

AtkinsRéalis



Proposed Material Alterations to Proposed Variation No. 2

Evraa Developments Limited

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ADAMSTOWN SDZ WEST LANDS

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1. Introduction

1.1 Background

South Dublin County Council (SDCC) commenced a Call for Sites exercise as part of the process leading to Variation No. 2 of the South Dublin County Development Plan 2022–2028. The purpose of the exercise was to identify lands capable of contributing towards the increased housing requirements arising from the First Revision to the National Planning Framework (NPF) and associated Housing Growth Requirements.

The Adamstown SDZ West lands (referred to as Aderrig West Lands in the original submission) were submitted through this process and subsequently assessed by SDCC as part of the wider evaluation of candidate sites. Following consideration of the environmental, planning and infrastructure characteristics of the lands, Adamstown SDZ West was identified as a suitable location for residential development and included within the proposed Variation No. 2.

The lands are a logical extension of the existing Adamstown Strategic Development Zone (SDZ) and benefit from a highly sustainable location adjacent to an established residential community. The lands are situated in proximity to Adamstown Rail Station, the revised *BusConnects* bus network, existing and planned active travel infrastructure and a wide range of social, educational and community facilities. These characteristics formed an important element of the assessment of the lands and supported their inclusion within Variation No. 2.

To support the rezoning proposal, a Transport Feasibility Study was prepared to assess the accessibility of the lands, their relationship with existing and planned transport infrastructure and the ability of the transport network to accommodate future development. The assessment concluded that the lands represent a highly accessible and sustainable location capable of supporting residential growth in accordance with national, regional and local planning policy objectives.

Following publication of the proposed variation, a number of submissions were received raising concerns regarding traffic congestion, public transport capacity and the cumulative impact of existing and planned development within the wider Lucan and Adamstown area. In response, SDCC considered the need to ensure that future housing delivery is appropriately coordinated with strategic transport investment and that sufficient public transport capacity is available to accommodate future growth.

Having considered the submissions received on the Proposed Variation, the elected members of SDCC decided to publish a Proposed Material Alteration to Specific Local Objective CS7 SLO4. The proposed wording provides that:

“No significant residential development other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ Southwest, or an equivalent rail service, is operational.”

The practical effect of this restriction is to significantly constrain the development potential of lands which were identified through Variation No. 2 specifically to contribute towards housing delivery in a highly accessible and sustainable location. The restriction effectively sterilises the lands beyond the lifetime of the current County Development Plan, notwithstanding the fact that they already benefit from high-quality transport provision and are expected to benefit from further transport improvements irrespective of the delivery of DART+ South West.

1.2 Purpose of Report

This report has been prepared on behalf of Evara Developments (the Client) in response to the proposed material alteration to Specific Local Objective CS7 SLO4. The purpose of the report is to assess the implications of the proposed restriction linking significant residential development on the Adamstown SDZ West lands to the operation of DART+ South West, or an equivalent rail service.



This report seeks to consider whether it is appropriate to make the delivery of housing on the lands contingent upon the operation of a single strategic transport rail project, having regard to the existing and planned transport infrastructure serving the area, the wider planning policy context and the strategic role of the lands in meeting housing delivery objectives. In preparing this assessment, regard has been given to:

- The Transport Feasibility Study prepared in support of the rezoning of the lands;
- The submissions received during the Variation No. 2 process;
- The observations of the National Transport Authority (NTA);
- The Chief Executive's (CE's) Report and recommendations;
- Relevant national, regional and local planning and transport policy; and
- Additional transport modelling undertaken using the NTA's Eastern Regional Model (ERM).

This report acknowledges the importance of continued investment in public transport infrastructure within the Lucan and Adamstown area, including the potential benefits associated with DART+ South West. However, it also recognises the need to facilitate housing delivery in sustainable and highly accessible locations capable of supporting compact growth and sustainable travel patterns.

The key consideration is whether the available transport evidence indicates that development of the Adamstown SDZ West lands should be dependent upon DART+ South West becoming operational, or whether the lands can contribute towards housing delivery objectives within the framework of transport investment already serving and planned for the area.

1.3 Report Structure

The remainder of this report is structured as follows:

- **Section 2** outlines the role of Adamstown SDZ West within Variation No. 2 and the contribution of the lands towards meeting housing growth requirements within South Dublin County.
- **Section 3** reviews the transport context and evidence base associated with the lands, including the findings of the Transport Feasibility Study, the submissions received during the variation process and the observations of the National Transport Authority (NTA).
- **Section 4** presents an assessment of DART+ South West, including the findings of an additional transport modelling exercise undertaken to examine a reduced rail service scenario.
- **Section 5** evaluates the proposed restriction having regard to planning policy, housing delivery objectives, stakeholder observations and the proportionality of the proposed approach.
- **Section 6** sets out the conclusions of the assessment.



2. Adamstown SDZ West within Variation No. 2

2.1 Purpose of Variation No. 2

Variation No. 2 to the South Dublin County Development Plan 2022–2028 was initiated by SDCC in response to recent changes in national planning policy, including the publication of the National Planning Framework First Revision (2025), the NPF Implementation: Housing Growth Requirements Guidelines (2025) and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The purpose of the variation is to ensure that the County Development Plan responds appropriately to revised population and housing growth projections and that sufficient residentially zoned land is available to accommodate future housing demand within the County.

As part of the variation process, SDCC undertook a Call for Sites exercise to identify lands capable of contributing towards housing delivery within the plan area. Submitted lands were assessed having regard to a range of criteria to determine their suitability for residential development.

The variation therefore seeks to facilitate the delivery of additional housing in locations that align with national and regional planning objectives relating to compact growth, sustainable mobility, efficient use of infrastructure and the consolidation of existing settlements. In this regard, the identification of suitable development lands forms a key component of SDCC's response to revised housing growth requirements and its obligation to maintain an adequate supply of residential land over the lifetime of the Development Plan.

2.2 Role of Adamstown SDZ West

The Adamstown SDZ West lands were selected through the Call for Sites process and subsequently included within Proposed Variation No. 2 following assessment by SDCC. The inclusion of the lands reflects their ability to contribute towards the housing delivery objectives underpinning the variation process and their alignment with the site selection criteria established by the Council.

As part of the Call for Sites exercise, SDCC sought proposals for lands capable of accommodating residential development and contributing towards the implementation of revised housing growth requirements. The Council sought proposals for lands that:

- Contribute to the achievement of compact growth;
- Are within the built-up footprint of Dublin City and Suburbs and other existing towns;
- Are in areas that contribute to Transport Oriented Development (TOD) by virtue of good availability and proximity to high-capacity public transport;
- Are serviced or serviceable within the next five-years period;
- Are in areas with good social infrastructure and capacity in schools and community facilities or that can provide for the development of necessary social infrastructure;
- Support the development of infill housing, housing on brownfield land and/or address vacancy and dereliction; and
- Do not have significant challenge or impediments to the development of housing e.g. legal, environmental, topographical or servicing.



The Adamstown SDZ West lands perform strongly against these criteria. The lands comprise a logical extension of the existing Adamstown SDZ and are directly connected to an established residential community. The site benefits from proximity to Adamstown Rail Station, high-frequency bus services, an extensive active travel network and a range of existing educational, retail and community facilities. The lands are therefore consistent with the principles of compact growth and TOD that underpin both national planning policy and the objectives of Variation No. 2.

The suitability of the lands from a transport perspective was assessed through the Aderrig West Lands Transport Feasibility Study (Document Ref: 0111691DG0002), prepared in support of the rezoning proposal. The study concluded that the lands benefit from a high level of accessibility by sustainable modes and are well positioned to support residential development as an effective extension of the Adamstown area.

Regarding the lands housing capacity and contribution to housing delivery, the lands have the potential to accommodate a significant quantum of residential development (ca. 1200+ units assuming a density of ca. 59 units per hectare) and represent a strategically important component of the additional housing supply identified through Variation No. 2. Their inclusion within the variation reflects the ability of the lands to contribute towards meeting housing demand in a sustainable and accessible location where substantial investment has already been made in transport, social and community infrastructure.

In this regard, the Adamstown SDZ West lands are intended to play an important role in supporting the delivery of housing during the lifetime of the Development Plan and in assisting SDCC in meeting its obligations arising from revised national housing growth requirements. The identification of the lands through Variation No. 2 therefore reflects both their development potential and their strategic importance in facilitating sustainable residential growth within the County.

2.3 Proposed Material Alteration

The proposed rezoning of the Adamstown SDZ West lands was accompanied by a Specific Local Objective (CS7 SLO4), which included a requirement linking development of the lands to the delivery of DART+ South West. The original wording of this SLO was as follows:

“Development may not commence until Dart+ South West has commenced construction.”

Following consideration of the submissions received during the public consultation process, SDCC published a Proposed Material Alteration to Specific Local Objective CS7 SLO4. The revised wording provides as follows:

“No significant residential development other than infrastructure necessary to facilitate the delivery of strategic transport infrastructure shall commence until DART+ South West, or an equivalent rail service, is operational.”

The practical effect of this restriction is to delay development of the lands until such a time as DART+ South West, or an equivalent rail service, becomes operational. The Adamstown SDZ West lands comprise approximately 19.5 hectares and have the potential to accommodate a significant quantum of residential development. As outlined in Section 2.2, the lands were identified through Variation No. 2 as part of SDCC's response to revised housing growth requirements and their inclusion was intended to contribute towards the delivery of additional housing within the County.

Notwithstanding the strategic importance of DART+ South West, there is currently no confirmed delivery or operational date for the scheme. Furthermore, the phasing and funding arrangements for the project remain under consideration, introducing additional uncertainty regarding delivery timescales.

While the proposed amendment aims to support the coordination of future development with strategic transport investment, it also introduces a direct dependency between the delivery of housing on the lands and the implementation of a single rail infrastructure project. This narrow focus does not fully reflect the multimodal nature of



the transport network serving Adamstown, which already comprises heavy rail, high-frequency bus services and extensive active travel infrastructure, together with further planned improvements to these networks. Given the current status of DART+ South West, the amendment would delay the delivery of housing on the lands beyond the lifetime of the current County Development Plan and the timeframe originally envisaged through Variation No. 2.

This is particularly relevant given that the lands were identified specifically to contribute towards the achievement of revised housing targets and are located within an established and highly accessible area served by existing rail services, high-frequency bus services, active travel infrastructure and a range of local services and facilities. The proposed amendment therefore raises the question of whether the delivery of housing on the lands should be dependent upon the operation of DART+ South West, notwithstanding the high level of accessibility already available within the area and the continued investment in public transport infrastructure planned by the NTA.

In this regard, the following assessment considers the role of existing and planned transport infrastructure serving Adamstown, including rail, bus and active travel provision, and the extent to which the development of the lands can be supported by this wider transport network.



3. Existing and Planned Transport Provision

3.1 Accessibility of the Lands

3.1.1 Rail

Adamstown SDZ West benefits from excellent access to the rail network, with the majority of the lands located within approximately 1km of Adamstown Rail Station. The southeastern corner of the site is located ca. 550m from the station, equating to a 7-minute walk. The station is accessible via the established pedestrian and cycle network within the Adamstown SDZ, with much of the lands located within a circa 15-minute walk of the station, as shown in Figure 1. This level of accessibility is consistent with national and regional objectives relating to compact growth, sustainable mobility and TOD.



Figure 1 - Walking Catchment

Adamstown Rail Station opened in 2007 as part of the Kildare Route Project and forms part of the Dublin–Kildare rail corridor. The station is currently served by Commuter heavy rail services, connecting Adamstown with Dublin City Centre and destinations throughout the corridor including Grand Canal Dock, Dublin Heuston, Hazelhatch & Celbridge, Newbridge and Portlaoise.

The station currently benefits from a frequent level of service during peak periods, with multiple services operating in both directions throughout the morning and afternoon peaks. This existing level of provision provides a high level of

public transport accessibility and contributes significantly to the sustainable travel options available to residents in the area.

Table 1 summarises the rail services operating through Adamstown Station during the weekday morning and afternoon peak periods. The timetable demonstrates the strong level of rail connectivity currently available at Adamstown Station, with frequent services to Dublin City Centre and direct connections to destinations along the Dublin–Kildare corridor.

Table 1 – Adamstown Station Existing Rail Service Frequency (AM and PM Peak Periods)

Period	Direction	Service
AM Period 07:00 – 10:00	Towards Dublin	Grand Canal Dock – 5 services Dublin Heuston – 6 services
	Towards the Kildare Corridor	Hazelhatch & Celbridge – 2 services Portlaoise – 3 services
PM Period 16:00 – 19:00	Towards Dublin	Connolly – 2 services Dublin Heuston – 3 Services Grand Canal Dock – 1 service
	Towards the Kildare Corridor	Portlaoise – 4 services Hazelhatch & Celbridge – 5 services Newbridge – 2 services

Source: [Iarnród Éireann Rail Timetables](#) (Valid from 14.12.2025)

The existing rail service provides a good foundation for sustainable development within Adamstown and supports the role of the area as a TOD location. The availability of regular commuter rail services enables public transport access to employment, education and other key destinations throughout the Greater Dublin Area.

Adamstown Station will benefit further from the permitted DART+ South West project, which will increase service frequencies, significantly enhance passenger carrying capacity and provide faster, more reliable and higher-capacity rail services along the corridor. The project will increase capacity from approximately 5,000 passengers per hour per direction to approximately 20,000 passengers per hour per direction, while service frequencies are expected to increase from approximately 12 services to up to 23 services per hour per direction.

The proximity of Adamstown SDZ West to both the existing rail network and planned DART+ South West enhancements represents a significant transport asset and reinforces the suitability of the lands for sustainable residential development.

3.1.1.1 Rail Patronage Trends

Iarnród Éireann undertakes an annual National Rail Census which records passenger activity at stations across the rail network on a single census day. The Census provides a useful snapshot of rail travel patterns and enables trends in station usage to be assessed over time.

The most recent Census was undertaken in November 2024 and published in April 2025. The results recorded an approximately 20% increase in rail patronage across the Greater Dublin Area compared with the previous year. Within the Heuston Commuter Services group, passenger numbers increased by approximately 25% over the same period.

Analysis of station activity along the Dublin–Kildare corridor demonstrates sustained growth in rail patronage in recent years. Adamstown Station experienced one of the highest rates of growth on the corridor, with total passenger



movements increasing from 1,018 in 2022 to 1,639 in 2023 and 2,329 in 2024. This represents an increase of approximately 42% between 2023 and 2024 and approximately 129% since 2022.

Table 2 – Rail Census Daily Boardings and Alightings at Selected Stations (2023 - 2024)

Station	2024	2023	% Difference between 2024 and 2023
Newbridge	4,270	3,387	26%
Sallins & Naas	4,483	3,842	17%
Hazelhatch & Celbridge	2,522	2,180	16%
Adamstown	2,329	1,639	42%
Clondalkin Fonthill	1,006	698	44%
Parkwest & Cherry Orchard	1,476	1,325	11%
Drumcondra	1,747	1,493	17%
Connolly	2,295	1,726	33%
Tara Street	732	655	12%
Pearse	1,732	1,542	12%
Grand Canal Dock	786	741	6%

Source: *nationaltransport.ie*

The Census findings demonstrate that Adamstown is already an established rail-served settlement where rail plays a significant role in supporting travel demand. The growth recorded at the station is consistent with the continued development of Adamstown and reflects the attractiveness of rail as part of a sustainable transport network.

The continued growth in rail demand demonstrates the importance of public transport in supporting travel within Adamstown. Rail services form a key component of the area's transport network and are complemented by a wider package of existing and planned transport infrastructure, including *BusConnects* services, active travel infrastructure and additional public transport enhancements currently being progressed by the NTA.

3.1.2 Bus

Adamstown benefits from a comprehensive bus network which has been significantly enhanced through the implementation of the *BusConnects* programme. The area is currently served by the high-frequency C1 and C2 Spine routes, which operate 24 hours a day, 7 days a week, providing direct connections between Adamstown and Dublin City Centre. These services are supplemented by a range of local and peak-period routes, including connections to UCD, Liffey Valley Shopping Centre, Blanchardstown and other key destinations across the Greater Dublin Area.

The existing bus network provides a high level of public transport accessibility and complements the rail services available at Adamstown Station. During the weekday morning peak period (07:00hrs – 08:00hrs), the current timetable shows that the C1 route operates approximately 8 services per hour and the C2 route approximately 9 services per hour. Based on the capacity of a typical double-deck bus, these services already provide significant passenger carrying capability and form an important component of the area's public transport network.

The Adamstown area will also benefit from the proposed Lucan to City Centre Core Bus Corridor (CBC), which will provide enhanced bus priority measures, improved walking and cycling facilities and more reliable public transport links between West Dublin and the city centre.

In addition to the existing *BusConnects* network, at the time of writing, the NTA is consulting on proposals for a new bus network serving the Clonburris area. The consultation recognises the significant growth planned for the area, including up to 9,500 homes and a forecast population of approximately 23,000 people, and identifies the need for additional public transport services to support future development.

These proposals are illustrated within Figure 2 below and include:

- **Route 77** connecting Adamstown, Clonburris and Dublin City Centre, operating at a proposed minimum frequency of 15 minutes;
- **Route L70** connecting Adamstown, Grange Castle and Red Cow Luas (minimum frequency of every 30 minutes); and
- **Route L71** connecting Adamstown, Clonburris and Red Cow Luas (minimum frequency of every 30 minutes).

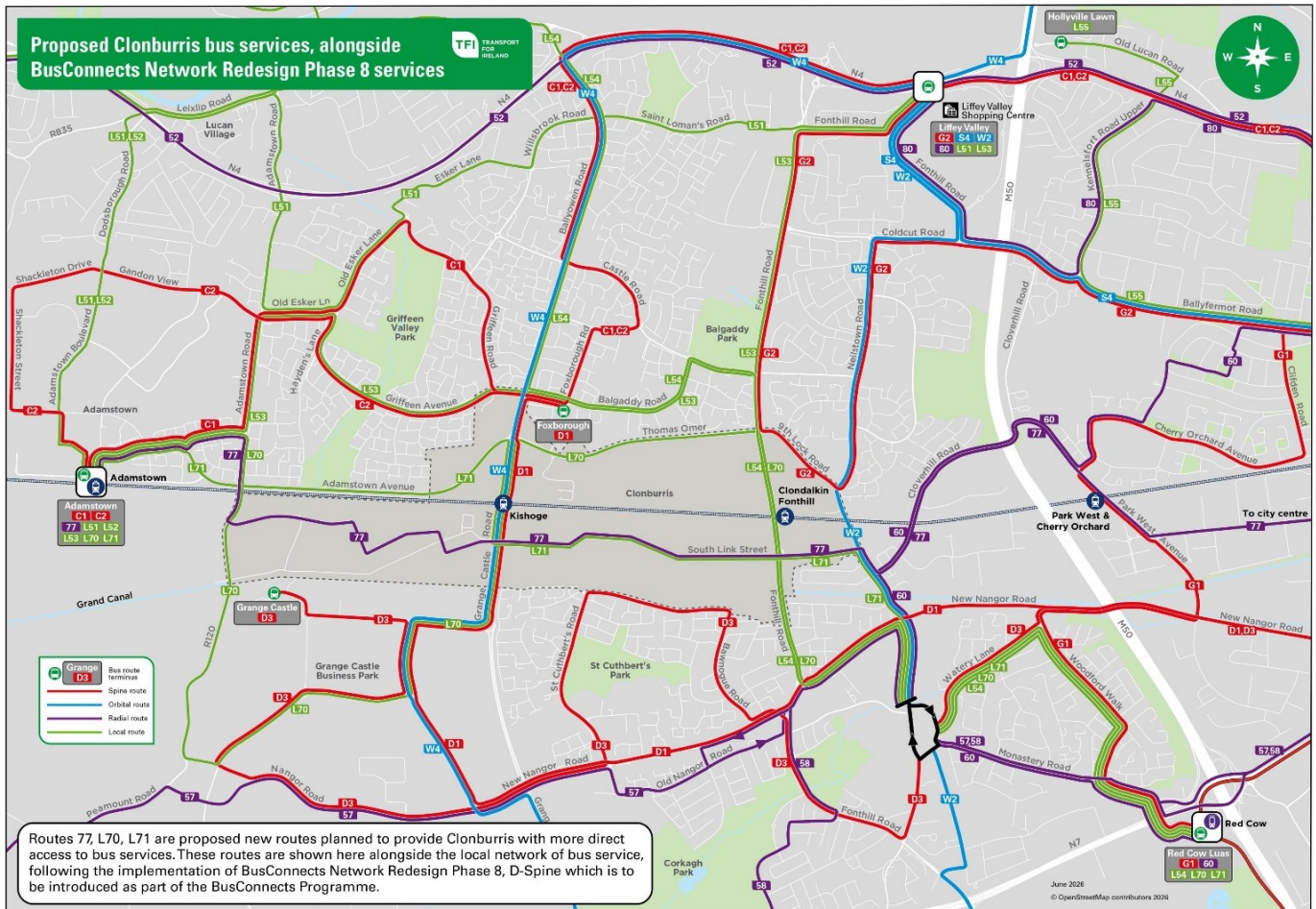


Figure 2 - Proposed Clonburris bus services, alongside BusConnects Network Redesign Phase 8 services

These proposals from the NTA demonstrate that public transport provision within Adamstown and the wider area continues to evolve and benefit from significant investment in response to population growth and travel demand. Furthermore, unlike major rail infrastructure projects, bus services can be introduced, expanded and adapted incrementally over time, providing a greater degree of flexibility in responding to changing travel patterns and future development requirements.

3.1.3 Active Travel

Adamstown benefits from a comprehensive active travel network which has been delivered progressively in accordance with the Adamstown SDZ Planning Scheme. The network comprises high-quality segregated cycle tracks,

pedestrian routes, shared streets and high-quality public realm infrastructure designed to encourage walking and cycling for both local and longer-distance trips.

The subject lands are directly connected to the established Adamstown SDZ network and benefit from access to a series of interconnected avenues, streets and active travel facilities which provide links to Adamstown Rail Station, schools, retail centres, parks and community facilities. Key corridors, including Adamstown Boulevard and the wider avenue network, provide direct and attractive walking and cycling routes throughout the area.

The existing active travel infrastructure has been designed to support integration with public transport services and facilitate sustainable travel patterns. Future development of Adamstown SDZ West would extend this established network and provide further opportunities to connect residents to rail services, bus services and local facilities by walking and cycling. The lands also benefit from proximity to routes identified within the Greater Dublin Area Cycle Network Plan and are well positioned to support the continued growth of active travel within the wider Adamstown area.

3.1.4 Services and Facilities

The Adamstown SDZ West lands are located adjacent to an established community and benefit from access to a wide range of existing educational, childcare, retail, community and recreational facilities. Educational facilities within the wider Adamstown area include the Adamstown Community College, the Adamstown Castle Educate Together National School and St. John the Evangelist National School.

Retail and commercial facilities are available within the Adamstown District Centre and neighbourhood centres, providing convenience retail, cafés, restaurants, pharmacies and a range of everyday services. Additional retail provision is available at nearby destinations including Lucan Village and Liffey Valley Shopping Centre.

The area also benefits from a range of community and recreational amenities including public open spaces, parks, playgrounds, sports facilities and community infrastructure which are accessible through the established walking and cycling network.

3.1.5 Road Network

Adamstown SDZ West benefits from a well-established road network which provides connectivity to the surrounding local and strategic road network. The lands are located in close proximity to a number of key routes, including the N4/M4 corridor, the R403 and the R120, providing access to Dublin City Centre, the M50, Lucan, Rathcoole, Celbridge and the wider Greater Dublin Area.

The wider network benefits from a number of access points connecting Adamstown to surrounding routes and destinations. These include connections to the Celbridge Link Road, the R403, the R120 Adamstown Road and the wider strategic road network. The availability of multiple access points, as shown in Figure 3, provides a degree of resilience by allowing traffic movements to be distributed across a number of routes rather than relying on a single access corridor.





Figure 3 - Adamstown schematic key road access points

3.2 Findings from the Transport Feasibility Study

A Transport Feasibility Study was prepared by AtkinsRéalis in support of the proposed inclusion of the Adamstown SDZ West lands within Variation No. 2. The study assessed the suitability of the lands having regard to accessibility, TOD, compact growth principles and the capacity of the surrounding transport network to accommodate future development.

The study concluded that the lands represent a highly accessible location which aligns strongly with national, regional and local planning policy. The majority of the lands are located within approximately 1 kilometre of Adamstown Station and are also within convenient walking and cycling distance of existing schools, retail facilities, community infrastructure and public transport services. The lands are directly connected to the Adamstown SDZ, allowing future development to integrate with an established network of streets, active travel infrastructure and community facilities.

The study identified the lands as a strong candidate for TOD. In addition to accessibility to rail services, the area benefits from high-frequency *BusConnects* services, including the C1 and C2 routes, local bus services and an extensive active travel network. Walking and cycling accessibility analysis demonstrated that a broad range of day-to-day destinations can be reached within a 15-minute journey, supporting the principles of compact growth and the 15-Minute City.

The study also highlighted the strategic location of the lands immediately adjacent to the Adamstown SDZ. Significant investment has already been made in transport, community and social infrastructure within Adamstown and the development of the lands would build upon this existing investment rather than requiring the creation of an entirely new settlement. The lands would therefore benefit from an established and growing network of transport infrastructure, community facilities and local services.

This advantage extends to the road network, where Adamstown benefits from multiple vehicular access points and strong connectivity to the wider strategic road network, including the N4/M4 corridor and surrounding local road network. The study concluded that the configuration of the network provides a degree of resilience by allowing traffic to distribute across a number of routes rather than relying on a single access corridor.

A strategic modelling assessment was undertaken using the NTA's Eastern Regional Model. While the modelling was based on the Greater Dublin Area Transport Strategy 2022-2042 and therefore incorporated a range of future transport investments, the results indicated that forecast traffic growth associated with future development could be accommodated within the wider road network and did not identify any strategic road capacity constraints that would preclude development of the lands. The modelling also demonstrated that the Adamstown area is expected to continue supporting high levels of sustainable travel demand, with strong utilisation of public transport, walking and cycling. Furthermore, the assessment confirmed the importance of the wider public transport network, including bus services and active travel infrastructure, in facilitating sustainable travel patterns within the area.

The Transport Feasibility Study concluded that the Adamstown SDZ West lands are highly accessible, exhibit strong TOD characteristics and are well positioned to support compact and sustainable growth. The findings of the study were a key factor in the identification of the lands through Variation No. 2 as a suitable location to contribute towards South Dublin County Council's revised housing growth requirements.

3.3 Review of Stakeholder and Council Position

3.3.1 NTA Submission

The NTA is the statutory transport authority for the Greater Dublin Area and is responsible for the preparation of the Greater Dublin Area Transport Strategy, which provides the strategic framework for the development of transport infrastructure and services across the region. As part of the development plan variation process, South Dublin County Council is required to have regard to the relevant transport strategy and the observations of the NTA

In its submission on Proposed Variation No. 2, dated March 2026, the NTA expressed support for a plan-led and evidence-based approach to the identification of additional residential lands required to meet revised housing growth requirements. The submission emphasised the importance of compact growth, TOD and the integration of land use and transport planning, noting that prioritising development in accessible locations can promote sustainable travel patterns while reducing the need for additional infrastructure provision and supporting timely housing delivery.

The NTA further stated that, where a site benefits from a relatively high level of accessibility and contributes to the consolidation of the existing built-up area, *"it may not be in the best interests of maximising transport and land use integration to tie a site's progression for housing to that of a major transport infrastructure scheme"*. The NTA noted that existing rail services, bus services and proximity to key services and destinations should be fully considered when determining the conditions attached to development lands. Furthermore, the NTA stated that it *"will endeavour to enhance existing services and provide additional services to support development in these locations, subject to the availability of funding"*. This reflects the dynamic nature of public transport provision, whereby services can be enhanced, expanded or adapted over time to support population growth and evolving travel patterns.

In relation to the CS7 SLO4 West of Adamstown strategic Development Zone, the NTA observed that:



- The lands are intended to be served by the C2 *BusConnects* corridor with 8 services in the peak hour;
- Adamstown Station is located in close proximity to the site and currently provides 4 rail services to the city centre in the AM Peak hour;
- The site is contiguous to the existing built-up area of Dublin;
- Future residents would have access to the range of services and facilities located within the Adamstown SDZ; and
- Parts of the site currently benefit from a medium-high Public Transport Accessibility Level (PTAL).

Having regard to these characteristics, the NTA stated:

“Based on the above, the NTA are of the view that South Dublin County Council may wish to review the condition attached to development at the site west of Adamstown SDZ. The development of this site would align with the principle of developing land contiguous to the built-up area in locations served by existing and proposed public transport services.”

The observations of the NTA carry particular weight in the context of this assessment given its statutory role in transport planning and investment across the Greater Dublin Area. The NTA is responsible for the preparation of the Greater Dublin Area Transport Strategy and for planning and coordinating the delivery of major public transport improvements, including *BusConnects* and the DART+ programme. Consequently, its assessment reflects a strategic understanding of existing transport capacity, planned infrastructure investment and future travel demand.

Against this backdrop, it is notable that the NTA identified Adamstown SDZ West as a location benefiting from existing and planned public transport services, recognised its alignment with the principles of compact growth and transport-oriented development, and recommended that the condition linking development to DART+ South West be reviewed. This recommendation was made having regard to the site’s existing accessibility, including its proximity to Adamstown Rail station, access to *BusConnects* services, availability of local facilities and medium-high levels of public transport accessibility. The NTA’s assessment therefore considered the wider transport network already serving the area rather than the future delivery of DART+ South West in isolation.

While the NTA recommended that the condition be reviewed, it did not advocate the introduction of a requirement that DART+ South West, or an equivalent rail service, be operational prior to the commencement of development. The NTA’s submission suggests that the appropriateness of the condition should be considered in the context of the existing and planned transport infrastructure available to the site.

3.3.2 SDCC Chief Executive’s Report

The Chief Executive's Report (Report) considered the submissions received during the public consultation process, including observations from residents, elected representatives, prescribed bodies and infrastructure providers. A significant number of submissions were made in relation to the proposed rezoning of the Adamstown SDZ West lands, with concerns primarily focused on transport infrastructure, traffic congestion, cumulative development and the capacity of existing services to accommodate further growth.

The Report notes that many submissions expressed concern regarding the scale of residential development that has already occurred, or is planned, within the wider Lucan, Adamstown and Clonburris areas. Concerns raised included existing traffic congestion, public transport capacity, demand for schools and community facilities, and the perceived timing of new development relative to the delivery of supporting infrastructure.

In response to these concerns, the Chief Executive considered that a plan-led and infrastructure-focused approach was required to ensure that future development proceeds in a coordinated manner. The proposed Specific Local Objective for the lands therefore included a requirement that development shall not commence until DART+ South West has commenced construction, together with requirements relating to infrastructure planning, masterplanning and the preparation of Traffic and Transport Assessments.



In responding specifically to the NTA submission, the Chief Executive acknowledged the accessibility advantages of the Adamstown SDZ West lands, including their proximity to Adamstown Station, existing bus services and future BusConnects enhancements. The Report also acknowledged the NTA's suggestion that development need not necessarily be linked to the commencement of DART+ South West.

Notwithstanding this, the Chief Executive highlighted several factors considered relevant to retaining the restriction, including:

- The cumulative impact of existing and proposed development within and surrounding the Adamstown SDZ;
- The increased demand that future development would place on public transport services;
- The need for completion of internal road infrastructure and improved bus penetration within the area;
- Concerns regarding the ability of existing public transport services to accommodate future growth;
- Existing road congestion and its effect on the reliability and efficiency of bus services; and
- The objective of encouraging public transport use from the outset of development and reducing long-term dependence on private car travel.

The Chief Executive also considered that improved rail services associated with DART+ South West would provide additional capacity, improve journey reliability and potentially release capacity on the wider road network, thereby supporting improvements to bus services across the wider area. In this context, a phased approach linked to the provision of additional public transport capacity was considered appropriate.

Accordingly, the Chief Executive recommended that the restriction be retained, while providing flexibility for an equivalent rail service. The recommended amendment revised the wording of the Specific Local Objective to state:

"Development may not commence until DART+ South West or an equivalent rail service has commenced construction or operation, as may be relevant."

4. Assessment of the Proposed Restriction

4.1 Relationship Between Development and DART+ South West

DART+ South West represents a significant investment in public transport infrastructure and will deliver substantial benefits to communities located along the Dublin–Kildare corridor. The project will provide increased passenger capacity, improved service frequencies, enhanced journey reliability and stronger rail connectivity between West Dublin and the city centre.

The benefits associated with DART+ South West are recognised and supported. The scheme will improve accessibility for existing and future residents of Adamstown and contribute positively to wider sustainable transport objectives within the Greater Dublin Area. However, the key issue arising from the proposed material alteration is whether development of Adamstown SDZ West should be contingent upon the operation of DART+ South West.

The Adamstown SDZ West lands were identified through Variation No. 2 due to their strong accessibility credentials and their ability to support compact growth and TOD principles. The site is located adjacent to the existing Adamstown SDZ, within walking and cycling distance of Adamstown Station and is served by a comprehensive public transport network. The area already benefits from:

- Existing commuter rail services operating from Adamstown Station;
- High-frequency BusConnects C-Spine services;
- Local and orbital bus services;
- An extensive active travel network;
- Direct access to schools, retail, childcare and community facilities; and
- Ongoing public transport investment programmes.

These characteristics were recognised by the NTA in its submission on Variation No. 2, which highlighted the site's proximity to public transport services, existing community facilities and its alignment with the principles of compact growth and integrated land use and transport planning.

While DART+ South West would deliver important additional capacity and connectivity benefits, Adamstown SDZ West already forms part of an established and highly accessible community. The lands benefit from a broad package of existing transport infrastructure, including rail services, bus services, active travel facilities and access to local services, which collectively support sustainable travel patterns and compact growth.

Public transport provision within the area is also continuing to evolve in response to population growth and changing travel demand. In addition to the ongoing implementation of BusConnects and the Lucan Core Bus Corridor, the National Transport Authority is currently progressing proposals for additional bus services serving Adamstown and the wider Clonburris area, including Routes 77, L70 and L71. These proposals demonstrate that transport capacity improvements within the area form part of a broader and ongoing programme of public transport investment.

As such, Adamstown SDZ West benefits not only from existing transport infrastructure but also from a wider framework of planned public transport enhancements which will continue to strengthen accessibility and support sustainable development over time.



4.2 Wider Public Transport Provision

The wider transport network serving Adamstown extends beyond the rail corridor and comprises a combination of rail services, high-frequency bus services, active travel infrastructure and ongoing public transport investment. This integrated approach is reflected in the National Transport Authority's Public Transport Accessibility Level (PTAL) assessment, which considers the proximity, frequency and availability of public transport services when assessing the accessibility of a location.

The NTA calculates PTAL as a measure of how well a location is served by public transport, taking account of the proximity, frequency and availability of public transport services. The assessment provides an objective measure of accessibility and is widely used to support land-use and transport planning decisions.

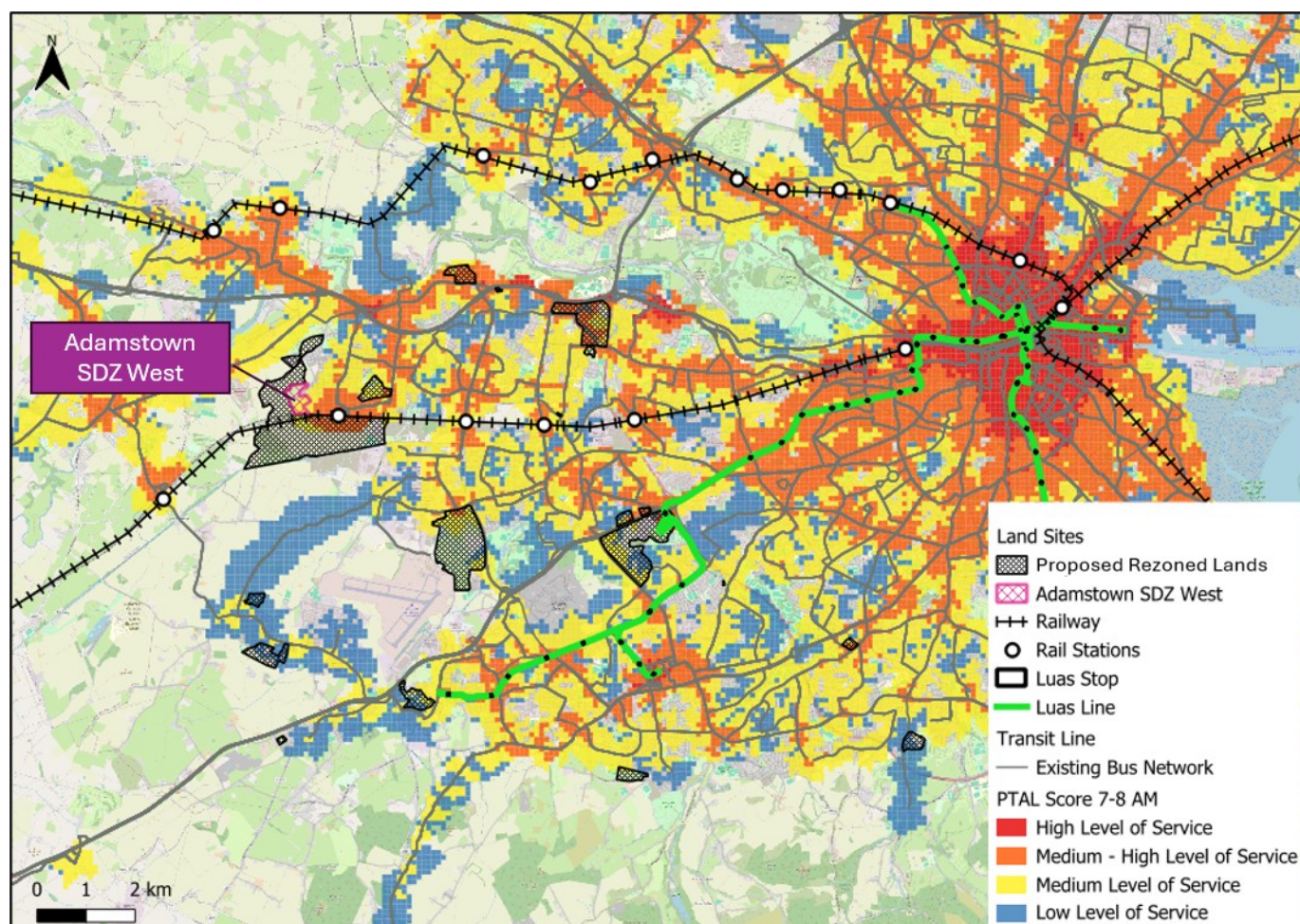


Figure 4 - PTAL Assessment – Based on Available Services Between 07:00hrs - 08:00hrs

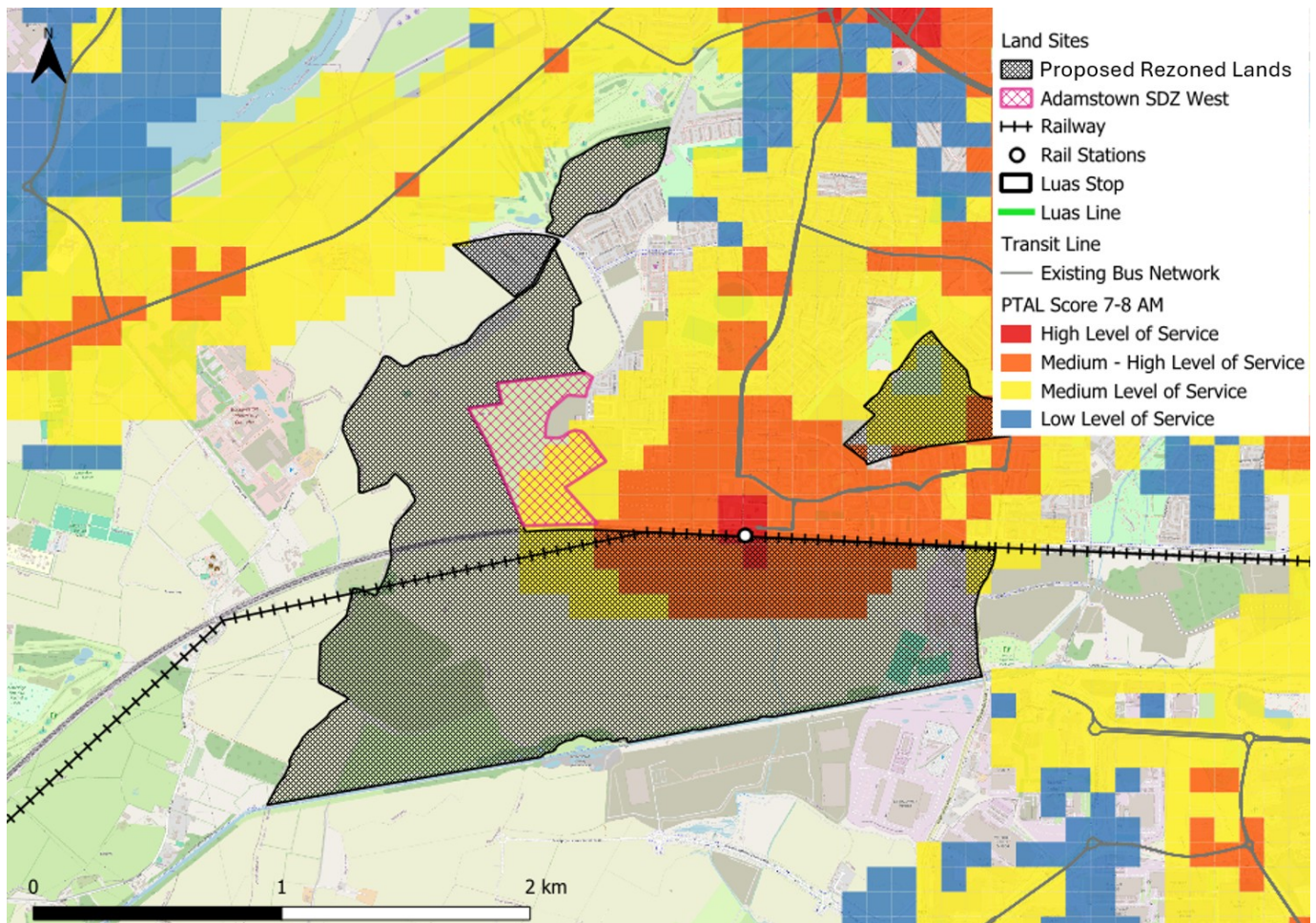


Figure 5 - PTAL Assessment: Adamstown Area - Based on Available Services Between 07:00 - 08:00hrs

As shown in Figure 4 and Figure 5, Adamstown SDZ West benefits from medium to high levels of public transport accessibility. This reflects the site's proximity to Adamstown Rail Station, the *BusConnects* network and a range of existing public transport services. This analysis also demonstrates that the lands compare favourably with a number of other locations considered through the Variation No. 2 process, some of which are located in peripheral areas with lower levels of public transport accessibility and ongoing public transport capacity issues.

Higher levels of public transport accessibility provide residents with alternatives to private car use and help support sustainable travel patterns from the outset of development. This is consistent with national and regional planning policy objectives relating to compact growth, TOD and the transition towards lower-carbon travel behaviour. In contrast, development in locations with lower levels of public transport accessibility may result in a greater reliance on private vehicle travel and can be more challenging to serve efficiently through sustainable transport modes.

This approach is also consistent with the Sustainable Residential Development and Compact Settlements Guidelines (2024), which identify proximity and accessibility to public transport as a key consideration in determining the appropriate scale and density of development. The Guidelines state that planning authorities should encourage development at or above the mid-density range in the most central and accessible locations and recognise that higher densities may be appropriate at accessible urban extension locations. The Guidelines further identify locations within walking distance of rail services, *BusConnects* corridors and other high-frequency public transport services as being particularly suitable for compact growth. The NTA's PTAL tool is specifically identified within the Guidelines as a mechanism to support the assessment of accessibility and the application of density policy

The Adamstown SDZ West lands exhibit many of the characteristics promoted by the Guidelines. The lands are contiguous with the existing built-up area, are located within walking and cycling distance of Adamstown Rail Station, benefit from access to high-frequency bus services and are integrated with an established network of schools, childcare facilities, retail services and community amenities.

Furthermore, while peak-period public transport accessibility is an important consideration, it is equally important to recognise that a significant proportion of travel demand associated with residential development occurs throughout the day and relates to access to schools, childcare facilities, retail services, community facilities and recreational amenities. In this regard, Adamstown SDZ West benefits from a particularly sustainable location. The lands are situated approximately 550m from the established Adamstown District Centre, which accommodates a broad range of day-to-day services and amenities, including major food retailers, cafés, healthcare services and other local facilities. As a result, many routine trips can be undertaken on foot or by bicycle without reliance on private car travel.

The lands also form part of a well-planned and highly integrated community, where residential development, public transport infrastructure, schools, retail provision and community facilities have been planned and delivered in a coordinated manner. Accordingly, the sustainability credentials of Adamstown SDZ West extend beyond public transport accessibility alone and reflect the broader principles of compact growth, mixed-use development and the creation of walkable communities.

The PTAL assessment is consistent with the observations of the NTA, which identified Adamstown SDZ West as a location benefiting from existing and planned public transport services and noted that parts of the lands currently exhibit medium-high levels of public transport accessibility. The findings therefore reinforce the suitability of the lands for compact growth and TOD, while also supporting the efficient use of existing transport infrastructure and helping to reduce the need for longer-distance car-based travel.

4.3 Supporting Modelling Assessment

To provide additional context in relation to the proposed restriction, a sensitivity test was undertaken using the National Transport Authority's Eastern Regional Model (ERM). The assessment was based on the modelling framework developed as part of the Aderrig West Lands Transport Feasibility Study and sought to examine the implications of a reduced rail service scenario at Adamstown Station.

The assessment retained the same land use assumptions, forecast development patterns and transport modelling framework as the original study. The only modification related to the level of rail service provision within the study area. Under the test scenario, rail services serving Adamstown Station were significantly reduced in comparison with those assumed under the Greater Dublin Area Transport Strategy 2022–2042.

Specifically, rail service frequencies were reduced from approximately 15 services per hour per direction during the AM peak period to approximately 6 services per hour per direction, representing a reduction of approximately 60% in rail service provision. Services operating between Hazelhatch and Grand Canal Dock were reduced to one service per hour, while Docklands services were removed from the test scenario.

Table 3 overleaf summarises the rail service assumptions applied in the reduced rail frequency test.

Table 3 – Public Transport Frequencies Assumed in the Transport Modelling Exercise

Route Details					Time Period			
Route	Operator	Name	Direct.	Stopping at Adamstown	AM	LT	SR	PM
DART	Irish Rail	Grand Canal Dock to Hazelhatch and Celbridge	WB	Yes	1	1	1	1
DART	Irish Rail	Hazelhatch and Celbridge to Grand Canal Dock	EB	Yes	1	1	1	1
DART	Irish Rail	Hazelhatch and Celbridge to Docklands	EB	Yes	0	0	0	0
DART	Irish Rail	Docklands to Hazelhatch and Celbridge	WB	Yes	0	0	0	0
DART	Irish Rail	Hazelhatch and Celbridge to Heuston	EB	Yes	0	0	0	0
DART	Irish Rail	Heuston to Hazelhatch and Celbridge	WB	Yes	0	0	0	0
Commuter	Irish Rail	Carlow to Heuston	EB	Yes	2	1	1	2
Commuter	Irish Rail	Heuston to Carlow	WB	Yes	2	1	1	2
Commuter	Irish Rail	Portlaoise to Heuston	EB	Yes	2	1	1	2
Commuter	Irish Rail	Heuston to Portlaoise	WB	Yes	2	1	1	2
Commuter	Irish Rail	Portlaoise to Heuston	EB	Yes	1	0	0	1
Commuter	Irish Rail	Heuston to Portlaoise	WB	Yes	1	0	0	1
C1	Dublin Bus	Adamstown Station to Sandymount	EB	Yes	8	2	2	8
C1	Dublin Bus	Sandymount to Adamstown Station	WB	Yes	8	2	2	8
C2	Dublin Bus	Adamstown Station to Sandymount	EB	Yes	8	2	2	8
C2	Dublin Bus	Sandymount to Adamstown Station	WB	Yes	8	2	2	8
L51	GoAhead	Adamstown Station to Liffey Valley Shopping Centre	EB	Yes	1	1	1	1
L51	GoAhead	Liffey Valley Shopping Centre to Adamstown Station	WB	Yes	1	1	1	1
L52	GoAhead	Adamstown Station to Blanchardstown Shopping Centre	EB	Yes	1	1	1	1
L52	GoAhead	Blanchardstown Shopping Centre to Adamstown Station	WB	Yes	1	1	1	1
P29	Dublin Bus	Adamstown Station to Ringsend Road	EB	Yes	4	0	0	0
P29	Dublin Bus	Ringsend Road to Adamstown Station	WB	Yes	0	0	0	4
X30	Dublin Bus	Adamstown Station to UCD, Belfield	EB	Yes	4	0	0	0
X30	Dublin Bus	UCD, Belfield to Adamstown Station	WB	Yes	0	0	0	2
L53	Dublin Bus	Adamstown Station to Liffey Valley Shopping Centre	EB	Yes	2	2	2	2
L53	Dublin Bus	Liffey Valley Shopping Centre to Adamstown Station	WB	Yes	2	2	2	2

4.3.1 Comparative Assessment

The purpose of the exercise is to evaluate the potential impacts of a reduced rail service frequency on travel demand and mode share within the Adamstown area. To achieve this, a sensitivity test has been undertaken in which rail service frequencies were reduced relative to those assumed in the original transport strategy scenario. The assessment is based on a group of ERM zones encompassing the existing Adamstown SDZ and surrounding growth areas. Of these, Zone 888 is of particular relevance as it incorporates the Adamstown SDZ expansion area, including the Adamstown SDZ West lands.

Table 4 presents a comparison of daily travel demand and mode share forecasts for Zone 888 under the 2042 Greater Dublin Area Transport Strategy scenario and the reduced rail frequency sensitivity test.

Table 4 – Public Transport Frequencies Assumed in the Transport Modelling Exercise

2042 Daily Demand					
Zone	Car	PT	Walk	Cycle	Total
865	2,345	402	837	155	3,739
866	2,546	768	623	452	4,389
867	1,897	499	648	233	3,277
868	1,624	436	749	254	3,063
875	6,776	2,533	5,103	1,378	15,789
887	800	445	105	53	1,404
888	6,341	1,336	1,219	774	9,671
894	1,099	297	271	145	1,811
TOTAL	23,428	6,716	9,555	3,445	43,143
Mode Share	54%	16%	22%	8%	100%
2042 Daily Demand – Reduced Rail Frequency Exercise					
Zone	Car	PT	Walk	Cycle	Total
865	2,362	435	871	76	3,744
866	2,593	889	684	231	4,397
867	1,915	556	684	124	3,279
868	1,643	501	795	129	3,068
875	6,995	2,645	5,504	667	15,811
887	744	365	114	33	1,255
888	6,533	1,308	1,365	460	9,665
894	1,117	327	287	79	1,811
TOTAL	23,903	7,026	10,303	1,798	43,031
Mode Share	56%	16%	24%	4%	100%

The results indicate that overall travel patterns remain broadly similar under both future scenarios. Public transport mode share remains unchanged at approximately 16%, while sustainable modes continue to account for a significant proportion of daily trips. Total public transport demand within the study area also remains broadly consistent despite the reduction in rail service frequency.

While some redistribution of trips between public transport, walking, cycling and private car modes is evident, the modelling does not indicate a fundamental shift in travel behaviour or a deterioration in the overall sustainability of travel patterns within the study area. Notably, car mode share increases marginally from 54% to 56%, indicating that the reduced rail frequency scenario does not result in a significant shift towards private vehicle use.

The findings suggest that travel demand within Adamstown is supported by a combination of rail services, bus services, active travel infrastructure and proximity to schools, retail centres, community facilities and employment opportunities. The modelling therefore demonstrates that accessibility within the area is influenced by a broad range of transport and land-use factors rather than being solely dependent on enhanced rail service provision.

The modelling exercise should be viewed as a sensitivity test rather than a forecast of future transport conditions. Nevertheless, it provides useful evidence that the accessibility of Adamstown SDZ West is supported by a combination of transport modes and infrastructure investments rather than a single transport project.



5. Evaluation of the Restriction

5.1 Consistency with Planning Policy

The proposed rezoning of the Adamstown SDZ West lands forms part of South Dublin County Council's response to revised housing growth requirements arising from the First Revision of the National Planning Framework (NPF) and the associated Housing Growth Requirements Guidelines. Variation No. 2 was specifically intended to identify additional residential lands capable of contributing towards the delivery of housing within the County in sustainable and accessible locations.

National planning policy promotes compact growth, the efficient use of existing infrastructure and the integration of land use and transport planning. A key objective of the NPF is to direct development towards locations that can support sustainable travel patterns and make best use of existing and planned transport investment. Similarly, the Regional Spatial and Economic Strategy (RSES) supports the delivery of development in locations that facilitate Transport-Oriented Development (TOD), compact growth and sustainable mobility

The Adamstown SDZ West lands exhibit the characteristics sought by these policies. The lands are contiguous to the existing built-up area of Dublin, located adjacent to the Adamstown SDZ, within walking and cycling distance of Adamstown Station and served by a well-established public transport network. The lands also benefit from access to schools, childcare facilities, community infrastructure, retail services and employment opportunities. Accordingly, the lands represent a logical location for compact growth and TOD and are consistent with the spatial planning principles that underpin Variation No. 2.

The inclusion of Adamstown SDZ West within Variation No. 2 reflects the conclusion that the lands are capable of supporting sustainable residential development and contributing towards housing delivery objectives in a highly accessible location. The lands were assessed by South Dublin County Council against the Call for Sites criteria and subsequently selected for inclusion within the proposed variation on the basis of their accessibility characteristics, serviceability and ability to contribute towards compact growth.

In this regard, the proposed restriction appears difficult to reconcile with the rationale underpinning the identification of the lands. While the continued delivery of public transport investment, including DART+ South West, is strongly supported, the proposed restriction has the potential to significantly delay the delivery of housing on lands specifically selected due to their strong transport credentials and ability to support sustainable development. The practical effect of the restriction may be to defer development of the lands beyond the current Development Plan period, thereby limiting the contribution that the lands can make towards the housing delivery objectives which Variation No. 2 was introduced to address.

Accordingly, while the objectives of integrated land use and transport planning are fully supported, it is considered that the proposed restriction risks undermining the compact growth, housing delivery and sustainable development objectives that informed the inclusion of the Adamstown SDZ West lands within Variation No. 2 in the first instance.

5.2 Housing Delivery Implications

Variation No. 2 was initiated in response to revised housing growth requirements arising from the First Revision of the National Planning Framework and the Housing Growth Requirements Guidelines. The purpose of the variation was to identify additional residential lands capable of contributing towards housing delivery within South Dublin County during the lifetime of the Development Plan.

The Adamstown SDZ West lands were identified through this process due to their strong accessibility characteristics, proximity to existing infrastructure and ability to support compact and sustainable growth. The lands therefore form



part of the Council's response to revised housing targets and are intended to contribute towards the delivery of additional housing in a highly accessible location.

The proposed material alteration introduces a requirement that significant residential development may not commence until DART+ South West, or an equivalent rail service, is operational. While the objective of coordinating future growth with strategic transport investment is recognised, the practical effect of the amendment is to tie the delivery of housing on the lands to the operation of a major transport project.

Variation No. 2 was intended to identify short to medium-term residential land supply. However, the proposed restriction will prevent housing delivery on the lands until beyond the current Development Plan period.

The amendment creates a situation whereby lands are identified and zoned for residential development, while simultaneously restricting the delivery of the housing that the rezoning seeks to facilitate.

This has the potential to limit the contribution that the Adamstown SDZ West lands can make towards achieving the housing objectives that underpin Variation No. 2. Given the absence of a confirmed operational date for DART+ South West, the practical effect of the proposed restriction is that development of the lands is unlikely to occur within the lifetime of the current County Development Plan.

Consequently, the Adamstown SDZ West lands would be unable to make a meaningful contribution towards the housing delivery objectives that underpin Variation No. 2. This is particularly significant given that the lands were identified specifically to assist SDCC in meeting revised housing growth requirements and to provide additional residential capacity in a highly accessible and sustainable location.

5.3 Consistency with NTA Advice

The NTA, as the statutory transport authority for the Greater Dublin Area, made a submission in respect of Proposed Variation No. 2 and considered a number of the residential sites proposed for rezoning throughout the County.

In its submission, the NTA recognised the importance of strengthening the integration of transport and land use planning and expressed support for a plan-led, evidence-based approach to the identification of residential lands capable of contributing towards the achievement of revised housing targets. The NTA also emphasised the importance of prioritising consolidated development and TOD in locations well served by existing and planned public transport infrastructure.

The NTA further stated that, *“where it can be demonstrated that accessibility to existing services, including transport, is relatively high and that development can occur in a manner which consolidates the built-up area of Metropolitan Dublin or is contiguous to the built-up area, it may not be in the best interest of maximising transport and land use integration to tie a site’s progress for housing to that of a major transport infrastructure scheme”*. The NTA noted that existing rail services, bus services and proximity to key services and destinations should be fully considered when determining the conditions attached to development lands. Furthermore, the NTA stated that it *“will endeavour to enhance existing services and provide additional services to support development in these locations, subject to the availability of funding”*. This reflects the dynamic nature of public transport provision, whereby services can be enhanced, expanded or adapted over time to support population growth and evolving travel patterns.

With regard to the Adamstown SDZ West lands, the NTA noted that the site is intended to be served by the C2 BusConnects corridor, benefits from proximity to Adamstown Rail Station and is contiguous to the existing built-up area of Dublin. The NTA further noted that future residents would benefit from access to the range of services and facilities already available within the Adamstown SDZ and that parts of the site currently benefit from a medium-high level of accessibility under the NTA's Public Transport Accessibility Level (PTAL) assessment.



Having considered these characteristics, the NTA stated that SDCC “*may wish to review the condition attached to development at the site west of Adamstown SDZ*”. The NTA observed that development of the lands would align with the principle of developing lands contiguous to the built-up area in locations served by existing and proposed public transport services.

In general terms, the NTA advised that where sites exhibit a relatively high level of accessibility and are capable of consolidating the existing urban area, it may not be in the best interests of maximising land use and transport integration to tie their progression for housing to the delivery of a major transport infrastructure scheme. The NTA specifically highlighted the importance of considering existing rail services, the existing bus network and proximity to services when determining the appropriateness of development conditions.

The observations of the NTA are therefore of particular relevance in the context of the Adamstown SDZ West lands. While the NTA strongly supports continued investment in public transport infrastructure, including DART+ South West and BusConnects, its submission also recognises the accessibility advantages of the site and raises the question of whether a direct linkage between development and the delivery of DART+ South West is necessary in order to achieve the objectives of integrated land use and transport planning.

5.4 Accessibility and Site Selection Criteria

The NTA's Public Transport Accessibility Level (PTAL) assessment indicates that the Adamstown area benefits from medium to high levels of public transport accessibility. This reflects the combined influence of:

- Adamstown Rail Station;
- Existing commuter rail services;
- High-frequency BusConnects spine routes;
- Local and orbital bus services;
- Existing and planned active travel infrastructure; and
- Access to local services and facilities.

The accessibility characteristics of the lands were a significant factor in their identification through the Variation No. 2 process. The lands perform strongly against the site selection criteria relating to compact growth, public transport accessibility, serviceability and Transport-Oriented Development. These characteristics formed part of the basis upon which the lands were assessed by South Dublin County Council and subsequently selected for inclusion within Proposed Variation No. 2.

The accessibility of the area is derived from a combination of transport modes rather than reliance upon a single transport project. Existing rail and bus services already play an important role in supporting travel demand, while future public transport improvements, including BusConnects enhancements and proposed Clonburris bus services, will continue to strengthen accessibility within the area.

In this regard, the transport credentials of the lands extend beyond DART+ South West alone and reflect a broader package of existing and planned infrastructure investment.

5.5 Proportionality of the Restriction

The concerns identified within the Chief Executive's Report regarding cumulative growth, increasing travel demand and the need for additional public transport capacity within the Adamstown, Clonburris and wider Lucan area are recognised. The continued delivery of transport investment, including DART+ South West, will play an important role in supporting future growth along the Dublin–Kildare corridor.



The evidence reviewed as part of this assessment indicates that rail demand has grown significantly in recent years and that DART+ South West would provide substantial benefits through increased capacity, higher service frequencies and improved network resilience. The strategic importance of the project in supporting future growth is therefore acknowledged.

However, the evidence also demonstrates that Adamstown SDZ West already benefits from a high level of accessibility supported by existing rail services, the BusConnects network, extensive active travel infrastructure and a wide range of local services and facilities. Furthermore, public transport provision within the area continues to evolve through ongoing investment by the National Transport Authority, including BusConnects enhancements, the Lucan Core Bus Corridor and the proposed Clonburris bus network comprising Routes 77, L70 and L71.

The available evidence does not demonstrate that DART+ South West or an equivalent rail service represents the sole mechanism through which future transport demand can be accommodated. While additional rail capacity will undoubtedly support future growth, transport capacity is also capable of being enhanced through a combination of measures including increased bus service provision, bus priority infrastructure, active travel investment, public transport network improvements, development phasing and ongoing monitoring of transport demand.

The National Transport Authority specifically recognised the accessibility characteristics of the lands and recommended that the condition linking development to DART+ South West be reviewed. This position reflects the fact that the lands already benefit from access to existing and planned public transport services and are consistent with the principles of compact growth and Transport-Oriented Development.

The Adamstown SDZ West lands represent a highly accessible and sustainable development location which aligns strongly with the objectives of compact growth and Transport-Oriented Development promoted through national, regional and local planning policy. The lands are contiguous with the existing built-up area, are served by existing rail and high-frequency bus services, benefit from an extensive active travel network and are located in close proximity to schools, childcare facilities, retail centres and community infrastructure.

These characteristics were a key factor in the identification of the lands through Variation No. 2 and reflect the type of location that planning policy seeks to prioritise for future housing growth. Development of the lands would support the efficient use of existing infrastructure, promote sustainable travel patterns and contribute towards meeting the housing delivery objectives arising from the revised National Planning Framework and Housing Growth Requirements Guidelines.

Continued investment in public transport infrastructure, including DART+ South West, is strongly supported and will provide important additional capacity to accommodate future growth within the corridor. However, the area already benefits from a broad package of existing and planned transport infrastructure, including rail services, BusConnects, active travel infrastructure and further public transport enhancements currently being progressed by the National Transport Authority.

Having regard to the accessibility characteristics of the lands, the findings of the Transport Feasibility Study, the observations of the National Transport Authority and the strategic role of the lands in contributing towards housing delivery, it is considered that the proposed restriction places undue emphasis on a single transport scheme notwithstanding the wider package of transport infrastructure serving the area. A more flexible approach which recognises the contribution of both existing and planned transport provision would be more consistent with the principles of integrated land use and transport planning that underpin national and regional policy.

6. Conclusion

This assessment has reviewed the transport evidence relevant to the proposed material alteration linking development of the Adamstown SDZ West lands to the operation of DART+ South West, or an equivalent rail service. The assessment demonstrates that the Adamstown SDZ West lands represent a highly accessible and sustainable development location which aligns strongly with the principles of compact growth, Transport-Oriented Development and the efficient use of existing and planned infrastructure. The lands were identified through Variation No. 2 specifically to contribute towards South Dublin County Council's response to revised housing growth requirements and to support the delivery of additional housing in a location capable of promoting sustainable travel patterns.

Continued investment in public transport infrastructure, including DART+ South West, is strongly supported and will play an important role in accommodating future growth within the wider area. However, Adamstown SDZ West already benefits from a broad package of existing and planned transport infrastructure including rail services, BusConnects, active travel infrastructure and further public transport enhancements planned by the National Transport Authority.

Having regard to the accessibility of the lands, the findings of the Transport Feasibility Study, the observations of the National Transport Authority, the wider transport network serving the area and the strategic importance of increasing housing delivery within South Dublin County, it is considered that the proposed restriction places disproportionate reliance on a single transport project, notwithstanding the broader transport investment already serving and planned for the area. Furthermore, the restriction has will significantly delay the delivery of housing on lands that were specifically identified through Variation No. 2 to contribute towards South Dublin County Council's response to revised housing growth requirements, thereby limiting their contribution during the lifetime of the current Development Plan.

In addition to the strong levels of accessibility provided by rail, bus and active travel infrastructure, the wider Adamstown area benefits from a resilient road network with multiple access points and connections to the surrounding local and strategic road network. The strategic assessment undertaken as part of the Transport Feasibility Study indicated that forecast traffic growth would be distributed across the wider network, reflecting the availability of alternative routes and network connectivity. The assessment did not identify any strategic road network constraints that would prevent development of the lands from being accommodated.

The available evidence does not demonstrate that development of the lands is dependent upon DART+ South West becoming operational. Rather, the evidence demonstrates that the lands already benefit from a high level of accessibility supported by existing rail services, high-frequency bus services, active travel infrastructure, a well-connected road network with multiple access points, and access to a wide range of local services and facilities. Collectively, these existing and planned transport networks provide a range of travel options and support sustainable travel patterns, demonstrating that the accessibility of the lands is derived from a broader and integrated transport system rather than a single transport project.



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