

Forward Planning
Planning Department
South Dublin County Council
Tallaght
Dublin 24

12 November 2025

Re: NOTE ON KEY INFRASTRUCTURE IN RESPECT OF DEVELOPMENT IN THE ADAMSTOWN AREA

1.0 INTRODUCTION

On behalf of Hugh McGreevy and Sons Ltd, we wish to highlight to the Planning Department several key infrastructure elements we believe are critical in respect of further development opportunity in the Adamstown area. This letter supplements both proposals for the Aderrig lands ('Adamstown West') and the Tubber Lane North lands, respectively.

2.0 TOBERMACLUGG PUMPING STATION

While the proposed lands are, objectively, strategic—based on their proximity to a commuter train line and, effectively, being an extension of a near-complete Strategic Development Zone—we wish to highlight that the opportunity to develop the lands may not remain available indefinitely.

The Tobermaclugg Pumping Station, which was originally constructed by Chartridge Developments Ltd with a capacity of 70,000 Population Equivalent (PE) and permitted by South Dublin County Council (SDCC) to serve the Adamstown area, currently retains a reduced capacity of approximately 37,030 PE (equivalent to around 13,714 residential units).¹ This remaining capacity factors in the full completion of the Adamstown SDZ (c. 8-9,000 units) and the reduction following the 2024 completion of the *Celbridge Sewer Network Improvement Project*, which redirected a significant portion of flow from the Primrose Pumping Station, south of the River Liffey in Celbridge, to Tobermaclugg.

This has introduced a growing threat in that the remaining capacity at Tobermaclugg may be progressively allocated to new developments outside SDCC's jurisdiction, particularly in Celbridge and other areas within Kildare County Council (KCC). We use the term "threat" deliberately, as this redirection potentially undermines the original intent of the wastewater infrastructure, which was to support SDCC's planned growth in the Adamstown area. The Adamstown SDZ Planning Scheme, from 2003, explicitly calls up the need for the delivery of the pumping station to service the immediate area:

"This [the Adamstown SDZ Planning Scheme] includes building a new pumping station at Tobermaclugg to facilitate the Tobermaclugg sub-catchment and upgrading the sewer/pumping station network in the [north and west] area. The South-East sub-catchment will be drained via the Lucan-Esker Pumping Station, which will be upgraded to facilitate the proposed development." (Pg. 102 of the Adamstown SDZ Planning Scheme, 2003.)

¹ Although the pumping station was originally constructed by a private developer, Uisce Éireann subsequently leveraged the infrastructure for its operational needs.

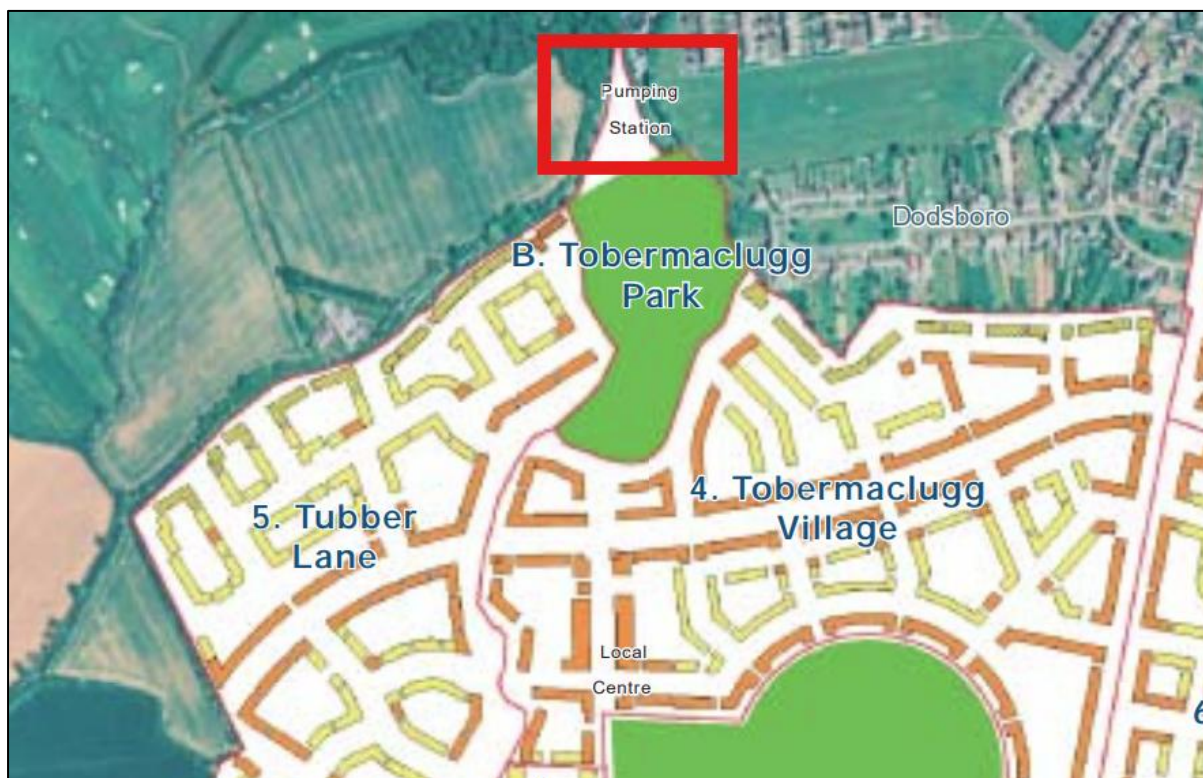


Image above: Figure 2.13 of the 2003 SDZ Planning Scheme showing the location of the then proposed, now built, pumping station to service the Adamstown area.

Looking ahead, wastewater demand from KCC-led developments in Celbridge, south of the Liffey, is expected to steadily erode the capacity that was earmarked for SDCC over the next 5-15 years. While the current capacity is sufficient to support the full development of the combined 85 hectares at Aderrig and Tubber Lane, as well as some development in Kildare, in our town planning opinion, without timely intervention, the strategic lands in the Adamstown area may face avoidable infrastructure constraints that could hinder the delivery of housing and compromise long-term planning objectives.

Given the long lead-in times associated with all development and the need to avoid ‘leapfrogging’ and ensure orderly phasing, we consider that early commencement of development, on the lands directly adjacent to the Adamstown SDZ, is essential. In our opinion, delaying the commencement of this first phase of development risks forfeiting this infrastructure advantage to less suitable developments further afield.

To support the case for urgent action, we have drawn on documentation submitted for large housing developments on residential zoned land in the Celbridge area (south of the River Liffey), and prior rezoning submissions made to KCC in 2022, including the following (see Appendix A for locations):

Residential Zoned Land Development

- ‘KDA 2’ lands (c. 46 ha) with potential for c. 1,500 units. Ballyoulster SHD is pending decision with ACP for first phase of development.
- ‘KDA 6’ lands (c. 56 ha) with potential for c. 2,000 units.

Potential Zoned Land Increase

- ‘Hazelhatch West’ lands (c. 82 ha) with potential for c. 3,000 units (submission made by MKO on behalf of Kimberlite).
- ‘Hazelhatch East’ lands (c. 35 ha) with potential for c. 1,250 units (submission made by McGill Planning on behalf of O’Flynn Group).
- ‘Donaghcumper’ lands (c. 30 ha) with potential for c. 1,000 units (submission by Brock McClure on behalf of Devondale Ltd).

The cumulative wastewater demand from these developments could be as high as 23,326 PE (8,750 units) if all existing residential zoned lands, south of the Liffey (which will go to Tobermaclugg), are developed and lands proposed for rezoning (which are likely being proposed again, now) are brought forward.

When compared against the Tobermaclugg Pumping Station’s total remaining capacity of 37,030 PE, this leaves only around 13,700 PE available for SDCC-led development in the Adamstown area. This equates to capacity for roughly 5,000 new homes within the Adamstown area.

The combined development potential of the Aderrig and Tubber Lane lands exceeds 3,500 homes, within the currently available capacity, even under a future worst-case scenario in which all developer-led proposals in Celbridge proceed. This means there is sufficient capacity to deliver more homes in Adamstown; however, we urge the Planning Department to act now as any delay in advancing these lands risks forfeiting a substantial portion of this finite infrastructure capacity to developments outside SDCC’s jurisdiction.

If these lands are not formally earmarked soon, Uisce Éireann may be obligated to allocate the remaining capacity elsewhere. Such a shift would have significant and lasting repercussions for future development in the Adamstown area, undermining both strategic planning objectives and infrastructure efficiency.

3.0 ADERRIG CHURCH

We also wish to update the Planning Department on ongoing community consultations being undertaken by our client, particularly concerning the historic Aderrig Church located within the proposed development lands. This protected structure, which dates back to the Medieval period, currently lies in a damaged and underutilised state. Our client is committed to restoring the church and reintegrating it into the local community.

Consultations held in August of this year, led by Archaeology Plan Heritage Solutions², yielded very positive feedback from local residents. The community expressed strong support for proposals to restore the



² <https://www.archaeologyplan.com/>

Church, enhance public access to the ruins, and create surrounding green space to improve safety and usability.

Importantly, our client has applied for a grant from the Department of Housing, Local Government, and Heritage, showing their intent for action, which is expected to be determined at the beginning of next year.

Such an initiative aligns with similar heritage-led regeneration efforts, such as the restoration of Lehaunstown House in Cherrywood (see image above), the successful Airfield Estate in Dundrum, and emerging proposals to integrate historic sites into the Clonburris SDZ Planning Scheme. Notably, the Clonburris area is believed to have experienced continuous human activity since the Neolithic period (c. 4000–2400 BC), underscoring the importance of celebrating its archaeological legacy. A comparable approach could be adopted at Aderrig, ensuring that development is both forward-looking and rooted in the area’s historical context.

Interestingly, the Clonburris SDZ Planning Scheme offers a precedent for this kind of integration, where a historic burial site has been sensitively incorporated into the surrounding urban fabric (see second image below). Given the archaeological richness of the area and the potential for similar burial sites being present at Aderrig, there is a unique opportunity to create a landmark heritage feature within the development and link it with similar proposals at Clonburris. Such an initiative would not only preserve heritage assets but also enhance placemaking, offering residents and visitors a connection to the area’s ancient past.



Image above: Photograph of the Aderrig Church.



Image above: Example of Incorporation of Ancient Cemetery into Urban Space as shown in Figure 2.12.7 on page 92 of the Clonburris SDZ Planning Scheme.

4.0 DART STATION POTENTIAL AT ADDERRIG

As touched upon in our Submission, there is also potential to significantly enhance the connectivity of the area through the inclusion and delivery of a new train/DART station along the existing rail line.

We've looked at successful precedents—such as Woodbrook in Dún Laoghaire–Rathdown (now operational) and Kylemore in Dublin City (currently in planning)—where transport-led development has/will enable sustainable housing delivery, but where higher-level zoning came first. These examples show that zoning and transport planning can work hand-in-hand to deliver strategic outcomes.



Image above: Plan view of the now built and operational Woodbrook Dart Station. (Source: Irish Rail.)

In regard to Woodbrook—the first successful delivery of a Dart Station in 15 years—it was the Council who brought forward the idea for a new station, not the NTA or Iarnród Éireann.³ Whilst, the NTA is our national transport authority, and will ultimately be the body authorising its delivery, only County Councils (or the Minister) are authorised to designate an area for development. This means that the required land use zoning must come first.



Image above: Aerial Photograph of the Woodbrook Dart Station while under construction with the serviced housing developments, for which it was built, in the background. (Source: Google Images.)

Woodbrook is shaping up to be a profound success in regard to the Region’s response to the housing crisis, however, undoubtedly more initiatives like this are still needed. When completed, the area is expected house 2,300 homes as part of the wider Woodbrook – Shanganagh Local Area Plan; a station at Aderrig could support a quantum of housing that is multiples of this number.



Image above: Aerial photograph of the completed and operational Woodbrook Dart Station. (Source: Google Images.)

³ <https://www.thejournal.ie/new-dart-station-3313367-Mar2017/>.

There is a significant and strategic opportunity to enhance the existing/permitted Dart network between Adamstown and Hazelhatch. Typically, there is a 1-2 km average spacing seen along suburban train corridors including the existing coastal Dart line, however, between Adamstown and Hazelhatch, the distance is 4km. Aderrig is perfectly placed to fill this gap.

Prioritising new housing and a Dart station at Aderrig is fully consistent with the *Sustainable Residential Development and Compact Settlements Guidelines (2024)* and the *National Planning Framework (NPF)*. Section 1.3.2 of the Guidelines emphasises that compact growth requires development to occur in locations served by existing or planned public transport, reducing car dependency and supporting a low-carbon transition.

5.0 CONCLUSION

In summary, we welcome the ambitious direction outlined by the Planning Department at the recent Council Meeting, particularly in response to revised national and local housing targets. We also welcome the announcement of the forthcoming non-statutory and statutory variation consultation periods.

We wish to highlight three key considerations:

1. The potential risk of losing wastewater capacity at the Tobermaclugg Pumping Station to developments in Celbridge and other areas outside SDCC's jurisdiction;
2. The opportunity to restore and reintegrate the historic Aderrig Church into the proposed development lands; and
3. The opportunity to deliver a new Dart Station.

All are critical to ensuring that infrastructure (incl. heritage and community infrastructure) is aligned with the strategic growth of the Adamstown area.

We would be pleased to discuss the enclosed with the Planning Department, should it wish.

Faithfully



Hugh Kelly
Senior Planner
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See Appendix A, below.

Appendix A: KDA 2 and 6 lands as well as lands previously proposed by developers to be brought forward for housing in south Celbridge. (The below images are taken from the KCC Development Plan as well as from Developer Submissions made on the Draft Development Plan)

