Appendices

Appendix 2 (Part 1)

Developing the Core Strategy

South Dublin 2022-2028
County Development Plan

Draft South Dublin County Development Plan 2022-2028

Part 1: Developing the Core Strategy

Overview to Appendix Part 1

The purpose of the Core Strategy is to demonstrate that the development plan and its objectives are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework, the Regional Spatial and Economic Strategy and with specific planning policy requirements specified in guidelines under subsection (1) of section 28. The Core Strategy must also demonstrate that the objectives in the development plan are consistent, as far as practicable, with the conservation and protection of the environment.

This purpose of this report is to set out the 'steps' which have been taken to deliver an evidenced based Core Strategy in line with the requirements prescribed in the NPF, namely the Tiered Approach to Land Zoning (NPO 72a, 72b, 72c & Appendix 3 of NPF).

Part 1 A below details the first step in the process which is the Land Capacity Analysis. The Land Capacity Analysis was based on the Geographical Information Systems and desktop research using spatial and non-spatial data sources and information to identify undeveloped and under-utilised lands within the County with potential for development. This included an assessment of brownfield and greenfield sites.

Part 1B details the second step in the process which was the Infrastructure Assessment. Building on the initial Land Capacity Analysis and the lands identified with potential for development, the Infrastructure Assessment involved gathering data on identified lands in relation to their infrastructural constraints and requirements in order to differentiate between zoned land that is available for development and zoned land that requires significant further investment in services for infrastructure for development to be realised. A key tool in this process was the use of downloadable pdf surveys created for this purpose.

Part 1 C details the third step in the process which is the Planning Assessment. In line with the provisions of the NPF which sets out that there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure the Planning assessment built upon the findings of the Infrastructural assessment considering overall planned levels of growth, location, suitability for the type of development envisaged and the availability of and proximity to existing services and amenities. Ensuring compliance with overarching national and regional Strategic Outcomes, this process involved an assessment of lands on their ability to contribute towards Compact Growth, Accessibility, Sustainable Mobility, Climate Action and a transition to a low carbon climate resilient society.

Part 1D details the fourth step in the process which is the assessment of Deliverability. This assessment built upon the analysis of land capacity and the findings of the Infrastructure and planning assessments, an integrated fourth layer which considered extant permissions and past construction delivery rates within particular development scenarios –including Strategic Development Zones, Regeneration land and large-scale residential developments – in order to determine a reasonable potential delivery rate under a short, medium and longer term timeframe and inform the allocations set out in Table 2 of Chapter 2 'The Core Strategy Table' for the County.

Finally, in Part 2 of Appendix 2, details of the Core Strategy Background Analysis are set out.

It is evident in the report that the various 'steps' taken in the preparation of the Core Strategy are related and integral to providing a strong evidence base which will facilitate growth over the plan period in line with the housing supply targets set out by the Dept. of Housing, Local Government and Heritage. For this reason, this report provides the background information to these process in one document so that it can be reviewed as a whole.

Part 1 A: Land Capacity Analysis

The Development Plan is tasked with ensuring that sufficient and suitable land is zoned for residential use, or for a mixture of residential and other uses, to meet the requirements of the projected population and to ensure that a scarcity of such land does not occur at any time during the period of the development plan.

A Land Capacity analysis was carried out by the Planning Department to calculate the potential yield of undeveloped zoned land identified as having the potential to accommodate residential, mixed use and employment development under the 2016 - 2022 County Development Plan.

The capacity figure has been prepared in the context of Section 28 Ministerial Guidelines promoting higher densities, especially near existing and proposed public transport services as set out in the 'Sustainable Residential Development in Urban Areas' (2009), 'Sustainable Urban Housing: Design Standards for New Apartments' Guidelines and 'Urban Development and Building Heights Guidelines for Planning Authorities' (2018).

The Development Plan identifies seven geographical Neighbourhood Areas where key services and facilities were found to be common to particular towns/villages and urban centres within the County. They are 1. Citywest, Saggart, Rathcoole & Newcastle; 2. Clondalkin, Clonburris & Grangecastle; 3. Lucan, Palmerstown & Adamstown; 4. Naas Road; 5. Rural Uplands; 6. Tallaght and 7. Templeogue, Rathfarnham & Walkinstown. This 'Neighbourhood Approach' was used in relation to the development of Density Frameworks for the Land Capacity Analysis, which is set out in the methodology below.

Methodology – Land Capacity Analysis

Firstly, using Geographical Information Systems (GIS), the 2016-2022 zoning map data provided a starting point to ascertain all remaining available lands with potential to facilitate Residential, Mixed-Use and Employment development. This provided a spatial platform for the Land Capacity Analysis where layers of data – including planning and construction activity data – could be examined to determine lands which were undeveloped or underutilised and available for development. A breakdown of the lands identified as having potential for development is as follows:

Lands identified as potential for development		
Land Use Type	**Sites**	**Land Area (ha)**
Res/Mixed Use	117 No. Residential Sites	1039
	81 No. Mixed Use Sites	
Blocks (As per relevant Planning Scheme/LAP/Framework)	4 No. Blocks (Adamstown SDZ, Clonburris SDZ, Tallaght LAP & Naas Road)	
Employment	59 No. Employment Sites	554

Table 1: Breakdown of the lands identified as having potential for development

The four 'Blocks' identified represent the areas with strategic long term development potential in South Dublin, namely the two Strategic Development Zones (SDZs) of Adamstown and Clonburris and the zoned regeneration areas in Tallaght and the Naas Road lands.

Density Frameworks were prepared for each Neighbourhood Area (excluding the Rural Uplands Neighbourhood Area in line with Section 28 Ministerial Guidelines). Once all available lands had been identified, the relevant Neighbourhood Density Framework was applied to each site/land parcel to provide a

potential residential density figure for each site. This was important in terms of understanding potential capacity of each site but also the potential loading from an infrastructural perspective, which is discussed in more detail in Part 1 B .

The Density Frameworks were developed in accordance with national and regional planning objectives and in the context of Section 28 Ministerial Guidelines promoting higher densities, taking account of proximity to existing and proposed public transport services as set out in the 'Sustainable Residential Development in Urban Areas' (2009), 'Sustainable Urban Housing: Design Standards for New Apartments' Guidelines and 'Urban Development and Building Heights Guidelines for Planning Authorities' (2018)*.[1]

Each Neighbourhood had a different density criterion based on settlement size and position within the regional settlement hierarchy. For example, Town Centres adjacent to Luas stops had a higher density range.

Neighbourhood Area

Location	Criteria / threshold (to determine proximity to Urban Centres and Public Transport)	Settlement Criteria	Net Density Range (uph)
SDZs/ Local Area Plans/ Masterplans	Refer to the density criteria set out under the relevant Planning Scheme/LAP/Masterplan	Planning Scheme/LAP/Masterplan	
Central and / or Accessible Urban Location	Within: a) Walking distance (up to 15 minutes or 1,000 – 1,500m) of principal city centres, or significant employment locations, that may include hospitals and third-level institutions, (Refer to the Urban Hierarchy Map and List) b) Easy walking distance (up to 5minutes or 500m to/from high frequency urban bus services (i.e., min 10-minute peak hour frequency), c) Reasonable walking distance (up to 10 minutes or 800 - 1,000m to high capacity urban public transport stops (such as DART or Luas), Increased density is subject to safeguards outlined under **Part 3 (Safeguards)**	Lower Level:	**50**
		Upper Level:	**50 + % increase**
		Town Centre	**110** (50 + 120% increase)
		Village Centre	**90** (50 + 80% increase)
		District / Retail Centre / Transport Corridor	**70** (50 + 40% increase)
Intermediate Urban Locations	Within: a) Reasonable walking distance (up to 10mins or 800 - 1000m) of principal town/ suburban centres or employment locations, that may include hospitals and third level institutions, (Refer to the Urban Hierarchy Map and List), b) Walking distance (ie 10-15 mins or 1 - 1.5km) high-capacity public transport stops of DART, Commuter rail or Luas c) Between 5 – 10 mins or up to 1km of high Frequency (min 10mins peak frequency) urban bus services or where such services can be provided. d) Within 500m of reasonable frequent (min 15mins peak hour frequency) urban bus. Increased density is subject to safeguards outlined under **Part 3 (Safeguards)**	Lower Level:	**45**
		Upper Level:	**45 + % increase**
		Village Centre	**81** (45 + 80% increase)
		District / Retail Centre / Transport Corridor	**63** (45 uph + 40 increase)
General built-up area -'Brownfield' and/or Greenfield	Sites not within the specified areas outlined above. Increased density is subject to safeguards outlined under **Part 3 (Safeguards)**	Lower Level:	**35**

Steps to apply Upper Level Density
Step 1: Determine the location of the site based on proximity to transport options (sub items b, c, d).
Step 2: Determine the location of the site based on proximity to Urban Centres (sub item a)

Figure 1: Density framework template

Lands located within an SDZ Planning Scheme were assessed under the density criteria set out in the relevant Planning Scheme and not under the relevant Neighbourhood Density Framework.

Sites located within the Tallaght Town Centre LAP area were assessed under the density criteria set out in the LAP.

[1] The Density Frameworks criteria was tested against the recently published Circular 14/2021 which provides additional clarity in relation to Residential Densities in Towns and Villages, as set out in Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and was deemed compliant.

For the Naas Road lands, a preliminary potential units figure (up to 2,028) was applied.

In respect to the other LAP areas, any remaining undeveloped capacity sites that did not have planning permission in place (i.e. Final Grant or An Bord Pleanála Order), were assessed under the density framework. If permission had been granted, the permitted density figure was applied. This excluded historical permissions which had not been implemented and had subsequently lapsed. In such instances, the Density Framework was applied.

Outside of the SDZ and LAP areas, where sites had a live planning permission in place, the permitted density figure was applied.

The Land Capacity Analysis also included an assessment of capacity within Employment lands. In respect to Employment lands, a potential employment population (employment density) figure was applied. The applied density figures were derived by:

- Determining the likely employment use class for each employment site by examining and identifying the use classes associated with similar size sites in the surrounding area.
- An employment population density figure was applied in accordance with the employment density matrix developed for this purpose. The matrix was developed having regard to the Employment Density Guide (3rd Edition, Homes & Communities Agency, UK).

The potential capacity within the Residential and Mixed Use Sites is 44,472 units as shown in Table 2 below:

<table>
<tr><th colspan="4">Lands identified as potential for development</th></tr>
<tr><th>Land Use Type</th><th>Sites</th><th>Land Area (ha)</th><th>Potential Capacity</th></tr>
<tr><td rowspan="2">Res/Mixed Use</td><td>117 No. Residential Sites</td><td rowspan="3">1039</td><td rowspan="3">44,472 units</td></tr>
<tr><td>81 No. Mixed Use Sites</td></tr>
<tr><td>Blocks (As per relevant Planning Scheme/LAP/Framework)</td><td>4 No. Blocks (Adamstown SDZ, Clonburris SDZ, Tallaght LAP & Naas Road)</td></tr>
<tr><td>Employment</td><td>59 No. Employment Sites</td><td>554</td><td>31,824 Jobs*</td></tr>
<tr><td colspan="4">*Includes potential jobs within Mixed Use Sites & Blocks</td></tr>
</table>

Table 2: Potential capacity within lands identified as having potential for development

Strategic Long Term Development Areas

South Dublin has strategic long term development potential within the two Strategic Development Zones (SDZs) of Adamstown and Clonburris and the zoned regeneration areas in Tallaght and the Naas Road lands. These areas provide a strategic quantum of development for South Dublin along existing and planned rail corridors which are identified as key residential and employment growth areas within the Metropolitan Area Strategic Plan. Table 3 below illustrates the full capacity of these lands:

Settlement	Strategic Development Zones (SDZs)	Overall Unit Capacity	Total Land (Hectares)	
			Brownfield	Greenfield
Dublin City and Suburbs (Within and Contiguous)	Adamstown SDZ Planning Scheme	5,240	0	80
	Clonburris SDZ Planning Scheme	7,730 – 11,098	0	252
	Naas Road lands	*	267	13
	Tallaght Local Area Plan (Regen Lands)	8,400 - 11,144	108	0
	Sub-Totals of SDAs	-	**375 (51%)**	**345 (49%)**
Totals		**21,370 – 27,482**	**720**	
* Final figure will be subject to the Naas Road Framework Plan.				

Table 3: Total Land capacity of Strategic Development Areas and Development Plan Allocation

These long-term strategic development areas have been excluded from the land capacity over the Development Plan period except where it is considered a percentage of development can be delivered within the plan period. Of the total capacity for the SDA lands, a total of 7,606 units has been identified as being deliverable over the Development Plan period. This figure is informed by past and potential future housing delivery within South Dublin, by delivery of similarly designated sites within the region and by the Council's housing programme.

It is recognised that a wide range of elements can influence the deliverability of strategic long term development areas, including: market viability, site assembly, public / private funding streams, timelines for delivering physical infrastructure, and pressure for piecemeal sites coming forward.

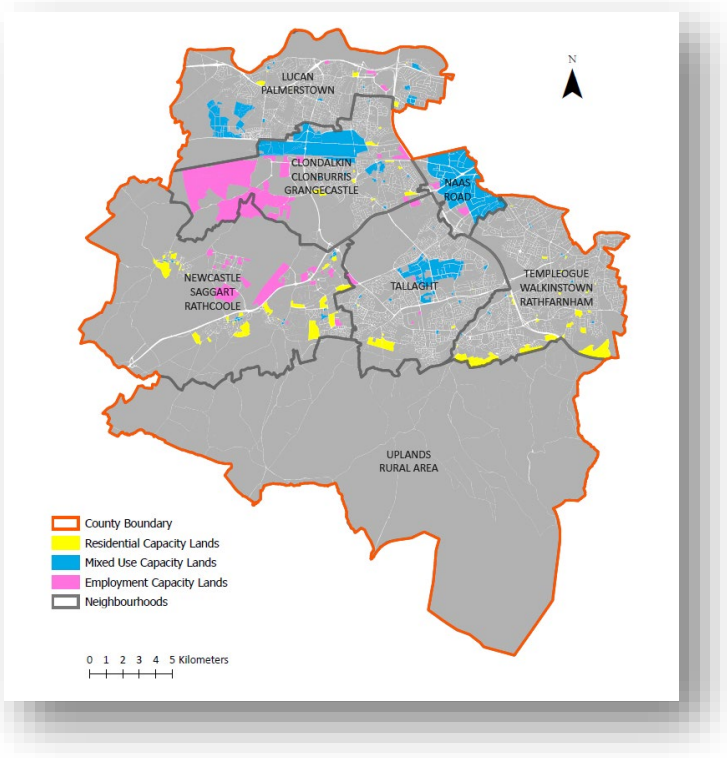

Figure 2: Land Capacity Analysis Map

The potential yield of undeveloped lands excludes units built and units under construction since the previous capacity audit in 2015. Since then, 5,914 units have been built while 4,557 are under construction amounting to a total of 10,471 units. These figures form part of the Core Strategy and formation of the settlement strategy.

Therefore, the total land capacity including long term development within the County is 1,039 hectares with capacity to accommodate: 44,472 residential units. This equates to an average 43 units per hectare.

Excluding those lands identified for strategic long-term development within SDZs and major regeneration sites outside the Development Plan period (see below), allowable under Ministerial Circular, 2010[6], the analysis estimates a potential for 23,730 units on 477 hectares of developable land within the lifetime of the Development Plan period. This equates to an average yield of 50 units per hectare.

Zoned land with extant permission not commenced (est. 6,517 units) has been recognised and factored into the Core Strategy figure. In considering such extant permissions a deliverability analysis has also been carried out and has informed the development of the Core Strategy. The potential yield of lands located in each strategic development area, identifying greenfield and brownfield lands, is contained within Table 3 above. On completion of the Land Capacity Analysis, the output from this assessment provided essential baseline data for the Infrastructure Assessment (1 B below), the second 'step' in the Core Strategy development process.

Part 1 B: Infrastructural Assessment

Introduction

Part 1 B details the approach taken in the Infrastructural Assessment including background, methodology, key findings and outcomes and next steps.

This report identifies the infrastructure requirements of potential development sites in each of the Neighbourhood areas in South Dublin (Fig NA map). In line with the requirements of the National Planning Framework 'Appendix 3: Tiered approach to zoning' the potential sites for development within the county - both brownfield and greenfield – were assessed in order to ascertain the infrastructural requirements needed to facilitate development and provided a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands.

Background & Context

The National Planning Framework sets out a clear development outcome to create compact growth within the existing urban footprint creating a priority to develop brownfield / infill development first before considering greenfield lands. As a result, this approach seeks to make use of existing infrastructure and encourage more people, jobs and activity into existing built-up urban and settlement areas.

Accordingly, it is a target of the NPF that 50% of future national population and employment growth is focused in the existing five cities and their suburbs (NPO 2a). In terms of housing, the NPF outlines that at least half (50%) of all new homes that are targeted in the cities are within their existing built-up footprints. For settlements other than the cities and their suburbs, at least 30% of all new homes are to be delivered within their existing built-up footprints (NPO 3c).

The NPF recognises that effective implementation of these targets will require a substantially better linkage between zoning of land and the availability of infrastructure in our city and county development plans. This is to be implemented through a tiered approach to land use zoning that will differentiate between zoned land that is serviced and zoned land that is serviceable within the life of the Plan.

The NPF sets out a requirement for the zoning of land to be tiered (NPO 72a) informed by an infrastructural assessment. Planning authorities are required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced – known as 'Tier 1' – and ii) zoned land that is serviceable within the life of the Development Plan, known as Tier 2. In this regard the NPF states:

> *'Tier 1: Serviced Zoned Land, comprising lands that are able to connect to existing development services for which there is service capacity available and can therefore accommodate new development; and*
>
> *Tier 2: Serviceable Zoned Land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan.'*

The NPF requires that where lands are identified as Tier 2 lands, the potential for delivery of the required services and / or capacity to support new development must be identified and specific details provided by the planning authority at the time of publication of the draft and final plan. When considering zoning lands for development purposes that require investment in service infrastructure, Planning Authorities are required to make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages (NPO 72b). Where zoned land cannot be serviced within the life of the relevant plan, the NPF states that such lands should not be zoned for development (NPO 72c).

The NPF further states that an Infrastructural Assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency(ies), or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e. within the lifetime of the plan). The planning authority may also commit to the delivery of the required and identified infrastructure in its own infrastructural investment programme (i.e. Budgeted Capital Programme) in order to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands.

The 'Methodology for the Tiered Approach to Land Zoning' is set out in Appendix 3 of the NPF. It is indicated that further guidance relating to this new methodology will be provided in updated Statutory Guidelines that will be issued under s.28 of the Planning & Development Act, 2000 (as amended). At the time of writing, no detailed national guidance had been published in relation to the Methodology for the Tiered Approach to Land Zoning.

Methodology – Infrastructural Assessment

In the absence of Departmental guidance under Section 28 of the Planning and Development Act 2000 (as amended) as referred to in the NPF, the methodology applied to Infrastructural Assessment has been developed in accordance with Appendix 3 of the NPF.

The initial Land Capacity Analysis, as detailed above, provided the site by site baseline data relating to land area and potential unit/employment capacity for the 117 No. Residential Sites; 81 No. Mixed Use Sites; 59 No. Employment Sites; 4 No. Blocks in a spatial format in GIS for the Infrastructure Assessment which examined Water Supply, Wastewater Drainage, Roads and Active Travel, Drainage (SuDs) and Flood Risk.

Where construction activity had commenced on an identified capacity site, this site was removed from the Infrastructural Assessment.

However, sites where construction activity had commenced – known as 'Active Sites' – are included as part of the overall unit allocation in the Core Strategy including the Settlement Strategy.

Gathering the Information

A set of criteria was developed for each category to be examined in order to assess the infrastructural constraints and requirements. The criterion is summarised in Table 4 below. (See also Schedule 1 of this Appendix contains the Survey Questionnaire Criteria)

Infrastructure	Criteria Overview
Roads	This criterion examines the site's accessibility to the existing road network, the level of existing infrastructure, (i.e. footpaths, lighting etc) constraints envisaged/network capacity, any existing plans in place or committed funding for upgrade works, the estimated costs, where known, of such works and whether such works were aligned to an approved infrastructural investment programme.
Water Supply	Existing network infrastructural issues were examined alongside the level and cost of upgrades required and timeframe for delivery.
Wastewater Drainage	Existing network infrastructural issues were examined alongside level and cost of upgrades required and timeframe for delivery.
Drainage (SuDS) / Flood Risk	An examination was carried out with regard to the potential flood risk associated with the subject lands. Groundwater vulnerability was also examined and the presence of existing surface water drains within the site which require maintenance of a wayleave
NOTE: A Social/Community Infrastructure Audit (SIA) of the County was undertaken in order to inform the preparation of the County Development Plan.	

Table 4: Summary of Survey Questionnaire Criterion

The survey questions were structured. The soft copy pdfs created for the survey incorporated selectable answer options in dropdown menus. This allowed for consistency in relation to the information gathered for each site reviewed. The soft copy pdf survey forms were issued to consulting departments using the Sharepoint system, where they could be downloaded, completed and uploaded again.

The Water Supply and Wastewater Drainage review included an external consultation with Irish Water. The Roads and Active Travel assessment included a series of internal consultations with the Transportation Department to discuss each Neighbourhood.

These consultations provided an overview of existing and future infrastructure constraints and requirements in each Neighbourhood Area in addition to more detailed analysis on a site by site basis where this was deemed necessary.

It is important to note that the Infrastructure Assessment is a point-in-time examination and that infrastructure requirements may change.

Analysing the Information

The structured nature of the surveys carried out and the information received in response thereto, facilitated the application of a scoring system to aid in the analysis process. For example lands deemed to be 'serviced' had a score of between 200-400 (out of an overall maximum score of 400), while lands that are not currently sufficiently serviced but serviceable within the lifetime of the plan were scored between 120 and 200 (out of an overall maximum score of 400) depending on the level of infrastructure required.

Details of the findings and outcomes in relation to the Infrastructure Assessment are set out by Neighbourhood below.

Costings

The NPF requires the CDP to include a reasonable estimate for the full cost of delivery of the infrastructure identified. Irish Water, however, could not provide costings in relation to the infrastructure requirements outlined. Notwithstanding, every effort has been made to include a reasonable estimate of the full cost of delivery.

The costing are provided under three separate bands as follow:

- Low – projects or works with an estimated cost of between €0-€200,000
- Medium – projects or works with an estimated cost of between €200,000-€1,000,000
- High - projects or works with an estimated cost of €1,000,000 plus

This information is provided below in Infrastructure Assessment by Neighbourhood Area.

Funding

The delivery of infrastructure is dependent on funding. The sources of funding vary depending on the nature and scale of the particular project and can include:

- Central Government – The National Development Plan sets out the list of key projects to be delivered nationally up to 2040. Capital investment funding by government departments and agencies including Local Infrastructure Housing Activation Fund, Urban Regeneration Development LIHAF, the Urban and Regeneration and Development Fund, Services Site Fund, Irish Water Capital Investment Plan, Smarter Travel funding by the NTA, and Transport Infrastructure Ireland funding.
- South Dublin County Councils – Three-year rolling capital programme of works. Funding of projects included in the Development Contribution Scheme.
- Private – The developer of lands can privately finance the delivery of infrastructure.

Strategic Infrastructure

There are certain strategic infrastructure projects that are of significance to the future long term growth of the entire County, and to the wider Region. An overview of the strategic projects is set out in Table 5 below.

Name of Project	Department/ Body responsible for Delivering Project	Region	Type of Investment	Stage of Project Lifecycle	Construction Completion Date (Year)*	Project Cost Range (€m)
Greater Dublin Drainage	Irish Water	Eastern and Midland	Water Infrastructure	Preliminary Business Case	2025	€500m-€1billion
Ringsend Wastewater Treatment Plant Project	Irish Water	Eastern and Midland	Water Infrastructure	Implementation	2025	€500m-€1billion
Regional Biosolids Storage Facility	Irish Water	Eastern and Midland	Water Infrastructure	Final Business Case	2024	€20m-€50m
Water Supply Project - Eastern and Midlands Region	Irish Water	Eastern and Midland	Water Infrastructure	Preliminary Business Case	2027	€1 billion+
Saggart Reservoir	Irish Water	Eastern and Midland	Water Infrastructure	Implementation	2024	€50m-€100m
Bus Connects	Department of Transport	National	Eastern and Midland	Preliminary Business Case	2027	Subject to Appraisal
DART Expansion Programme	Department of Transport	National	Environment-ally Sustainable Public Transport	Implementation	2027	€1 billion+

Table 5: Overview of Strategic Infrastructure Projects

Water Supply

The South Dublin County Council administrative area falls within the water supply zone for the Greater Dublin Area (GDA) and supply in the Region is currently limited. Irish Water are currently progressing a number of projects in order to increase supply and improve water quality standards.

The long-term development of the Region will be dependent on the Eastern and Midlands Water Supply Project[2]. The NPF provides that a new long-term water supply source for the Eastern and Midland Region which includes the Dublin Water Supply Area, is needed by the mid 2020's, to provide for projected growth up to 2050 and contribute to resilience and security of supply. The project involves a 170km pipeline with supporting infrastructure (water treatment plant, pumping stations and terminal point reservoir) to ensure that the long-term water supply needs of the Region are met in a sustainable manner.

[2] The Parteen Basin scheme comprises the abstraction of water from the lower River Shannon at Parteen Basin in Co. Tipperary, with water treatment nearby at Birdhill. Treated water would then be piped 170km to a new termination point reservoir at Peamount in South County Dublin, connecting into the Greater Dublin network. Supplies of treated water would be made available to Midlands communities along the route.

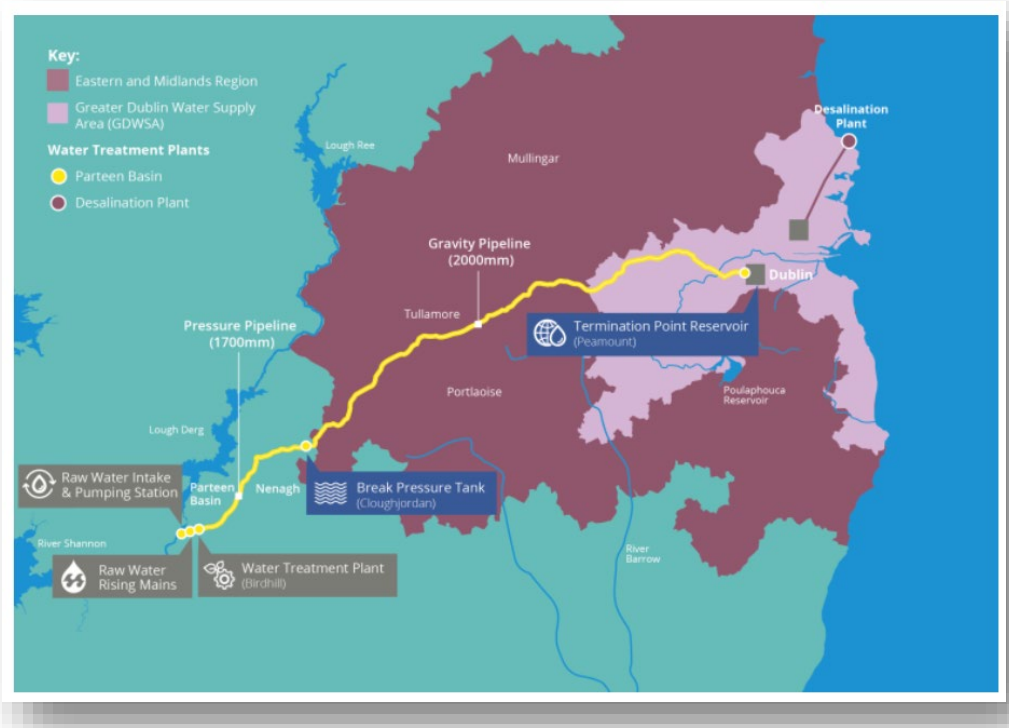

Figure 3: Water Supply Project – Eastern and Midlands Region. Source: watersupplyproject.ie

Irish Water are also constructing a new reservoir in Saggart to improve security of supply to the Greater Dublin Area. The Saggart Reservoir Project will address storage deficits in downstream reservoirs (Ballyboden, Cookstown, Peamount and Belgard) and takes cognisance of the proposed East & Midlands Water Supply project.

Wastewater Drainage

South Dublin County Council administrative area is served by the Ringsend Wastewater Treatment Plant. As part of the Greater Dublin Drainage (GDD) Project, Irish Water has prioritised the expansion of the Ringsend Wastewater Treatment Plant to its ultimate capacity, together with the associated network upgrades required to mobilise that capacity for immediate growth needs. These include city centre intensification (e.g. Docklands) together with new peripheral development. At the same time, the GDD project is planned to relieve both the Ringsend treatment plant and network loading within the medium-term, following which the capacity of the Ringsend system will cater for the core catchment and the South Western growth area (South Dublin County). The project will increase the capacity of the plant to 2.4m population equivalent which will bring benefits to Dublin city and surrounding areas in terms of health, environmental protection and improved water quality for all and provide for future growth.

The Regional Biosolids Storage Facility is a facility for the storage of treated biosolids produced from wastewater treatment plants in greater Dublin. The new biosolids storage facility will form a key part of the upgraded wastewater treatment network for greater Dublin and will facilitate its continued social and economic growth while protecting the environment.

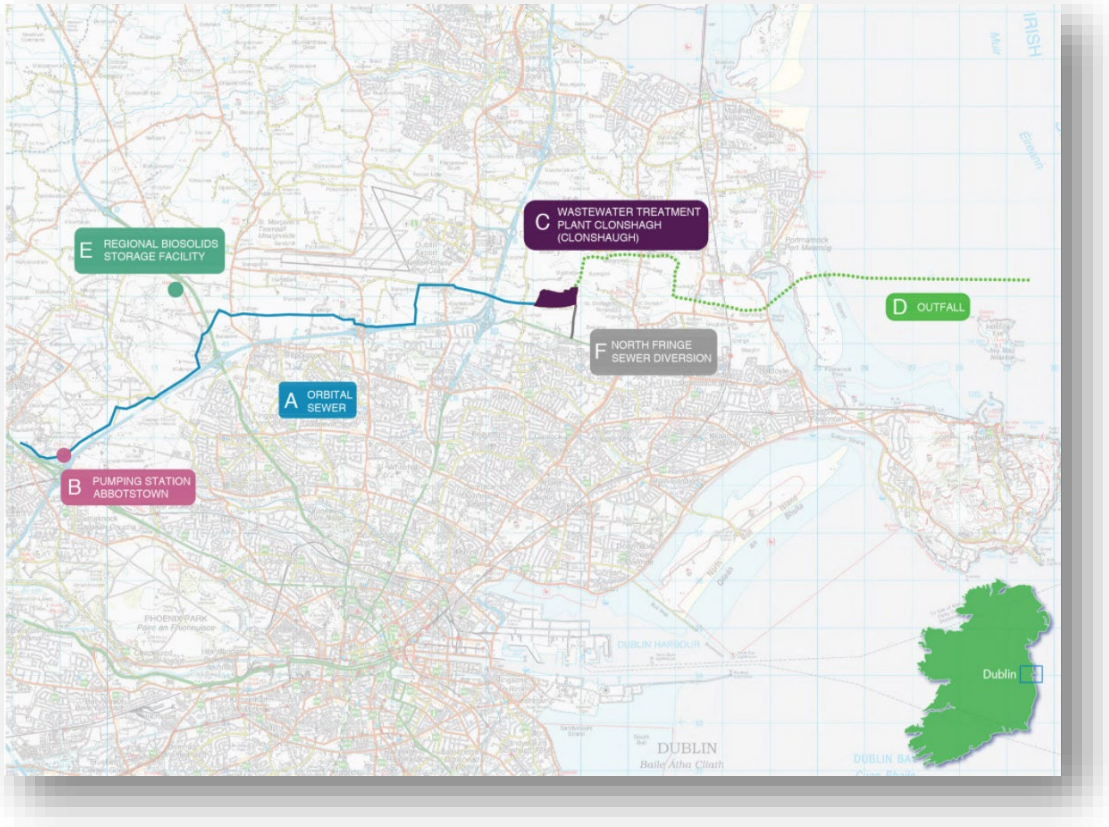

Figure 4: Greater Dublin Drainage Project. Source: greaterdublindrainage.com

Bus Connects Dublin

Bus Connects is an investment programme to fundamentally transform our cities bus systems, so that journeys for passengers by bus will be fast, reliable, punctual, convenient and affordable. Bus Connects encompasses several projects including the revamping of all aspects of the bus system; from the ticketing technology to the road infrastructure; from the bus stops to the network of routes; and from the fare structure to the vehicle emissions.

In South Dublin, the roll-out of Bus Connects includes proposals for six new bus dedicated bus routes through the County. Bus Connects will provide a redesigned, more efficient bus network with high frequency spines, new orbital routes and increased bus services. Included within this project are two key transport interchanges at Tallaght and Liffey Valley.

Bus Connects completed its third round of non-statutory public consultation in December 2020 and is continuing to review all submissions and consider them as part of the finalisation of Preferred Route Options Reports at time of writing this report

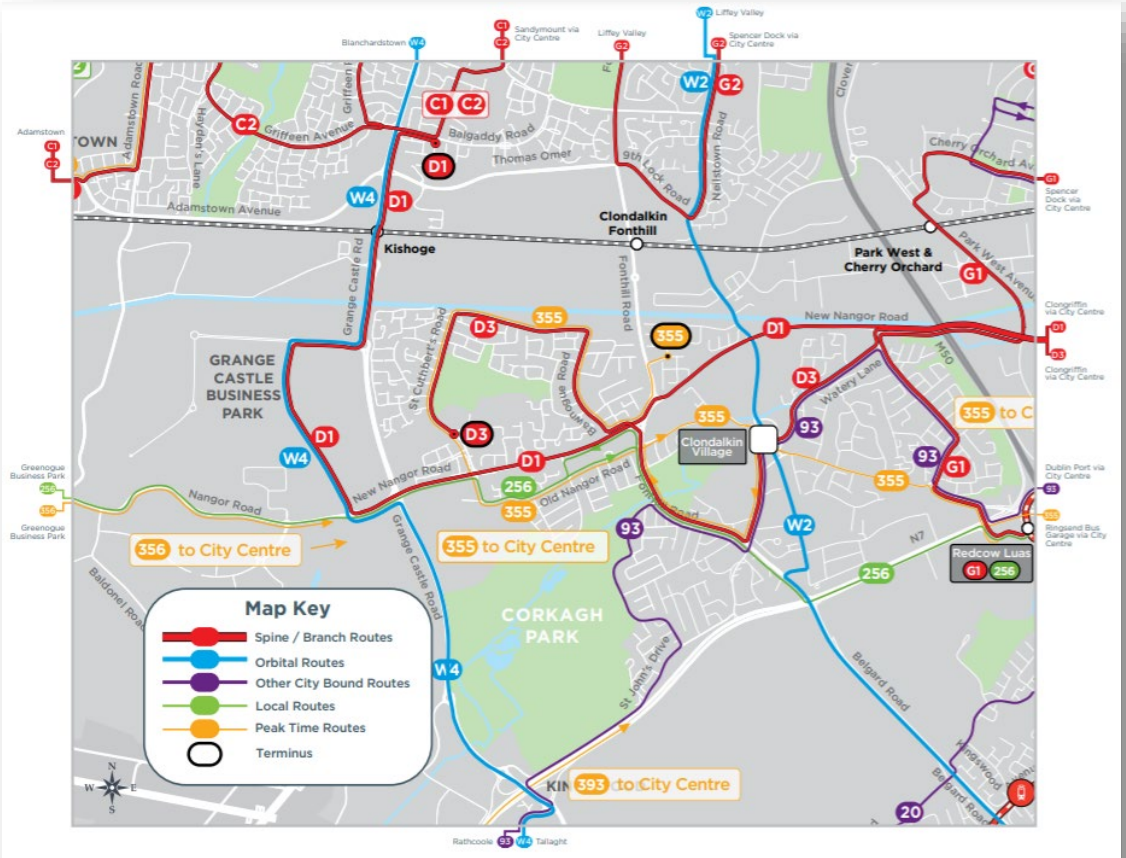

Figure 5: Proposed bus network – Clondalkin. Source: busconnects.ie

Dart + Programme

The DART Expansion Programme is a series of projects that will create a full metropolitan area DART network for Dublin with all the lines linked and connected. The initial sequencing of investment will focus on delivery of non-underground tunnel elements of the programme using the recently opened rail link and existing connector tunnel under the Phoenix Park. This includes buying additional fleet for the DART network and measures such as re-signalling, junction and station changes to provide expanded services.

In South Dublin, the DART+ programme will provide increased train frequency on the Heuston to Hazelhatch line with capacity for up to 11 trains per hour in each direction with stops at Adamstown, Clonburris and Park West in the Naas Road area, along with the opening of the rail station at Kishogue in Clonburris.

With regard to the status of the programme at the time of writing this report, tender evaluation for the new fleet contract is underway with anticipated contract award in 2021. The Inter-City Railcar (ICR) project is continuing to progress.

Figure 6: DART + Programme. Source: Irishrail.ie

Infrastructure Assessment by Neighbourhood

Neighbourhood Approach

A Neighbourhood Approach has been applied to the County Development Plan with the plan area sub-divided in to the seven Neighbourhood areas – Citywest, Saggart, Rathcoole & Newcastle; Clondalkin, Clonburris & Grangecastle; Lucan, Palmerstown & Adamstown; Naas Road; Uplands Rural; Tallaght and Templeogue, Rathfarnham & Walkinstown

To ensure cohesiveness between the County Development Plan layout and this background report, the findings and output of the Infrastructure Assessment is presented by Neighbourhood below.

Citywest, Saggart, Newcastle & Rathcoole Neighbourhood

Citywest, Saggart, Newcastle and Rathcoole Neighbourhood consisted of approximately 44 no. Residential Sites; 24 no. Mixed Use and 28 no. Employment Sites with an overall hectarage of 290 ha approximately

This neighbourhood area represents the urban fringe of the County. Extending from the employment and residential mix of Citywest and Fortunestown, the neighbourhood expands west to the 3 historic villages of Newcastle, Rathcoole and Saggart located approximately 7 kilometres west of Tallaght and 16 km from Dublin City Centre. While intrinsically connected, these bustling areas each have a distinctive character with established and emerging neighbourhoods.

The administrative area of Kildare County Council and the Grand Canal generally provide the western boundary of the area. Public transport within this area is supported by the Saggart Luas Red Line, while the villages are served by Dublin Bus. The area also has direct access to the M7.

The relatively new district area, in Fortunestown/Citywest has been developing over the last number of years at a significant pace and is subject to a Local Area Plan. Its proximity to the Citywest Business Park has facilitated the delivery of housing and jobs beside each other which is supported by the Red Luas Line. The level 3 District Centre of Citywest shopping centre forms the centre of the new district area within and contiguous to the Dublin City and suburbs boundary. It has been one of the most active areas in terms of the delivery of housing for the County during the 2016 – 2022 Development Plan period.

Citywest, Saggart, Newcastle and Rathcoole Neighbourhood
Total land capacity within the Citywest, Saggart, Newcastle and Rathcoole Neighbourhood provided for a total area of 290 ha. Following assessment, 47% (c.137 ha) of this total land area were categorised as Tier 2 lands. Note: The remaining 43% was identified as being serviced and Tier 1. The lands categorised as Tier 2 comprise of c.100 ha of Employment lands – including sites in Grange Castle South and Greenogue Business Park – with indicated drainage/flood risk issues. The remaining 37 ha comprises of Residential and Mixed-Use sites with predominantly road/access related infrastructural constraints. The following sets out the infrastructural requirements of these Tier 2 lands, estimated costings and the Agencies for delivery of such infrastructure. Infrastructural requirements for all Tier 2 lands have been classified as medium term i.e. deliverable within the lifetime of the plan.

NOTE: The local areas within this neighbourhood have varying constraints and requirements. For this reason, the Neighbourhood is sub-divided into Newcastle North & West, Newcastle East; Saggart & Citywest; Rathcoole:			
Newcastle North & West			
Tier 2	**Infrastructure Requirements**	**Costings**	**Agency**
		Low: *€0-€200,000* Medium: *€200,000 – €1,000,000* High: *€1,000,000 +*	
Roads	Footpath provision and/or upgrade and public lighting provision or improvements along sections of Peamount Road; Hazelhatch Road/Athgoe Road.	Medium	Developer/SDCC led
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart. No issues in relation to the strategic network. New trunk mains constructed as part of Boherboy Water Supply Scheme. However, local distribution upgrades or network extensions may be required depending on development content. When taken into account as part of the GDA, water supply can be deemed to be low during critical periods of drought and significant winter events. Network upgrades may be necessary depending on the location and scale of development.	Irish Water unable to provide costings	Irish Water/Developer led
Wastewater Drainage	Local network upgrades in this area will be developer led where there is no project on the IW Capital Investment Plan. No storm water is to discharge into the foul network. Where critical large diameter pipelines traverse this area they cannot be built over and appropriate clearance must be provided to facilitate maintenance.	Irish Water unable to provide costings	Irish Water/Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

Newcastle East			
Tier 2	**Infrastructure Requirements**	**Costings**	**Agency**
Roads	No issues identified	N/A	N/A
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart. No issues in relation the strategic network. New trunk mains constructed as part of Boherboy Water Supply Scheme. However, local distribution upgrades or network extensions may be required depending on development content. When taken into account as part of the GDA, water supply can be deemed to be low during critical periods of drought / significant winter events etc. Network upgrades may be necessary depending on the location and scale of development.	Irish Water unable to provide costings	Irish Water/Developer led
Wastewater Drainage	There is a capacity issue at main pumping station with no live project in place. Local network upgrades will be developer led where there is no project on the IW Capital Investment Plan(Note such upgrades form part of an existing planning permission). Drainage Area Plan & future modelling will help identify solutions.	Irish Water unable to provide costings	Irish Water/Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site-by-site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led
Saggart & Citywest			
Tier 2	**Infrastructure Requirements**	**Costings**	**Agency**
Roads	Footpath provision and/or upgrade and public lighting provision or improvements along sections of the Old Naas Road; Bianconi Ave; Mill Road.	Medium	Developer/SDCC led
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart. No issues in relation the strategic network. New trunk mains constructed as part of Boherboy Water Supply Scheme. However, local distribution upgrades or network extensions may be required depending on development content. When taken into account as	Irish Water unable to provide costings	Irish Water/Developer led

	part of the GDA, water supply can be deemed to be low during critical periods of drought / significant winter events etc. Network upgrades may be necessary depending on the location and scale of development.		
Wastewater Drainage	Local network upgrades will be developer led where there is no project on the IW Capital Investment Plan	Irish Water unable to provide costings	Irish Water/Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led
Rathcoole			
Tier 2	**Infrastructure Requirements**	**Costings**	**Agency**
Roads	Footpath provision and/or upgrade and public lighting provision or improvements along sections of the Kilteel Road.	Medium	Developer/SDCC led
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart. No issues in relation the strategic network. New trunk mains constructed as part of Boherboy Water Supply Scheme. However, local distribution upgrades or network extensions may be required depending on development content. When taken into account as part of the GDA, water supply can be deemed to be low during critical periods of drought / significant winter events etc. Network upgrades may be necessary depending on the location and scale of development.	Irish Water unable to provide costings	Irish Water/Developer led
	Pumping Station Upgrade is needed. There is currently a Water Service Agreement in place. Project is in design / costings stage. Local network upgrades will be developer led where there is no project on the IW Capital Investment Plan.	Irish Water unable to provide costings	Irish Water/Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

Clondalkin, Clonburris & Grange Castle Neighbourhood

Clondalkin, Clonburris & Grange Castle Neighbourhood consisted of approximately 12 no. Residential Sites; 11 no. Mixed Use, 21 no. Employment Sites and 1 no. Block (Clonburris SDZ) with an overall hectarage of approximately 732 ha approximately.

This neighbourhood is part of the south west strategic corridor and associated growth areas of the Naas Road and the city centre. It lies on the northern side of the N7 economic corridor and generally to the south of the Grand Canal and Kildare rail line. The area is therefore located along a key national transport corridor with bus, rail and Luas – with the adjoining Neighbourhood Area - as well as pedestrian and cycle links to Dublin City and to the individual settlements within it. The neighbourhood is diverse, including the historic village of Clondalkin to the east and the newly developing areas of Grange Castle (employment) to the west with Clonburris Strategic Development Zone (SDZ) in the centre capable of accommodating 11,000 new residential units and mixed use development.

Clonburris SDZ is on one of the most strategically important land banks in the State. Central Government's URDF support for the Clonburris proposal will act as a catalyst for the wider regeneration and development of one of Ireland's largest underutilised sites, the wider South Dublin area and the Dublin region at large. The project will involve the provision of critical supplementary strategic infrastructure that will be essential to the appropriate, further development of this unique and complex site. The URDF/SDCC funded infrastructure will include: new link roads; utility corridors; bridges; pumping stations; public parks; regional attenuation ponds and community centres.

Clondalkin, Clonburris & Grange Castle Neighbourhood

Total land capacity within the Clondalkin, Clonburris & Grange Castle Neighbourhood provided for a total area of 732 ha.

Following assessment, 18% (c.135 ha) of this total land area were categorised as Tier 2 lands. Note: The remaining 82% was identified as being serviced and Tier 1.

Tier 2 sites in this neighbourhood primarily comprise of residential and mixed-use lands with drainage/flood risk issue or employment lands with roads/access related infrastructural constraints.

The following sets out the infrastructural requirements of these Tier 2 lands, Estimated costings and the Agencies for delivery of such infrastructure. Infrastructural requirements for all Tier 2 lands have been classified as medium term i.e. deliverable within the lifetime of the plan.

Tier 2	Infrastructure Requirements	Costings	Agency
		Low: *€0-€200,000* Medium: *€200,000 – €1,000,000* High: *€1,000,000 +*	
Roads	Cycle and footpath provision and/or upgrade and public lighting provision or improvements along sections of New Nangor Road.	Medium	Developer/SDCC led
	Grange Castle West Access Road	High	Developer/SDCC led

	Kilcarbery Access Road	High	Developer/SDCC led LIHAF and Council Funded
	Clonburris SDZ Stage 1– South Link Street (SLR); Vehicular Bridge and Road over Railway; 2no. Pedestrian Bridges over Grand Canal; Pedestrian Bridge Over Railway; Existing Road Upgrades. Stage 2 – North Link Street (NLR); Clonburris Urban Hub and Pedestrian Bridge; Na Cluainte North Park, Hub and Pedestrian Bridge; Existing Road Upgrades	High High	Developer/SDCC led URDF and Council Funded
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Belgard Reservoir and the Leixlip Water Treatment Plant via the Peamount Reservoir. No issues in relation the strategic network. However, local distribution upgrades or network extensions may be required depending on development content. Network required for Grange Castle West (Employment) and Clonburris SDZ	Irish Water unable to provide costings.	Irish Water/Developer led
Wastewater Drainage (Relevant to Tier 1 sites also)	The 9B Strategic Sewer near capacity & is constrained. Capacity upgrades required & storm water storage. Provision for the 9B Drainage Area Plan has been provided for in the Irish Water Investment Plan. New connections in the 9B Catchment will be on a first come / first served basis. Local network upgrades will be developer led where there is no project on the IW Capital Investment Plan.	Irish Water unable to provide costings.	Irish Water/Developer led
	Clonburris SDZ Stage 1 – Pumping Station No. 3 and Foul and Surface Water Drainage. Stage 2 – Pumping Station No. 2 and Foul and Surface Water Drainage.	High High	Developer / SDCC led URDF and Council Funded

Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

The sites examined and categorised as Tier 2 have either drainage and flood risk issues or roads related infrastructural constraints.

The full extent of potential drainage issues such as these will be assessed through the development management process whereupon detailed assessment will be undertaken.

Grange Castle Business Park is identified in the MASP as a strategic development area for the promotion of high-tech manufacturing, research and development. South Dublin County Council have made provision for the Grange Castle West Access Road in the 3 Year Capital Programme 2021-2023.

Lucan, Palmerstown & Adamstown Neighbourhood

Lucan, Palmerstown & Adamstown Neighbourhood consisted of approximately 11 no. Residential Sites; 12 no. Mixed Use and 1 no. Block (Adamstown SDZ) with an overall hectarage of 154 ha approximately.

In this neighbourhood, Lucan and Palmerstown are traditional villages with unique characters. Lucan village is situated 15km from Dublin City and linked via the N4 national primary route. The M50, which is a major transport corridor traverses the neighbourhood and Palmerstown is situated inside this orbital route, 9km from Dublin City centre.

Adamstown, a Strategic Development Zone (SDZ), is an emerging new town south of Lucan village, situated 16 kilometres from Dublin City. Adamstown already has 2,613 homes built and over 3,500 new homes granted planning permission. When built out, it will provide up to c. 9,000 homes and associated amenities, retail, services and schools. Significant levels of physical and social infrastructure have been provided in tandem with housing development in Adamstown, with more to come as further phases of housing are built out. Central Government's URDF support will deliver key elements of supplementary strategic infrastructure in the SDZ Planning Scheme. The infrastructure will facilitate the development of the Adamstown town centre element of the SDZ lands and the continued roll-out of suitably located and scaled housing. The URDF and SDCC funded strategic town centre infrastructure will deliver: Central Boulevard Park; construction of a civic/library building fronting onto the district/town centre plaza/square and construction of a district/town centre plaza/square.

Lucan, Palmerstown & Adamstown Neighbourhood
Total land capacity within the Lucan, Palmerstown & Adamstown Neighbourhood provided for a total area of 154 ha. Following assessment, 1% (c.1 ha) of this total land area were categorised as Tier 2 lands. Note: The remaining 28% was identified as being serviced and Tier 1. Tier 2 site in this neighbourhood is a potential mixed-use site within the village centre. The following sets out the infrastructural requirements of these Tier 2 lands, Estimated costings and the Agencies for delivery of such infrastructure. Infrastructural requirements for all Tier 2 lands have been classified as medium term i.e. deliverable within the lifetime of the plan.

Tier 2	Infrastructure Requirements	Costings	Agency
		Low: *€0-€200,000* Medium: *€200,000 – €1,000,000* High: *€1,000,000 +*	
Roads	Upgrade of The Square on the north with footpath and cycle provision. Upgrade the Sarsfield Park Road on the east. Provision of footpaths and cycle access. Public lighting improvements.	Medium	Developer/SDCC led
	Celbridge Link Road	High	Developer/SDCC led LIHAF and Council Funded
	Adamstown SDZ District/Town Centre Plaza/Square	High	Developer/SDCC led URDF and Council Funded
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Belgard Reservoir and the Leixlip Water Treatment Plant via the Peamount Reservoir. No issues in relation the strategic network. However, local distribution upgrades or network extensions may be required depending on development content.	Irish Water unable to provide costings.	Irish Water/Developer led
Wastewater Drainage (Relevant to Tier 1 sites also)	The 9B Strategic Sewer near capacity & is constrained. Capacity upgrades required & storm water storage. Provision for the 9B Drainage Area Plan has been provided for in the Irish Water Investment Plan. New connections in the 9B Catchment will be on a first come / first served basis. Local network upgrades will be developer led where there is no project on the IW Capital Investment Plan.	Irish Water unable to provide costings.	Irish Water/Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

Naas Road Neighbourhood

Naas Road Neighbourhood consisted of approximately 1 no. Mixed Use Site; 4 no. Employment Sites and 1 no. Block (identified Naas Road REGEN lands) with an overall hectarage of 294 ha approximately.

This neighbourhood is situated at a strategic location within South Dublin and Dublin City, to the south of the Grand Canal and adjoining the Dublin City Council (DCC) administrative boundary. It is a significant settlement in regional terms and includes major retail facilities, office, industrial and employment areas. It is on a national and key economic transport corridor with a direct Luas connection and bus links to Dublin City.

The planned transformation of this neighbourhood is in accordance with key national and regional objectives and the proper planning of Dublin as a sustainable compact city integrating land use and sustainable transportation. It is situated within areas identified for strategic brownfield regeneration. By delivering smart and compact growth and providing for a greater choice for housing, employment and mobility, the area will be focused on liveability and quality of life. This area will be a key growth enabler in the Dublin City and Metropolitan Area.

Naas Road Neighbourhood

Total land capacity within the Naas Road Neighbourhood provided for a total area of 294 ha.

Following assessment, 99% (c.292 ha) of this total land area were categorised as Tier 2 lands. Note: The remaining 1% was identified as being serviced and Tier 1.

The Tier 2 sites/lands identified within this Neighbourhood comprise of the Naas Road / Ballymount Regen lands and masterplan area.

The following sets out the infrastructural requirements of these Tier 2 lands, Estimated costings and the Agencies for delivery of such infrastructure. Infrastructural requirements for all Tier 2 lands have been classified as medium term i.e. deliverable within the lifetime of the plan.

Tier 2	Infrastructure Requirements	Costings	Agency
		Low: *€0-€200,000* Medium: *€200,000 – €1,000,000* High: *€1,000,000 +*	
Total Land Area – 294 hectares	99% (c. 292 ha) of the total land area examined are categorised as Tier 2 Note: 1% (c.2 ha) categorised as Tier 1		
Roads	To be identified through the development framework.	N/A	N/A

Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart, Belgard Reservoir and Cookstown Reservoir. When taken into account as part of the GDA, water supply can be deemed to be low during critical periods of drought / significant winter events etc. Network upgrades may be necessary depending on the location and scale of development.	Irish Water unable to provide costings.	Irish Water/ Developer led
Wastewater Drainage (Relevant to Tier 1 sites also)	The 9B Strategic Sewer is near capacity and is constrained. Capacity upgrades are required and storm water storage. Provision for the 9B Drainage Area Plan has been provided for in the Irish Water Investment Plan. New connections in the 9B Catchment will be on a first come / first served basis. Local network upgrades will be developer led where there is no project on the IW Capital Investment Plan.	Irish Water unable to provide costings.	Irish Water/ Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a plan and site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

Uplands Rural Neighbourhood

No potential sites for development were identified within the rural hinterland areas of the County.

The Rural Uplands Neighbourhood is generally known as the Dublin Mountains, extends from Rockbrook in the east, adjacent to the M50, to Badgerhill in the west. The southernmost point of the county stretches to the southern slopes of Kippure, 27km from Dublin City. The area consists of small rural cluster settlements such as Glenasmole and Redgap and the larger settlement of Brittas. The N81 national secondary route dissects the county from Brittas to link with the M50 main orbital route. The RSES MASP defines the entire County as being within the Dublin Metropolitan Area and the rural areas of South Dublin County are under strong urban influence for housing. The Development Plan will manage the growth of areas that are under strong urban influence, in accordance with Sustainable Rural Housing Guidelines, 2005 and avoid over-development, while sustaining vibrant rural communities in line with NPO 15 and NPO 19. The Development Plan reflects this by having a carefully defined Rural Settlement Strategy set out under Chapter 6: Housing.

Tallaght Neighbourhood

Tallaght Neighbourhood consisted of approximately 14 no. Residential Sites; 16 no. Mixed Use Sites; 6 no. Employment Sites and 1 no. Block (Tallaght Local Area Plan brownfield Regeneration lands at Cookstown & Broomhill) with an overall hectarage of 158 hectares approximately.

Tallaght is the County Town and the administrative capital of South Dublin County. It is also designated as a Level 2 Retail Centre in the Regional Spatial and Economic Strategy. Situated 12 kilometres from Dublin City, it is in close proximity to the N7 economic corridor, which is a key national transport corridor and also has a direct Luas connection and bus links to Dublin City. Tallaght is a significant settlement in regional terms with rich historic core along the village main street. The town includes major shopping facilities, civic offices and associated commercial, financial, cultural and community facilities, a Technological University, a Regional

Hospital and employment areas in Cookstown and Broomhill. Tallaght Town Centre is subject to a local area plan adopted in 2020.

Tallaght Neighbourhood Area

Total land capacity within the Tallaght Neighbourhood Area provided for a total area of 158 ha.

Following assessment, 72% (113 ha) of this total land area were categorised as Tier 2 lands. Note: The remaining 28% was identified as being serviced and Tier 1.

The Tier 2 sites/lands identified within this Neighbourhood primarily comprise of the Tallaght LAP Regen lands of Cookstown and Broomhill. There were also Employment lands categorised as Tier 2 due to issues relating to drainage/flood risk.

The following sets out the infrastructural requirements of these Tier 2 lands, Estimated costings and the Agencies for delivery of such infrastructure. Infrastructural requirements for all Tier 2 lands have been classified as medium term i.e. deliverable within the lifetime of the plan.

Tier 2	Infrastructure Requirements	Costings	Agency
		Low: *€0-€200,000* Medium: *€200,000 – €1,000,000* High: *€1,000,000 +*	
Roads	Belgard North Link Road Tallaght that will help to connect the regeneration lands in Cookstown Tallaght into the existing Belgard North Road and the Tallaght Town Centre.	High	Developer/SDCC led URDF and Council funded
	Airton Road link that will connect the regeneration lands in Cookstown Tallaght and Tallaght Hospital into the existing Belgard and Airton Roads.	High	Developer/SDCC led URDF and Council funded
	Tallaght Transport Interchange in Tallaght Town Centre to provide a new Bus Connects interchange with direct access to the Luas, taxis and cycle parking.	High	Developer/SDCC led URDF and Council funded
	Tallaght Public Realm and Civic Square to connect to the proposed Council-led Innovation Centre in Cookstown that will help to open up these Council lands in Cookstown.	High	Developer/SDCC led URDF and Council funded
Water Supply (Relevant to Tier 1 sites also)	Area served by Ballymore Eustace Water Treatment Plant via the Belgard Reservoir. No issues in relation the strategic network. However, local distribution upgrades or network extensions may be required depending	Irish Water unable to provide costings.	Irish Water/Developer led

	on development content. When taken into account as part of the GDA, water supply can be deemed to be low during critical periods of drought / significant winter events etc. Network upgrades may be necessary depending on the location and scale of development.		
Wastewater Drainage	In Tallaght North, there are constraints around Airton Road / Cookstown where developer driven upgrades are required to support development. 450 mm sewer in Airton Road is surcharged. There is a 225 mm overflow discharging into the local waterbody. Downstream of the overflow the sewer discharges via a manhole into 600 mm sewer in Bancroft park. The 600 mm sewer in Airton Road is empty upstream of the manhole. All new developments should be connected into the 600 mm sewer.	Irish Water unable to provide costings.	Irish Water/Developer led
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

The Tier 2 sites identified in this area are located within the Cookstown and Broomhill Industrial estates in Tallaght and are identified for strategic long-term development lands outside the Development Plan period allowable under Ministerial Circular, 2010 – see above re. SDA's. It is acknowledged that the delivery of these areas, while significant in term of the role such areas play, will take time to transition from underutilised urban areas beside high-capacity transport to residential and employment growth areas.

The examination of the EE lands categorised as Tier 2 showed that groundwater vulnerability at these sites was 'extreme'. The full extent of potential drainage issues such as these will be assessed through the development management process whereupon detailed assessment will be undertaken.

Templeogue, Walkinstown, Rathfarnham & Firhouse Neighbourhood

Templeogue, Walkinstown, Rathfarnham and Firhouse Neighbourhood consisted of approximately 36 no. Residential Sites and 17 no. Mixed Use Sites with an overall hectarage of 120 ha approximately.

This neighbourhood is located 8km south-west of Dublin City Centre, forming the eastern part of South Dublin County, part of Dublin City suburbs and the wider Metropolitan Area. The M50 Motorway weaves through the neighbourhood from south-east to the north. Dublin City Council administrative area is located along the north-eastern boundary. The neighbourhood includes bus transportation links to Dublin City Centre and to Tallaght to the west.

Templeogue, Walkinstown, Rathfarnham and Firhouse Neighbourhood

Total land capacity within the Templeogue, Walkinstown, Rathfarnham and Firhouse Neighbourhood provided for a total area of 120 ha.

Following assessment, 78% (c.93ha) of this total land area were categorised as Tier 2 lands. Note: The remaining 22% was identified as being serviced and Tier 1.

Approximately 59 ha of Residential and Mixed-Use lands are categorised as Tier 2 serviceable and relate to the Wastewater drainage infrastructural requirements in this neighbourhood (as detailed below).

34 ha of Residential land requires roads infrastructure to support development (as detailed below).

The following sets out the infrastructural requirements of these Tier 2 lands, Estimated costings, and the Agencies for delivery of such infrastructure. Infrastructural requirements for all Tier 2 lands have been classified as medium term i.e. deliverable within the lifetime of the plan.

Tier 2	Infrastructure Requirements	Costings	Agency
		Low: *€0-€200,000* Medium: *€200,000 – €1,000,000* High: *€1,000,000 +*	
Roads	Junction upgrade / enhancements required at Scholarstown Road/Edmondstown Road	High	Developer/SDCC led
	Road improvement works along Edmondstown Road	High	Developer/SDCC led
	New link road required from Whitechurch to the Edmondstown Road or alternative transport solution	High	Developer
Water Supply	Area served by Ballymore Eustace Water Treatment Plant via the Treated Water Reservoir at Saggart and the Boherboy Reservoir. Low capacity in areas. When taken into account as part of the GDA, water supply can be deemed to be low during critical periods of drought / significant winter events etc. Network upgrades may be necessary depending on the location and scale of development.	Irish Water unable to provide costings.	Irish Water/Developer led
Wastewater Drainage	This neighbourhood falls under the Dodder Valley Drainage Area Plan. Irish Water is delivering Drainage Area Plans in Dublin to improve the performance of the wastewater networks, protect the environment and facilitate social and economic development over the coming	Irish Water unable to provide costings.	Irish Water/Developer led

	years in these regions. These DAPs will develop solutions with regard to current network constraints. No physical project on investment plan in place at present. The survey stage of the current Drainage Area plan for the Dodder Valley area is nearing completion. Off-line storage at Firhouse under Oldcourt Local Network Reinforcement Project *LNRP) may be required in relation to sites located west of the M50.		
Drainage / Flood Risk	Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.	Low – Medium	Developer / SDCC led

Part 1 C: Planning Assessment

As outlined at beginning of this report, the purpose of the Core Strategy is to demonstrate that the development plan and its objectives are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and the regional spatial and economic strategy.

In conjunction with the Tiered Approach to Land Zonings, the NPF specifically discusses the prioritising of development lands and states that there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc. It is set out that weighing up these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development.

Therefore, the potential development sites or capacity lands – identified through the Land Capacity Analysis and categorised under the Infrastructural Assessment – were also subject to a Planning Assessment.

The Planning Assessment was based on the shared goals identified in the NPF and RSES as National Strategic Outcomes and Regional Strategic Outcomes, namely the achievement and delivery of Compact Growth; and Accessibility, Sustainable Mobility, Climate Action and a transition to a low carbon climate resilient society.

Methodology – Planning Assessment

A set of indicators/measurables were developed to demonstrate the ability of a potential development to conform in line with national and regional objectives, and to contribute positively to the development of the successful and sustainable neighbourhoods.

The indicators/measurables, against which the potential development sites were tested, had structured response options – such as distance bands – to ensure consistency and cohesiveness in terms of the assessment.

The sites and land parcels– including Residential, Mixed Use and Employment sites – were examined individually relative to the criteria questions and scored out of 600 according to the responses. A

percentage value was calculated based on each site score relative to the overall score of 600. For example, a site with a score of 450 had a percentage value of 75%. This demonstrated the site's level of 'planning policy' conformity with national and regional policy objectives. Sites scoring over 70% were deemed to demonstrate a high level of conformity. Sites with a score of between 50-69% were deemed to demonstrate a medium to high level of conformity. Sites with a score of between 30-49% were deemed to have a low to medium level of conformity.

The indicators/measurables used to determine a site's ability to conform with Compact Growth related to the location of the site relative to identified areas for compact growth under the NPF/RSES, namely the MASP and the CSO Dublin City and Suburbs Boundary. The compact growth assessment also distinguished between brownfield sites and greenfield sites. The set of indicators used was as follows:

Part 1 Compact Growth
A. Are the subject lands located within a specified residential or employment area within the MASP (Total 100 Marks) • *Within Tallaght Town Centre LAP OR Specified Area in the RSES i.e. Adamstown SDZ, Clonburris SDZ, Naas Road Regen Lands, Grangecastle Employment, Kilcarbery* • *Within 500m - 1000m of TTC LAP Boundary (BROWNFIELD 80 GREEN 60)* • *Within Wider MASP Area in the case of Tallaght (BROWNFIELD 60 GREEN 40)*
B. Are the subject lands located within or contiguous to the CSO Dublin City and Suburbs Boundary (Total 100 Marks) • *100 Marks Brownfield Lands E.G. TALLAGHT Brownfield (Cookstown) Site - 100 Marks* • *80 Marks Greenfield Lands E.G. TALLAGHT Greenfield (Killinarden) Site - 80 Marks*
C. Are the subject lands within the MASP but outside the CSO Dublin City and Suburbs Boundary (Total 100 Marks) i.e. Immediately contiguous to a Town Centre/Village Centre ***Close Proximity defined as:*** • *Zoned TC or Village Centre - 100* • *Within 250m of the above areas – 75 Marks* • *Within 500m of the above areas – 50 Marks* • *Zoned Within 1000m – 25 Marks* • *Zoned 1000m+ - 15 Marks*
D. Are the subject lands located within or contiguous to the CSO Dublin City and Suburbs Boundary (Total 100 Marks) • *100 Marks Brownfield Lands - 100 Marks* • *80 Marks Greenfield Lands - 80 Marks*
E. Lands within the MASP but outside the CSO Dublin City and Suburbs Boundary (Total 100 Marks) i.e. Immediately contiguous to a Town Centre/Village Centre ***Close Proximity defined as*** *Zoned TC or Village Centre - 100* *Within 250m of the above areas – 75 Marks* *Within 500m of the above areas – 50 Marks*

It should be noted that the indicators/measurables used in relation to Accessibility, Sustainable Mobility, Climate Action and a transition to a low carbon climate resilient society are grouped as they are interrelated and integral to the delivery of each other.

The first indicator relates to the proximity of a potential development site to a key urban centre of population by train or Luas. The second indicator relates to active travel and distance by walking and cycling of the potential development site to a Town Centre or Village Centre to access schools, amenities, community facilities and jobs. The third indicator relates to the proximity of the potential development lands to high frequency public transport services. The set of indicators used is as follows:

Part 2 Accessibility, Sustainable Mobility, Climate Action and a transition to a low carbon climate resilient society
A. Do the subject lands enhance accessibility to Key Urban Centres of population? (100 Marks) • *Adjoin 250metres or less an existing/planned Rail/light rail stop - 100 Marks* • *Within 500m of an existing/planned Rail/light rail stop – 75 Marks* • *Within 1000m of an existing/planned Rail/light rail stop – 50 Marks* • *Within 1500m of an existing/planned Rail/light rail stop – 25 Marks* • *Outside 1500m of an existing/planned Rail/light rail stop – 0 Marks*
B. Do the subject lands offer opportunities to accelerate the transition to a low carbon society? (Total 200 Marks) **1. Walk/Cycle Access (125 Marks)** • *Located within a Town Centre/Village Centre or identified Urban Regeneration Area i.e. c. 250m radius of centre (125 Marks)* • *Located within 250m to 500m walking/Cycling distance of existing TC/VC - amenities/community/educational facilities/job opportunities (100 Marks)* • *Located within 500- 750M walking/Cycling distance of existing C/amenities/community/educational facilities/job opportunities (75 Marks)* • *Located within 750 - 1000m walking/Cycling distance of existing amenities/community/educational facilities/job opportunities (50 Marks)* • *Located within 1000M to 5000m Cycling distance of existing amenities/community/educational facilities/job opportunities (25 Marks)* ***2. High Frequency Bus Connections (75 Marks)*** • *Directly adjoining a high frequency public transport facility providing ease of connection to such facilities– 75 Marks* • *Located within a 500m walking distance of a high frequency public transport facility providing ease of connection to such facilities– 50 Marks* • *Located within 1000m walking distance of a high frequency public transport facility providing ease of connection to such facilities– 25 Marks* • *Other 0 Marks*

The key findings of the Planning Assessment are set out by Neighbourhood below.

Citywest, Saggart, Newcastle and Rathcoole Neighbourhood

The total land capacity within the Citywest, Saggart, Newcastle and Rathcoole Neighbourhood provided for a total area of 290 ha. The Neighbourhood consisted of approximately 44 no. Residential Sites; 24 no. Mixed Use and 28 no. Employment Sites.

The majority of the Residential and Mixed use sites within this Neighbourhood demonstrated a medium to high level of conformity. A number of the Employment Sites demonstrated a low to medium level of conformity. It should be noted however that the majority of existing zoned Employment lands in this area

comprise of infill sites located within existing business estates and industrial campuses which have large-scale plot requirements and heavy goods freight and haulage transport demands.

This Neighbourhood contains lands which are located inside and outside the CSO Dublin City and Suburbs settlement boundary. Overall, the planning assessment results indicated that the potential development lands within this Neighbourhood have the ability to conform with overarching national and regional objectives and positively contribute to the delivery of the successful and sustainable neighbourhoods.

Clondalkin, Clonburris & Grange Castle Neighbourhood

The total land capacity within the Clondalkin, Clonburris & Grange Castle Neighbourhood provided for a total area of 732 ha approximately. The Neighbourhood consisted of approximately 12 no. Residential Sites; 11 no. Mixed Use, 21 no. Employment Sites and 1 no. Block (Clonburris SDZ) with an overall hectarage of approximately.

In terms of the ability of the potential development sites to conform to national and regional objectives, with both Mixed Use sites and residential lands within this Neighbourhood providing for a medium or medium to high level of conformity including Clonburris SDZ. Employment lands also achieved medium level of planning conformity. Lands at Grangecastle are identified as strategic lands within the South Western Corridor and forming a key component within the Metropolitan Area Strategic Plan (MASP).

This Neighbourhood contains lands which are located inside and outside the CSO Dublin City and Suburbs settlement boundary. Clonburris SDZ is a strategic landbank located with the MASP. Overall, the planning assessment results indicated that the potential development lands within this Neighbourhood have the ability to conform with overarching national and regional objectives and positively contribute to the delivery of the successful and sustainable neighbourhoods.

Lucan, Palmerstown & Adamstown Neighbourhood

Total land capacity within the Lucan, Palmerstown & Adamstown Neighbourhood provided for a total area of 154 ha. The Neighbourhood consisted of approximately 11 no. Residential Sites; 12 no. Mixed Use and 1 no. Block (Adamstown SDZ).

The majority of the Mixed Use sites within this Neighbourhood demonstrated a high or medium to high level of conformity which includes Adamstown SDZ. The Employment sites also demonstrated a split between medium to high and low to medium conformity. The Residential sites primarily demonstrated a low to medium level of conformity.

This Neighbourhood contains lands located inside and outside the CSO Dublin City and Suburbs settlement boundary. Adamstown SDZ is a strategic landbank on the South West Corridor identified in the MASP. Adamstown falls within the Mixed Use Sites category. Lands identified as residential within this Neighbourhood comprise of largely infill sites within the existing urban area and are primarily served by the local bus network. These existing zoned lands demonstrated a low to medium level of conformity with the assessment criteria due to level of accessibility to existing amenities/community/educational facilities/job opportunities.

Overall, the planning assessment results indicated that the potential development lands within this Neighbourhood have the ability to conform with overarching national and regional objectives and positively contribute to the delivery of successful and sustainable neighbourhoods.

Naas Road Neighbourhood

Total land capacity within the Naas Road Neighbourhood provided for a total of 294 ha. The Neighbourhood consisted of approximately 1 no. Mixed Use Site; 4 no. Employment Sites and 1 no. Block (identified Naas Road REGEN lands).

The majority of the Mixed Use sites within this Neighbourhood demonstrated a high or medium to high level of conformity which includes the Naas Road Regeneration lands. The Employment sites demonstrate a medium to high level of conformity.

This Neighbourhood contains the Naas Road strategic landbank located within the MASP. Overall, the planning assessment results indicated that the potential development lands within this Neighbourhood have the ability to conform with overarching national and regional objectives and positively contribute to the delivery of successful and sustainable neighbourhoods.

Tallaght Neighbourhood Area

Total land capacity within the Tallaght Neighbourhood Area provided for a total area of 158 ha. The Neighbourhood consisted of 14 no. Residential Sites; 16 no. Mixed Use Sites; 6 no. Employment Sites and 1 no. Block (Tallaght Local Area Plan brownfield Regeneration lands at Cookstown & Broomhill).

The majority of the Mixed Use sites within this Neighbourhood demonstrated a high or medium to high level of conformity which includes the Regeneration lands at Cookstown and Broomhill. The Residential sites and Employment sites also demonstrated a medium to high level of conformity.

This Neighbourhood contains lands with the MASP such as the Regeneration lands in Cookstown and Broomhill which are located within the adopted Tallaght Town Centre Local Area Plan (2020-2026). Overall, the planning assessment results indicated that the potential development lands within this Neighbourhood have the ability to conform with overarching national and regional objectives and positively contribute to the delivery of successful and sustainable neighbourhoods.

Templeogue, Walkinstown, Rathfarnham and Firhouse Neighbourhood

Total land capacity within the Templeogue, Walkinstown, Rathfarnham and Firhouse Neighbourhood provided for a total area of 120 ha. The Neighbourhood consisted of approximately 36 no. Residential Sites and 17 no. Mixed Use Sites.

The Residential and Mixed Use sites within this Neighbourhood demonstrated a low to medium level of conformity primarily however this area primarily comprises of infill type sites within established residential areas and is located within Dublin City and Suburbs.

This is the only Neighbourhood not directly served by rail or light rail. Planned investments in active travel infrastructure such as Cycle South Dublin and public transport services such as Bus Connects together with improved connections to transport interchanges and Dublin City will boost its ability to positively contribute to the delivery of successful and sustainable neighbourhoods.

Part 1 D: Deliverability

As set out above, all existing zoned lands within the County were either Tier 1 or Tier 2 and fell within a medium or medium to high score when assessing their capability of contributing towards the achievement of the considered NSO's.

Given this situation a further deliverability analysis was required in order to ensure that the delivery of housing was capable of meeting the needs of current and future population in line with national targets during the course of the plan period in a sustainable manner.

In this regard the balance between the deliverability of units and avoiding an overly rigid identification of specific capacity lands forms a key part of the Core Strategy. The approach taken considers the need to promote compact growth in a balanced way within each neighbourhood area according to their role and function within the settlement hierarchy.

To achieve this objective a prioritised level of growth of undeveloped land (excluding units/land under construction)for each Neighbourhood Area based on past construction and rates of deliverability was applied with a focus on the SDAs identified under the MASP.

This analysis has resulted in the allocation of 9,439 units representing a total of 71% of units being within the SDZs and Regen Lands (57% at 7,616) and within the Fortunestown Local Area Plan (14% at 1,823). In addition, a further allocation of 3,075 (23%) has been provided for within the Dublin City and Suburbs settlement on undeveloped land, excluding land under construction.

This facilitates the delivery of a total of 12,514 units, or 94% of the county's growth which exceeds the requirements of NPO 3b and RPO 3.2 which sets out a requirement for Local Authorities to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built up area of Dublin City and Suburbs. The remaining balance has been allocated to the three settlements: Saggart, Newcastle and Rathcoole totalling 746 units (6%), providing for an overall total allocation of 13,260 units. In addition to the units under construction this provides for the supply target of 17,817 units over the course of the Plan.

The Council is actively engaged with social and affordable housing delivery and has a strong supply pipeline which will be delivered over the Development Plan period and provide for a significant proportion of the annual housing targets for the County. However, in terms of deliverability from a private development perspective, the following factors have been considered:

- 94% of the allocated unit growth is within Dublin City and Suburbs with approximately half of allocated lands identified as brownfield. Such lands can present challenges in terms of contaminated sites, landownership and site assembly, phasing and sequencing.
- The housing data and trends within the County indicate that approximately half (51%) of sites with permission are activated at any given time while the remaining may take time to commence based on a range of factors (e.g. raise funding, potential market changes) or that permissions may not be implemented at all during their lifetime.
- Larger developments (SHDs) comprise a significant element of permitted units throughout the County and delivery has been limited to certain neighbourhood areas to date.

This presents a challenge which the Council is closely monitoring. In recognition of this, a flexible approach to provide for delivery has been incorporated into the Plan through Chapter 2 Policy 3 Objective CS3 . This will ensure an adequate supply of suitable lands come forward to complement the Council's supply pipeline and achieve the housing supply targets.

Therefore, while the County has an excess of zoned land required to deliver the supply targets this is considered necessary to facilitate a choice in sites that come forward recognising that not all sites may be available within the plan period. The analysis carried out identified that such lands are serviced (Tier 1) and/or serviceable (Tier 2) and achieve a medium to high planning score. As a result, they have the potential to contribute towards sustainable development, ensuring that any obstacles to delivery in one area or site can be overcome by provision within another site or area. This will ensure sufficient lands are available to meet the supply targets identified.

Key to ensuring this flexible approach and alignment with National and Regional Planning Policy is the Council's Active Land Management objective to monitor construction and planning activity throughout the County at a settlement level as outlined under section 2.5.6: Monitoring of Growth / Active Land Management of Chapter 2 of the Plan. The core strategy figures for each neighbourhood area serve as a benchmark for monitoring to ensure compliance with National and Regional figures.

Conclusion

The purpose of this report is to set out the 'steps' which have been taken to deliver an evidenced based Core Strategy in line with the requirements prescribed in the NPF, namely the Tiered Approach to Land Zoning (NPO 72a, 72b, 72c & Appendix 3).

The Land Capacity Analysis (Part 1 A), the first step in the process, identified undeveloped and under-utilised lands within the County with potential for development.

The Infrastructure Assessment (Part 1B), the second step in the process, built upon the initial Land Capacity Analysis and involved gathering data on identified lands in relation to their infrastructural constraints and requirements. This allowed for the differentiation between zoned land that is available for development and zoned land that requires significant further investment in services for infrastructure for development to be realised.

The Planning Assessment (Part 1 C), the third step in the process, built upon the findings of the Infrastructural Assessment by considering overall planned levels of growth, location, suitability for the type of development envisaged and the availability of and proximity to existing services and amenities, in order to assess the ability of the capacity lands to contribute positively towards achieving Compact Growth, Accessibility, Sustainable Mobility, Climate Action and a transition to a low carbon climate resilient society. The assessment of Deliverability (Part 1D), the fourth step in the process, built upon the outcomes of the Land Capacity Analysis, Infrastructure Assessment and Planning Assessment, to provide an integrated fourth layer which considered extant permissions and past construction delivery rates within particular development scenarios, such as Strategic Development Zones, Regeneration land and large-scale residential developments, in order to determine a reasonable potential delivery rate under a short, medium and longer term timeframe.

The 'steps' to the Core Strategy, as detailed above, provide the evidence-base for the core strategy growth allocation figures, as set out in Table 10 of Chapter 2. It should be noted that the core strategy figures factor in built units alongside sites under construction, sites with planning permission but not commenced. In addition, a proportion of deliverable units within the strategic long-term development areas with SDZs and Regen lands, and other sites allocated government funding, such as Killinarden and Kilcarbery under the Serviced Site Fund.

Growth is allocated based on an estimated year on year unit delivery within each Neighbourhood Area based on the considerations set out above.

'The Core Strategy Background Analysis' is set out in more detail in Part 2 below.

APPENDIX 2 Part 1 Developing the Core Strategy

Schedule 1: Infrastructure Assessment - Survey Questionnaires Criteria

Wastewater Drainage Criteria:

	Criteria	Required Answer		Required Answer	Additional Comments
Wastewater Criteria					
1	Wastewater Treatment Works (WWTW) Name				
1a	Design Capacity - Headroom Available	Low Med High			
1b	Does the WWTW serve other areas?	Yes No			
2	Existing Wastewater Network Infrastructural Issues known	Yes No	**If Yes:**		
			Diameter of Foul Sewer	Input Size	
			Extension of Foul Sewer to Site needed?	Yes/No	
			Is the extension Developer Led or Irish Water Scheme?	Developer/Irish Water	If Irish Water, Name Scheme:
3	The impact of issues identified in 2 above on the subject site	Low Medium High			
4	Do any issues identified in 2 and 3 above impact on the following?				
4a	Connection Points	Yes No	**If Yes:**		
			Is the work to be carried out to the connection points Developer Led or Irish Water.	Developer/Irish Water	If Irish Water, Name Scheme:
5	Are there any Irish Water Projects to help alleviate capacity issues for Wastewater?	Yes No	**If Yes:**		
			Name Project/Scheme		Provide Details of Project/Scheme
6	Closest sewer connection to the subject site	On Site Immediately adjacent to Site <100 100 – 500			

		>500			
7a	Diameter of Foul Sewer	Input Size			
8	Constraints envisaged with the delivery of such infrastructure	Yes No	**If Yes:** Wayleaves Access to Land CPO Required Other	**If Other,** please state:	
9	Delivery of structural works required	Developer Led Irish Water			
10	Timeframe of Delivery of infrastructural works required	Immediate term Short term Medium term Long term On - going	**If Ongoing**, please state:		Definition: *Immediate term: Yr. 1 and Yr. 2* *Short term: Yr. 2 to Yr. 4* *Medium term: Yr. 4 to Yr. 6* *Long term: 6 yrs. plus* *On – going: Throughout the plan lifetime and beyond (under construction/ objective/ scheme)*
12	Other Comments				

Water Supply Criteria:

	Criteria	Required Answer		Required Answer	Additional Comments
Water Supply Criteria					
1	Water Supply Treatment Works (WTW) Name				
1a	Design Capacity - Headroom Available	Low Med High			
1b	Does the WTW serve other areas?	Yes No			
2	Existing Water Network Infrastructural Issues known	Yes No	**If Yes:**		
			Diameter of Water Main	Input Size	
			Extension of Water Main to Site needed?	Yes/No	
			Is the extension Developer Led or Irish Water Scheme?	Developer/Irish Water	If Irish Water, Name Scheme:
3	The impact of issues identified in 2 above on the subject site	Low Medium High			
4	Do any issues identified in 2 and 3 above impact on the following?				
4a	Connection Points	Yes No	**If Yes:**		
			Is the work to be carried out to the connection points Developer Led or Irish Water.	Developer/Irish Water	If Irish Water, Name Scheme:
4b	Upgrades to Pumping Station	Yes No	**If Yes:**		
			Is the upgrading of the pumping station Developer Led or Irish Water?	Developer/Irish Water	If Irish Water, Name Scheme:
7	Are there any Irish Water Projects to help alleviate capacity issues for Water Supply?	Yes No	**If Yes:**		
			Name Project/Scheme		Provide Details of Project/Scheme
8	Connection to pumping station required	Yes No	**If Yes:**		
			Name of Pumping station		

8a	Distance to pump station				
		Immediately adjacent to Site <100m 100 – 500m >500m			
8b	Will a new pumping station be required?	Yes No	**If Yes:**		
			Developer Build out		
			Irish Water build		
9	Closest public water mains connection to the subject site	On Site Immediately adjacent to Site <100m 100 – 500m >500m			
9a	Diameter of Watermain	Input Size			
10	Delivery of structural works required	Developer Led Irish Water			
11	Timeframe of Delivery of infrastructural works required	Immediate term Short term Medium term Long term On - going	**If Ongoing**, please state:		Definition: *Immediate term: Yr. 1 and Yr. 2* *Short term: Yr. 2 to Yr. 4* *Medium term: Yr. 4 to Yr. 6* *Long term: 6 yrs. plus* *On – going: Throughout the plan lifetime and beyond (under construction/ objective/ scheme)*
12	Other Comments				

Drainage (SuDs) & Flood Risk Criteria:

	Criteria	Required Answer		Required Answer	Additional Comments
1	Risk of River (Fluvial) flooding with potential to affect the subject lands Definition: Flood Zone A - High Probability flood events have approximately a 1-in-a-10 chance of occurring or being exceeded in any given year. Flood Zone B - Medium Probability flood events have approximately a 1-in-a-100 chance of occurring or being exceeded in any given year. Flood Zone C - Low Probability flood events have an indicative 1-in-a-1000 chance of occurring or being exceeded in any given year.	No known risk Flood Zone A - High Probability Flood Zone B - Medium Probability Flood Zone C - Low Probability			
1a	Source of flooding (Fluvial)	Liffey Griffeen	**If Other:**		**Please Provide Details**

		Camac Poddle Dodder Owendoher Tobermaclugg Whitechurch Tallaght Stream Robinhood Stream Other N/A			
2	Risk of Rainfall (Pluvial) flooding with potential to affect the subject lands Definition: Low Probability flood events have an indicative 1-in-a-200 chance (Dublin) or 1-in-a 1000 (Raphoe, Co. Donegal) of occurring or being exceed in any given year. Medium Probability flood events have approximately a 1-in-a-100 chance of occurring or being exceeded in any given year.	No known risk Low Probability Medium Probability High Probability			

	High Probability flood events have approximately a 1-in-a-10 chance of occurring or being exceeded in any given year.				
3	Ground Water Vulnerability Classification of the area Definition: Extreme 'E' – 1.5m of subsoil over locally important sand and gravel aquifer OR Bedrock at or within 1m to 3m of surface. High 'H' – 10m depth of highly permeable sands and gravels in a locally important sand and gravel aquifer OR 3m-4m depth of moderate permeability till (boulder clay) above bedrock. Moderate 'M' – Greater than 10m depth of moderately permeable till (boulder clay).	Extreme High Moderate Low			

	Low 'L' – 10m depth of low permeability till (boulder clay)				
4	Other known issues with Drainage/Flooding on the subject lands	Yes No	**If Yes:**		**Please Provide Details**
5	Are there any flood alleviation, defence or adaptation schemes in place?	Yes No			
			If Yes, Which Scheme: **River Poddle Flood Alleviation Scheme (Ongoing) €7 million** **Whitechurch Stream Flood Alleviation Scheme (Ongoing) €2.5 million** **River Camac Flood Alleviation Scheme (Ongoing) €20 million** **Ballycullen Alleviation Scheme (Complete) €1,923,093.42**		

			Other		
			If Other:		**Please Provide Details**
6	Based on current records, are there any existing public surface water drains traversing the site which require the maintenance of a wayleave?	Yes No	**If Yes:**		**Please Provide Details**
6	Comments				

Roads & Active Travel Infrastructure Criteria:

No.	Question Detail/Topic	Discussion Summary	Length in M	Cost/M	Total Delivery Cost
1	Is there a public road serving the land parcel under consideration? Yes/No/Third Party Access possible				
2	Located on a Bus Connects Route/Short/Medium/Long Term or works needed to make more accessible				
3	Connects to Cycle Network of Cycle South Dublin proposals Short/Medium/Long Term or works needed to make more accessible				
4	Pedestrian Infrastructure Existing Sufficient or Upgrade Needed				
5	Cycle Infrastructure Existing Sufficient or Upgrade Needed				
6	Likely upgrades required to Lighting/Traffic Calming Measures				
7	What Level of Road Upgrade would be required to facilitate Dev (Minor/Medium or Major)				
8	Existing plans in place for upgrades?				
9	Is 8 above aligned with relevant approved infrastructural investment programme or has a commitment been made from a relevant delivery agency				
10	Existing Congestion Hot spots present/How to address?				
11	Given the potential of this block what is your overall view on the Transportation needs for this area.				