2.8.7 Privacy and Overlooking

‘Separation distances should be determined based on considerations of privacy and amenity, informed by the layout, design and site characteristics of the specific proposed development and in accordance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)’.

~~Section 10 of the Urban Design Manual (2009) addresses issues in relation to privacy and overlooking. A separation distance of 22 metres should generally be provided between directly opposing above ground floor windows to maintain privacy between residential schemes.~~ The urban blocks outlined under this Planning Scheme (see Section 3 - Development Areas) have been designed to allow for adequate back-to back distances between buildings. Reduced distances will be considered in respect of higher density schemes or where innovative design solutions are used to maintain a high standard of privacy’.

Amendment No.2: Amend and relocate a pedestrian bridge over canal

It is proposed to amend the pedestrian bridge in the Planning Scheme and relocate it to a smaller scale bridge near the 10th or 11th Lock. This amendment will reduce the scale of the bridge structure crossing the pNHA and aid in the protection of biodiversity along the canal. The proposed bridge in the SDZ provides for a wide span to create the minimum height above the canal water. A smaller bridge structure from towpath to towpath is feasible at a Lock and as such, a relocation is required to facilitate this design change. The smaller bridge will provide the permeability envisaged in the Planning Scheme as it will provide a direct link from the north bank of the canal to the strategic cycle corridor on the south bank, which the larger bridge would have crossed over the cycle route to the park and provided a longer route to the strategic cycle way. Importantly, this amendment does not compromise existing or permitted development links. All previously permitted connections are retained, and the revised alignment continues to support the connectivity objectives of the Planning Scheme. The amended (**red**) and proposed (**blue**) bridges are highlighted on the map below. This change amends the strategic pedestrian cycle route in the Planning Scheme to cross the relocated bridge.

Amendment Ref. No. 2	
Section Reference	Page Reference (2019 Planning Scheme)
Figure 2.2.7	31

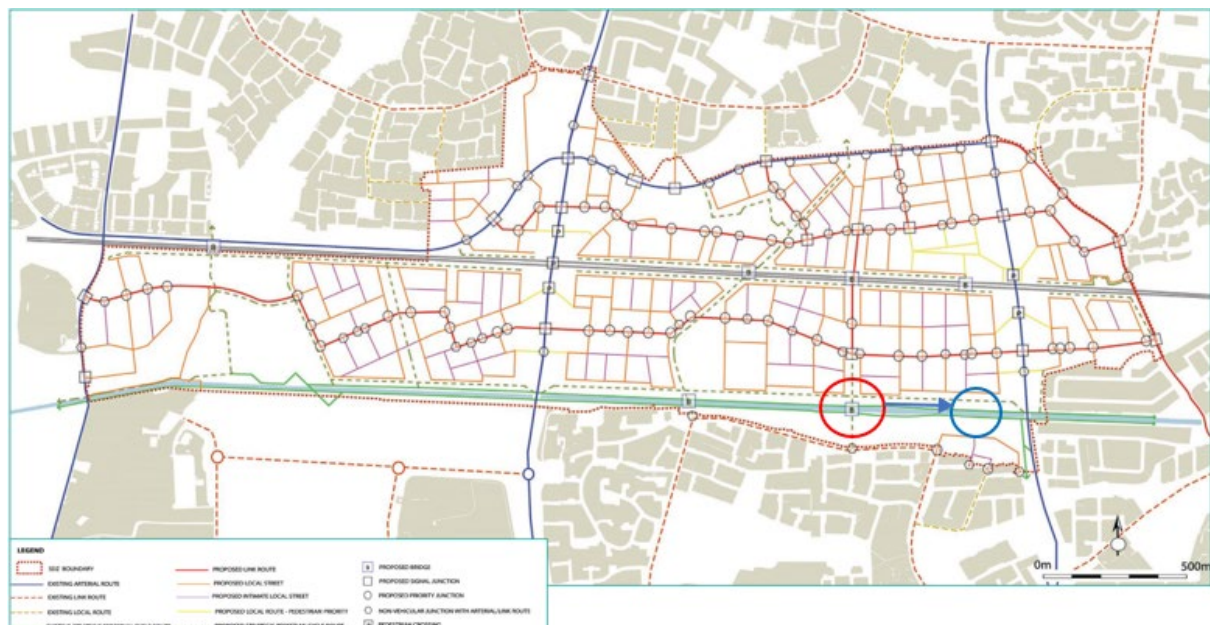


Figure 6: Overall Movement Concept



Figure 7: Propose to relocate pedestrian bridge to Lock 11

Amendment No.3

- a). Amend the proposed vehicular bridge over railway to a pedestrian and cycle bridge and**
- b). To the south of the bridge, provide a Strategic Pedestrian and Cycle Route to the pedestrian and cycle bridge.**
- c). To the north of the bridge, remove Link Street from the North Link Street to bridge and provide a Strategic Pedestrian and Cycle Route from North Link Street to the pedestrian and cycle bridge**
- d). Amend bridge types in Table 2.2.2 and remove the reference to the vehicular bridge in the phasing section (Table 4.2).**

It is proposed to amend the vehicular bridge over the railway to a pedestrian and cycle bridge, alongside updating the adjoining street from a Link Street to a Local Street. This amendment is intended to promote sustainable and active travel within the SDZ while maintaining strong connectivity and permeability between the northern and southern areas of the railway line. The revised bridge alignment is highlighted in red on the map that follows this section.

To assess the potential impacts of this change, South Dublin County Council engaged Systra to model the effects of removing vehicular access from the bridge. The Systra Modelling Report concludes that while traffic previously using the bridge will reroute via Fonthill Road North and Lynch's Lane, this redistribution remains manageable and does not cause significant operational issues across the wider road network. The study identified four key junctions—Junctions 7, 8, 10, and 11—that required further assessment due to increased traffic flows.

Of these, Junction 7 experiences minor congestion increases in the AM peak at Grange Castle Road northbound and the Access Road eastbound, but it

remains within acceptable operational limits with no mitigation required. Junction 8, however, faces increased capacity pressures, particularly at the northbound right turn at Fonthill Road North, which shows a 90% increase in Degree of Saturation (DOS) in the AM peak, along with a 60.4% increase in the PM peak. The western approach of the junction also experiences a 42.4% increase in traffic volume. The report suggests that potential widening of the carriageway at the eastern and western arms to accommodate additional turning lanes could be a feasible mitigation measure. Meanwhile, Junctions 10 and 11 operate well within capacity, and no changes are required.

Overall, the modelling confirms that removing vehicular access from the bridge does not cause major operational issues, aside from localised impacts at Junction 8, where further monitoring and minor mitigation may be necessary. The proposed amendment aligns with the sustainable mobility objectives of the SDZ, enhancing pedestrian and cyclist permeability while maintaining a well-functioning road network. Additionally, future transport policy interventions and investments in sustainable modes may further reduce car dependency, mitigating any residual impacts. These findings provide strong technical support for Amendment No. 3, reinforcing its alignment with the SDZ's strategic objectives and national transport policies.

The Planning Scheme previously included a green link in association with the proposed vehicular bridge in this location. This green link was required to support placemaking and permeability associated with vehicular infrastructure. However, as the vehicular bridge is now being removed in favour of a pedestrian and cycle bridge, the green link is no longer required. This amendment reflects the revised movement function of the bridge and surrounding streets and ensures alignment with the SDZ's emphasis on sustainable and active travel modes.

For full details of the modelling results, please refer to Appendix 5.

The proposed amendments to the scheme detail the change in bridge type in the relevant tables and remove the reference to the vehicular bridge in the phasing section.

Amendment Ref. No. 3	
Section Reference	Page Reference (2019 Planning Scheme)
Figure 2.2.7, Table 2.2.2, Table 4.2	31, 32, 133

Update Figure 2.2.7 Overall Movement concept on Page 31 to indicate a colour change on the map and in the legend from red which indicates 'Proposed Link Route' to orange which is indicated on the map as a 'Proposed Local Street'.

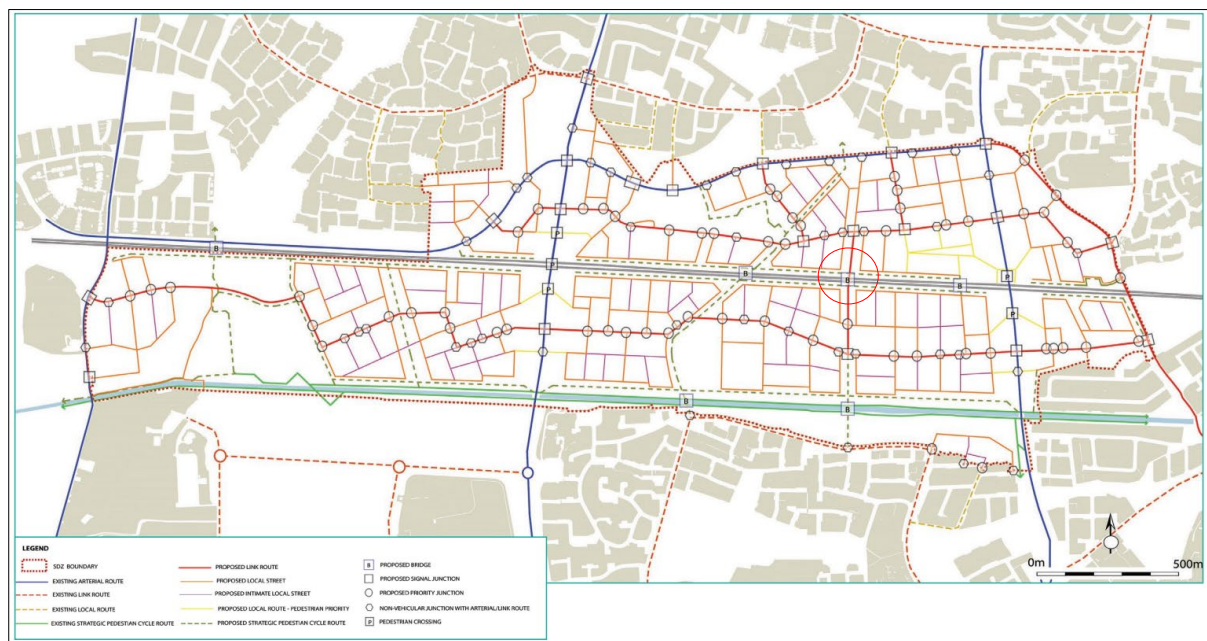


Figure 8: Overall Movement Concept



Figure 9: Propose to amend the proposed vehicular bridge over railway to a pedestrian/cycle bridge

Edit table 2.2.2 | Canal and Rail Bridges

Bridge Type	Number
Canal Overbridge – pedestrian & cyclist	X3 (including 1 existing)
Canal Overbridge – vehicular, public transport, pedestrian & cyclist	X3 existing
Rail Overbridge – pedestrian & cyclist	X3 (including 1 existing for upgrade as green bridge) x4
Rail Overbridge – vehicular, public transport, pedestrian and cyclist	X4 (including 3 existing) X3 existing

Edit Table 4.2 | Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units

1.	Surface Water Management Plan measures*
2.	Undergrounding of the 220kv Power Lines
3.	Griffeen Valley Park Extension (includes upgrade of existing pedestrian bridge over railway to Green Bridge)
4.	Na Cluainte (North and South)
5.	Schools Sites
6.	Community Buildings (Provision of)
7.	District Park Hub (Provision of)
8.	Health Centre
9.	Childcare Facilities
10.	Retail floorspace
.	
11.	Fire Station site
12.	Main Link Streets within scheme (See Section 2.2.4)
13.	Major Signal Junctions (new and upgrades between combinations of Arterial Streets and Link Streets) **
14	Vehicular Railway overbridge
.	
15 14	New Pedestrian & Cycle Canal overbridges
.	
16 15	New Pedestrian & Cycle Railway overbridges
.	
17 16	Upgrade & realignment of R120 Lock Road
.	
18 17	Opening of Railway Station at Kishoge
.	

Amendment No.4: Delete North-South Avenue / Links objective where no longer required due to revised bridge and street layout

It is proposed to delete the objective in the Development Areas section on page 115 of the Planning Scheme, which states:

"To provide a new north-south avenue/links connecting Thomas Omer Way, Clonburris North East, and Clonburris South East."

A review of the street hierarchy and urban structure within the SDZ has determined that this north-south avenue is no longer required. The function of this link, which was initially intended to support Gallanstown as a local node, is being proposed to be relocated to Canal Park South as part of the proposed non-material amendments.

The deletion ensures that the street network remains efficient and adaptable, preventing the provision of unnecessary road infrastructure and avoiding redundancy in connectivity planning. The revised approach prioritises sustainable and active travel, integrating pedestrian and cycle routes within the existing movement framework while ensuring a strong link between key development areas.

This amendment streamlines the transport strategy within Clonburris North West, ensuring that future development aligns with compact growth principles and sustainable mobility objectives while optimising land use for residential and community needs.

Amendment Ref. No. 4	
Section Reference	Page Reference (2019 Planning Scheme)
Key Objectives	115

Key objectives
➤ To develop a high quality residential neighbourhood at Clonburris; ➤ To develop a new local node, Gallanstown, comprising small-scale, local retail, service and community facilities, fronting the new Barony Park; ➤ To provide locally accessible open spaces of local and strategic importance; ➤ To ensure high levels of legibility and ease of orientation; ➤ To provide a new north-south avenue/links connecting Thomas Omer Way, Clonburris North East and Clonburris South East; ➤ To provide a new link street/avenue in the heart of the neighbourhood as part of the main connection between Kishoge and Clonburris urban centres; ➤ To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue/Link Street; ➤ To provide for a range of housing along the new avenue and local streets including homezones; and ➤ To provide a distinctive, diverse and quality frontages to Thomas Omer way, the Link Street/avenues and the strategic open spaces

Amendment No.5: Replace standalone pedestrian bridge over railway with a pedestrian connection integrated with Clonburris Fonthill Station to enhance urban centre permeability

It is proposed to amend the Planning Scheme to remove the standalone pedestrian bridge previously identified to cross the railway and instead provide a new pedestrian link connecting directly to the Clondalkin Fonthill Railway Station and Fonthill Road. This change reflects a revised design approach whereby pedestrian access is facilitated via an integrated station link rather than a separate bridge structure spanning the railway line.

The revised proposal offers several benefits. It concentrates pedestrian movement into the urban centre, increasing footfall and activity around the station, and improving legibility, safety, and placemaking within the heart of the SDZ. It also avoids the need for a visually intrusive and technically challenging standalone bridge, which would have required a significant zig-zag structure on both sides to address topography, Building Regulations, and clearance requirements.

While the original bridge responded to permeability objectives across the railway, particularly given the presence of a gas wayleave, the revised proposal maintains strategic connectivity in this area. The new link ensures that pedestrian permeability is retained and enhanced by providing a high quality, accessible connection into the public transport node and associated urban amenities.

In summary, this amendment replaces a more complex standalone bridge with a streamlined, integrated solution that continues to meet the permeability and infrastructure delivery goals of the Planning Scheme while offering improved functionality, user experience, and visual integration.

Amendment Ref. No. 5	
Section Reference	Page Reference (2019 Planning Scheme)
Figure 2.2.7	31

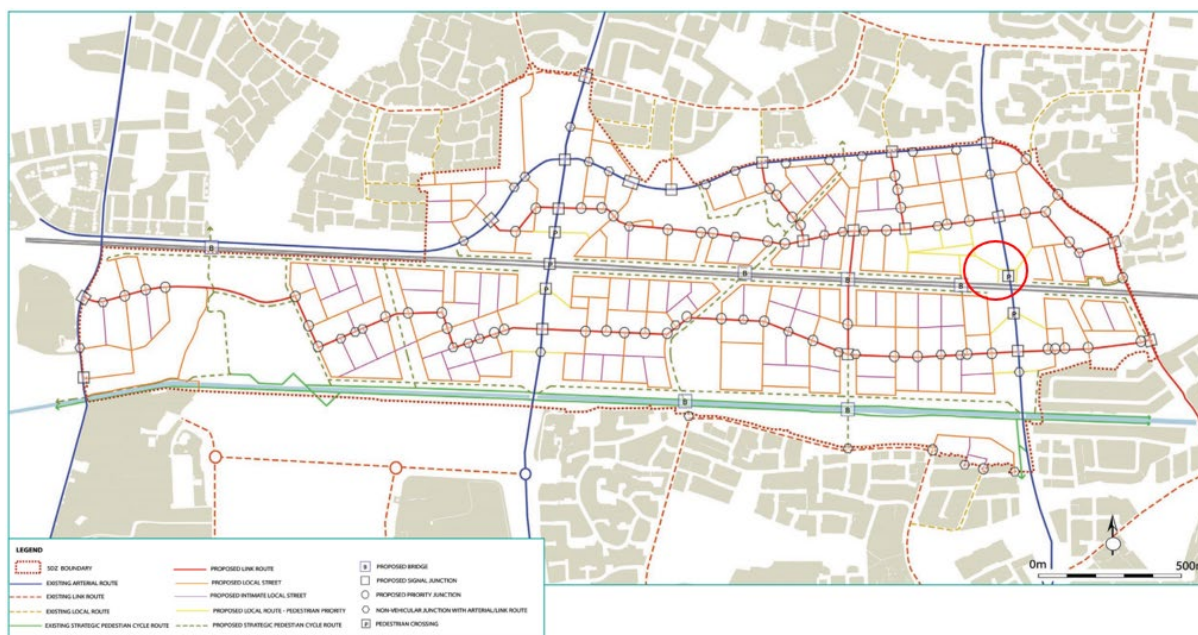


Figure 10: Overall Movement Concept



Figure 11: Propose to update Overall Movement Concept image to relocate pedestrian bridge to Urban centre in conjunction with railway.

Amendment No.6: Clarify that the Green Bridge remains a non-vehicular structure intended for pedestrian, bicycle, and green infrastructure connectivity

In order to give clarity on the timing of the green bridge provision in relation to the phasing of construction of residential units and flexibility around

design and provision of a green bridge across the railway, it is proposed that the following amendments are integrated into the Planning Scheme.

The change to Table 4.2 is aimed at providing clarity that the green bridge is not part of the phasing programme and will form a separate project to the Griffeen Valley Park Extension. The changes to Section 2.3 are to ensure there is flexibility around the provision of the green bridge. The delivery of the Green Bridge across the railway line and Adamstown Avenue is a complex project in terms of safety and agreements with Irish Rail. To date, the retrofitting of the existing bridge to a Green Bridge has not been demonstrated as feasible or viable. The proposed amendments retain the provision of a Green Bridge for mammal passing and remove references to retrofitting or replacing the existing pedestrian/ cycle bridge.

Amendment Ref. No. 6	
Section Reference	Page Reference (2019 Planning Scheme)
Table 4.2, Green & Blue Infrastructure Key Principles, 2.3.2 Green Infrastructure, 2.10.3 Hierarchy of open spaces, Table 2.10.4	133, 35, 36, 79,83

Amend Table 4.2 | Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units

1.	Surface Water Management Plan measures*
2.	Undergrounding of the 220kv Power Lines
3.	Griffeen Valley Park Extension (includes upgrade of existing pedestrian bridge over railway to Green Bridge)
4.	Na Cluainte (North and South)
5.	Schools Sites
6.	Community Buildings (Provision of)
7.	District Park Hub (Provision of)
8.	Health Centre
9.	Childcare Facilities
10	Retail floorspace
.	
11.	Fire Station site
12.	Main Link Streets within scheme (See Section 2.2.4)
13.	Major Signal Junctions (new and upgrades between combinations of Arterial Streets and Link Streets) **
14.	Vehicular Railway overbridge

15.	New Pedestrian & Cycle Canal overbridges
16.	New Pedestrian & Cycle Railway overbridges
17.	Upgrade & realignment of R120 Lock Road
18.	Opening of Railway Station at Kishoge

Amend the key principles of section 2.3 Green and Blue Infrastructure
 “To reduce fragmentation and strengthen ecological links through the provision of a green bridge across the ~~retrofitting and or upgrading of the pedestrian bridge over the~~ railway line to a ‘green bridge’;”

Amend section 2.3.2 Green Infrastructure

“It is an objective of the scheme to ~~retrofit or replace the existing pedestrian bridge over the railway line to~~ provide a green bridge connecting the Griffeen Valley Park and the proposed extension of the park to the south.

The green bridge shall be integrated into the surrounding landscape and shall provide ~~connections for pedestrians and cyclists~~, commuting routes for species and the park landscape as a whole.”

Amend section 2.10.3 Hierarchy of open spaces

“~~Retrofit or replace the existing pedestrian bridge over the railway line to provide ‘green bridge’. The green bridge shall~~ Provision of a green bridge integrated into the surrounding landscape and to ~~shall~~ provide ~~connections for pedestrians and cyclists~~, commuting routes for species and ~~the park landscape as a whole~~. The detailed design of the bridge should be informed by ~~shall be in accordance with~~ the Landscape Institute UK Green Bridges Technical Guidance Note 09/2015 December 2015.”

Amend table 2.10.4 | Design Criteria for Strategic routes

Landscape Element	Objective	Components
Strategic routes	To provide routes connecting strategic open spaces. To incorporate existing strategic corridors. To accommodate strategic routes. To provide for strategic movement routes. To protect and enhance biodiversity.	Strategic cycle and pedestrian routes. Regular rest and amenity areas. Sensitive lighting. Protection and enhancement of hedgerow. New pedestrian and cycle bridges. Bridge at Griffeen Valley Park upgraded to a green bridge.

Amendment No.7: Relocate Park Hub from Gallanstown / Cappagh to Canal Park South

It is proposed to amend the Planning Scheme to relocate the Park Hub previously identified at Gallanstown/Cappagh to Canal Park South. The original Park Hub was intended to serve Na Cluainte Park; however, the provision of a new District Park Hub adjacent to Na Cluainte Park now fulfils this role. This facility will accommodate a broad range of community and recreational uses, including a sports hall, multi-purpose spaces, changing facilities, a café, and ancillary areas.

Given the scale and function of this planned community infrastructure, the Gallanstown/Cappagh Park Hub is no longer required in that location. Canal Park South, with its planned active recreation amenities, is considered a more suitable and strategic location for the Park Hub.

This amendment does not reduce the number of Park Hubs in the Planning Scheme. It ensures the strategic distribution of Park Hubs is maintained while better aligning their locations with the revised open space and recreation strategy.

Amendment Ref. No. 7	
Section Reference	Page Reference (2019 Planning Scheme)
Figure 2.1.3, Table 2.7.1, Table 2.13.1, Figure 2.13.2, Figure 3.3.11 and Key Objectives	16, 50, 95, 93, 114, 115

Update Figure 2.1.3 on Page 16 to relocate the ‘Park Hub’ allocation from Gallanstown and Cappagh (circled red) to Canal Park South (circled blue)



Figure 12: Function Concept Map

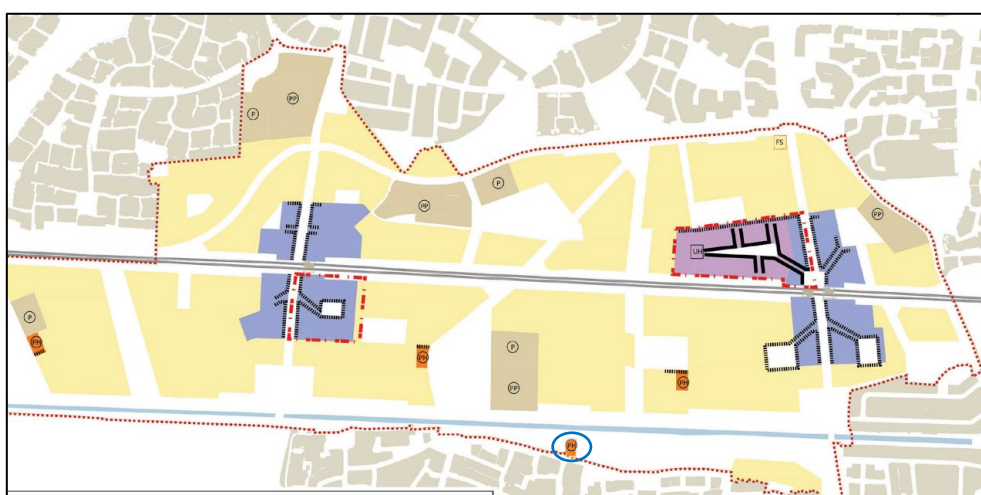


Figure 13: Propose to update the Function Concept Map to relocate the Park Hub from Cappagh and Gallanstown to Canal Park South

Edit Table 2.7.1 to remove references to Gallanstown & Cappagh park hubs and adding Canal Park South.

Table 2.7.1 | Minimum Provision of Medium to Large Scale Community Building

Hub Type	Provision	Location Criteria
Urban Hub	This Hub is located in the Urban Centre at Clonburris and should be the location for intensive community uses that do not require extensive outdoor space.	Community uses in the urban hub should be clustered with other uses and form part of the

	A minimum of a 2,500 sqm building(s) with a multi-functional use, including a minimum of 600 sqm of dedicated community space shall be provided. The building(s) may provide for uses such as civic, community offices, health centre, nurseries and creches.	Clonburris Retail Core. The Planning Scheme identifies the Urban Hub location as a significant opportunity to develop a local landmark building.
Park Hubs (District Level at Clonburris Little and 3 no. 2 no. smaller park hubs at Grange, & Canal Park South Cappagh and Gallanstown)	Park Hubs are designated to correspond to the local nodes at Grange, and Clonburris Little, Cappagh and Gallanstown and are located adjacent to open space provision. The Park Hub designation facilitates complementary floorspace required for the adjacent park such as changing rooms, meeting rooms etc. A district level provision of recreation facilities shall be located adjacent to Barony Park South as part of the Clonburris Little Local Node. This facility may be shared with schools and should accommodate meeting rooms, sports hall, changing rooms, playground & flexible community space in a purpose built building(s) of a minimum gross floor space of 1,500 sqm.	The Park Hubs shall be located adjacent to or within Na Cluainte Park the Barony Park South, Barony Park North, Griffeen Valley Park and Canal Park South. at Clonburris Little, Gallanstown, and Grange and Cappagh local nodes

Updates to Table 2.13.1 and Table 2.1.7 in order to remove Local Parks and Squares sqm and add in sqm for the canal park hub

- Amend ~~600~~ sqm to 0 sqm from the Community/Civic Building GFA column on the CSW-S4 row.
- Amend ~~0~~ to 200 sqm in the Community/Civic Building GFA column on the CE-S1 row and asterisk it with a footnote that states that 'Community/Civic Building GFA may be provided for within the park'
- Add asterisk to KSW-S1 to include a footnote that Community/Civic Building GFA may be provided for within the park.

Amendment No.8: Amend the Electric Vehicle charging requirements

It is proposed that the Electric Vehicle charging requirements are amended in order to provide an ability to determine the initial provision of charging points on a case-by-case basis. In this regard, it is considered that the provision of EV charging points should be assessed against the relevant County Development Plan standards at the time. This enables the requirement to be reconsidered at intervals in tandem with the rest of South Dublin County.

Amendment Ref. No. 8	
Section Reference	Page Reference (2019 Planning Scheme)
2.2.6 Parking	33

Amend the following text under 2.2.6 Parking

Electric Vehicle Parking

~~To facilitate the use of electrically operated cars and bicycles, all developments should provide charging points for the charging of electric vehicles at a rate of 100% of the car parking provision and 10% of the bicycle parking provision.~~ To implement the relevant South Dublin County Council Development Plan standards and reflect current national and regional guidance issued by the Department of Transport and ZEV Electric Vehicle Charging Infrastructure Strategy and the Dublin Local Authority Electric Vehicle Charging Strategy in relation to charging for Electric Vehicles (EVs).

Amendment No.9: Car parking management – clarify layout and management

This amendment strengthens the existing guidance in Section 2.2.6 by clarifying key criteria that should form part of a car parking management strategy. It reflects evolving best practice in urban development, where more efficient and flexible parking provision is encouraged, particularly in areas served by high-quality public transport such as Clonburris. Clear identification of EV and accessible spaces, coupled with a strategy for future-proofing and flexible parking management, will help ensure that car parking provision does not undermine the SDZ's modal shift and sustainability objectives. These additions also align with broader national policy direction supporting compact growth, sustainable transport, and efficient land use.

Amendment Ref. No. 9	
Section Reference	Page Reference (2019 Planning Scheme)
2.2.6 Parking	33

Add additional bullet points to the following text in Section 2.2.6 Parking – Car Parking Standards

- The proximity of the site to the Kishoge and Clondalkin-Fonthill Railway Stations;
- The proximity of the development to services that fulfil occasional and day to day needs;
- Demonstration that car parking can be shared between complementary land uses including Park and Ride Facilities;
- The existence of a robust and achievable Workforce Management or Mobility Management Plan for the development;
- The ability of people to fulfil multiple needs in a single journey;
- The levels of car dependency generated by particular uses within the development;
- The ability of residents to live in close proximity to the workplace;
- Peak hours of demand and the ability to share spaces between different uses; ~~and~~
- Uses for which parking rates can be accumulated.

Planning proposals should set out the following:

- Car parking numbers clearly identified on a site plan including identification of Electric Vehicle (EV) and accessible spaces;
- The car parking ratio; and
- Management measures for car parking spaces, including the EV spaces. Management to ensure on street spaces are not allocated to individuals.

Amendment No.10: Mobility Management Plans

The inclusion of additional guidance on the content and applicability of Mobility Management Plans (MMPs) is intended to strengthen the implementation of sustainable transport objectives across the SDZ lands. While the existing Planning Scheme refers to MMPs and national guidance, further specification is needed to ensure consistency in application and to support effective assessment at planning stage. By clearly outlining the types of developments that require an MMP and identifying minimum content requirements, this amendment provides greater clarity for applicants and decision-makers. It also ensures that MMPs are robust,

measurable, and aligned with the SDZ's goals for integrated transport, modal shift, and reduced car dependency. Similar to best practice elsewhere, consideration should be given to being more prescriptive about what MMPs should include; the South Dublin County Development Plan and other relevant national guidance can serve as useful references. The additional criteria also reflect evolving practice in urban development and travel planning, supporting compact, walkable neighbourhoods and helping to future-proof mobility strategies in line with national and regional policy direction.

Amendment Ref. No. 10	
Section Reference	Page Reference (2019 Planning Scheme)
2.2.7 Transport Assessment & Mobility Management	34

Add additional bullet point list to the end of paragraph at Section 2.2.7 Transport Assessment & Mobility Management– Mobility Management Plans

Mobility Management Plans

An overall strategic Mobility Management Plan (MMP) framework has been prepared for this Planning Scheme as part of the accompanying Transport Assessment and Strategy. Individual MMPs or Workplace Travel Plans (WTP) should also accompany applications for larger sized developments in accordance with the recommendations of the NTA's Achieving Effective Workplace Travel Plans: Guidance for Local Authorities (2012).

Such plans should outline a series of measures to encourage sustainable travel modes and reduce car borne traffic within a development. These may include proposals to encourage cycling and walking, car sharing, carpooling, flexible working hours and public transport use etc.

Mobility Management Plans (MMPs) are required for:

- Larger developments, including residential schemes, as defined in the applicable County Development Plan;
- All new schools or significant expansions to existing schools;
- Community facilities, park hubs, and other public-use developments likely to generate high levels of activity or trip generation; and
- Town centre, mixed-use, and employment-based developments.

MMPs shall be prepared in accordance with the guidance issued by the National Transport Authority and the relevant County Development Plan.

At a minimum, MMPs should include:

- A baseline assessment of expected travel demand and modal split;
- Measures to promote sustainable and active travel (e.g. walking and cycling infrastructure, public transport connectivity, travel behaviour initiatives);
- Car management strategies (e.g. car-pooling, car clubs, unallocated parking);
- Provisions for end-of-trip facilities (e.g. secure bike parking); and
- Implementation, monitoring, and review frameworks with identified responsibilities.

MMPs should be submitted as part of a planning application and demonstrate how the development supports the SDZ's goals for sustainable movement and integrated transport networks.

Amendment No.11: Home Zones – define design standards distinct from local streets

The proposed amendment introduces a dedicated heading and expanded design guidance for Home Zones / Intimate Local Streets to improve clarity, consistency, and implementation. While the Planning Scheme currently references Home Zones within the broader description of Local Streets, the lack of a standalone section makes the guidance difficult to locate and interpret. This amendment addresses that by giving Home Zones / Intimate Streets a clearer identity within the street hierarchy and by providing specific criteria to distinguish them from standard local streets. It responds to implementation experience to date, where the intent of Home Zones has sometimes been diluted by over-provision of car parking or inappropriate layout. The inclusion of additional design guidance, including surface finishes, parking layout, and enclosure, reinforces their function as pedestrian-priority spaces, while supporting placemaking, passive surveillance, and low-speed movement. A clarifying note under Figure 2.2.6 further ensures consistency in interpretation. This amendment supports the SDZ's goals for compact, walkable neighbourhoods and high-quality residential environments aligned with sustainable movement principles. These additions build upon the existing Planning Scheme guidance for Local Streets and Home Zones, translating its principles into clearer, implementable design criteria to support more consistent and place-responsive development outcomes.

Amendment Ref. No. 11	
Section Reference	Page Reference (2019 Planning Scheme)

2.2.4 Street Network and Vehicular Movement	30
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Insert a new heading and supporting text after the “Local Streets” subsection in Section 2.2.4:

Local Streets

The purpose of Local Streets is to provide access within communities and to Arterial and Link Streets. Local Streets will act as quieter traffic calmed thoroughfares that are closely fronted and overlooked by development and will provide through access to neighbourhood blocks and local open spaces. These streets will ensure that development on the SDZ lands is accessible from a number of different directions.

By virtue of their speed and function, Local Streets will be unlikely to carry high levels of vehicular traffic and a greater emphasis will be placed on pedestrian movement, activity and place making.

The provision of public transport services on Local Streets should be avoided in order to ensure that their place function is not undermined. Existing streets designated as Local Streets (part of Hayden’s Lane and Lynch’s Lane) shall be upgraded and improved accordingly.

Some Local Streets will comprise Home Zones or Intimate Local Streets in the form of fully shared surfaces for the integrated movement of vehicles, pedestrians and cyclists in quieter residential areas. Further to Local Street that provides strategic pedestrian and cycle through routes, junctions between Homezones and Link Streets should also be filtered to prioritise pedestrian and cyclist through access. Designated Pedestrian Priority Local Streets within the Clonburris and Kishoge Urban Centres shall also be designed to be fully pedestrianised outside of delivery hours (see Section 2.8 Built Form and Design)

Home Zones and Intimate Local Streets

Home Zones, also referred to as Intimate Local Streets, are low-speed, residential-scaled streets designed for shared use by pedestrians, cyclists, and vehicles. They must be clearly distinct in character from standard Local Streets, both in layout and materiality. The design intent is to create a safe and attractive public realm where pedestrian movement and community interaction take precedence, and where cars do not dominate the visual or functional character of the street.

Home Zones should be designed with:

- Narrow carriageways and generally parallel parking on one side of the street, alternating sides where appropriate (see Figure 2.2.6);

- High-quality surface materials, with variations in colour or texture to reinforce pedestrian priority while maintaining appropriate functional standards;
- Integrated landscaping, street furniture, or level changes to delineate space and reduce traffic speeds without relying on bollards or excessive signage;
- A strong sense of spatial enclosure through building orientation and frontages directly addressing the street where possible;
- Minimised hardstanding and consolidated parking to reduce the visual prominence of cars;
- Design to promote passive surveillance, avoiding blank facades or excessive boundary treatments; and
- Generally filtered permeability at junctions with Link Streets to discourage through-traffic while facilitating walking and cycling.

Amendment No.12: Active Frontages – promote pedestrian-friendly building edges and passive surveillance

This amendment introduces targeted guidance on building design to reinforce the Planning Scheme’s objectives for active frontages and high-quality public realm. While general principles of built form are addressed in Section 2.8.3, additional emphasis is needed on how buildings relate to the street and how ancillary features, such as bin stores, bike storage, and substations, can be managed to minimise negative visual and functional impacts. This amendment responds to practical implementation experience, where inactive frontages and poorly sited services have diluted the quality of pedestrian environments. By encouraging design solutions that promote passive surveillance, minimise blank or inactive edges, and prioritise visual interest at street level, the amendment supports safer, more attractive, and pedestrian friendly streetscapes. These additions build upon the existing Planning Scheme guidance for built form and public realm, translating its principles into clearer, implementable design criteria to support more consistent and place-responsive development outcomes.

Active Buildings and Safe Streets

The design of buildings should consider the experience of someone travelling by foot or bicycle, providing a safe and attractive public realm. While ancillary services such as enclosed bike, bin and sub-station services are necessary, the siting of same and the finishes to these services can have a significant effect on the experience of someone passing-by at street level. Long stretches of dead frontage should be avoided or enlivened by design solutions. Passive surveillance is encouraged.

Section Reference	Page Reference (2019 Planning Scheme)
2.8.3 Block Size and Form	55

Add additional paragraph to the end of Section 2.8.3 Block Size and Form

Block Size

In order to encourage pedestrian permeability and ensure that streets and blocks are dimensioned to reflect their function and setting, reduced block lengths shall be utilised across the SDZ lands.

Block sizes in the Clonburris and Kishoge Urban Centres should have dimensions of approximately 60 to 80 metres and shall be no more than 100 metres in length/depth. Block dimensions in the Development Areas that are contiguous to both urban centres should be no more than 100 metres. Blocks within Development Areas that are beyond the edge of both centres (Adamstown Extension and Canal Extension) shall not exceed 120 metres. Larger or irregular blocks of up to 120 metres should be broken up using mid-block penetration with short cul-de-sac/mews development to serve a small number of dwellings.

Active Frontages and Safe Streets

The design of buildings should prioritise the experience of pedestrians and cyclists, contributing to a safe, attractive, and engaging public realm. While ancillary elements such as enclosed bicycle parking, bin stores, and substations are necessary, their siting and design should minimise visual impact at street level. These features should be integrated or screened to avoid disrupting the street frontage. Long stretches of inactive or blank frontage should be avoided or mitigated through design measures such as articulation, material variation, landscaping, or lighting. The inclusion of entrances, windows, and active ground floor uses is encouraged to promote passive surveillance and enhance the vibrancy and safety of the streetscape.

Amendment No.13: Allow limited flexibility in urban design parameters to address immovable site constraints

It is proposed that an additional paragraph is added to section 2.8. Built Form and Design under 2.8.1 Introduction to allow for defined and limited flexibility in applying urban design parameters where delivery is constrained by existing immovable infrastructure. The context of the Clonburris SDZ includes a number of significant, fixed infrastructural and environmental constraints such as the strategic gas pipeline network, designated ecological buffers (e.g. pNHA canal corridor), and an existing ESB substation. In specific

locations, the delivery of key infrastructure and housing must respond to these fixed elements without compromising the overall design integrity of the SDZ.

Amendment Ref. No. 13	
Section Reference	Page Reference (2019 Planning Scheme)
2.8.1 Introduction	53

Add additional paragraph after the last paragraph in section 2.8.1

2.8.1 Introduction

“The primarily greenfield nature of the SDZ lands at Clonburris presents an opportunity to create a coherent framework of streets, buildings, parks and spaces. This requires guidance in relation to buildings, development blocks and street design.

This Planning Scheme provides guidance in relation to Built Form and Design in order to further detail the urban structure for the SDZ Lands in a manner that will help create an integrated urban district comprising well-designed Development Areas. This builds upon the provisions of this Planning Scheme in relation to (inter alia) movement, land use, density and green infrastructure by setting out key parameters in relation to design, block size, block form, street frontage, topography, urban grain, building heights, street design and parking etc.

To this end, a limited degree of flexibility in the application of urban design parameters may be considered by the Planning Authority where delivery is demonstrably constrained by existing immovable infrastructure or environmental designations. Such constraints may include the existing ESB substation, strategic gas transmission lines with statutory wayleaves, and the required setback from the Grand Canal pNHA. These are defined as fixed elements that cannot reasonably be relocated or removed within the development timeframe.

The onus is on developers/applicants to demonstrate that the constraint meets this definition and cannot be otherwise mitigated through alternative design approaches. Furthermore, applicants must demonstrate that the proposed development would not materially affect the key principles and objectives of the Planning Scheme; would not result in a significant reduction in dwelling numbers or non-residential floorspace within the Development Area; would not give rise to significant adverse effects on the environment or conflict with the environmental objectives set out in the SEA Environmental Report (including required setbacks from the Grand Canal); and would not have any implications in relation to European Sites.

The design response must represent the minimum necessary adjustment, and overall urban design quality, permeability, and placemaking objectives must still be achieved.

Amendment No.14: Remove the Canal Extension from the Clonburris Core catchment to reflect independent service provision

It is proposed to amend the Clonburris catchment area to exclude the Canal Extension development area located to the south of the Grand Canal. This amendment is intended to clarify and more accurately reflect the catchment boundaries for each urban centre within the SDZ, ensuring consistency between planned service delivery and spatial designations.

The Canal Extension area is currently being brought forward by South Dublin County Council as a residential development within the SDZ, supported by existing and planned services located to the south of the canal. It is progressing independently of the Clonburris Core Area and is not reliant on the phased delivery of infrastructure or amenities within the Core for its development.

As such, this amendment is a technical clarification of catchment delineation and has no implications for SDZ phasing, infrastructure sequencing, or delivery timelines. It is proposed to update Figure 2.4.1 to reflect this revised catchment boundary.

Amendment Ref. No. 14	
Section Reference	Page Reference (2019 Planning Scheme)
Figure 2.4.1	40

Amend Figure 2.4.1 and Figure 4.1 to remove Canal Extension from Clonburris catchment area

Figure 2.4.1 | Urban Centres in the Planning Scheme

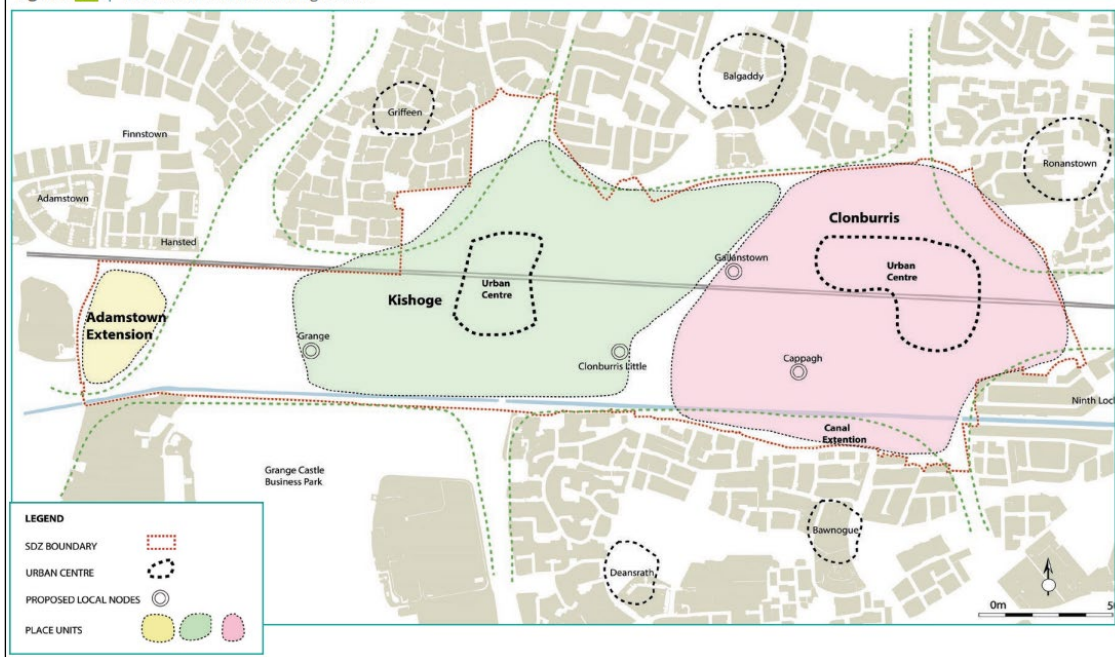


Figure 18: Urban Centres in Planning Scheme

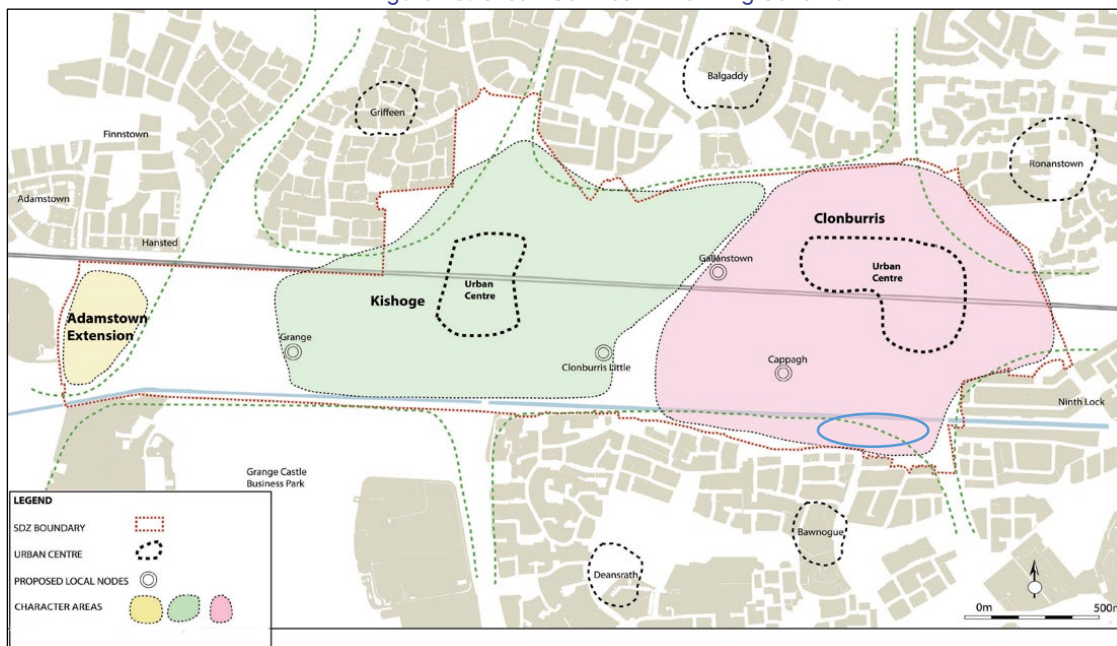


Figure 19: Propose to update Figure 2.4.1 to remove Canal Extension from Clonburris catchment area

Amendment No.15: Clarify the operation of the roll-over provision for housing delivery between development areas

Amend 4.7 of the Planning Scheme to clarify that the 250 units in the 'Roll Over' provision can be occupied.

It is proposed that a change be made to section 4.7 of the Planning Scheme, Operation of Phasing Programme, to provide clear guidance that up to 250 dwelling units permitted under the Roll-Over mechanism may be both

constructed and occupied. This provides flexibility while maintaining alignment with the phasing principles of the Planning Scheme.

Amendment Ref. No. 15	
Section Reference	Page Reference (2019 Planning Scheme)
4.7 Operation of Phasing Programme	140

Edit text in relation to the last paragraph in Section 4.7:

A ‘Roll - Over’ mechanism may operate between any two phases. In the event of the maximum permissible number of units being completed before the required facilities and infrastructure in any phase, a ‘Roll - Over’ of up to 250 dwelling units may be constructed and occupied in the following phase, subject to planning permission. These residential units may not be constructed until the developer demonstrates the provision of requirements from the previous phase is ongoing ~~and the units may not be occupied until the requirements in the previous phase have been completed.~~

Amendment No.16: Provide clarity in relation to assessment of domestic extensions and alterations

It is proposed that an addition be made to Section 2.1.4 *Residential Units* to provide clarity on how applications for extensions or alterations to residential units should be assessed. To date, there is no provision in the Planning Scheme regarding such modifications.

It is therefore considered appropriate to include a statement confirming that applications for extensions or alterations to residential units shall be assessed in accordance with the guidance and policies set out in the applicable South Dublin County Development Plan at the time of the application.

Amendment Ref. No. 16	
Section Reference	Page Reference (2019 Planning Scheme)
2.1.4 Extent of Development	18

Add a paragraph to the existing text under the heading ‘Residential Units’:
The minimum and maximum achievable number of residential units in Clonburris together with target dwelling numbers are set out in Table 2.1.5. Residential unit numbers are based on an allowable margin within a prescribed density range for each Development Area (see Section 2.1.5 –

Residential Density). For clarity, the maximum achievable number of residential units incorporates flexibility for landmark buildings.

Domestic extension and alterations permissions will be considered based on the guidance provided in the applicable South Dublin County Development Plan and the SDCC House Extension Design Guide or any subsequent guidance documents.

Amendment No.17: Amend the retail frontage parameters

The Planning Scheme designates Primary and Secondary Retail Frontage in Figure 2.5.1, with further details on its consideration outlined in Section 2.4.3. To provide flexibility in relation to the evolving commercial and retail patterns of consumers, amendments to the Planning Scheme are proposed to encourage a wider variety of land uses at ground floor along the identified key frontages. The amendments provide opportunity for residential frontage in tandem with retail and other land uses.

Amendment Ref. No. 17	
Section Reference	Page Reference (2019 Planning Scheme)
2.4.3 Urban Design	40

Edit text in relation to Section 2.4.3 Urban Design:

Frontage

Section 2.5 outlines the key Primary and Secondary Retail Frontages in the urban centres. The Primary Retail Frontage is the principal frontage for the Retail Core area at Clonburris Urban Centre. Primary Retail Frontage should accommodate ~~be dominated by~~ retail uses, ~~with a smaller proportion of supporting~~, supported by small scale services (restaurants, public house, post office, specialist services etc) and active residential frontage. The primary frontage should be highly varied, and not dominated by one or a small number of units. On the Primary Retail Frontage, in general, a minimum floor-to-floor dimension of 4 metres will be required. The ground floor of the primary frontage should present diversity in terms of shopfront design, colours and materials.

Buildings should not be set back from the street or space on the primary or secondary retail frontages, and where commercial uses are proposed at ground floor.

The Secondary Retail Frontage is of a lower order of scale and value than the primary frontage. A mix of retail, service, residential, community/civic and

non-retail commercial uses is permissible. ~~Secondary Retail Frontage excludes large-scale comparison and convenience shopping.~~

Amendment No.18: Relocate unused residential units from southern to northern development areas

It is proposed to amend Table 2.13.1 of the Clonburris SDZ Planning Scheme (pages 95 & 96) and replicate in Section 2 and 3 tables (Table 2.1.5, Table 2.1.8 and Table 3.1.1-3.1.12 – not illustrated) to reflect the reallocation of 230 unused residential units from southern to northern development areas. These units arise from underutilised capacity in the southern SDZ lands, including sites that are either permitted or currently within the planning system.

A detailed assessment confirms that this under delivery occurs across several southern development areas. The proposed reallocation is intended to optimise housing delivery in the northern areas, where compact growth principles, the new Compact Guidelines (see amendment no.1), infrastructure availability, and planning objectives support increased residential density. The amendment will update maximum unit allocations accordingly while maintaining the overall SDZ unit maximum. This approach aligns with the National Planning Framework and SDZ principles, improves infrastructure efficiency, avoids unnecessary investment in lower-demand areas, and advances national and local housing delivery targets.

Tables 1 and 2 below set out the full breakdown of the proposed unit reallocation. Table 1 details the southern development areas with underutilised capacity and the corresponding variance. Table 2 outlines the proposed adjustments to unit allocations in the receiving northern development areas, demonstrating where capacity exists and how the redistributed units will be absorbed.

Southern Lands – Unused Units (Total: 230)

SDZ Ref Development Area	SDZ Max	Proposed/ permitted Units	Unused Units
CUC-S3	497	481	-16
CSW-S1	348	325	-23
CSW-S2	266	240	-26
CSW-S3	504	445	-59
CSW-S4	451	401	-50
KUC-S4	480	495	+15
KSE-S1	315	279	-36
KSE-S2	420	385	-35

Total	3281	3051	-230
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Table 1: Southern Lands – Unused Units (Total: 230)

SDZ Ref Development Area	Previous Max	Proposed Max	Variance
CUC-S1	1232	1240	8
CNW-S1	119	113	-6
CNW-S2	127	135	8
CNW-S3	219	178	-41
CNW-S4	391	598	207
KNE-S4	260	260	0
KNE-S5	44	16	-28
KNE-S6	152	234	82
Total	2544	2778	230

Table 2: Northern Lands – Revised Maximum Unit Allocations (Total Increase: 230)

This amendment represents a balanced and policy-aligned reallocation of residential units within the SDZ, optimising housing delivery while remaining within the overall unit cap. The redistribution supports national and local compact growth objectives, better aligns residential densities with existing and planned infrastructure, and reflects the current development realities on the ground. In particular, the reduction in development capacity at KNE-S5, arising from the identification of this sub-sector as a preferred location for a new fire station, necessitates a shift in unit delivery to neighbouring development areas such as KNE-S6 and CNW-S4. Similar to KNE-S3 (school site), residential development is no longer feasible at KNE-S5, however, the site area is retained in the table for completeness, and a reduction of 28 units is shown to reflect this reallocation. These adjustments ensure that land previously allocated for residential use is now more appropriately used for essential infrastructure, while still maintaining the overall housing delivery potential of the SDZ. This strategic and place-based approach enhances the resilience and deliverability of the Clonburris Planning Scheme and reflects the SDZ's commitment to sustainable, infrastructure-led development.

Amendment Ref. No. 18	
Section Reference	Page Reference (2019 Planning Scheme)
Table 2.13.1	95 & 96

Amend figures in relevant columns in Table 2.13.1 to align with Tables 1 & 2 detailed within this amendment. Shown are existing tables within the planning scheme, and the proposed changes as follows indicated by different colours:

- Green indicates the increase of reallocated units into development areas.

- Red indicates the decrease of units in development areas.
- Blue indicates changes in density figures and total dwelling targets which come from the redistribution of units.

Clonburris table within current Planning Scheme:

Place	Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)	
										Retail (Maximum)	Non-retail (Minimum)	Minimum	Minimum		
CLONBURRIS	Clonburris Urban Centre	CUC-S1		8.21	65	150	534	883	1,232	12,920	4,515	2,500	6,000		
		CUC-S2		2.56	73	150	187	285	384	800	4,500		800		
		CUC-S3		3.31	65	150	215	356	497	1,600	4,500		4,800		
		CUC-S4		3.82	67	150	258	414	573	1,200	5,000		3,600		
		Sub-total	17.9	17.90			1,194	1,938	2,686	16,520	18,515	2,500	15,200	0	
	Clonburris North West	CNW-S1		2.17	45	55	98	109	119						
		CNW-S2		2.31	45	55	104	116	127	650	200	600			
		CNW-S3		3.37	55	65	185	202	219						
		CNW-S4		6.52	50	60	326	356	391				9,700		
		Sub-total	15.21	14.37			713	783	856	650	200	600	9,700	0	
	Clonburris North East	CNE-S1		3.31	63	73	209	224	242						
		CNE-S2		4.19	39	49	163	186	205					15,300	
		Sub-total	9.58	7.50			372	410	447	0	0	0	15,300	1	
	Clonburris South West	CSW-S1		6.33	45	55	285	317	348						
		CSW-S2		4.84	45	55	218	242	266						
		CSW-S3		8.27	51	61	422	461	504					14,300	
		CSW-S4		6.54	59	69	386	421	451	650	200	600			
		Sub-total	29.56	25.98			1,311	1,441	1,569	650	200	600	14,300	2	
	Clonburris South East	CSE-S1		2.17	51	61	111	122	132					4,300	
		CSE-S2		1.13	65	75	73	79	85						
		Sub-total	3.3	3.30			184	201	217	0	0	0	4,300	0	
	Canal Extension	CE-S1		2.27	48	58	110	121	133					2,500	
		Sub-total		2.27	2.27			110	121	133	0	0	0	2,500	0
Clonburris Sub Totals			77.82	71.32			3,880	4,894	5,908	17,820	18,915	3,700	61,300		

Proposed updated Clonburris table on the basis of Amendment 18:

Place	Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Buildings GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)	
CLONBURRIS	Clonburris Urban Centre	CUC-S1		8.21	65	150	534	887	1,240	12,920	4,515	2,500	6,000		
		CUC-S2		2.56	73	150	187	285	384	800	4,500		800		
		CUC-S3		3.31	65	150	215	348	481	1,600	4,500		4,800		
		CUC-S4		3.82	67	150	258	414	573	1,200	5,000		3,600		
		Sub-total	17.9	17.90			1194	1934	2,678	16,520	18,515	2,500	15,200	0	
	Clonburris North West	CNW-S1		2.17	42	52	98	106	113						
		CNW-S2		2.31	48	58	104	120	135	650	200	600			
		CNW-S3		3.37	43	53	144	161	178						
		CNW-S4		6.52	82	92	326	462	598				9,700		
		Sub-total	15.21	14.37			672	848	1024	650	200	600	9,700	0	
	Clonburris North East	CNE-S1		3.31	63	73	209	224	242						
		CNE-S2		4.19	39	49	163	186	205				15,300		
		Sub-total	9.58	7.50			372	410	447	0	0	0	15,300	1	
	Clonburris South West	CSW-S1		6.33	41	51	285	305	325						
		CSW-S2		4.84	40	50	218	229	240						
		CSW-S3		8.27	44	54	422	434	445				14,300		
		CSW-S4		6.54	51	61	386	394	401	650	200	600			
		Sub-total	29.56	25.98			1311	1361	1,411	650	200	600	14,300	2	
	Clonburris South East	CSE-S1		2.17	51	61	111	122	132				4,300		
		CSE-S2		1.13	65	75	73	79	85						
		Sub-total	3.3	3.30			184	201	217	0	0	0	4,300	0	
	Canal Extension	CE-S1		2.27	48	58	110	121	133				2,500		
		Sub-total	2.27	2.27			110	121	133	0	0	0	2,500	0	
Clonburris Sub Totals			77.82	71.32			3843	4875	5,910	17,820	18,915	3,700	61,300		

Kishoge Table within current Planning Scheme:

Place	Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)
										Retail (Maximum)	Non-retail (Minimum)	Minimum	Minimum	
KISHOGE	Kishoge Urban Centre	KUC-S1		1.59	65	125	103	151	199	300	2,400		1,500	
		KUC-S2		2.79	65	125	181	265	349	300	2,400			
		KUC-S3		2.72	65	125	177	258	340	300	2,400			
		KUC-S4		3.84	65	125	250	365	480	2,600	4,600	1,500	2,200	
		Sub-total	11.16	10.94			711	1,039	1,368	3,500	11,800	1,500	3,700	
	Kishoge North West	KNW-S1		7.73	42	52	325	360	402				12,800	
		KNW-S2		2.27	55	65	125	136	148					
		KNW-S3		1.16	55	65	64	70	75					
		Sub-total	16.57	11.16			514	566	625	0	0	0	12,800	2
	Kishoge North East	KNE-S1		3.50	48	58	168	186	203				3,500	
		KNE-S2		2.57	49	59	126	138	152				2,700	
		KNE-S3												
		KNE-S4		4.72	45	55	212	235	260				3,300	
		KNE-S5		0.80	45	55	36	40	44					
		KNE-S6		2.77	45	55	125	139	152					
		Sub-total	19.9	14.36			667	738	811	0	0	0	9,500	2
	Kishoge South West	KSW-S1		6.12	40	50	245	275	306	550	200	600		
		KSW-S2		4.09	40	50	164	184	205					
		KSW-S3		5.32	46	56	245	274	298				3,800	
		KSW-S4		6.02	49	59	295	326	355					
		Sub-total	23.57	21.55			949	1,059	1,164	550	200	600	3,800	1
	Kishoge South East	KSE-S1		5.72	45	55	257	288	315				9,200	
		KSE-S2		6.78	52	62	353	390	420	650	200	1,500		
		Sub-total		12.5	12.50			610	678	735	650	200	1,500	9,200
Kishoge Sub Totals			83.70	70.51			3,451	4,080	4,703	4,700	12,200	3,600	39,000	5
ADAMSTOWN EXTENSION	Adamstown Extension	AE-S1		2.19	43	53	94	105	116					
		AE-S2		7.00	43	53	301	338	371					
Adamstown Extension Sub Totals			9.19	9.19			395	442	487	0	0	0	0	0
Total (Places)			170.71	151.02			7,730	9,416	11,098	22,520	31,115	7,300	100,300	

Proposed updated Kishoge table on the basis of Amendment 18:

Place	Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Updated Average Net Density - High Margin (+5 DPH) Based on Revised TD High Values	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)
										Retail (Maximum)	Non-retail (Minimum)	Minimum	Minimum	
KISHOGE	Kishoge Urban Centre	KUC-S1		1.59	65	125	103	151	199	300	2,400		1,500	
		KUC-S2		2.79	65	125	181	265	349	300	2,400			
		KUC-S3		2.72	65	125	177	258	340	300	2,400			
		KUC-S4		3.84	69	129	250	373	495	2,600	4,600	1,500	2,200	
		Sub-total	11.16	10.94			711	1,047	1,383	3,500	11,800	1,500	3,700	
	Kishoge North West	KNW-S1		7.73	42	52	325	360	402				12,800	
		KNW-S2		2.27	55	65	125	136	148					
		KNW-S3		1.16	55	65	64	70	75					
		Sub-total	16.57	11.16			514	566	625	0	0	0	12,800	2
	Kishoge North East	KNE-S1		3.50	48	58	168	186	203				3,500	
		KNE-S2		2.57	49	59	126	138	152				2,700	
		KNE-S3	Site											
		KNE-S4		4.72	45	55	212	235	260				3,300	
		KNE-S5	site	0.80					16					
		KNE-S6		2.77	74	84	125	180	234					
		Sub-total	19.9	14.36			667	739	865	0	0	0	9,500	2
	Kishoge South West	KSW-S1		6.12	40	50	245	275	306	550	200	600		
		KSW-S2		4.09	40	50	164	184	205					
		KSW-S3		5.32	46	56	245	274	298				3,800	
		KSW-S4		6.02	49	59	295	326	355					
		Sub-total	23.57	21.55			949	1,059	1,164	550	200	600	3,800	1
	Kishoge South East	KSE-S1		5.72	39	49	257	268	279				9,200	
		KSE-S2		6.78	47	57	353	369	385	650	200	1,500		
		Sub-total		12.5	12.50		610	637	664	650	200	1,500	9,200	
Kishoge Sub Totals			83.70	70.51			3451	4,048	4,701	4,700	12,200	3,600	39,000	5
ADAMSTOWN EXTENSION	Adamstown Extension	AE-S1		2.19	43	53	94	105	116					
		AE-S2		7.00	43	53	301	338	371					
Adamstown Extension Sub Totals			9.19	9.19			395	442	487	0	0	0	0	0
Total (Places)				170.71	151.02			7,689	9,365	11,098	22,520	31,115	7,300	100,300

Amendment No.19: Allow rooftop telecommunications infrastructure exempt from SDZ height limits, where sensitively designed and visually minimised.

It is proposed to amend Section 2.9.7 Telecommunications Infrastructure to allow for the provision of telecommunications infrastructure on the roofs of existing and proposed structures where necessary. The existing Planning

Scheme focuses on underground ducting and fibre networks to ensure high-quality broadband services; however, certain telecommunications technologies, such as mobile and wireless broadband, require elevated positioning to ensure effective coverage.

To support these advancements while maintaining the visual integrity of the SDZ, it is proposed to allow rooftop telecommunications infrastructure, subject to strict design controls. This will provide flexibility for necessary installations while ensuring that such infrastructure is sensitively integrated into the built environment. By minimising visual impact through appropriate setbacks and height considerations, this amendment aligns with the broader objectives of the Planning Scheme to facilitate sustainable urban development while enhancing digital connectivity.

This amendment will support the continued development of a future-proofed telecommunications network within the SDZ, ensuring that both residential and commercial users benefit from reliable, high-speed connectivity.

Amendment Ref. No. 19	
Section Reference	Page Reference (2019 Planning Scheme)
2.9.7	72

Add additional paragraph to the end of Section 2.9.7 Telecommunications Infrastructure

The provision of IT, broadband internet and high-speed telecommunications infrastructure to the SDZ area as a whole will enable activities such as education uses, community facilities, home office working and commercial business to prosper.

To enable these opportunities, it is proposed to develop a data infrastructure spine comprising a network of fibre optic and broadband capacity cables routed in accordance with the primary and secondary street hierarchy structure. All buildings in the district shall be connected to the data spine. Each dwelling shall be provided with at least two telecom ducts and shall be serviced by carrier neutral multi-duct infrastructure having regard to relevant guidance from the Department of Communications, Climate Action and Environment.

It is proposed to locate the services infrastructure with the proposed street hierarchy structure. The ducting of all services should be located to the appropriate depth standards, and not preclude the opportunity of street tree planting and location of street furniture.

Every opportunity should be taken to identify occasions when sharing of road space may be appropriate. This will include initiatives such as trench sharing. Trench sharing can be effective in reducing disruption from ongoing maintenance and street works, and optimise available space for services. Care should be taken to ensure that the balance is achieved between reducing the number of occasions that small works take place and increasing the scale of combined works.

Where necessary, the provision of telecommunications infrastructure on the roofs of existing and proposed structures, will be considered appropriate, and not subject to the height ranges in Table 3.1.1 – 3.1.12 in Section 3 of the Planning Scheme, where the applicant has demonstrated how the proposed infrastructure will be sensitively designed, set back from the edges of structures, and height minimised, so not to detract from the surrounding area's design, appearance and character. Applicants should demonstrate how they propose to mitigate potential structures as part of any subsequent application.

Amendment No.12: Update associated figures, references, outdated guidance, and correct minor typographical errors

It is proposed to undertake a comprehensive review of the Planning Scheme document to address minor errors and ensure consistency throughout. This will include correcting any spelling or grammatical issues, refining wording where necessary for clarity, and updating all cross-references to reflect approved amendments. Ensuring accuracy and coherence across the document is essential to maintaining a clear and legally robust planning framework.

Additionally, as amendments are incorporated, it is necessary to verify that all sections remain aligned with the overall structure and intent of the Planning Scheme. This process will support the production of a finalised, up-to-date version of the document that is both internally consistent and accessible for planners, developers, and stakeholders.

Amendment Ref. No. 20	
Section Reference	Page Reference (2019 Planning Scheme)
Entire SDZ Planning Scheme Document	

COMPLIANCE WITH SECTION 170A OF THE PLANNING AND DEVELOPMENT ACT, (AS AMENDED)

LEGISLATION

Section 170A (3)(b) of the Planning and Development Act, 2000 (as amended) sets out criteria against which proposed amendments to a Planning Scheme must be assessed. South Dublin County Council, as the specified Development Agency, has evaluated the proposed amendments against these criteria. It is contended that the proposed amendments do not represent a material change to the Clonburris SDZ Planning Scheme 2019 (as amended) and should be considered non-material.

Section 170A, subsection 3(b)(i)

In accordance with Section 170A, subsection 3(b)(i) of the Planning and Development Act 2000 (amended), the proposed amendments **would not constitute a change in the overall objectives of the Planning Scheme** concerned.

One of the guiding principles the Planning Scheme is based on is the adoption of a holistic approach *“The strategic site of the Clonburris SDZ can become an exemplar and distinctive new community into the future, centred on the provision of a choice of high quality homes and access to a range of local services and amenities, together with the delivery of reliable public transport options. Open spaces and parks will be an important feature of this sustainable community”*. Section 1.3 (‘Overarching Principles of the Planning Scheme’) of the 2019 Planning Scheme details the guiding principles of planning and design in which Clonburris is based on and to which all planning applications are subject to comply with. The key themes of the Planning Scheme relate to urban design, land use, housing, transportation, ecology and landscape, conservation, energy efficiency and phase delivery, within which core objectives are provided for.

The *2019 Planning Scheme* is consistent with current guidance, strategies and policies at a national level and regional level and with the new County Development Plan’s Core Strategy. This approach ensures that the Planning Scheme takes cognisance of higher-level plans at national and regional level and with the local planning context. The overarching theme of national policy is the consolidation and sustainable use of land in urban areas, particularly areas well served by public transport (NSO1 and NSO2). Urban consolidation is key to the achievement of sustainable development, economic competitiveness, community well-being, environmental protection and also to secure full economic value from investment in public infrastructure. The proposed amendments would not compromise these

policies and objectives, but further aid and enhance them around the Clonburris urban centres and rail stations.

Section 170A, subsection 3(b) (ii)

In accordance with Section 170A, subsection 3(b) (ii) of the Planning and Development Act 2000(amended), the proposed amendments **would not relate to already developed land in the Planning Scheme.**

All of the Development Areas within the Clonburris SDZ amount to c. 258.40 Ha (excluding the c. 22.6 Ha of existing strategic corridors). To date, approximately 23.07 hectares of the SDZ lands have been developed or are under construction. There are approximately 235.33 hectares (net development area) yet to be developed. As the Clonburris SDZ is in the early stages of buildout, the proposed amendments do not relate to any already developed land within the planning scheme.

Section 170A, subsection 3(b) (iii)

In accordance with Section 170A, subsection 3(b) (iii) of the Planning and Development Act 2000 (amended), the proposed amendments **would not significantly increase or decrease the overall floor area or density of proposed development in the Planning Scheme.**

The proposed amendment would **not** impact the current **overall** min – max unit or density ranges within the overall scheme. These would remain as is and unchanged.

The proposed amendments would continue to be consistent with national policy and would not compromise the overall integrity or specific figures stated with the SDZ, and thus allowing for the delivery of large-scale quality residential development at this strategic location in west Dublin.

Section 170A, subsection 3(b) (iv)

In accordance with Section 170A, subsection 3(b) (iv) of the Planning and Development Act 2000 (amended), the proposed amendments **would not adversely affect or diminish the amenity of the area** that is the subject of the proposed amendment.

The proposed amendments, by their nature relating only to additional flexibility within the scheme, would not have an adverse effect or diminish the amenity of the area or residents. The master-plan layout of Clonburris SDZ is based on a traditional town layout incorporating a loose grid of connected through streets, on-street car parking and buildings close to the back of the footpath, as well as contemporary architecture and good quality urban design. This would not be impacted. The proposed amendments allow for flexibility within housing and infrastructure delivery to be provided but

would not ultimately compromise the block or street structure, which forms the basis for the SDZ layout. Furthermore, the proposed amendments would not compromise the delivery of any planned amenities within the SDZ lands but aid the continued delivery of housing in an appropriate and monitored manner. The layout, location and quantum of parks, open spaces, and other social infrastructure to be provided within the SDZ would remain unchanged.

The Clonburris SDZ Planning Scheme, with the proposed amendments, will continue to embrace the delivery of appropriate densities, diversity, mix of uses, building types, physical and social infrastructure, and high-quality public spaces. It will continue to prioritise walking and cycling permeability links and public transport as the preferred mode of travel, leading to an improved quality of life. It will continue to allow for a vibrant and sufficiently densely populated urban environment in appropriate locations, with mixed use neighbourhoods, benefiting existing and future residents, and continue to align with National and Regional Policies. The overall integrity and amenity of the SDZ lands will remain intact and will not be compromised or diminished through the implementation of the proposed non-material amendments.

Section 170(A) Conclusion

In submitting this proposal, South Dublin County Council, as the Planning Authority and Development Agency for Clonburris SDZ, firmly believe that the proposed amendments, as outlined in this report, do not represent a material change to the Planning Scheme and satisfy the criteria, as set out in Section 170A (3)(b) of the Planning and Development Act 2000 (as amended). The proposed non-material amendments are set out to provide clarification in the implementation of the Planning Scheme and to update and align the Scheme with National and Regional policy, objectives, and guidance.

South Dublin County Council is committed to working collaboratively to ensure the successful implementation of the Planning Scheme, which will contribute to the construction of a mix of tenure types, delivery of compact growth, facilitate a modal shift to aid carbon reduction, the creation of an attractive place for people to live at affordable prices and rents, and where a sustainable integrated community will be established.

CONSIDERATIONS

The proposed non-material amendments to the Clonburris SDZ Planning Scheme are designed to enhance clarity, functionality, and sustainability while ensuring alignment with broader national and regional planning objectives. These changes reflect key policy priorities outlined in the

National Planning Framework (NPF), Regional Spatial and Economic Strategy (RSES), and the South Dublin County Development Plan, particularly in relation to compact growth, sustainable transport, and efficient infrastructure provision. By refining the approach to movement and connectivity, the amendments prioritise active travel and public transport, as demonstrated by the conversion of the vehicular bridge over the railway to a pedestrian and cycle bridge, and the deletion of the north-south avenue/link, which was benefitting the park hub in that area, which is now being proposed to be reallocated to Canal Park South. These changes, supported by traffic modelling analysis, ensure that connectivity across the SDZ remains effective while reducing car dependency and enhancing the public realm.

Further amendments focus on optimising land use and housing distribution, particularly the reallocation of 230 unused residential units from southern to northern development areas. This shift allows for higher-density development in key urban locations, ensuring that residential growth aligns with existing services, amenities, and public transport capacity while maintaining the overall SDZ unit cap. Additionally, provisions for rooftop telecommunications infrastructure support the evolving digital infrastructure needs of the area while maintaining sensitive urban design considerations.

To ensure consistency and ease of implementation, a comprehensive review of the Planning Scheme document will correct minor errors, improve clarity, and update cross-referencing where necessary. These refinements help ensure that the SDZ framework remains cohesive, accessible, and future-proofed for stakeholders, developers, and policymakers. Collectively, these amendments reinforce Clonburris as a compact, well-connected, and vibrant urban community, facilitating sustainable growth and long-term resilience in line with national and regional objectives.

OVERALL CONCLUSIONS

As set out in this report, it is not considered the proposed amendments to the Planning Scheme are considered material. The proposed changes allow for a caveated flexibility to be applied to allow for the continued phased delivery of infrastructure in the SDZ and would facilitate the final build out of development areas.

Screening for AA and SEA

The screening carried out for AA found that the proposed amendment is unlikely to result in any significant effect on any European Sites, while the SEA screening found that no significant environmental effects are identified

for the proposed amendments to the Clonburris SDZ Planning Scheme and that full Strategic Environmental Assessment is not required.

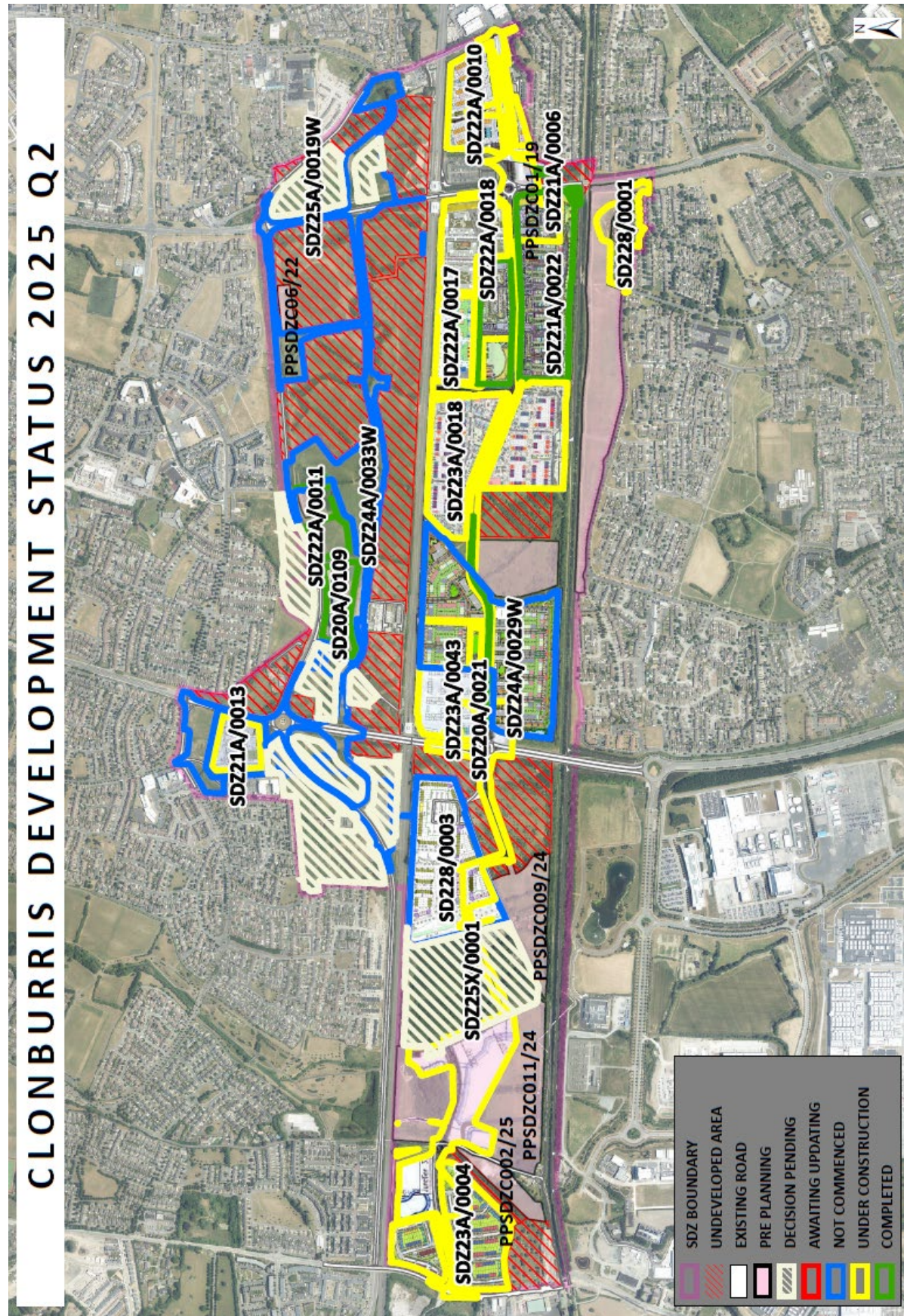
CONCLUSION

For the above reasons, it is considered that the proposed amendments:

- would align the Clonburris SDZ Planning Scheme with recent government policy and guidelines,
- would contribute to the continued successful implementation and phased delivery of the Planning Scheme,
- ensure the continued delivery of housing within the SDZ,
- ensure the continued delivery of infrastructure,
- would update the 2019 Planning Scheme,
- would not undermine the policies and objectives of the SDZ,
- would not represent a material change to the Planning Scheme,
- would not detrimentally impact the amenity of current or future residents,
- would not increase the maximum scheme unit number,
- would be unlikely to have any significant effect on any European Sites or any significant environmental effects,
- and satisfy the criteria, as set out in Section 170A (3)(b) of the Planning and Development Act 2000 (as amended).

APPENDIX I - CLONBURRIS SDZ 2019
Attached PDF

APPENDIX II – MAP OF CLONBURRIS DEVELOPMENT STATUS Q2 2025



APPENDIX III – APPROPRIATE ASSESSMENT SCREENING REPORT
Attached PDF

APPENDIX IV – STRATEGIC ENVIRONMENTAL ASSESSMENT SCREENING REPORT

Attached PDF

APPENDIX V – SYSTRA REPORT

Attached PDF