

# **SEA ENVIRONMENTAL REPORT**

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FOR

**PROPOSED MATERIAL ALTERATIONS**

TO THE

**DRAFT OLD CONNAUGHT LOCAL AREA PLAN  
2025**

**for: Dún Laoghaire-Rathdown County Council**



**by: CAAS Ltd.**



**JULY 2025**

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## List of Abbreviations

<b>AA</b>	Appropriate Assessment
<b>ABTA</b>	Area Based Transport Assessment
<b>ACA</b>	Architectural Conservation Area
<b>CAFE</b>	Cleaner Air for Europe
<b>CFRAM</b>	Catchment Flood Risk Assessment and Management
<b>CGS</b>	County Geological Site
<b>CORINE</b>	Co-ORDinated INformation on the Environment
<b>CSO</b>	Central Statistics Office
<b>DAFM</b>	Department of Agriculture, Food and Marine
<b>DCCAE</b>	Department of Communication, Climate Action and Environment
<b>DCEE</b>	Department of Climate, Energy and Environment
<b>DCHG</b>	Department of Culture, Heritage and the Gaeltacht
<b>DEHLG</b>	Department of the Environment, Heritage and Local Government
<b>DHPLG</b>	Department of Housing, Planning and Local Government
<b>EIA</b>	Environmental Impact Assessment
<b>EPA</b>	Environmental Protection Agency
<b>EQS</b>	Environmental Quality Standard
<b>ELVs</b>	Emission Discharge Values
<b>EU</b>	European Union
<b>GFC</b>	Gross Final Consumption
<b>GSI</b>	Geological Survey of Ireland
<b>ICAS</b>	Infrastructure Capacity Assessment Study
<b>LAP</b>	Local Area Plan
<b>LCA</b>	Landscape Character Assessment
<b>LULUCF</b>	Land Use, Land Use Change and Forestry
<b>NECP</b>	National Energy and Climate Plan
<b>NHA</b>	Natural Heritage Area
<b>NIAH</b>	National Inventory of Architectural Heritage
<b>NO<sub>2</sub></b>	Nitrogen dioxide
<b>NTA</b>	National Transport Authority
<b>OPW</b>	Office of Public Works
<b>O<sub>3</sub></b>	Ozone
<b>PM<sub>2.5</sub></b>	Fine particulate matter
<b>pNHA</b>	proposed Natural Heritage Area
<b>PAS</b>	Priority Action Substance
<b>RAL</b>	Remedial Action List
<b>RED</b>	Renewable Energy Directive
<b>RBD</b>	River Basin District
<b>RBMP</b>	River Basin Management Plan
<b>RMP</b>	Record of Monuments and Places
<b>RPA</b>	Register of Protected Areas
<b>RPS</b>	Record of Protected Structures
<b>RSES</b>	Regional Spatial and Economic Strategy
<b>SAC</b>	Special Area of Conservation
<b>SDF</b>	Site Development Framework
<b>SEA</b>	Strategic Environmental Assessment
<b>SEO</b>	Strategic Environmental Objective
<b>SI No.</b>	Statutory Instrument Number
<b>SPA</b>	Special Protection Area
<b>SuDS</b>	Sustainable urban Drainage systems
<b>WHO</b>	World Health Organisation
<b>WFD</b>	Water Framework Directive
<b>WRZ</b>	Water Resource Zone
<b>WSS</b>	Water Supply Scheme
<b>WWTP</b>	Wastewater Treatment Plant

# Glossary

## Appropriate Assessment

The obligation to undertake Appropriate Assessment (AA) derives from Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. AA is a focused and detailed impact assessment of the implications of a strategic action (such as a plan or programme) or project, alone and in combination with other strategic actions and projects, on the integrity of a European Site in view of its conservation objectives.

## Biodiversity and Flora and Fauna

Biodiversity is the variability among living organisms from all sources including inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are a part; this includes diversity within species, between species and of ecosystems' (United Nations Convention on Biological Diversity 1992).

Flora is all the plants found in a given area.

Fauna is all the animals found in a given area.

## Environmental Problems

Annex I of Directive 2001/42/EC of the European Parliament and of the Council of Ministers, of 27<sup>th</sup> June 2001, on the assessment of the effects of certain Plans and programmes on the environment (the Strategic Environmental Assessment Directive) requires that information is provided on 'any existing environmental problems which are relevant to the plan or programme', thus, helping to ensure that the proposed strategic action does not make existing environmental problems worse.

Environmental problems arise where there is a conflict between current environmental conditions and ideal targets. If environmental problems are identified at the outset, they can help focus attention on important issues and geographical areas where environmental effects of the plan or programme may be likely.

## Environmental Vectors

Environmental vectors are environmental components, such as air, water or soil, through which contaminants or pollutants, which have the potential to cause harm, can be transported, coming into contact with human beings.

## Mitigate

To make or become less severe or harsh.

## Mitigation Measures

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing a human action, be it a plan, programme or project. Mitigation involves ameliorating significant negative effects. Where there are significant negative effects, consideration should be given in the first instance to preventing such effects or, where this is not possible, to lessening or offsetting those effects. Mitigation measures can be roughly divided into those that: avoid effects; reduce the magnitude or extent, probability and/or severity of effects; repair effects after they have occurred; and compensate for effects, balancing out negative impacts with other positive ones.

In the context of Article 6 of the Habitats Directive, mitigation measures are clearly distinguished from compensatory measures. Compensatory measures are intended to offset the negative effects of the plan or project so that the overall ecological coherence of the Natura 2000 Network is maintained.

## **Natural Heritage**

The Heritage Act (1995) defines natural heritage as including flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, inland waterways, heritage gardens and parks.

## **Protected Structure**

Protected Structure is the term used in the Planning and Development Act 2000 (as amended) and associated Regulations (as amended) to define a structure included by a planning authority in its Record of Protected Structures. Such a structure shall not be altered or demolished in whole or part without obtaining planning permission or confirmation from the planning authority that the part of the structure to be altered is not protected.

## **Recorded Monument**

A monument included in the list and marked on the map which comprises the Record of Monuments and Places that is set out county by county under Section 12 of the National Monuments (Alteration) Act, 1994 by the Archaeological Survey of Ireland. The definition includes Zones of Archaeological Potential in towns and all other monuments of archaeological interest which have so far been identified. Any works at or in relation to a recorded monument requires two months' notice to the Department of Housing, Local Government and Heritage under Section 12 of the National Monuments (Alteration) Act, 1994.

## **Scoping**

Scoping is the process of determining what issues are to be addressed, and setting out a methodology in which to address them in a structured manner appropriate to the plan or programme. Scoping is carried out in consultation with appropriate environmental authorities.

## **Strategic Environmental Assessment (SEA)**

Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt it.

## **Strategic Environmental Objective (SEO)**

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies which generally govern environmental protection objectives established at International, Community or Member State level and are used as standards against which the provisions of the Plan, the alternatives and the Proposed Material Alterations can be evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if - in the case of adverse effects - unmitigated.

# Section 1 SEA: Introduction and Benefits

## 1.1 Introduction

This is the Strategic Environmental Assessment (SEA) Environmental Report for Proposed Material Alterations to the Old Connaught Draft Local Area Plan (LAP) 2025. It has been prepared by CAAS Ltd. on behalf of Dún Laoghaire-Rathdown County Council. The purpose of this report is to provide a clear understanding of the likely environmental consequences of decisions regarding the adoption and implementation of the Plan, to which Proposed Material Alterations relate.

Environmental assessment is a procedure that ensures that the environmental implications of decisions are taken into account before such decisions are made. *Environmental Impact Assessment*, or EIA, is generally used for describing the process of environmental assessment for individual projects, while *Strategic Environmental Assessment* or SEA is the term which has been given to the environmental assessment of plans and programmes, which help determine the nature and location of individual projects taking place. SEA is a systematic process of predicting and evaluating the likely significant environmental effects of implementing a proposed plan or programme, in order to ensure that these effects are adequately addressed at the earliest appropriate stages of decision-making in tandem with economic, social and other considerations.

The SEA is being undertaken in order to comply with Section 20 of the Planning and Development Act, as amended.

## 1.2 Implications for the Planning Authority

The Proposed Material Alterations were screened for the need to undertake SEA. Certain Proposed Material Alteration (No's. 20 and 26) were determined as requiring full SEA. The SEA Screening Determination accompanies this SEA Environmental Report and the Proposed Material Alterations document. Appendix II to this SEA Environmental Report comprises the SEA Screening Report that was prepared to inform

the SEA Screening Determination for Proposed Material Alterations.

This SEA Environmental Report provides the findings of the assessment and will be placed on public display alongside the Proposed Material Alterations. The Elected Members will be required to take account of this document, the Proposed Material Alterations and any submissions received on these after public display.

## 1.3 Why SEA? The Benefits

SEA is the planning authority's and the public's guide to what are generally the best areas for development in the Plan area.

SEA enables the planning authority to direct development towards robust parts of the Plan area that are planned to be well-serviced and connected – thereby facilitating the general avoidance of incompatible development in the most sensitive, least well-serviced and least well-connected areas, in the Plan area and beyond.

SEA provides greater certainty to the public and to developers. Plans are more likely to be adopted without delays or challenges and planning applications are more likely to be granted permission. Environmental mitigation is more likely to cost less.

The Draft Plan, to which the Proposed Material Alterations relate, directs incompatible development away from the most sensitive areas within and surrounding Old Connaught and focuses on directing compact, sustainable development within and adjacent to Old Connaught's central and core areas. Development of these robust parts of the Plan area that are planned to be well-serviced and well-connected will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation.

Compact development can be accompanied by placemaking initiatives to enable the Plan area to become a more desirable place to live, work and visit.

Compatible sustainable development in sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

## **Section 2 The Draft Plan and Proposed Material Alterations**

### **2.1 Introduction and Content**

The Draft Local Area Plan, to which the Proposed Material Alterations relate, sets out a spatial framework for the future development of lands surrounding and including the existing settlement of Old Connaught. The Dún Laoghaire-Rathdown County Development Plan 2022-2028, the statutory land-use document for the whole County, contains a Specific Local Objective to prepare a LAP for the Old Connaught area. The Council has prepared the Old Connaught Draft Plan, in accordance with that objective and the requirements of the Planning and Development Act 2000, as amended.

### **2.2 Draft Plan Format**

The Draft Plan is set out in twelve chapters as follows:

1. Introduction and Local Area Context
2. Strategic Planning Framework
3. Climate Action
4. Spatial Strategy and Site Development Frameworks
5. Sustainable Urban Village
6. Transport and Movement
7. Green Infrastructure and Biodiversity
8. Open Space, Parks and Recreation
9. Heritage and Conservation
10. Infrastructure, Utilities and Flood Risk
11. Phasing and Implementation
12. Monitoring and Evaluation

### **2.3 Draft Plan Vision and Strategic Objectives**

The overarching vision for Old Connaught is to support the growth of the area as a sustainable urban village with a strong sense of place and integrating both the existing and planned new communities. It is to incrementally grow the area to attract a variety of residents and families, providing opportunities to avail of good access to neighbourhood facilities, transport options, social infrastructure and recreational and

amenity assets. This vision is underpinned by the following strategic objectives which are designed to provide a level of focus and direction to the policies and objectives within the Draft Plan:

- Sustainable Urban Village – To deliver a sustainable urban village at Old Connaught and provide a range of facilities and services so that the existing and new residents can access most of their day-to-day living needs within the area including housing, schools, childcare, local shops, community facilities, amenity and recreational facilities.
- Character and Heritage – To protect and enhance the existing character and heritage of Old Connaught and to integrate and manage new development in a manner which respects the area's unique historical and natural setting, whilst acknowledging the development of new communities.
- Sustainable Transport and Movement – To manage existing and future transport demand at Old Connaught in a sustainable manner by developing an integrated transport network with a focus on active travel, permeability and connectivity, public transport facilities and a coherent vehicular movement network.
- Sustainable Neighbourhoods and Quality Housing – To create and maintain successful urban neighbourhoods with distinct character and identity which fosters a sense of community and active citizenship, framed in a quality-built environment which provides a choice of quality new housing options.
- Healthy Placemaking and Liveability – To underpin the spatial design of Old Connaught with a coherent and connected network of strategic public open spaces to promote activity, health, wellbeing, social interaction and community engagement, in order to support the existing and planned new communities.
- Climate and Ecosystems – To progress the development of Old Connaught as a low carbon and climate resilient community and provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

### **2.4 Strategic work undertaken by the Council to ensure evidence-based planning**

In preparing the Draft Plan, information relating to various sectors, from different Departments within the Councils and from

different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led Plan provisions. This work included preparing the following studies and assessments: an Infrastructure Capacity Assessment Study; an Area Based Transport Assessment; a Community Infrastructure Audit; a Strategic Environmental Assessment, the findings of which are provided in an earlier version of this Environmental Report; an Appropriate Assessment; and a Strategic Flood Risk Assessment.

## 2.5 Proposed Material Alterations

The Proposed Material Alterations are outlined in detail in the accompanying Proposed Material Alterations document. The Alteration Numbers provided in this report can be used to locate the associated detail in the accompanying Proposed Material Alteration document.

Alterations proposed include those relating to maps, including land use zoning, and text.

The Proposed Material Alterations were screened for the need to undertake SEA and Alteration No's. 20 and 26 were determined as requiring full SEA. The SEA Screening Determination accompanies this SEA Environmental Report and the Proposed Material Alterations document. Appendix II to this SEA Environmental Report comprises the SEA Screening Report that was prepared to inform the Determination.

## 2.6 Relationship with other relevant Plans and Programmes

The provisions set out in the current Dún Laoghaire-Rathdown County Development Plan 2022-2028, or any subsequent variation or review, shall apply as appropriate to development within the Plan area. Furthermore, the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 cited as mitigatory measures in the SEA Environmental Report shall be complied with throughout the implementation of the LAP.

The Draft Plan sits within a hierarchy of statutory documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management. The Plan must comply with relevant higher-level strategic actions and will, in turn, guide lower-level strategic actions. These documents include plans and programmes such as those detailed in Appendix I<sup>1</sup> (see also, Section 4 "Environmental Baseline", Section 5 "Strategic Environmental Objectives", Section 6 "Description of Alternatives" and Section 9 "Mitigation Measures"). These documents have been subject to their own environmental assessment processes, as relevant.

The First Revision to the National Planning Framework (2025) sets out Ireland's planning policy direction up to 2040. The National Planning Framework is to be implemented through Regional Spatial and Economic Strategies and lower tier Development Plans and Local Area Plans. The Regional Spatial and Economic Strategy for the Eastern and Midland Region sets out objectives for land use planning, tourism, infrastructure, sustainable development, environmental protection and environmental management that have been subject to environmental assessment and must, as relevant and appropriate, be implemented through the Dún Laoghaire-Rathdown County Development Plan, that sets out the overarching development strategy for the County, and the Local Area Plan.

In order to be realised, projects included in the Local Area Plan (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

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<sup>1</sup> Appendix I is not intended to be a full and comprehensive review of EU Directives, the transposing regulations or the regulatory framework for environmental protection and management. The information is not exhaustive and it is recommended to consult the Directive, Regulation, Plan or Programme to become familiar with the full details of each.



## Section 3 SEA Methodology

### 3.1 Introduction to the Iterative Approach

The preparation of the Draft Plan, Proposed Material Alterations, SEA, Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) have taken place concurrently and the findings of the SEA, AA and SFRA have informed the Plan.

### 3.2 Appropriate Assessment

Appropriate Assessment (AA) Screening and Stage 2 AA are being undertaken alongside the preparation of the Plan.

AA is an impact assessment process concerning *Natura 2000*, or *European*, sites - these sites have been designated or proposed for designation by virtue of their ecological importance. The Habitats Directive<sup>2</sup>, its transposing Birds and Natural Habitats Regulations 2011 (as amended) and the Planning and Development Act 2000 (as amended) provide the requirement to screen for likely significant effects on European Sites. As the Screening for AA process undertaken on the Draft Plan determined that the Draft Plan has the potential to have likely significant effects on European sites, a Stage 2 AA was required. The findings of the Stage 2 AA are detailed in an AA Natura Impact Report that was placed on public display alongside the Draft Plan.

Screening for AA has been undertaken on the Proposed Material Alterations and this process has demonstrated that Stage 2 AA for the Proposed Material Alterations is not required – the Screening for AA for Proposed Material Alterations to the Old Connaught Draft Local Area Plan 2025 contains this information, has informed the SEA and accompanies the Proposed Material Alterations.

### 3.3 Strategic Flood Risk Assessment

Strategic Flood Risk Assessment (SFRA) is being undertaken as part of the preparation of the Local Area Plan and associated Proposed Material Alterations. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. The SFRA has informed both the land use zoning and the written provisions of the Local Area Plan, to which the Proposed Material Alterations relate.

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<sup>2</sup> Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora

### 3.4 Scoping

The scope of environmental issues to be dealt with by the SEA of the Plan together with the level of detail to which they are addressed was broadly decided upon taking into account the collection of environmental baseline data and input from environmental authorities. Scoping allowed the SEA to become focused upon key issues relevant to the environmental components that are specified under the SEA Directive<sup>3</sup>.

All relevant environmental authorities identified under the SEA Regulations as amended, were sent SEA scoping notices by the Council indicating that submissions or observations in relation to the scope and level of detail of the information to be included in the environmental report could be made to the Council<sup>4</sup>.

As the Plan is not likely to have significant effects on the environment in another Member State, transboundary consultations as provided for by Article 7 of the SEA Directive were not undertaken.

### 3.5 Alternatives

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme) are identified, described and evaluated for their likely significant effects on the environment. In accordance with this requirement, alternatives for the Plan are identified and assessed in Sections 6 and 7.

### 3.6 Environmental Report

This SEA Environmental Report predicts and evaluates the likely environmental effects of implementing the Plan and relevant

alternatives. The Environmental Report provides the Council, stakeholders and the public with a clear understanding of the likely environmental consequences of the Plan.

Mitigation measures to prevent or reduce significant adverse effects posed by the Plan are identified in Section 9 - these have been integrated into the Plan.

This Environmental Report may be updated in order to take account of recommendations contained in submissions and in order to take account of changes that are made to the original, Draft Plan that is being placed on public display. Any proposed changes to the Draft Plan will be examined for the need to undertake SEA and AA.

The Environmental Report is required to contain the information specified in Schedule 2B of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004), as amended (see Table 3.1).

No significant difficulties have been encountered during the undertaking of the assessment to date.

### 3.7 SEA Statement

On finalisation of the Plan, an SEA Statement will be prepared that will include information on:

- How environmental considerations have been integrated into the Plan, highlighting the main changes to the Plan that resulted from the SEA process;
- How the SEA Environmental Report and consultations have been taken into account, summarising the key issues raised in consultations and in the Environmental Report indicating what action was taken in response;
- The reasons for choosing the Plan in the light of the other alternatives, identifying the other alternatives considered, commenting on their potential effects and explaining why the Plan as adopted was selected; and
- The measures decided upon to monitor the significant environmental effects of implementing of the Plan.

<sup>3</sup> These components comprise biodiversity, fauna, flora, population, human health, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.

<sup>4</sup> The following authorities were notified: Environmental Protection Agency; Department of Environment, Climate and Communications; Department of Agriculture, Food and the Marine; Department of Housing, Local Government and Heritage; Dublin City Council; South Dublin County Council; and Wicklow County Council.

**Table 3.1 Checklist of Information included in this Environmental Report**

<b>Information Required to be included in the Environmental Report</b>	<b>Corresponding Section of this Report</b>
(A) Outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes	Sections 2, 5 and 8
(B) Description of relevant aspects of the current state of the environment and the evolution of that environment without implementation of the plan or programme	Section 4
(C) Description of the environmental characteristics of areas likely to be significantly affected	Sections 4, 7 and 8
(D) Identification of any existing environmental problems which are relevant to the plan or programme, particularly those relating to European protected sites	Section 4
(E) List of environmental protection objectives, established at international, EU or National level, which are relevant to the plan or programme and describe how those objectives and any environmental considerations have been taken into account when preparing the Plan	Sections 5, 7, 8, 9 and Appendix I
(F) Describe the likely significant effects on the environment	Sections 7 and 8
(G) Describe any measures envisaged to prevent, reduce and as fully as possible offset any significant adverse environmental effects of implementing the plan or programme	Section 9
(H) Give an outline of the reasons for selecting the alternatives considered, and a description of how the assessment was undertaken (including any difficulties)	Sections 3, 6, 7 and 8
(I) A description of proposed monitoring measures	Section 10
(J) A non-technical summary of the above information	Appendix III Non-Technical Summary
(K) Interrelationships between each environmental topic	Addressed as it arises within each Section

## Section 4 Environmental Baseline

### 4.1 Introduction

Reflecting the specifications in the SEA Directive, the relevant aspects of the current state of the environment for the following environmental components are described in this section: biodiversity and flora and fauna; population and human health; soil; water; air and climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the interrelationship between the above factors.

This description includes information that is relevant to lower tier planning, environmental assessments and decision-making<sup>5</sup>.

### 4.2 National Reporting on the Environment

The EPA's *"Ireland's State of the Environment Report 2024"* report provides an integrated assessment of the overall quality of Ireland's environment, the pressures being placed on it and the societal responses to current and emerging environmental issues. This report has informed various parts of the environmental baseline provided below. The five key environmental priorities identified by the report are:

- "Delivering a national policy position on the environment - we urgently need to have a national policy position on the environment to address the complex interactions, synergies and trade-offs across environmental policy areas and to deal with its interactions with other policy domains.
- Driving policy implementation - we must rigorously implement existing environmental plans and programmes to achieve the benefits that they were developed to deliver.
- Transforming our systems - transformation of our energy, transport, food and industrial sectors is critical to achieving a sustainable future.
- Scaling up investment in infrastructure - investment in water, energy, transport and waste management infrastructure is essential to protect the environment now and into the future.

<sup>5</sup> Article 5 of the SEA Directive, in accordance with the established European principle of subsidiarity, requires that the Environmental Report includes the information that may reasonably be required taking into account, inter alia, the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.

- Protecting the environment to protect our health - protecting the environment is key to protecting our health and we must act to reduce the modifiable risks to our health from environmental exposures."

### 4.3 Sustainable Development Goals

Implementation of the Plan will contribute towards efforts to achieve a number of the 17 Sustainable Development Goals of the 2030 Agenda for Sustainable Development, which were adopted by world leaders in 2015 at a United Nations Summit and came into force in 2016. These Goals include:

- Goal 3. Ensure healthy lives and promote well-being for all at all ages.
- Goal 6. Ensure availability and sustainable management of water and sanitation for all.
- Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all.
- Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
- Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
- Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable.
- Goal 12. Ensure sustainable consumption and production patterns.
- Goal 13. Take urgent action to combat climate change and its impacts.
- Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

### 4.4 Likely Evolution of the Environment in the Absence of a new Plan and associated Material Alterations

In the absence of a new Local Area Plan, to which the Proposed Material Alterations relate, the framework for development across the Plan area would be provided by the County Development Plan and other related documents. There would be no Local Area Plan to provide additional detail beyond that provided already through the existing planning framework as how to achieve sustainable

development and environmental protection and management in the Plan area.

As a result, there would be a decreased likelihood in the extent, magnitude and frequency of the positive environmental effects identified by this assessment occurring, including:

- Contribution towards protection of ecology (Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.
- Contribution towards the maintenance of existing green infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats.
- Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna.
- Alignment with a range of employment locations thereby minimising the divergence between the places people live and work.
- Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.
- Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.
- Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, such as air and water.
- Contribution towards the protection of soils and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to Old Connaught's

central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.

- Contribution towards the protection of the environment from contamination.
- Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.
- Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations.
- Contribution towards flood risk management and appropriate drainage.
- Contribution towards compliance with national and regional water services and waste management policies.
- Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure developments.
- Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.
- Contribution towards reductions in average energy consumption per capita including promoting sustainable compact growth, sustainable mobility, sustainable design and energy efficiency.
- Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.
- In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to:
  - Sustainable compact growth;
  - Sustainable mobility, including walking, cycling and public transport;
  - Drainage, flood risk management and resilience; and
  - Sustainable design, energy efficiency and green infrastructure.
- Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area.
- Contributes towards protection of cultural heritage within the Plan area by facilitating regeneration.
- Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.

Furthermore, and as a result, there would be an increased likelihood in the extent,

magnitude and frequency of the adverse environmental effects identified by this assessment occurring, including:

- Arising from both construction and operation of development and associated infrastructure:
  - Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;
  - Habitat loss, fragmentation and deterioration, including patch size and edge effects; and
  - Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.
- Potential interactions if effects arising from environmental vectors.
- Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands.
- Potential for riverbank erosion.
- Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.
- Increase in flood risk and associated effects associated with flood events.
- Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).
- Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).
- Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).
- Increases in waste levels.
- Potential impacts upon public assets and infrastructure.
- Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.
- Potential conflicts between transport emissions, including those from cars, and air quality.
- Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors.
- Potential conflicts with climate adaptation measures including those relating to flood risk management.
- Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.
- Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.

## 4.5 Natural Capital and Ecosystem Services

**Natural capital** comprises renewable and non-renewable resources (e.g. plants, animals, air, water, soils, minerals) that combine to yield a flow of ecosystem services that provide benefits to people. These benefits can include clean air and water, a stable climate, protection from floods, food, resources for fuel, building materials, clothes and medicines, recreation. Managing natural capital so that it can continue to deliver the ecosystem services that provide these benefits is important in order to ensure sustainable development. Unmanaged natural capital risks the continued degradation and depletion of these assets, and in turn, of their capacity to provide the economy and society with the ecosystem benefits that they depend on. These services also regulate climate, regulate water flows (e.g. through wetlands and forests), sequester and store carbon in peatlands and improve soil quality for crops.

Ecosystems are multifunctional communities of living organisms interacting with each other and their environment. Ecosystems provide a series of services for human well-being (ecosystem services) either directly or indirectly contributing towards human wellbeing. There are four main types; provisioning, regulating, supporting and cultural services. Provisioning services are the products obtained from ecosystems such as food, fresh water, wood, fibre, genetic resources and medicines. Regulating services are defined as the benefits obtained from the regulation of ecosystem processes such as climate regulation, natural hazard regulation, water purification and waste management, pollination or pest control. Support services highlight the importance of ecosystems to provide habitat for migratory species and to maintain the viability of gene-pools. Cultural services include non-material benefits that people obtain from ecosystems such as spiritual enrichment, intellectual development, recreation and aesthetic values<sup>6</sup>.

Various provisions relating to ecosystem services have been included in the Draft Plan.

The following natural capital and ecosystem services issues are relevant to this SEA and

<sup>6</sup> <https://biodiversity.europa.eu/topics/ecosystem-services>

have been taken into account in the provisions of the Local Area Plan and associated higher-tier Dún Laoghaire-Rathdown County Development Plan:

- Air quality;
- Noise pollution;
- Light pollution;
- Water quality and river basin management including interactions with soil;
- Soil and vegetation carbon, which helps to regulate greenhouse gas emissions;
- Soil/geological storage of water, contributing towards flood control;
- Land supporting food production; and
- Natural resources supporting energy production and recreation.

## 4.6 Biodiversity and Flora and Fauna

### 4.6.1 Overview

Information on biodiversity and flora and fauna which is relevant to project planning and development and associated environmental assessment and administrative consent of projects includes available information on designated ecological sites and protected species, ecological connectivity (including stepping stones and corridors) and non-designated habitats.

Key ecological sensitivities within and surrounding the Plan area include:

- **Designated European sites within, adjacent or surrounding the Plan area:**
  - Ballyman Glen Special Area of Conservation<sup>7</sup> (situated partially within the south-west of the Plan area). Sensitivities of this site include petrifying springs with tufa formation<sup>8</sup> and alkaline fens.

<sup>7</sup> Draft Old Connaught LAP 2025: The Glen is orientated in an east-west direction with a stream running through the centre and is located at the southern extent of the Plan area, traversing the administrative boundary between Dún Laoghaire-Rathdown and Wicklow. The Glen contains a small strip of alkaline fen which is associated with petrifying spring/seepage areas that have given rise to thick deposits of marl. The fen vegetation at this site is well developed, with an unusually large number of sedge species present. The presence of alkaline fen and of petrifying spring/seepage areas is also particularly notable, as these habitats are listed, the latter with priority status, on Annex I of the E.U. Habitats Directive. The site is also particularly notable for its range of orchids.

<sup>8</sup> These formations vary from: immature recently formed tuffa as the result of recent earthworks exposing shallow perched groundwater tables and spring/seepage along new embankments; to mature, high quality tuffa springs with active groundwater flow and calcareous carbonate precipitation with associated plant communities; to lower quality tuffa spring formations located along small drainage channels (with associated plant communities less dominant).

- **Non-statutorily proposed sites within, adjacent or surrounding the Plan area:**
  - Ballyman Glen proposed Natural Heritage Area (situated partially within the south-west of the Plan area).
- **Locally important, non-designated habitats within and surrounding the Plan area,** including various woodlands and mature trees<sup>9</sup>, parks, gardens<sup>10</sup>, hedgerows<sup>11</sup>, wetlands, semi-natural grasslands, urban green spaces, rivers, streams, old buildings/stone walls and lands used for agriculture within and surrounding the Plan area, providing habitats for flora and fauna and facilitating linkages and corridors to the surrounding countryside for the wildlife. Potential species present may include birds, bats, stoat, pine martin, badger, otter and deer.<sup>12</sup>
- **Aquatic and riverine ecology** associated with rivers and streams and their tributaries and riparian buffer zones. The most significant river habitat in the Old Connaught area is the County Brook Stream, located in the Ballyman Glen in the south of the Draft Plan area. The waters of this river are alkaline (high pH) and nutrient rich. The Crinken Stream flows from the upland area of Carrickgollogan through the Rathmichael area and traverses the northern extents of the Plan area. The Old Connaught tributary is a watercourse which runs to the rear of existing residential properties in the centre of the Draft Plan area.<sup>13</sup>

<sup>9</sup> Draft Old Connaught LAP 2025: A variety of woodlands and individual trees throughout the Draft Plan area are designated for preservation and protection under the Dún Laoghaire-Rathdown County Development Plan 2022-2028. These are identified by symbols on the County Development Plan Land Use Zoning Maps with the objective – *“to protect and preserve trees and woodlands”*. The location of these trees and woodlands across the Old Connaught area are identified in the Draft Plan.

<sup>10</sup> Draft Old Connaught LAP 2025: The size and maturity of many of the residential gardens in the Old Connaught area contribute positively to the landscape and biodiversity of the area and facilitate movement of birdlife between the built and more rural environments. There are many high value trees particularly within residential gardens which make a positive contribution to the biodiversity and treescape of the Old Connaught area.

<sup>11</sup> Draft Old Connaught LAP 2025: Hedgerows are important habitats across the Old Connaught Draft Plan area. There are extensive hedgerows along the boundaries of open spaces/fields, which have ecological value and provide ecological corridors. Hedgerows are protected under the County Development Plan Policy GIB25, which states that: *“It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them...”*

<sup>12</sup> As set out in the Dún Laoghaire-Rathdown County Development Plan 2022-2028, a precautionary approach should be taken to all proposals in environmentally sensitive areas and/or to sites that may be in use by, or contain, protected species.

<sup>13</sup> A bifurcation running along Old Connaught Avenue was constructed to ease flows along the original stream. The bifurcation rejoins the tributary just before the crossing of the M11.

The following information is relevant to ecological networks and connectivity and non-designated habitats<sup>14</sup>:

- CORINE land cover mapping (including areas likely to contain a habitat listed in Annex 1 of the Habitats Directive)<sup>15</sup>;
- Trees, groups of trees and woodlands;
- Watercourses and wetlands;
- Other relevant County Development Plans designations;
- The EPA's Framework National Ecological Network for Ireland<sup>16</sup>; and
- Other sites of high biodiversity value or ecological importance as identified by, for example, the Department of Agriculture, Food and the Marine (badger sets), relevant datasets from the National Biodiversity Data Centre and BirdWatch Ireland's 'Important Bird Areas' (Crowe et al., 2009)<sup>17</sup>.

Ecological networks are important in connecting areas of local biodiversity with each other and with nearby designated sites so as to prevent islands of habitat from being isolated entities. They are composed of linear features, such as treelines, hedgerows and rivers/streams, which provide corridors or stepping stones for wildlife species moving within their normal range. They are important for the migration, dispersal and genetic exchange of species of flora and fauna particularly for mammals, especially for bats and small birds and facilitate linkages both between and within designated ecological sites, the non-designated surrounding countryside and urban areas.

Article 10 of the Habitats Directive recognises the importance of ecological networks as

<sup>14</sup> Draft Old Connaught LAP 2025: The Dún Laoghaire-Rathdown Biodiversity Action Plan 2021-2025 is focused on nature recovery, restoration and reconnection and it establishes a county-wide ecological network including a wildlife corridor (Glendoo Mountain to Shanganagh Corridor), which passes through the Draft Plan area. Lands to the north of Allies River Road, which are identified as part of the Glendoo Mountain to Shanganagh wildlife corridor, primarily comprise a conifer tree plantation characterised by even-aged stands of trees planted in regular rows and it incorporates field boundary hedgerows around its perimeter with roads, which contain some mature ash and oak trees which may support ecological connectivity through this area.

<sup>15</sup> The CORINE land cover mapping classifies land cover under various headings. This dataset allows for the identification of lands that are likely to be most valuable to biodiversity including those which are likely to contain a habitat listed in Annex 1 of the Habitats Directive e.g., natural grasslands, peat bogs, salt marshes. CORINE Land Cover is a map of the European environmental landscape based on interpretation of satellite images. Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface.

<sup>16</sup> The EPA's Framework National Ecological Network provides a classification of the relative importance of areas by virtue of the biodiversity and flora that they contain and the connectivity they provide. Many of the areas identified are corridors.

<sup>17</sup> Including: available habitats mapping at a suitable scale; trees; groups of trees and woodlands; and hedgerows.

corridors and stepping stones for wildlife, including for migration, dispersal and genetic exchange of species of flora and fauna. The Directive requires that ecological connectivity and areas of ecological value outside the Natura 2000 network of designated ecological sites are maintained.

Man-made habitats within the Plan area can also include important biodiversity features. Gardens provide habitats for a range of wildlife including various bird species, invertebrates such as bees and butterflies and mammals such as hedgehogs, mice, rats and foxes. These species move around between gardens using hedgerows and vegetated areas. These urban green spaces are of importance as they form part of a network of green spaces across the Plan area including gardens, parks, graveyards, amenity walks, and patches of woodland and scrub within which animals and plants continue to thrive.

Ecological islands or areas of habitat that are not connected to surrounding ecologically valuable habitats can also be important.

The zone of influence of the Plan beyond the Plan area with respect to impacts upon ecology via surface waters – including designated ecology – can be estimated to be areas within 15 km of the Plan area and all downstream areas of catchments which drain the area.

#### 4.6.2 European Sites

European sites comprise Special Areas of Conservation<sup>18</sup> (SACs) and Special Protection Areas<sup>19</sup> (SPAs). Such sites within a 15 km buffer around the Plan area are mapped on

<sup>18</sup> SACs have been selected for protection under the European Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) due to their conservation value for habitats and species of importance in the European Union. The Habitats Directive seeks to establish Natura 2000, a network of protected areas throughout the EU. It is the responsibility of each member state to designate SACs to protect habitats and species, which, together with the SPAs designated under the 1979 Birds Directive, form Natura 2000. The European Communities (Birds and Natural Habitats) Regulations 2011 consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010. The Regulations have been prepared to address several judgments of the Court of Justice of the European Union (CJEU) against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.

<sup>19</sup> SPAs have been selected for protection under the 1979 European Council Directive on the Conservation of Wild Birds (79/409/EEC) - referred to as the Birds Directive - due to their conservation value for birds of importance in the EU.



Figure 4.1. There are a total of 17 European sites (11 SACs and six SPAs) designated within and within 15 km of the Plan boundary (as listed below and shown on Figure 4.1):

- Ballyman Glen SAC (Site Code: 000713)<sup>20</sup>;
  - Bray Head SAC (Site Code: 000714)<sup>21</sup>;
  - Carriggower Bog SAC (Site Code: 000716)<sup>22</sup>;
  - Glen of the Downs SAC (Site Code: 000719)<sup>23</sup>;
  - Knocksink Woods SAC (Site Code: 000725)<sup>24</sup>;
  - Wicklow Mountains SAC (Site Code: 002122)<sup>25</sup>;
  - The Murrough Wetlands SAC (Site Code: 002249)<sup>26</sup>;
  - Rockabill to Dalkey SAC (Site Code: 003000)<sup>27</sup>;
  - South Dublin Bay SAC (Site Code: 000210)<sup>28</sup>;
  - North Dublin Bay SAC (Site Code: 000206)<sup>29</sup>;
  - Glenasmole Valley SAC (Site Code: 001209);
  - Dalkey Islands SPA (Site Code: 004172)<sup>30</sup>;
  - The Murrough SPA (Site Code: 004186)<sup>31</sup>;
  - South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024)<sup>32</sup>;
  - Wicklow Mountains SPA (Site Code: 004040)<sup>33</sup>;
  - North Bull Island SPA (Site Code: 004006)<sup>34</sup>;
- and

- North-West Irish Sea SPA (Site Code: 004236)<sup>35</sup>.

One of these sites, the Ballyman Glen SAC, is situated partially within the south-west of the Plan area, as mapped on Figure 4.2.

For more detail on European sites please refer to the AA documents that accompanies the Draft Plan, the Proposed Material Alterations and this SEA Environmental Report.

#### 4.6.3 Natural Heritage Areas and Proposed Natural Heritage Areas

Natural Heritage Areas (NHAs) are designated due to their national conservation value for ecological and/or geological/geomorphological heritage. They cover nationally important semi-natural and natural habitats, landforms or geomorphological features, wildlife plant and animal species or a diversity of these natural attributes. NHAs are designated under the Wildlife (Alteration) Act 2000. Proposed NHAs (pNHAs) were published on a non-statutory basis in 1995, but have not since been statutorily proposed or designated.

There are a total of 25 pNHAs designated within and within a 15 km buffer of the Plan area (as mapped on Figure 4.3 and listed on Table 4.1), out of which one of these sites, Ballyman Glen pNHA, is situated partially within the south-west of the Plan area, as mapped on Figure 4.4. There are no NHAs designated within or within a 15 km buffer of the Plan area.

<sup>20</sup> Sensitive features comprise petrifying springs with tufa formation; and alkaline fens.

<sup>21</sup> Sensitive features comprise: vegetated sea cliffs of the Atlantic and Baltic coasts; and European dry heaths.

<sup>22</sup> Sensitive features comprise transition mires and quaking bogs.

<sup>23</sup> Sensitive features comprise old sessile oak woodlands with *Ilex* and *Blechnum* in the British Isles.

<sup>24</sup> Sensitive features comprise: petrifying springs with tufa formation; old sessile oak woods with *Ilex* and *Blechnum* in the British Isles; and alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior*.

<sup>25</sup> Sensitive features comprise: natural dystrophic lakes and ponds; Northern Atlantic wet heaths with *Erica tetralix*; Alpine and Boreal heaths; European dry heaths; blanket bogs; Calaminarian grasslands of the *Violetalia calaminariae*; calcareous rocky slopes with chasmophytic vegetation; oligotrophic waters containing very few minerals of sandy plains; otter; siliceous rocky slopes with chasmophytic vegetation; old sessile oak woods with *Ilex* and *Blechnum* in the British Isles; species-rich Nardus grasslands, on siliceous substrates in mountain areas - and submountain areas in continental Europe; and siliceous scree of the montane to snow levels.

<sup>26</sup> Sensitive features comprise: annual vegetation of drift lines; perennial vegetation of stony banks; Atlantic salt meadows; Mediterranean salt meadows; Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*; and alkaline fens.

<sup>27</sup> Sensitive features comprise: reefs; and harbour porpoise.

<sup>28</sup> Sensitive features comprise: annual vegetation of drift lines; salicornia and other annuals colonising mud and sand; mudflats and sandflats not covered by seawater at low tide; and embryonic shifting dunes.

<sup>29</sup> Sensitive features comprise: mudflats and sandflats not covered by seawater at low tide; annual vegetation of drift lines; *Salicornia* and other annuals colonising mud and sand; Atlantic salt meadows; Mediterranean salt meadows; embryonic shifting dunes; shifting dunes along the shoreline with *Ammophila arenaria*; fixed coastal dunes with herbaceous vegetation; humid dune slacks; and petalwort.

<sup>30</sup> Sensitive features comprise: roseate tern; common tern; and Arctic tern.

<sup>31</sup> Sensitive features comprise: red-throated diver; greylag goose; light-bellied brent goose; wigeon; teal; black-headed gull; herring gull; little tern; and wetland and waterbirds.

<sup>32</sup> Sensitive features comprise: wetland and waterbirds; ringed plover; grey plover; roseate tern; black-headed gull; common tern; redshank; knot; sanderling; bar-tailed godwit; light-bellied brent goose; dunlin; oystercatcher; and Arctic tern.

<sup>33</sup> Sensitive features comprise merlin and peregrine falcon.

<sup>34</sup> Sensitive features comprise: light-bellied brent goose; shelduck; teal; pintail; shoveler; oystercatcher; golden plover; knot; sanderling; dunlin; black-tailed godwit; bar-tailed godwit; curlew; redshank; turnstone; black-headed gull; wetland and waterbirds.

<sup>35</sup> Sensitive features comprise: red-throated diver; great northern diver; fulmar; manx shearwater; cormorant; shag; common scoter; little gull; black-headed gull; common gull; lesser black-backed gull; herring gull; great black-backed gull; kittiwake; roseate tern; common tern; arctic tern; little tern; guillemot; razorbill; and puffin.

**Table 4.1 pNHAs within and within 15 km of the Plan area**

Designation	Site Code	Site Name
pNHA	000713	Ballyman Glen
	000714	Bray Head
	000716	Carriggower Bog
	002104	Grand Canal
	000719	Glen Of The Downs
	000724	Kilmacanoge Marsh
	000725	Knocksink Wood
	000730	The Murrough
	001202	Ballybetagh Bog
	001206	Dalkey Coastal Zone and Killiney Hill
	001207	Dingle Glen
	001211	Loughlinstown Woods
	001754	Dargle River Valley
	001755	Glencree Valley
	001767	Powerscourt Waterfall
	001768	Powerscourt Woodland
	001769	Great Sugar Loaf
	001771	Vartry Reservoir
	000201	Dolphins, Dublin Docks
	000206	North Dublin Bay
	000991	Dodder Valley
	000210	South Dublin Bay
	001753	Fitzsimon's Woods
	001205	Boosterstown Marsh
	001209	Glenasmole Valley

#### 4.6.4 Land Cover

Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface. The CORINE 2018<sup>36</sup> mapping (shown on Figure 4.5) identifies the land cover of the Plan area as non-irrigated arable land, pastures and areas of complex cultivation patterns with adjacent areas of sport and leisure facilities,

<sup>36</sup> The CORINE (Co-ordinated Information on the Environment) land cover data series was devised as a means of compiling geo-spatial environmental information in a standardised and comparable manner. CORINE has become a key data source for informing environmental and planning policy on a national and European level. The main land cover type in Ireland is agricultural land including forestry, which accounts for two-thirds of the national landmass. Most of this is permanent grassland pastures. Peatlands and wetlands are the second most widespread land cover type, covering almost one-fifth of the country. While forested areas cover about one-tenth of the country. Despite rapid development in the past two decades, Ireland's landscape is predominantly rural and agricultural.

broad-leaved forest and road and rail networks and associated land. The surrounding lands are identified as urban and green urban areas, industrial or commercial units and transitional woodland-shrub.

One category from the CORINE mapping that may indicate areas with the potential for Annex I habitats (Figure 4.6) is situated partially within and adjacent to the Plan area; broad leaved forest.

#### 4.6.5 Register of Protected Areas

In response to the requirements of the Water Framework Directive (WFD) a number of water bodies or parts of water bodies that must have extra controls on their quality by virtue of how their waters are used by people and by wildlife have been listed on Registers of Protected Areas (RPAs). Entries to the RPAs within and adjacent to the Plan area, designated by virtue of their value to biodiversity include a number of water-dependent habitats within the area that have been listed on RPAs relating to biodiversity – these relate to designated SACs and SPAs (see Section 4.6.2) and associated surface and groundwaters.

WFD Salmonid River Regs (S.I. 293 only) – the section of the River Dargle to the south and east of the Plan area is designated as a Salmonid River under S.I. No. 293, and associated the WFD RPA for Surface Water and Groundwater in Salmonid Regs (as mapped on Figure 4.7).<sup>37</sup>

RPAs designated by virtue of their value to humans are addressed under Section 4.9.7.

#### 4.6.6 Existing Problems

Ireland's Article 17 report on the Status of EU Protected Habitats and Species in Ireland (DCHG, 2019) identifies various Irish, EU-protected habitats and species to be of unfavourable status and many to be still declining, although it also identifies that a range of positive actions are underway.

<sup>37</sup> The Salmonid Regulations (S.I. 293/1988) designate the waters capable of supporting salmon (*Salmo salar*), trout (*Salmo trutta*), char (*Salvelinus*) and whitefish (*Coregonus*) as protected. 34 (no.) rivers, tributaries and lakes are listed and protected under these Regulations that prescribe quality standards for salmonid waters, the sampling programmes and the methods of analysis and inspection to be used by local authorities to determine compliance with the standards.

Categories for pressures and threats on Ireland's habitats and species identified by the report comprise:

- Agriculture;
- Forestry;
- Extraction of resources (minerals, peat, non-renewable energy resources);
- Energy production processes and related infrastructure development;
- Development and operation of transport systems;
- Development, construction and use of residential, commercial, industrial and recreational infrastructure and areas;
- Extraction and cultivation of biological living resources (other than agriculture and forestry);
- Military action, public safety measures, and other human intrusions;
- Alien and problematic species;
- Mixed source pollution;
- Human-induced changes in water regimes;
- Natural processes (excluding catastrophes and processes induced by human activity or climate change);
- Geological events, natural catastrophes;
- Climate change; and
- Unknown pressures, no pressures and pressures from outside the Member State.

Ireland's Article 12 Birds Directive Reports and the 6<sup>th</sup> National Report under the Convention of Biological Diversity identify similar issues.

The Plan includes measures to contribute towards the protection of biodiversity and flora and fauna and associated ecosystem services.

Previous changes in land uses arising from human development have resulted in a loss of biodiversity and flora and fauna; however, legislative objectives governing biodiversity and fauna were not identified as being conflicted with.



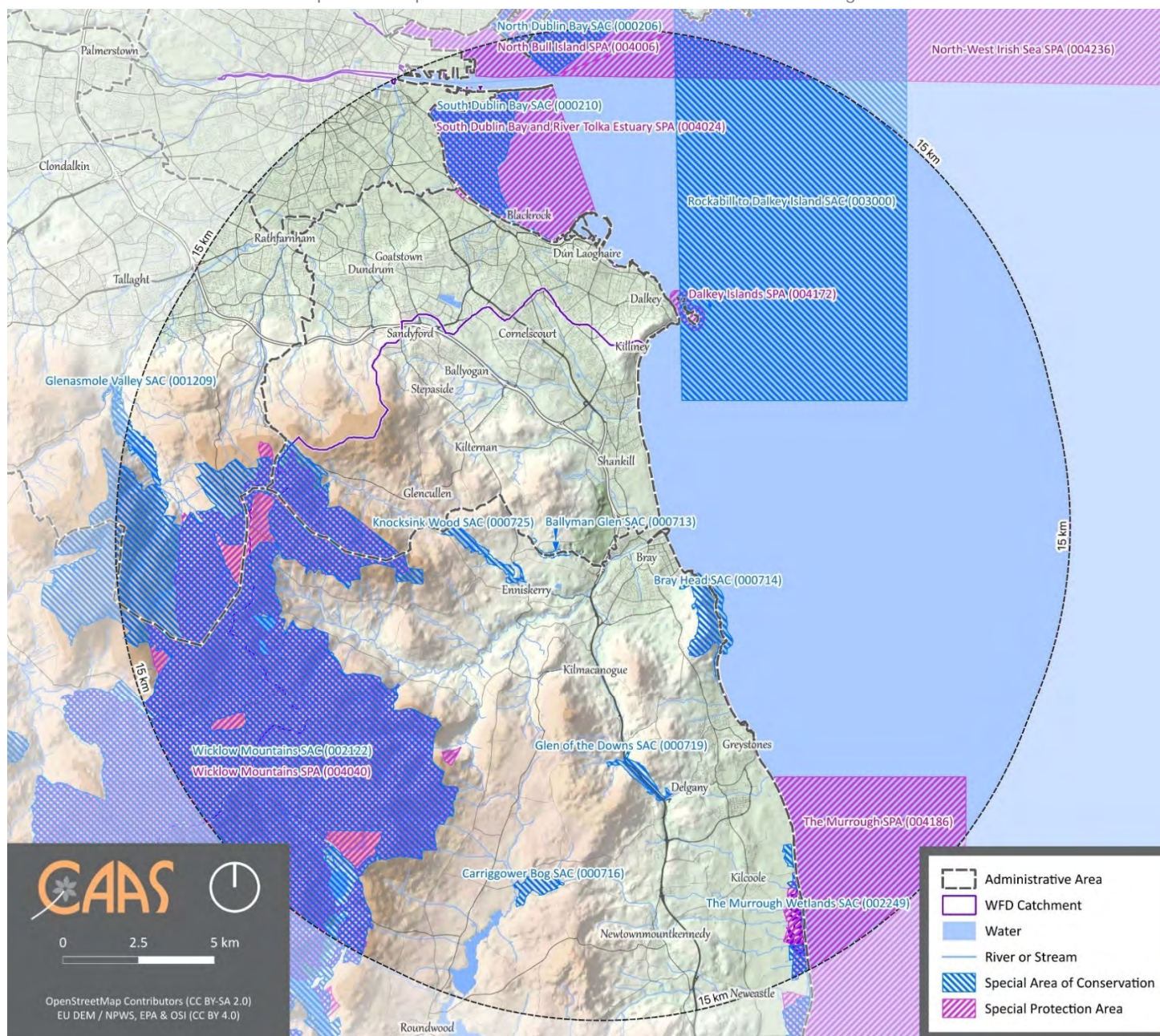


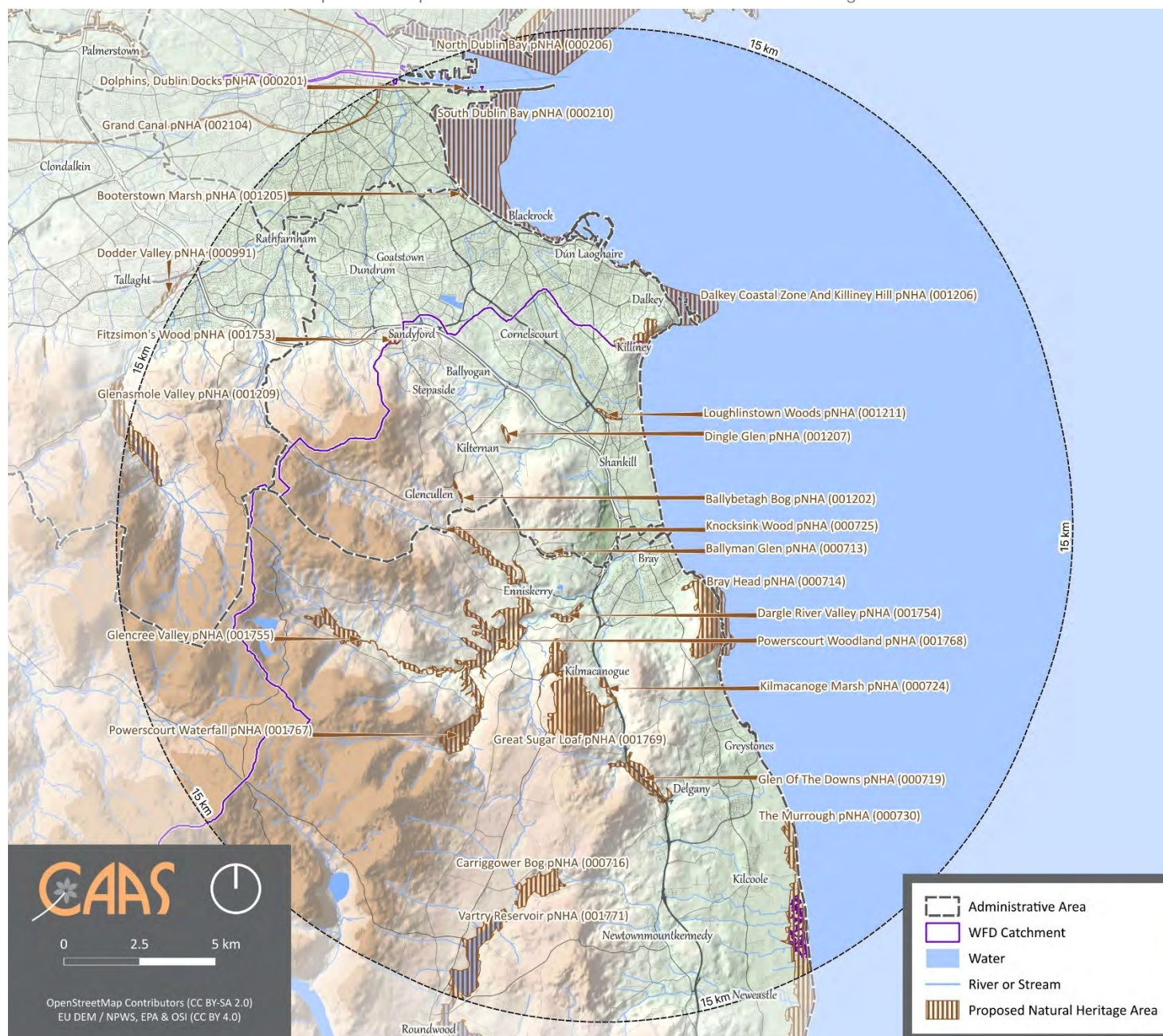
Figure 4.1 European sites within and within a 15 km buffer of the Old Connaught Plan area





**Figure 4.2 SAC situated partially within and adjacent to the Old Connaught Plan area**





**Figure 4.3 pNHAs within and within a 15 km buffer of the Old Connaught Plan area**





**Figure 4.4 pNHAs situated partially within and adjacent to the Old Connaught Plan area**



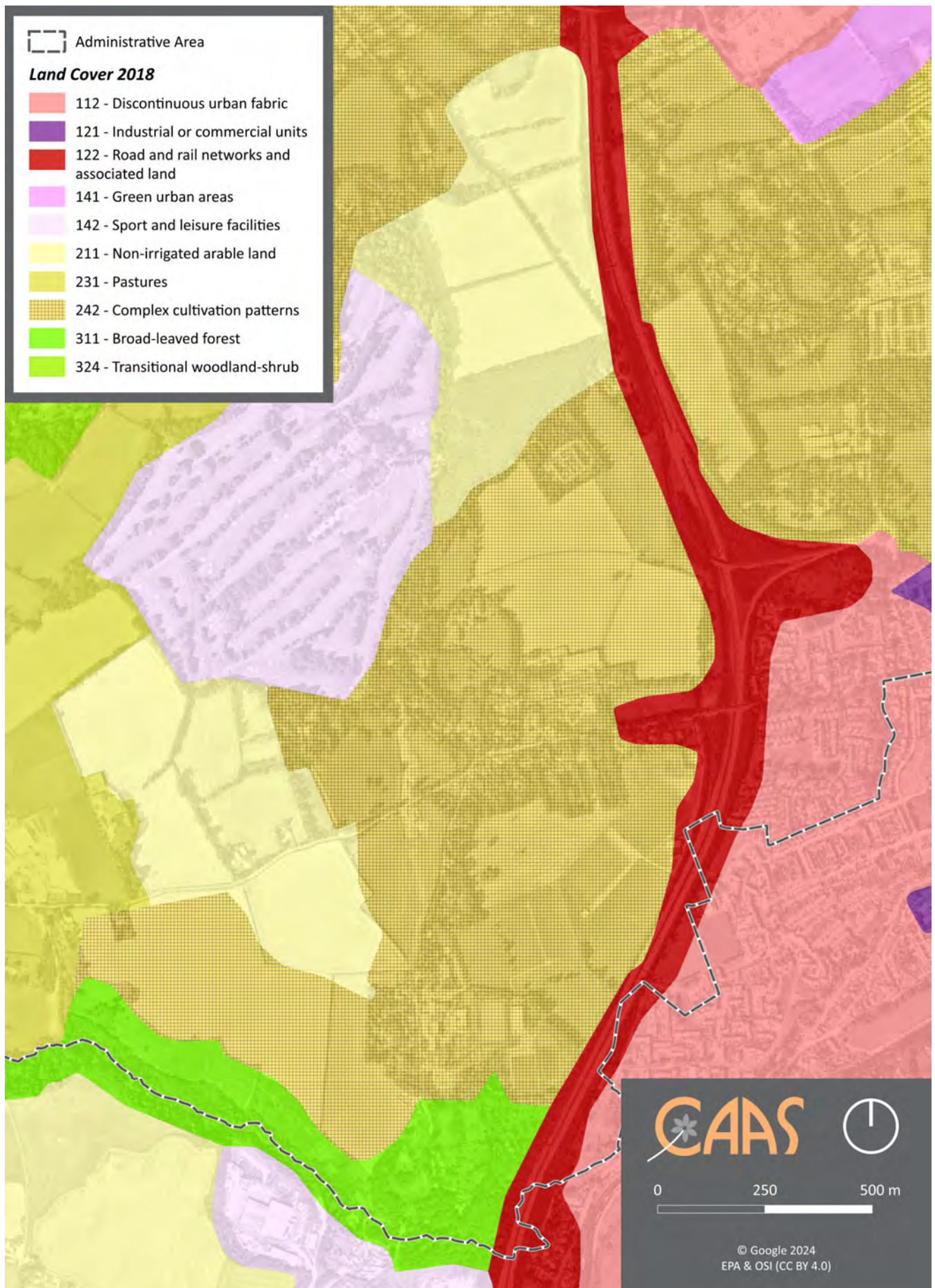
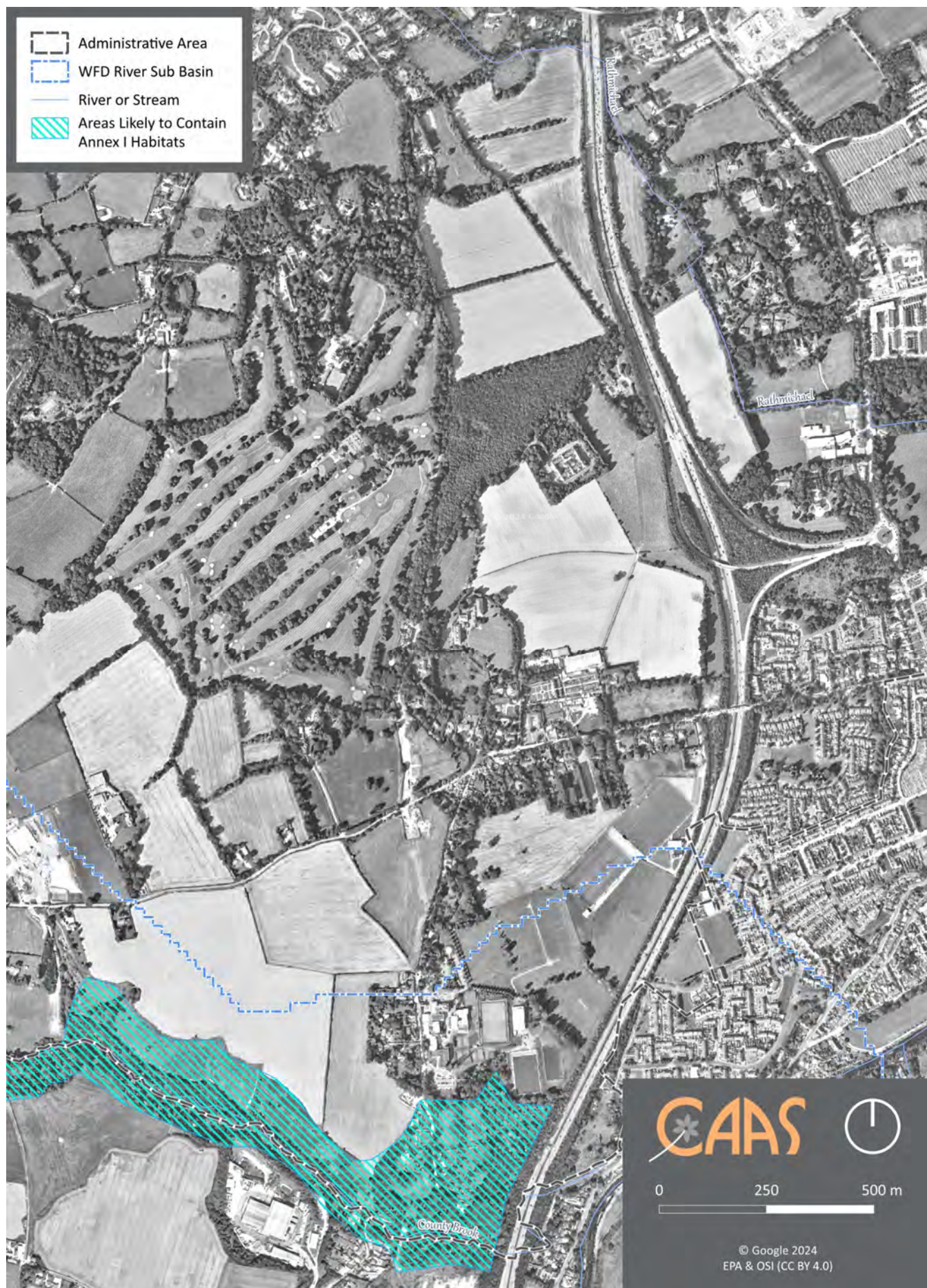


Figure 4.5 CORINE Land Cover Mapping 2018





**Figure 4.6 Areas likely to contain Annex I Habitats**



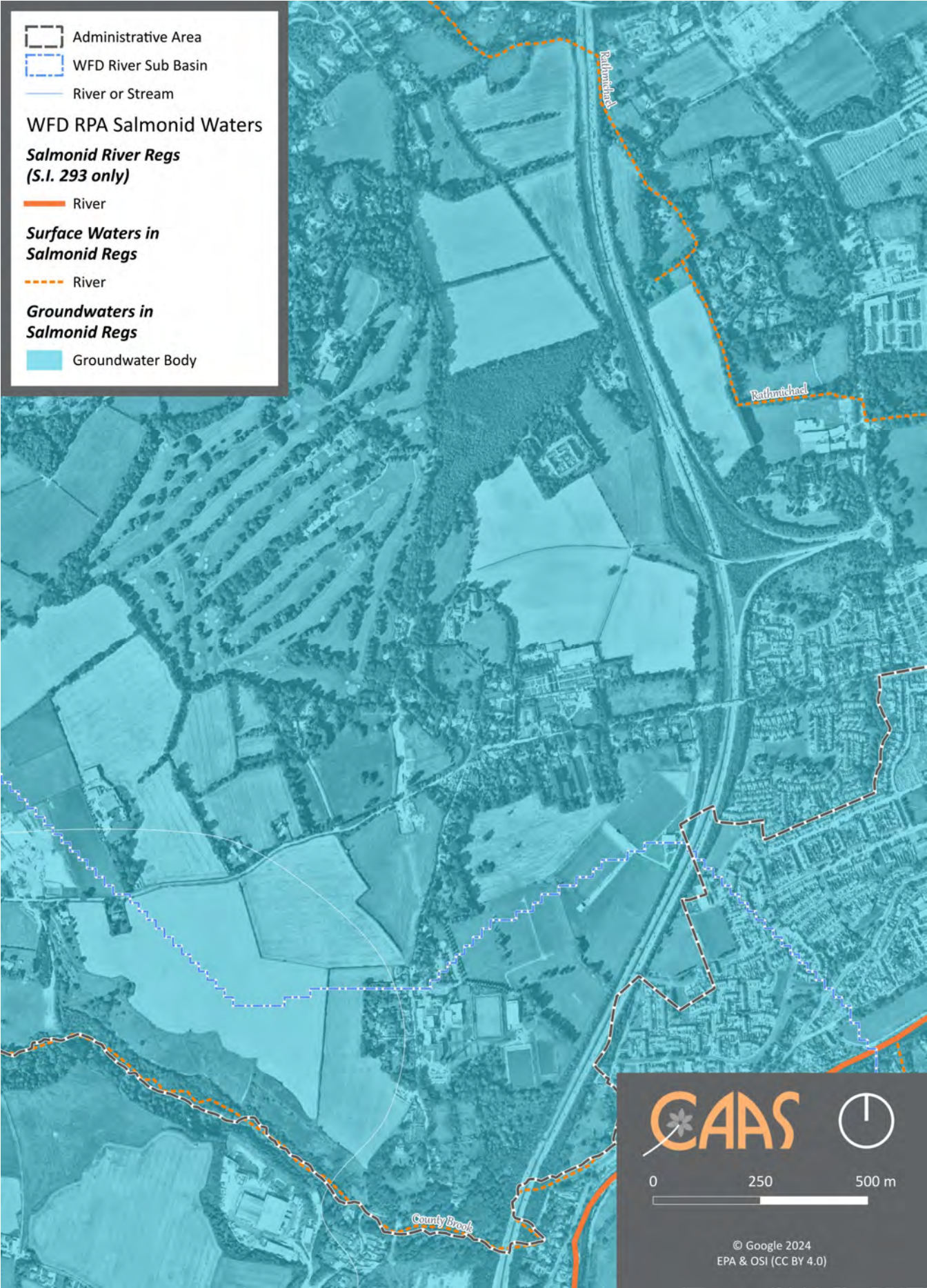


Figure 4.7 Entries to the WFD RPA for Salmonid Waters

## 4.7 Population and Human Health

### 4.7.1 Population

The Census 2022 Small Area data provides a population figure for the Old Connaught and wider environs area as 683 persons.<sup>38</sup>

As identified in the Draft Plan, the focus on Old Connaught as a future growth area has been highlighted in the Eastern and Midlands Region Spatial and Economic Strategy (RSES). The RSES indicates that 'Key Towns' have potential to accommodate commensurate levels of population and employment growth. The three Metropolitan 'Key Towns' in the region are Bray, Maynooth and Swords. In this context, it is noted that Old Connaught, which falls within the administrative boundary of Dún Laoghaire-Rathdown, is included in the growth targets for the Key Town of Bray. The Core Strategy contained in the current County Development Plan anticipates the zoned residential lands in the LAP delivering on a phased basis and over a period of time, circa. 2,005 residential units. The Dún Laoghaire-Rathdown County Development Plan further identifies lands referred to as a 'Strategic Land Reserve', which are located at Greenbelt zoned lands in the north of the LAP area and which have a potential residential yield of c. 1,050 homes. While the Strategic Land Reserve lands are not currently zoned for residential development, regard will be had to this reserve in the Old Connaught Local Area Plan.

The population provided for in the Plan will interact with various environmental components. Potential interactions include:

- Recreational and development pressure on habitats and landscapes;
- Contribution towards increase in demand for waste water treatment at the municipal level;
- Contribution towards increase in demand for water supply and associated potential impact of water abstraction;
- Potential interactions in flood-sensitive areas; and
- Potential effects on water quality.

<sup>38</sup> Draft Old Connaught LAP 2025: Census small area data is not available for the exact geographic area of the Old Connaught LAP. The Census Small Areas selected for analysis most closely co-inside with the Old Connaught LAP area but extend beyond its boundary. The data therefore reflects general trends in the Old Connaught and wider environs area rather than solely reflecting the current population within the LAP boundary.

### 4.7.2 Human Health

With regard to human health, impacts relevant to the SEA are those which arise as a result of interactions with environmental vectors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors e.g. interactions with human health that could occur in urban locations that experience high-levels of traffic congestion and associated particulate matter and noise emissions to air.

Emission limits for discharges to air, soil and water are set with regards to internationally recognised exposure limit values. These are generally set to be many times under the safe exposure limit - in order to provide protection. In the event that a plan or programme began to have adverse health effects on surrounding populations it is likely that it would have been identified as being in breach of such emission standards at a very early stage - and long before the manifestation of any adverse health effects in the population.

These factors have been considered with regard to the description of: the baseline of each environmental component; and the identification and evaluation of the likely significant environmental effects of implementing the Plan.

### 4.7.3 Soil

In the absence of mitigation, contaminated materials have the potential to adversely impact upon human health, water quality and habitats and species.

As is the case with other historically developed areas across the country, there is potential for contamination at local sites within the Plan area, especially where land uses occurred in the past in the absence of the high standards of today's environmental protection legislation.

### 4.7.4 Existing Problems

The number of homes within the Plan area with radon levels above the reference level is

within the normal range experienced in other locations across the country<sup>39</sup>.

Parts of the Plan area are vulnerable to adverse effects from changes in the occurrence of severe rainfall events and associated flooding from surface water. Flooding (see also Section 4.9.8) in certain circumstances could pose a risk to human health.

Also refer to the other sections of this report referred to above with respect to interactions with other environmental components.

## 4.8 Soil

Soil is the top layer of the earth's crust. It is formed by mineral particles, organic matter, water, air and living organisms. Soil can be considered as a non-renewable natural resource because it develops over very long timescales. It is an extremely complex, variable and living medium and performs many vital functions including: food and other biomass production, storage, filtration and transformation of many substances including water, carbon, and nitrogen. Soil has a role as a habitat and gene pool, serves as a platform for human activities, landscape and heritage and acts as a provider of raw materials. Such functions of soil are worthy of protection because of their socio-economic as well as environmental importance. Soils in any area are the result of the interaction of various factors, such as parent material, climate, vegetation and human action.

To date, there is no legislation which is specific to the protection of soil resources. However, the EU Soil Strategy for 2030 sets out a framework and concrete measures to protect and restore soils, and ensure that they are used sustainably. It sets a vision and objectives to achieve healthy soils by 2050, with concrete actions by 2030. In 2023, the EU proposed a new Soil Monitoring Law to protect and restore soils and ensure that they are used sustainably.

<sup>39</sup> The greatest health risk from radiation in Ireland is caused by radon. The presence of radon gas, a naturally occurring radioactive gas that originates from the decay of uranium in rocks and soils, occurs across the country. It accounts for more than half of the total radiation dose received by the Irish population. As a known carcinogen, in the same category as tobacco smoke and asbestos it is a cause of lung cancer. Exposure to radon for long periods or at high concentrations can lead to lung cancer. Mapping available at <http://www.epa.ie/radiation/radonmap>

### 4.8.1 Soil Types

Main soil types<sup>40</sup> (Figure 4.8) surrounding the built-up areas<sup>41</sup> of Old Connaught are: brown earths (well-drained mineral soils, associated with high levels of natural fertility); luvisol soils (generally fertile, widely used for agriculture and associated with significant accumulation of clay); and alluvial soils (associated with alluvial clay, silt or sand river deposits).

The GSI (Geological Survey Ireland) have a suite of data sources available that would be useful in planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets. These include:

- Aggregate Potential Mapping;
- Bedrock mapping;
- Quaternary and Physiographic mapping; and
- National Aquifer and Recharge mapping.

### 4.8.2 County Geological Sites

Geological Survey Ireland coordinate the Irish Geological Heritage Programme, whereby an objective has been set to identify and select sites of geological interest within each county across the country. County Geological Sites (CGSs) do not receive statutory protection like Natural Heritage Areas but receive an effective protection from their inclusion in the planning system. The audit of CGSs in Dún Laoghaire-Rathdown was completed in 2014, which identified 12 CGSs. There are no County Geological Sites occurring within the Plan area, however there is one designated County Geological Site situated adjacent to the southern boundary of the Plan area, the Enniskerry Delta CGS (Site Code: WW020)<sup>42</sup>, as shown on Figure 4.9.

<sup>40</sup> All soil types belong to a Sub-Group and so in turn to one of the 11 soil Great Groups. Great Groups and Sub-Groups are a hierarchical arrangement of soils used for taxonomical classification (<http://gis.teagasc.ie/soils/soilguide.php>).

<sup>41</sup> The built-up areas are mainly made up of urban soils. Urban soils are soils, which have been disturbed, transported or manipulated by human activity in the urban environment and are often overlain by a non-agricultural, man-made surface layer that has been produced by mixing, filling or by contamination of land surfaces in urban and suburban areas.

<sup>42</sup> The Enniskerry Delta CGS includes a large accumulation of sands and gravels which has been quarried extensively historically, just outside Enniskerry town. ([https://gsi.geodata.gov.ie/downloads/Geoheritage/Reports/WW020\\_Enniskerry\\_Delta.pdf](https://gsi.geodata.gov.ie/downloads/Geoheritage/Reports/WW020_Enniskerry_Delta.pdf))

### **4.8.3 Landslides**

The term "landslide" describes a wide variety of processes that result in the downward and outward movement of materials such as rock, debris, earth, mud and peat under the force of gravity. Issues such as existing ground conditions, slope stability and storage of excavated material have the potential to influence susceptibility to landslides/bog bursts. The potential impacts of landslides include loss of human life/injury, flooding, pollution of watercourses and impacts upon aquatic biodiversity.

There has been no previous landslide events recorded within the Plan area.<sup>43</sup> The GSI have identified<sup>44</sup> the Plan area as having mainly low and moderately low levels of landslide susceptibility throughout the Plan area (as mapped on Figure 4.10).

### **4.8.4 Potentially Contaminated Lands and Landfill Sites**

In the absence of mitigation, contaminated materials have the potential to adversely impact upon human health, water quality and habitats and species. As is the case with other developed areas across the country, there is potential for contamination at sites within the Plan area, especially where land uses occurred in the past, in the absence of environmental protection legislation.

### **4.8.5 Existing Problems**

Legislative objectives governing soil were not identified as being conflicted with, however issues with respect to landslide susceptibility (see Section 4.8.3) exist.

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<sup>43</sup> There are two events recorded to the south and south-east of the Plan area: Hazelwood Crescent Landfill (c. 2016) and River Dargle Bray (c. 1998).

<sup>44</sup> <https://www.gsi.ie/en-ie/programmes-and-projects/geohazards/projects/Pages/Landslide-Susceptibility-Mapping.aspx>



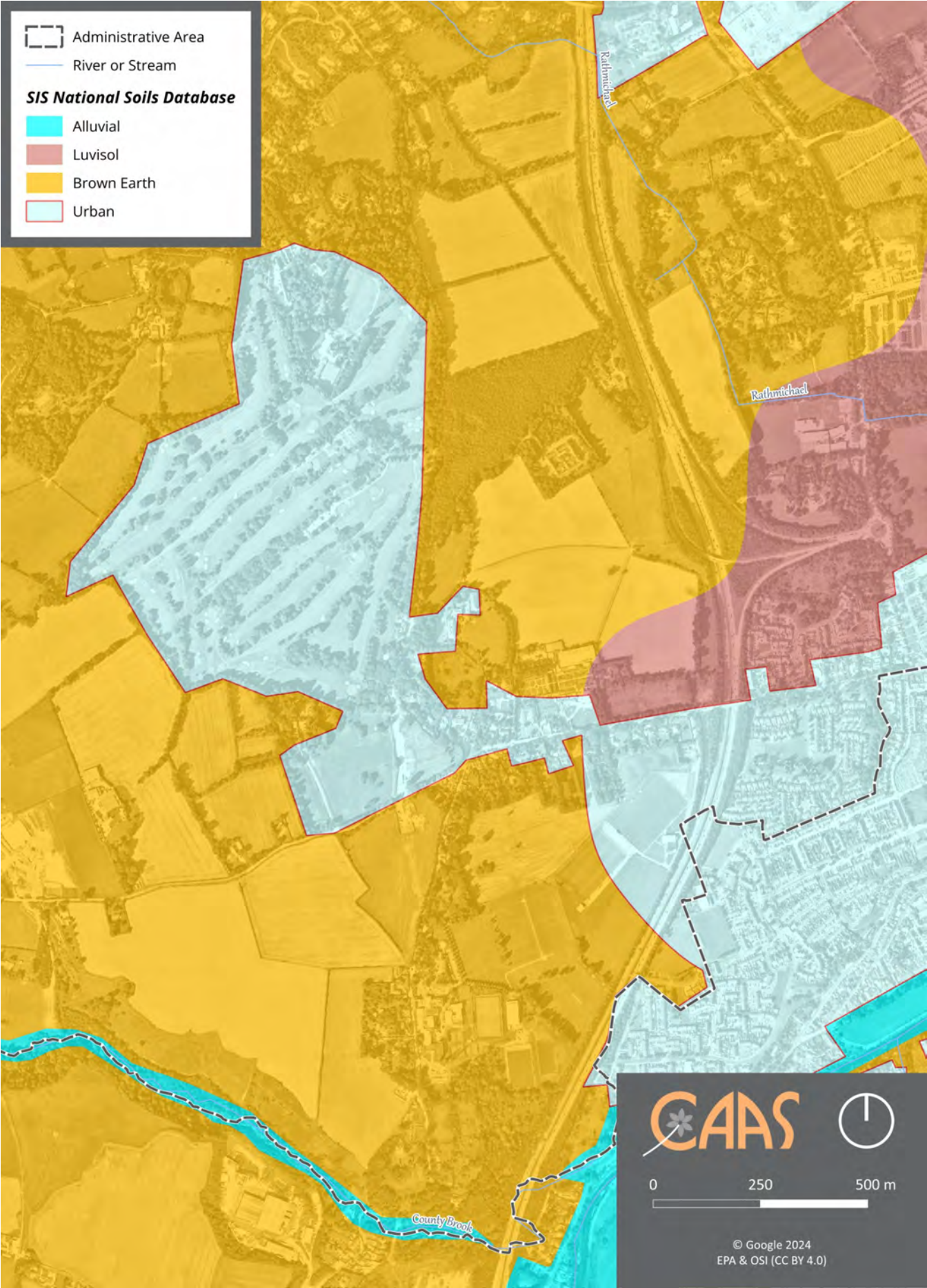


Figure 4.8 Soil Types





**Figure 4.9 County Geological Site**



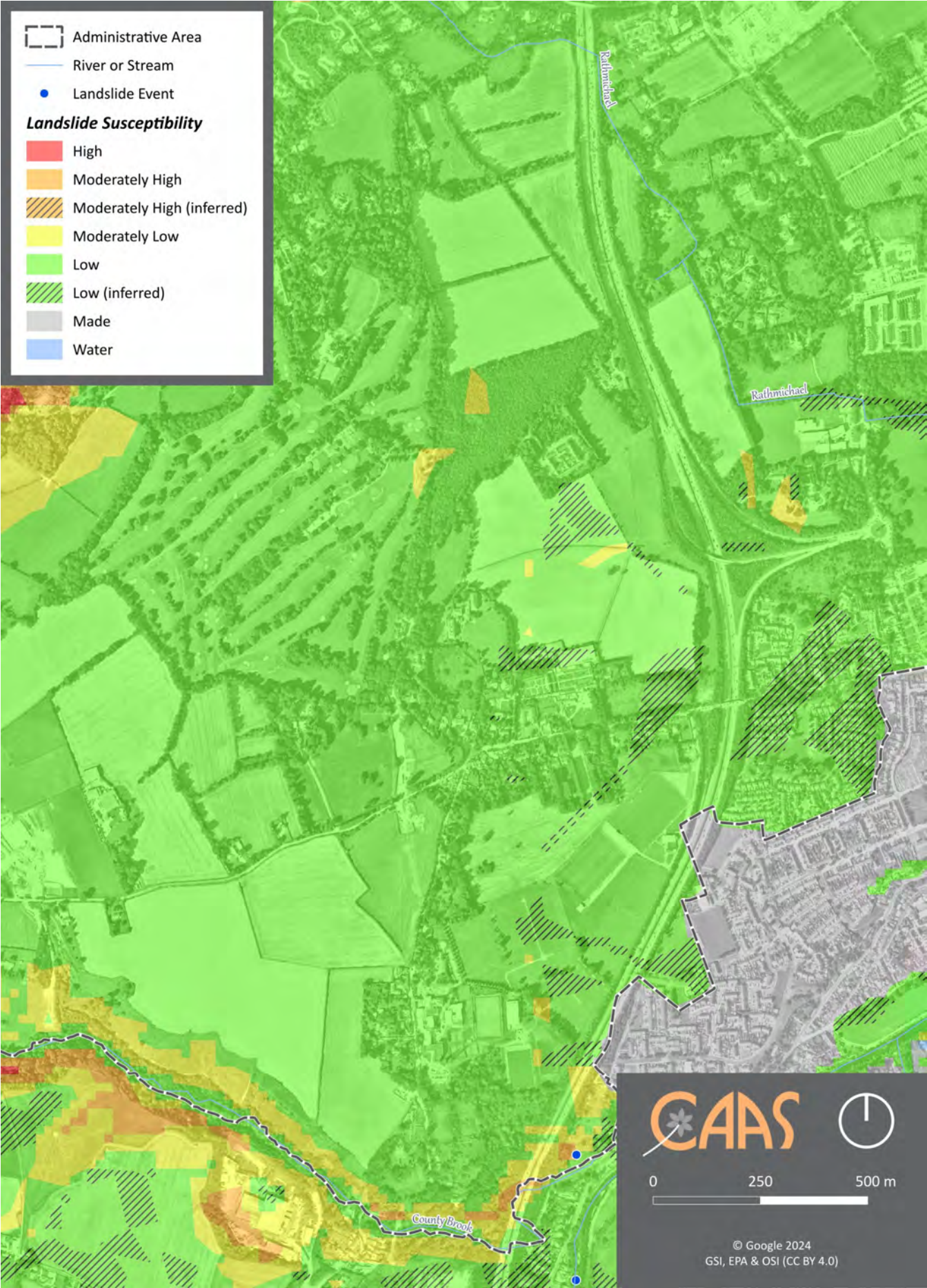


Figure 4.10 Landslide Susceptibility



## 4.9 Water

### 4.9.1 The Water Framework Directive

Since 2000, Water Management in the EU has been directed by the Water Framework Directive 2000/60/EC (WFD). The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters with the aim of achieving *good status*. All public bodies are required to coordinate their policies and operations so as to maintain the *good status* of water bodies that are currently unpolluted and improve polluted water bodies to *good status*.

Article 4 of the WFD sets out various exemptions for deterioration in status caused as a result of certain physical modifications to water bodies. This is provided: all practicable mitigation measures are taken; there are reasons of overriding public interest or the benefits to human health, safety or sustainable development outweigh the benefits in achieving the WFD objective; there are no better alternatives; and the reasons for the physical modification are explained in the River Basin Management Plan.

The EU's Common Implementation Strategy Guidance Documents No. 20 and 36 provide guidance on exemptions to the environmental objectives of the WFD.

For the purpose of assessment, reporting and management, water is divided into groundwater, rivers, lakes, estuarine waters and coastal waters which are in turn divided into specific, clearly defined water bodies.

### 4.9.2 Zone of Influence

The Zone of Influence of the Plan beyond the Old Connaught Plan area with respect to impacts upon waters can be estimated to be all groundwater and surface water bodies that are downstream of catchments which drain the Plan area.

### 4.9.3 Surface Water Drainage

A catchment is an area of land contributing to a waterbody, with all the water ultimately running off to a single outlet. The WFD requires water quality management to be based on natural river catchments i.e. by reference to the natural, environmental unit rather than by reference to administrative or legal boundaries, which often fragment river catchments.

Surface water at and around Old Connaught is channelled by the River Dargle and its tributaries flowing from west to east through the north and south of the Plan area and towards the Irish Sea.

The most significant river habitat in the Old Connaught area is the County Brook Stream, located in the Ballyman Glen in the south of the Draft Plan area. The Crinken Stream flows from the upland area of Carrickgollogan through the Rathmichael area and traverses the northern extents of the Plan area. The Old Connaught tributary is a watercourse which runs to the rear of existing residential properties in the centre of the Draft Plan area. A bifurcation running along Old Connaught Avenue was constructed to ease flows along the original stream. The bifurcation rejoins the tributary just before the crossing of the M11.<sup>45</sup>

### 4.9.4 Surface Water Status

The WFD defines 'overall surface water status' as the general expression of the status of a body of surface water, determined by the poorer of its ecological status and its chemical status. Thus, in order to achieve 'good surface water status' both the ecological status and the chemical status of a surface water body need to be at least 'good'.

The ecological status is an expression of the structure and functioning of aquatic ecosystems associated with surface waters. Such waters are classified as of 'good ecological status' when they meet Directive requirements.

Chemical Status is a pass/fail assignment with a failure defined by a face-value exceedance of an Environmental Quality Standards (EQS) for one or more Priority Action Substances

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<sup>45</sup> Draft Old Connaught LAP 2025

(PAS) listed in Annex X of the Water Framework Directive (WFD). The EQS values for individual PAS substances are set at European level. Good surface water chemical status means that concentrations of pollutants in the water body do not exceed the environmental limit values specified in the Directive.

The current WFD (2016-2021) status<sup>46</sup> of the rivers and streams draining the Plan area is *good*, identified by the EPA as 'Dargle\_030' and 'Dargle\_040'.

The surface water bodies draining the Plan area are currently identified in the combined 2016-2021 data as not being at risk of not meeting the WFD's objectives due to damage caused by significant pressures.

Figure 4.11 illustrates the WFD surface water status within and surrounding the Plan area.

#### 4.9.5 Groundwater Status

Groundwater is stored in the void spaces in underground layers of rock, or aquifers. These aquifers are permeable, allowing both the infiltration of water from the soils above them and the yielding of water to surface and coastal waters. Groundwater is the part of the subsurface water that is in the saturated zone - the zone below the water table, the uppermost level of saturation in an aquifer at which the pressure is atmospheric, in which all pores and fissures are full of water.

For groundwater bodies, the approach to classification is different from that for surface water. For each body of groundwater, both the chemical status and the quantitative must be determined. Both have to be classed as either *good* or *poor*. The WFD sets out a series of criteria that must be met for a body to be classed as good chemical and quantitative status.

The current WFD status (2016-2021) of all groundwater underlying the Plan area (mapped on Figure 4.12) is currently identified as being of *good* status, meeting the objectives of the WFD.

#### 4.9.6 Aquifer Vulnerability and Productivity

The GSI rates groundwaters according to both their productivity and vulnerability to pollution.

Aquifer vulnerability refers to the ease with which pollutants of various kinds can enter into groundwater. The aquifers underlying most of the Plan area (mapped on Figure 4.13) are classified mainly as being of "high" and "moderate" vulnerability, while "extreme", "extreme (rock at or near surface or karst)" or "low" vulnerability are identified in some parts surrounding and adjacent to the Plan area.

The GSI also rates aquifers based on the hydrogeological characteristics and on the value of the groundwater resource. This is referred to as aquifer productivity and is mapped on Figure 4.14. Aquifers in the vicinity of the Plan area are classified as 'Locally Important Aquifer Bedrock which is Moderately Productive only in Local Zones' and 'Locally Important Gravel Aquifer'.

#### 4.9.7 WFD Registers of Protected Areas

The WFD requires that Registers of Protected Areas (RPAs) are compiled for a number of water bodies or part of water bodies which must have extra controls on their quality by virtue of how their waters are used by people and by wildlife.

The WFD requires that these RPAs contain: areas from which waters are taken for public or private water supply schemes; designated shellfish production areas; bathing waters; areas that are affected by high levels of substances most commonly found in fertilizers, animal and human wastes - these areas are considered nutrient sensitive; areas designated for the protection of habitats or species e.g. Salmonid areas; Special Areas of Conservation (SACs); and, Special Protection Areas (SPAs). Also refer to Section 4.6.5.

The groundwater underlying the Plan and surrounding areas is used for drinking water abstraction in accordance with European Communities (Drinking Water) (No. 2) Regulations 2007 (S.I. No. 278/2007) and the associated groundwater bodies are identified on the RPA for Groundwater for Drinking Water. Entries to the WFD RPA for Drinking

<sup>46</sup> As per EPA's WFD Status 2016-2021 classification (<https://gis.epa.ie/EPAMaps/>).

Water, within the Plan area, are mapped on Figure 4.15.

#### 4.9.8 Flooding

Strategic Flood Risk Assessment (SFRA) is being undertaken as part of the preparation of the Local Area Plan and associated Proposed Material Alterations. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014.

Flood risk management and drainage provisions are already in force through the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and related provisions have been integrated into the Draft Plan.

The most significant source of flood risk within the Plan area is from fluvial sources (from rivers and streams). There are other sources of flooding present, including from pluvial (rainwater) and from surface drainage systems sources.

The Flood Risk Management Guidelines require the SFRA to identify Flood Zones to indicate the likelihood of a flood occurring to those involved in the preparation and adoption of land use plans. These Zones indicate a high, moderate or low risk of flooding from fluvial (rivers and streams) or tidal sources and are defined, for fluvial sources, as follows:

- Zone A (High Probability of Flooding): This zone defines areas with the highest risk of flooding from rivers (i.e. more than 1% Annual Exceedance Probability or more than 1 in 100)
- Zone B (Moderate Probability of Flooding): This zone defines areas with a moderate risk of flooding from rivers (i.e. 0.1% to 1% Annual Exceedance Probability or between 1 in 100 and 1 in 1000)
- Zone C (Low Probability of Flooding): This zone defines areas with a low risk of flooding from rivers and the coast (i.e. less than 0.1% Annual Exceedance Probability or less than 1 in 1000).

Flood Zones A and B from the Old Connaught Local Area Plan SFRA are shown on Figure 4.16 (note that areas outside of Flood Zones A and B are Flood Zone C). Flood Zone C makes up most of the Plan area. The Flood Zone A/B extents within the Plan area primarily comprise Flood Zone B with a smaller area of Flood Zone A.

The flood extents as shown in the Ccounty Development Plan and associated SFRA, which were based on Catchment Flood Risk Assessment and Management (CFRAM) Study maps are explored by the SFRA of the Local Area Plan along with revised flood maps produced as part of a flood risk assessment<sup>47</sup> carried out on the Old Connaught Tributary Catchment upstream of the M11 motorway. This assessment by the SFRA of the Local Area Plan has changed the flood extents within the Plan area and a request for a Flood Map Review has been initiated with the OPW.

Part of the preferred route corridor of the N11/M11 Junction 4 to Junction 14 Improvement Scheme overlap with Flood Zones A/B. It is a policy of the LAP to protect the preferred route corridor of the N11/M11 Junction 4 to Junction 14 Improvement Scheme and prohibit development that could prejudice its future delivery.

#### 4.9.9 Existing Problems

There is elevated levels of flood risk from fluvial at locations within the Plan area. The preparation of the Plan, SEA and SFRA has taken place concurrently and the findings of the SFRA have informed both the Plan and the SEA.

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<sup>47</sup> That flood risk assessment included a desktop study, hydrological assessments, hydraulic model development and flood mapping. A number of key differences were identified in the CFRAM model and the revised hydraulic model including the upstream throttle pipe, culvert upsizing and inflow redistribution. This has resulted in significant differences in the flood extents around the Old Connaught Avenue area in both the 1% and the 0.1% Annual Exceedance Probability extents.





Figure 4.11 WFD Status of Surface Waterbodies (2016-2021)



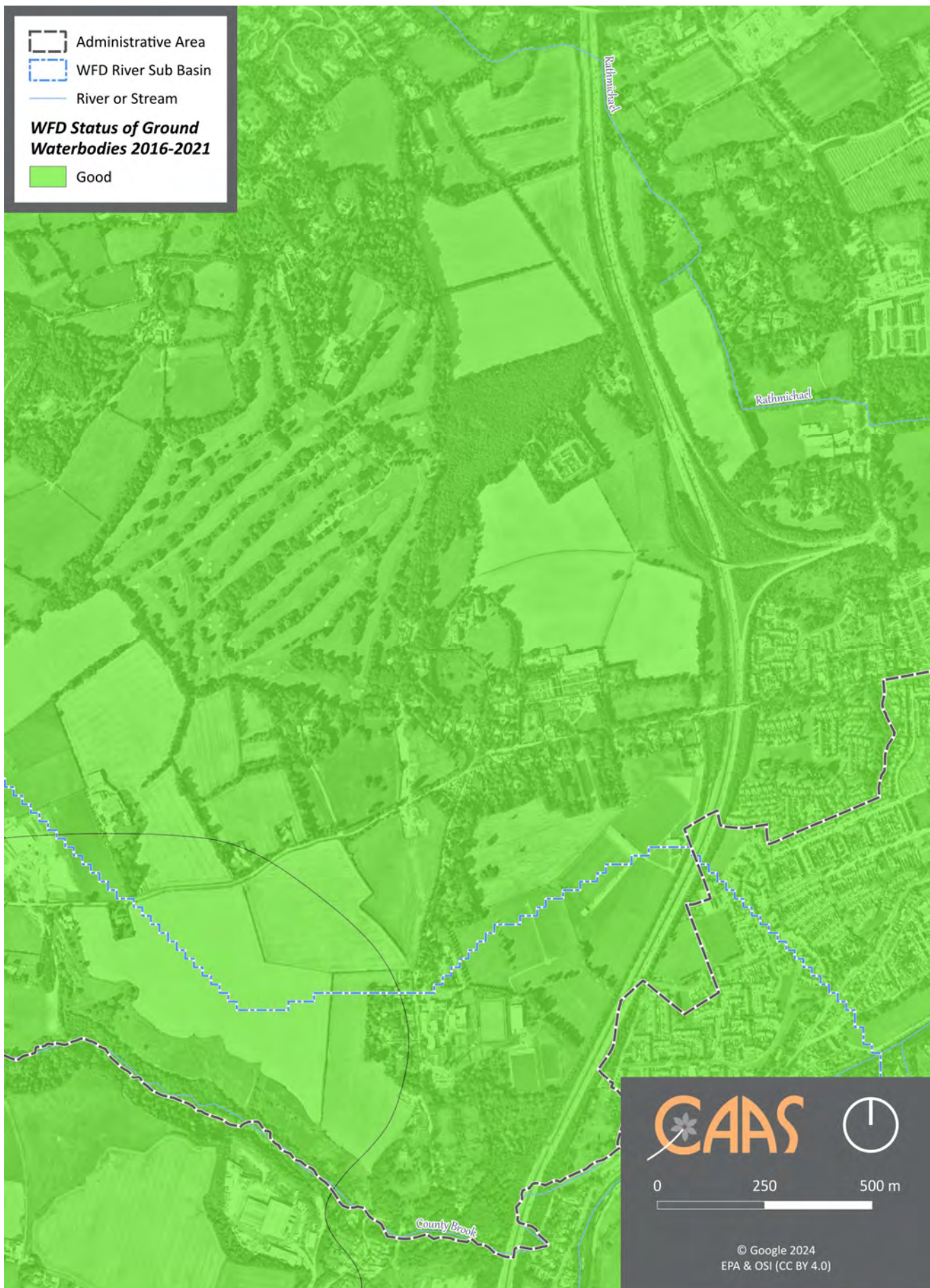


Figure 4.12 WFD Status of Ground Waterbodies (2016-2021)



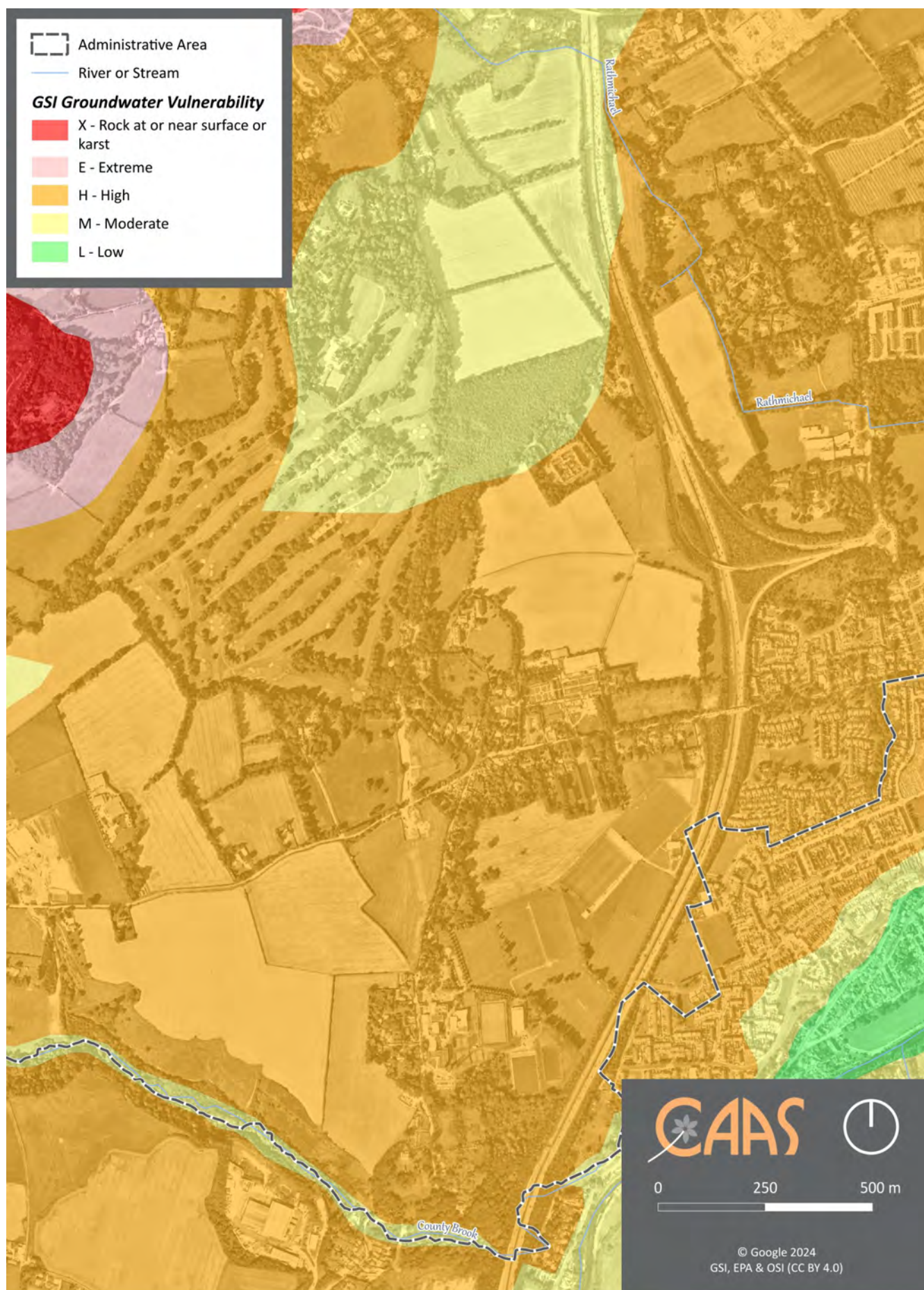


Figure 4.13 Groundwater Vulnerability



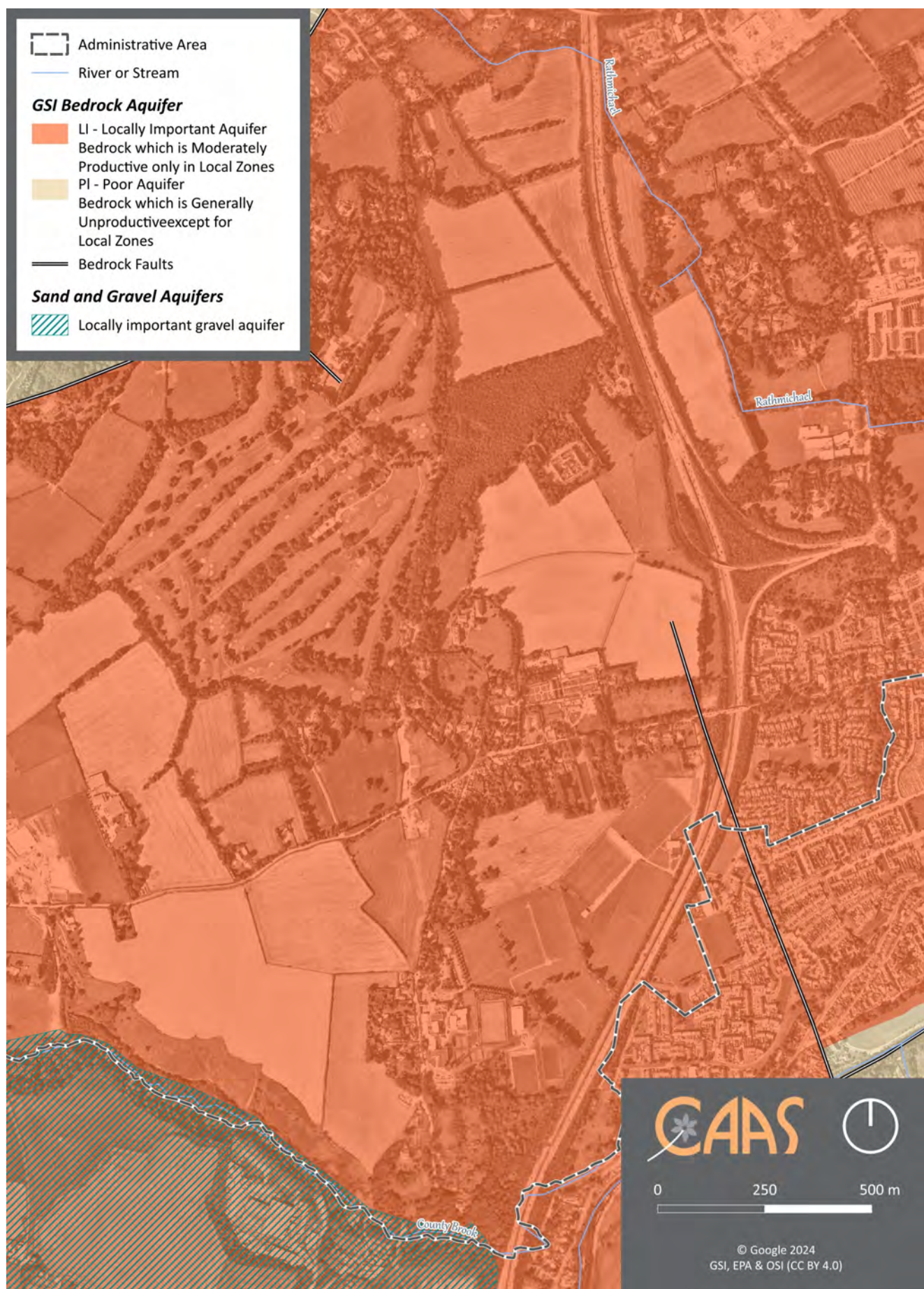


Figure 4.14 Groundwater Productivity



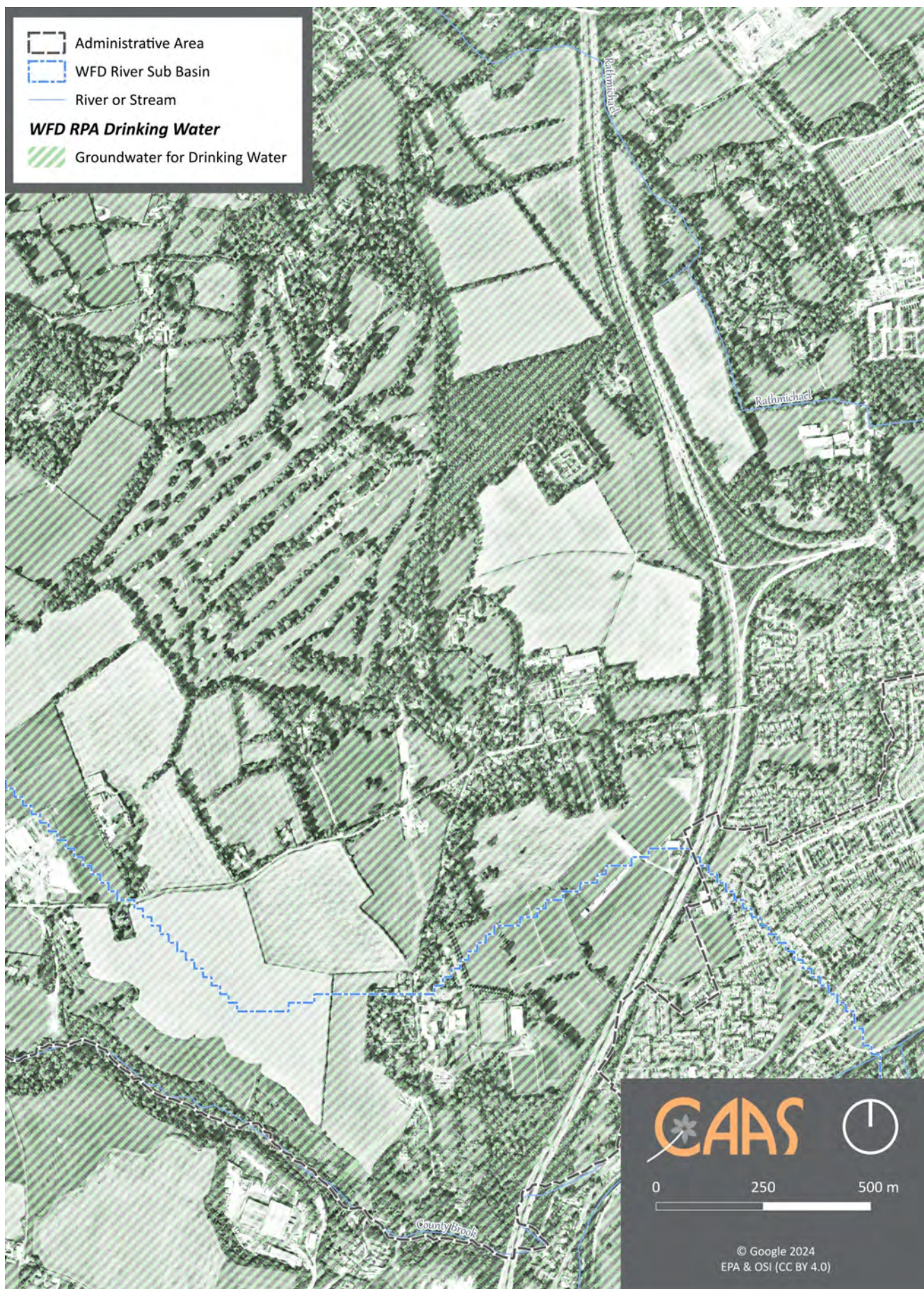


Figure 4.15 Entries to the WFD RPA for Drinking Water



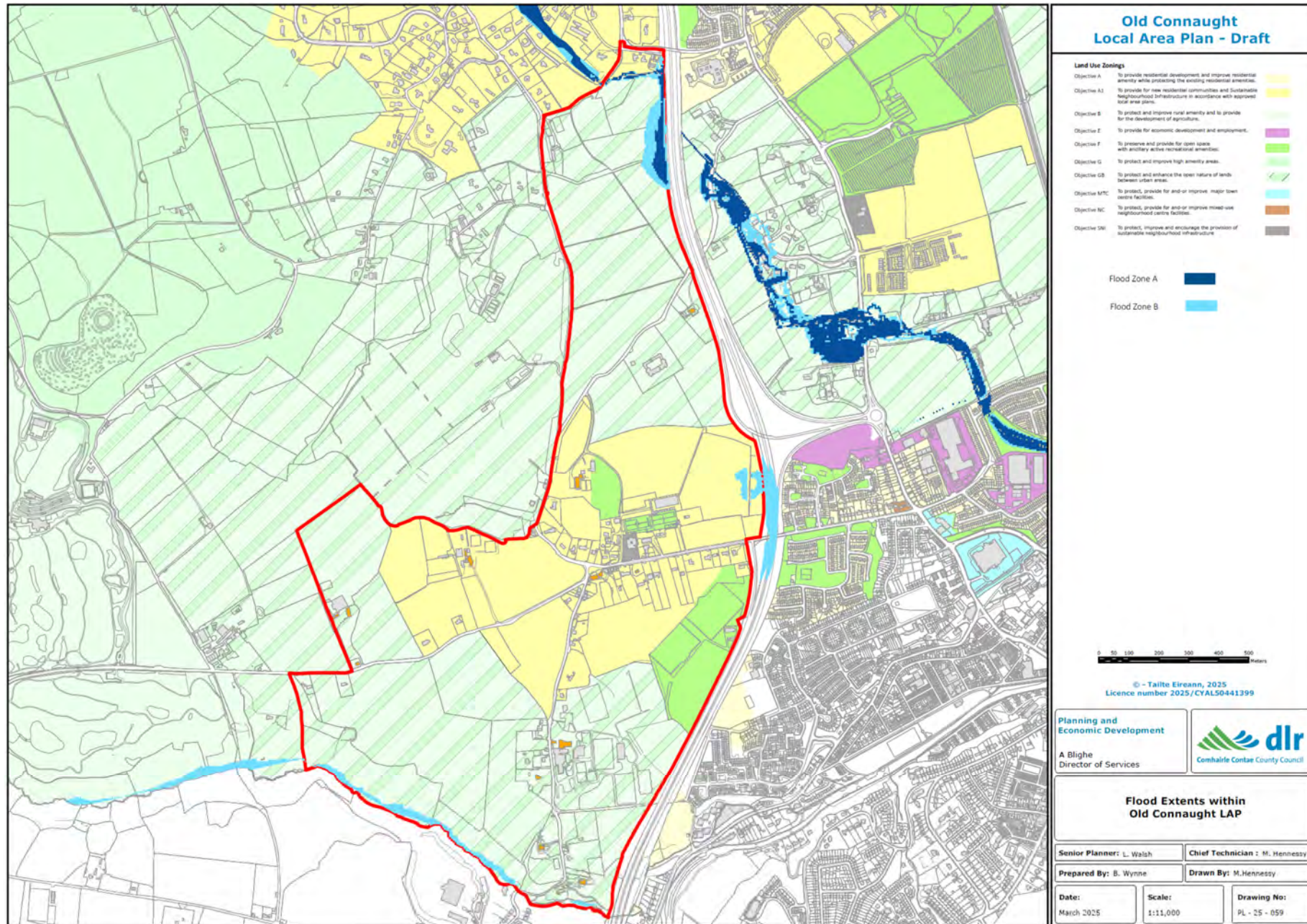


Figure 4.16 Flood Zones A and B from the Strategic Flood Risk Assessment

## 4.10 Air and Climatic Factors

### 4.10.1 Climatic Factors<sup>48</sup>

Interactions with climatic factors are also present with other environmental components including water/flooding (see Section 4.9.8).

Total emissions of greenhouse gases by humans come from various sectors including transport, agriculture, energy industries, manufacturing combustion, industrial processes, residential developments, commercial services developments, waste management processes and fluorinated gases equipment (such as refrigeration and fire protection systems).

In 2023, Ireland's greenhouse gas emissions are estimated to be 55.01 million tonnes carbon dioxide equivalent (Mt CO<sub>2</sub> eq), which is 6.8% lower (or 4.00 Mt CO<sub>2</sub> eq) than emissions in 2022 (59.00 Mt CO<sub>2</sub> eq) and follows a 2.0% decrease in emissions reported for 2022. Emissions are 1.2% below the historical 1990 baseline for the first time in 33 years.

In 2023, emissions in the stationary ETS1 emissions (covering emissions from sectors including Agriculture, Transport, Energy, Industries, Residential, Manufacturing Combustion and Industrial Processes) decreased by 17%. When land use, land-use change and forestry is included, total national emissions decreased by 3.8%.

Emissions under the Effort Sharing Regulation (covering emissions from the electricity and heat generation, industrial manufacturing and aviation sectors) decreased by 3.4%.

Decreased emissions in 2023 compared to 2022 were observed in the largest sectors except for transport which showed an increase of 0.3%.

In 2021, Dún Laoghaire-Rathdown County Council's greenhouse gas emissions were 6,869 tCO<sub>2</sub> eq, with the largest contribution

from public lighting, accounting for over 48% of the total emissions.<sup>49</sup>

The EPA's 2024 publication *Ireland's Greenhouse Gas Emission Projections 2023-2040* provides an updated assessment of Ireland's total projected greenhouse gas emissions to 2040, using the latest Inventory data for 2021 as the starting point. The report provides an assessment of Ireland's progress towards achieving its national ambitions under the Climate Action and Low Carbon Development (Alteration) Act 2021 and EU emission reduction targets for 2030 as set out under the Effort Sharing Regulation<sup>50</sup>. Key findings identified as part of the report are that:

- Ireland is not on track to meet the 51% emissions reduction target (by 2030 compared to 2018) based on these projections, which include most 2024 Climate Action Plan measures.
- The first two carbon budgets (2021-2030), which aim to support the achievement of the 51% emissions reduction goal, are projected to be exceeded by a significant margin of between 17% and 27%.
- Sectoral emissions ceilings for 2025 and 2030 are projected to be exceeded in almost all cases, including agriculture, electricity, industry, and transport.
- Ireland will not meet its non-ETS<sup>51</sup> EU targets of a 42 per cent emissions reduction by 2030 under the With Additional Measures Scenario.
- Emissions in the 'Planned Additional Measures' scenario are projected to be 29% lower in 2030 (compared with 2018) whereas in the 'Implemented Existing Measures' scenario the emissions reduction is projected to be 11%. There has been no improvement in these figures since EPA projections published in 2023.
- Faster implementation of measures is necessary to meet both National and EU targets. The pace at which planned policies and measures are implemented needs to be accelerated.
- Total emissions from the agriculture sector are projected to decrease by between 1% and 18% over the period 2022 to 2030. Savings are projected from a variety of measures including limiting usage and switching to different fertilisers, methane reductions measures and water table management.

<sup>49</sup> Dún Laoghaire-Rathdown Climate Action Plan 2024-2029

<sup>50</sup> Regulation (EU) 2018/842 of on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement.

<sup>51</sup> Any company or body within the EU that emits a large amount of greenhouse gas emissions is included in the Emissions Trading System, commonly known as the ETS for short. This includes large industries, electricity generators, and the aviation industry. All greenhouse gas emissions that are not from companies in the ETS are called non-ETS emissions. Non-ETS emissions include greenhouse gas emissions from homes, cars, small businesses and agriculture. These are often collectively called the non-ETS sector.

<sup>48</sup> This section uses information from the provisional 1990-2023 inventory data (updated July 2024), available at [epa.ie](https://epa.ie)

- Transport emissions are projected to decrease by 5% to 26% over the period 2022-2030. Measures that are projected to contribute to greater emissions reductions include 945,000 EVs by 2030, a 20 per cent biodiesel blend rate by 2030 and avoid/shift measures such as 50% increase in daily active travel journeys and a 130% increase in daily public transport journeys.
- Emissions from the Energy Industries sector are projected to decrease by between 57% to 62% over the period 2022 and 2030. Renewable energy generation at the end of the decade is projected to range from 69% to 80% of electricity generation as a result of a projected rapid expansion in wind energy and other renewables.
- Emissions from the Land Use, Land Use Change and Forestry (LULUCF) sector have been revised significantly to reflect new science. Total emissions from the LULUCF sector are projected to increase over the period 2022 to 2030. It is unlikely with the currently planned measures that the target set under the EU LULUCF Regulation and included in the Climate Action Plan 2024 will be met.

#### 4.10.2 Climate Mitigation and Adaptation

Climate mitigation describes the action to reduce the likelihood of climate change occurring or reduce the impact if it does occur. This can include reducing the causes of climate change (e.g. emissions of greenhouse gases) as well as reducing future risks associated with climate change.

The National Climate Action Plan 2024 is the second statutory update to the plan since the Climate Action and Low Carbon Development (Alteration) Act 2021 was signed into law, committing Ireland to 2030 and 2050 targets for reducing greenhouse gas emissions. It builds on Climate Action Plan 2023, outlining how Ireland will accelerate the actions required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development.

The Climate Action Plan 2025 is the third statutory annual update to the Climate Action Plan. Climate Action Plan 2025 lays out a roadmap of actions that are intended to lead to meeting the national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with legally binding economy-wide carbon budgets and sectoral emissions ceilings. Climate Action Plan 2025

builds upon the Climate Action Plan 2024 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and achieve climate neutrality by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Alteration) Act 2021.

Climate adaptation is a change in natural or human systems in response to the impacts of climate change. These changes moderate harm or exploit beneficial opportunities and can be in response to actual or expected impacts.

The National Adaptation Framework (2024) aims to create a unified approach involving both government and society to adapt to climate change. It outlines how various sectors and local authorities can implement adaptation measures to minimise Ireland's vulnerability to climate change's adverse effects while taking advantage of any beneficial impacts. The Framework emphasises the importance of integrating adaptation strategies into all levels of policy making, infrastructure development, and local planning.

In 2018, four Climate Action Regional Offices were established for the purpose of coordinating climate action at regional and local levels. As specified in its Regional Spatial and Economic Strategy, the Eastern and Midland Regional Assembly supports the work of the Climate Action Regional Offices.

The Dún Laoghaire-Rathdown Climate Action Plan 2024-2029 sets out how the local authority can promote a range of mitigation, adaptation and other climate action measures, to help deliver on the national climate obligations and the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

The Plan sets out to achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral County. Aligned to the Government's National Climate Objective (as set out in the National Climate



Action Plan 2024), the new Plan outlines mitigation and adaptation climate action measures across the following six thematic areas - Energy and Buildings, Transport, Flood Resilience, Nature Based Solutions, Circular Economy and Resource Management and Citizen Engagement.

### 4.10.3 Alternative Fuels and Renewable Electricity Generation Targets

The use of alternative fuels, including electricity, forms a significant part of government policy to reduce transport emissions. The Draft Plan facilitates a mode shift away from the private car to public transport, walking and cycling and provisions relating to electric vehicles. This will contribute towards reductions in the consumption of non-renewable energy sources and achievement of legally binding renewable energy targets.

The first Renewable Energy Directive (RED)<sup>52</sup> was the most important legislation influencing the growth of renewable energy in the EU and Ireland for the decade ending in 2020. From 2021, RED was replaced by the second Renewable Energy Directive (REDII)<sup>53</sup>, which continues to promote the growth of renewable energy out to 2030. RED set out two mandatory targets for renewable energy in Ireland to be met by 2020, while REDII sets new targets and criteria to be met by Ireland in 2030 and the interim.

The overall renewable energy share is referred to as the overall RES target. REDII introduced a binding EU-wide target for overall RES of 32% in 2030 and requires Member States to set their national contributions to the EU-wide target. As per the National Energy and Climate Plan (NECP) 2021-2030, Ireland's overall RES target is 34.1% in 2030. The sectoral targets are referred to as RES-E (electricity), RES-T (transport) and RES-H (heat). Ireland's NECP 2021-2030 set targets for RES-E of 70%, RES-H of 24% and RES-T of 14%, by 2030.<sup>54</sup>

Greater use of alternative fuels, including renewable energy, has the potential to contribute towards energy security.

### 4.10.4 Ambient Air Quality

In order to protect human health, vegetation and ecosystems, EU Directives set down air quality standards in Ireland and the other Member States for a wide variety of pollutants. These pollutants are generated through fuel combustion, in space heating, traffic, electricity generation and industry and, in sufficient amounts, could affect the well-being of the areas inhabitants. The EU Directives include details regarding how ambient air quality should be monitored, assessed and managed.

The new Directive on ambient air quality and cleaner air for Europe (2024/EC) simplifies EU rules on ambient air quality by merging the two existing EU directives into one<sup>55</sup>. Its goal is to bring quality standards in line with the World Health Organization (WHO) recommendations. The Directive introduces stricter limits on key air pollutants, aligning EU standards more closely with World Health Organization guidelines. The revised Directive prioritises the health of EU citizens: it sets new air quality standards for pollutants to be reached by 2030 which are more closely aligned with the WHO air quality guidelines. Those pollutants include, among others, particulate matter PM<sub>10</sub> and PM<sub>2.5</sub>, nitrogen dioxide and sulphur dioxide, all known to cause respiratory problems.

The EU Directive include details regarding how ambient air quality should be monitored, assessed and managed. In order to comply with the directive mentioned above, the EPA measures the levels of a number of atmospheric pollutants. For the purposes of monitoring in Ireland, four zones are defined in the Air Quality Standards Regulations 2002 (S.I. No. 271 of 2002).

In order to comply with the directives mentioned above, the EPA measures the levels of a number of atmospheric pollutants. For the purposes of monitoring in Ireland, four zones are defined in the Air Quality Standards Regulations 2002 (S.I. No. 271 of 2002).

<sup>52</sup> Directive 2009/28/EC on the promotion of the use of energy from renewable sources.

<sup>53</sup> Directive (EU) 2018/2001 on the promotion of the use of energy from renewable resources (recast).

<sup>54</sup> SEAI (2022): *Energy in Ireland 2022 Report*. Available at: <https://www.seai.ie/publications/Energy-in-Ireland-2022.pdf>

<sup>55</sup> Ambient Air Quality and Cleaner Air for Europe Directive 2008/50/EC and Fourth Daughter Directive 2004/107/EC

The EPA's (2024) *Air Quality in Ireland 2023 Report* identifies that:

- Ireland's latest monitoring shows we are in compliance with current EU standards.
- Ireland is not on track to achieve its ambition, set out in the National Clean Air Strategy, to meet the health-based WHO air quality guideline limits in 2026.
- Main pollutants of concern are fine particulate matter (PM<sub>2.5</sub>) from solid fuel combustion and nitrogen dioxide (NO<sub>2</sub>) from vehicle emissions/traffic.
- Air pollution can be a major environmental risk to people's health, with approximately 1,600 premature deaths annually in Ireland due to poor air quality.

The report further identifies the critical role of local authorities in the enforcement and implementation of existing plans and investment in infrastructure to encourage cleaner and healthier air quality choices, including:

- Local authorities must provide more resources to implement the new solid fuel regulations and full implementation of air quality plans.
- Local authorities must prioritise resource allocation of resources to advance enforcement.
- Investment in clean public transport infrastructure across the country must be maintained and increased.
- More safe footpaths and cycle lanes must be created to continue to increase active travel as a viable and safe alternative to car use and associated NO<sub>2</sub> emissions.

In order to apply with European Directives relating to air quality, the EPA manages the National Ambient Air Quality Network and measures the levels of a number of atmospheric pollutants at monitoring stations across the country.<sup>56</sup> There is no EPA monitoring station within the Plan area. The closest station is located in Bray, County Wicklow, c. 2.5 km from the Plan area.

## 4.10.5 Noise

Noise is unwanted sound. The Noise Directive - Directive 2002/49/EC relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing EU policy on noise reduction from source. The

Directive requires competent authorities in Member States to:

- Draw up *strategic noise maps* for major roads, railways, airports and agglomerations, using harmonised noise indicators and use these maps to assess the number of people who may be impacted upon as a result of excessive noise levels;
- Draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good; and,
- Inform and consult the public about noise exposure, its effects, and the measures considered to address noise.

Under the EU Environmental Noise Directive, which was transposed into Irish law through the European Communities (Environmental Noise) Regulations 2018 (as amended), Strategic Noise Maps and Noise Action Plans are required to be made or revised every five years. Noise Action Plans have been prepared for each local authority area within the country. The Dublin Agglomeration Noise Action Plan 2024-2028 is a combined plan for the agglomeration of Dublin covering six Action Planning Authorities (APAs) including Dún Laoghaire-Rathdown County Council. The Plan has been informed by and is based on the Strategic Noise Maps, which were prepared for the agglomeration of Dublin in 2022 and which cover transport (road and rail) and industry related environmental noise sources. The Plan is structured in two parts as follows:

- Sections 1 to 9 – sections covering overarching principles, policy, methodologies etc with all sections relevant to all APAs.
- Sections 10 to 15 – separate sections for each agglomeration APA which includes specifics on their administrative area such as details of Priority Important Areas (PIAs), candidate Quiet Areas (COAs) and measures. Section 10 is the relevant section for Dublin City Council.

The purpose of the Noise Action Plan is to avoid, prevent and reduce, on a prioritised basis the harmful effects, including annoyance due to the long-term exposure to environmental noise. The main sources of noise within the area to which the Plan relates are associated with roads (cars).

## 4.10.6 Existing Problems

Significant progress is being made in the reductions of greenhouse gas emissions and the EPA's 2024 publication Ireland's Greenhouse Gas Emission Projections 2023-2040 identifies that Ireland's emissions, under the Emissions in the 'Planned Additional

<sup>56</sup> For more detail on current daily air quality data for the Plan refer to: <https://gis.epa.ie/EPAMaps/>.

Measures' scenario that includes most 2024 Climate Action Plan measures, are projected to be 29% lower in 2030 (compared with 2018). However, this would not meet the 51% emissions reduction target (by 2030 compared to 2018) based on these projections.

In the Climate Change Advisory Council's *Annual Review 2024* the findings of an assessment of the degree to which progress is being made solely in the implementation of adaptation policy and increasing resilience during the period April 2023 to March 2024 is provided. The Review details that four sectors (Transport, Flood Risk Management, Built and Archaeological Heritage and Local Government) demonstrated good overall progress, six showed moderate progress (Agriculture, Forestry and Seafood, National Adaptation Framework, Communications Networks, Water Quality and Water Services Infrastructure, Health and Electricity and Gas Networks) and one (Biodiversity) showed no progress and supplied insufficient evidence. This was a slight improvement compared with the results in 2023.

Air quality and noise can present challenges, especially in urban areas, as detailed under the relevant sub-sections above. With regard to air quality, air pollution from transport is dominated by NO<sub>x</sub> emissions. Of these, NO<sub>2</sub> is particularly impactful from a health perspective. The Draft Plan will help to facilitate reductions in emissions and a transition from dependence on fossil fuel combustion powered transport.

## 4.11 Material Assets

Other material assets, in addition to those detailed below, covered by the SEA include archaeological and architectural heritage (see Section 4.12) natural resources of economic value, such as water and air (see Sections 4.9 and 4.10).

### 4.11.1 Infrastructure Capacity Assessment Study

The Draft Plan is informed by an Infrastructure Capacity Assessment Study (ICAS). The purpose of the ICAS was to analyse the existing infrastructural deficiencies in the Old Connaught area and to identify the proposed high level strategic enabling infrastructure required to facilitate plan-led development.

The range of strategic enabling infrastructure elements considered in the ICAS included transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

In terms of utilities infrastructure, the project stakeholder board which supported the preparation of the ICAS included representatives from many of the main bodies associated with the provision and/or delivery of utilities infrastructure including inter alia: Uisce Éireann, ESB Networks and EirGrid.

### 4.11.2 Public Assets and Infrastructure

Public assets and infrastructure that have the potential to be impacted upon by the Plan, if unmitigated, include: resources such as public open spaces, parks and recreational areas; public buildings and services; transport and utility infrastructure (electricity, gas, telecommunications, water supply, waste water infrastructure etc.); and natural resources that are covered under other topics such as water and soil.

An existing 38kV substation is located near Bray Emmet's GAA Club and a number of medium and low voltage power lines traverse the proposed Plan area. Medium and high-pressure gas mains also cross the Plan area. The alignment of the wayleaved high pressure main passes exclusively through lands which are zoned Greenbelt.<sup>57</sup>

### 4.11.3 Land

The Plan has the potential to assist with the reuse and regeneration of brownfield sites thereby contributing towards sustainable mobility and reducing the need to develop greenfield lands and associated potential adverse environmental effects. Brownfield lands are generally located within urban/suburban areas.

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<sup>57</sup> Draft Old Connaught LAP 2025

#### 4.11.4 Green Infrastructure

Parks and open space promote health and well-being, provide recreational facilities and range of habitats for various species. Green infrastructure is also a crucial component in building resilient communities capable of adapting to the consequences of climate change with trees, woodlands and wetlands providing carbon capture and slowing water flows while improving air quality.

#### 4.11.5 Woodland

The Plan area has a number of woodland areas and hedgerows which are a strong element of the landscape and have a habitat value. A variety of woodlands and individual trees throughout the Draft Plan area are designated for preservation and protection under the Dún Laoghaire-Rathdown County Development Plan 2022-2028. Woodlands provide recreational opportunities in addition to their heritage and economic benefits. They are a valuable resource in terms of biodiversity, recreation and tourism, and also important as links in the green infrastructure network.

#### 4.11.6 Transport<sup>58</sup>

An Area Based Transport Assessment (ABTA) was undertaken to inform the preparation of this Draft Plan, as an integral part of the overall ICAS. The key purpose of the ABTA is to guide the future transport and mobility needs of the Old Connaught area, taking into account the transport demand arising from existing and projected development. A detailed review was undertaken of existing transport infrastructure in the Old Connaught area. An overview of the findings of this review are set out below.

##### Active Travel Infrastructure

The availability of footpaths within the Draft Plan area is limited and roads are narrow, which may deter residents from making journeys on foot. Road junctions within the area have limited safe crossing facilities for pedestrians and cyclists. The majority of the existing community services within close proximity of the Draft Plan area are located to the east of the M11 and there is limited

pedestrian connectivity to encourage walking to these services. The M11 acts as a barrier to pedestrian permeability to the east. No formal cycle network exists in the Old Connaught LAP area. Similar to the pedestrian network, the existing cycling network is limited, with cyclists only being able to use the existing, mostly narrow roads that have no provision of cycle lanes. Although there are employment, social and community facilities within a 10-minute cycle catchment, there are limited connections across the M11 to facilitate ease of access via sustainable modes.

##### Public Transport Infrastructure and Services - Bus and Rail

The Draft Plan area is not currently served by public transport. The nearest bus services all run to the east of the LAP area, along Dublin Road (c. 500m to the east of the Draft Plan area). Public Transport Accessibility Analysis (PTAL) was used to assess transport connectivity in the area. PTAL gives an overview of how well an area is connected by public transport. The score is a combination of the walk time to the transport stop (bus or rail) and the level of service at that stop. As well as walk time and frequency, the calculation also introduces the average wait time at a stop and a reliability factor which is different for rail and bus. The findings of the PTAL analysis for Old Connaught indicate the lack of public transport options currently available to residents at Old Connaught. As part of the BusConnects Dublin Network Redesign programme, new bus routes are being introduced in the vicinity of the LAP area. The 24-hour 'E Spine' E1 replaces the former 145/155 route and provides very frequent buses from Bray to the City Centre via the Old Dublin Road. This bus service is located c. 500m to the east of the Draft Plan area. The nearest existing DART station to Old Connaught is located c. 2km to the east at Bray. A new station at Woodbrook, which is halfway between the existing Shankill and Bray stations, is currently nearing completion and is due to open in 2025. While the Luas Green Line currently terminates at the Brides Glen station at Cherrywood, under the GDA Transport Strategy 2022 – 2042 it is intended to extend the Luas Green Line southwards in order to serve the Bray and Environs area.

##### Road Network – Vehicular Routes

The M11 forms the eastern boundary of the Plan Area. The existing roads in Old

<sup>58</sup> Draft Old Connaught LAP 2025

Connaught are primarily rural in nature with limited potential to facilitate residential development at scale. Local roads within the area include Old Connaught Avenue, Ferndale Road, Ballyman Road and Thornhill Road, as well as undefined/residential-style roads. There is only one bridge crossing of the M11 within the Draft Plan area at Old Connaught Avenue, which provides for vehicles and includes pedestrian footpaths. The motorway network generally acts as a physical barrier between Old Connaught and lands to the east of the Plan area. Traffic volumes are relatively low within the area with the highest volumes observed at the junction of Ferndale Road and Thornhill Road. Outside of the area, the signalised junction of Dublin Road, Corke Abbey Avenue, and Old Connaught Avenue has the largest observed volumes.

#### 4.11.7 Minerals and Aggregates

The GSI have a suite of data sources available that would be useful in planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets. These include:

- Aggregate Potential Mapping;
- Bedrock mapping;
- Quaternary and Physiographic mapping; and
- National Aquifer and Recharge mapping.

The Enniskerry Delta County Geological Site, adjacent to the southern boundary of the Plan area, includes a large accumulation of sands and gravels which has been quarried extensively historically, just outside Enniskerry town.

#### 4.11.8 Water Services

##### 4.11.8.1 Wastewater

The EPA's 2024 report *'Urban Waste Water Treatment in 2023'* identified that:

- 10 large urban areas that did not meet European Union treatment standards in 2023 require improvements to comply with these standards and protect the environment;
- 16 towns and villages discharging raw sewage into the environment every day must be connected to wastewater treatment plants;
- 6 collecting systems (sewers) were subject to a judgement from the Court of Justice of the European Union and must be prioritised;
- 34 priority areas require improvements to protect rivers, lakes, estuaries and coastal waters that are adversely impacted by wastewater;

- 3 collecting systems must be upgraded to prevent sewage pollution at bathing waters that were classified as having poor water quality; and
- 12 areas need improvements in wastewater treatment to protect endangered freshwater pearl mussels.

Based on the EPA's assessment of monitoring information provided by Uisce Éireann and the enforcement activities carried out by the EPA, this report identifies urban areas with the most important environmental issues that must be addressed.

From January 2014, Irish Water, now Uisce Éireann, became responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater. Uisce Éireann is also responsible for the treatment and disposal of the sludge that is generated from both its water and waste water treatment plants. The Council is an agent of Uisce Éireann for operations and remains the designated Water Authority for the assessment and approval of on-site wastewater treatment systems and is responsible for surface water drainage in the town.

The provision of well-maintained quality wastewater treatment infrastructure is essential to facilitate sustainable development of the town while also protecting the environment and public health. Uisce Éireann is now responsible for the collection, treatment and disposal of waste water where public wastewater facilities exist in towns and villages.

Uisce Éireann, working in partnership with Dún Laoghaire-Rathdown County Council, is making investments to undertake essential upgrade works to waste water treatment plants in towns and villages across the County. The upgrading of infrastructure will contribute towards compliance with the Water Framework Directive, EU Urban Waste Water Treatment Directive and Drinking Water Regulations and will help to protect human health and maintain the quality of surface and ground waters.

##### 4.11.8.2 Wastewater Infrastructure<sup>59</sup>

The Old Connaught Plan area is currently not serviced with strategic wastewater

<sup>59</sup> Draft Old Connaught Local Area Plan 2025



infrastructure, and at present, existing residents own and maintain their own septic tanks. The Draft Plan area is not serviced by an Uisce Éireann wastewater network and there is currently no connection eastwards across the M11 to the existing wastewater network. Policy Objective EI3: Wastewater Treatment Systems of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 states that it is a policy that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, directly or indirectly, and that wastewater strategies should promote the changeover of existing septic tanks to collection networks where possible. This is particularly relevant in Old Connaught, given the existing septic tank network in the area. The Bray/Shanganagh Drainage Area Plan is being advanced by Uisce Éireann and is intended to address the wastewater needs of the Draft Plan area and the wider environs. Uisce Éireann are finalising the Drainage Area Plan for the area which is looking at high level solutions and concept designs to connect to the Bray/Shanganagh catchment. As identified through the ICAS, the preferred strategy for the Draft Plan area is to develop a new gravity wastewater network to facilitate new development and the future connection of existing dwellings. A pumping station and trenchless rising main crossing of the M11, in the vicinity of Old Connaught Avenue, are required to connect the Draft Plan area to the existing wastewater network. Preliminary discussions with Uisce Éireann have determined that a wastewater crossing of the M11 is feasible, subject to detailed design and technical agreement between the relevant parties, including Transport Infrastructure Ireland. All wastewater will eventually flow towards the Shanganagh Wastewater Treatment Plant which has surplus capacity to cater for the foul drainage requirements of the area.

#### 4.11.8.3 Water Supply

Uisce Éireann is responsible for providing and maintaining adequate public water supply infrastructure throughout Dún Laoghaire-Rathdown.

Old Connaught is located within the Greater Dublin Area Water Resource Zone<sup>60</sup> and, as identified by Uisce Éireann, it has a potential spare capacity available to meet targeted population growth by 2033, although an improvement in level of service is required.<sup>61</sup>

The Plan area is served by the Old Connaught Woodbrook Water Supply. In 2024, Uisce Éireann completed works on the Old Connaught/Woodbrook Water Supply Scheme which comprised the upgrade of the drinking water supply for parts of South Dublin and North Wicklow. The Scheme involved the provision of two new high-level reservoirs at Ballyman and the installation of approximately 14 km of new water mains to distribute water to local areas. The Scheme provides network resilience, flexibility and capacity for future growth. Discussions with Uisce Éireann indicate that the water supply network is generally adequate, and the existing network can be expanded in order to serve the future development of the area. While additional local network infrastructure will be required, it is not anticipated that any additional significant water infrastructure will be required to enable development in the area. As identified through the ICAS, the preferred strategy for the Draft Plan area is to create looped networks through connections to the existing watermains. This would improve resiliency and reliability of the water supply, thus facilitating new development to occur within the area.<sup>62</sup>

Under Section 58 of the Environmental Protection Agency Act 1992, the EPA is required to collect and verify monitoring results for all water supplies in Ireland covered by the European Communities (Drinking Water) Regulations, 2000. The EPA publishes their results in annual reports that are

<sup>60</sup> A Water Resource Zone (WRZ) is an independent water supply system serving a region, city, town or village and is governed by topography or the extent of the water distribution network in an area. A WRZ may include multiple Water Treatment Plants and/or sources.

<sup>61</sup> Capacity constraints exist and additional analysis of pre-connection enquiries and connection applications will be undertaken as required by UE on an individual basis considering their specific load requirements. Improvement proposals will include, but are not limited to leakage reduction and/or capital investment. These proposals will be required to maintain/improve levels of service as demand increases. These proposals will be developed and prioritised through the National Water Resources Plan and investment planning process. Source: <https://www.water.ie/connections/developer-services/capacity-registers/water-supply-capacity-register/dublin> (Published in December 2024).

<sup>62</sup> Draft Old Connaught Local Area Plan 2025

supported by Remedial Action Lists (RALs). The RAL identifies water supplies that are not in compliance with the Regulations mentioned above. The most recent EPA Remedial Action List (Q4 of 2024)<sup>63</sup> does not include any water scheme that supplies the Plan area.

#### 4.11.8.4 Surface Water Drainage

Dún Laoghaire-Rathdown County Council is responsible for surface water drainage in the Plan area. Sustainable urban Drainage systems (SuDS) is a method to minimise the quantity and increase the quality of surface water runoff and to mitigate adverse impacts of climate change. SuDS can also provide amenity and biodiversity benefits. The Council seeks to ensure the sustainable management of surface water discharges in urban areas through the use of SuDS.

As identified through the ICAS, the preferred Drainage Strategy for the Draft Plan area is to develop a new gravity stormwater network to facilitate new development. Due to the largely undeveloped nature of the area, there is significant opportunity for large scale, catchment wide SuDS features/attenuation ponds. Regional SuDS features could be provided to attenuate runoff from the catchment and to provide treatment to stormwater runoff.<sup>64</sup>

### 4.11.9 Waste Management

The National Waste Management Plan for a Circular Economy (Regional Waste Management Planning Offices, 2024) sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030. The Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.

#### 4.11.10 Existing Problems

The provisions of the Plan will contribute towards protection of the environment with regard to impacts arising from material assets.

The provisions of infrastructure and supporting services for development, particularly water and wastewater services, is critical.

## 4.12 Cultural Heritage

### 4.12.1 Archaeological Heritage

Archaeology is the study of past societies through the material remains left by those societies and the evidence of their environment. Archaeological sites and monuments vary greatly in form and date; examples include earthworks of different types and periods, (e.g. early historic ringforts and prehistoric burial mounds), megalithic tombs from the Prehistoric period, medieval buildings, urban archaeological deposits and underwater features.

Archaeological heritage is protected under the National Monuments Acts (1930-2004), Natural Cultural Institutions Act 1997 and the Planning Acts.

The Record of Monuments and Places (RMP) is an inventory, put on a statutory basis by amendment to the National Monuments Act 1994, of sites and areas of archaeological significance, numbered and mapped. It is available from the National Monuments Service and at [archaeology.ie](http://archaeology.ie).

The term 'monument' includes all man-made structures of whatever form or date except buildings habitually used for ecclesiastical purposes. All monuments in existence before 1700 A.D. are automatically considered to be historic monuments within the meaning of the Acts. Monuments of architectural and historical interest also come within the scope of the Acts. Monuments include: any artificial or partly artificial building, structure or erection or group of such buildings, structures or erections; any cave, stone or other natural product, whether or not forming part of the ground, that has been artificially carved, sculptured or worked upon or which (where it does not form part of the place where it is) appears to have been purposely put or arranged in position; any, or any part of any, prehistoric or ancient tomb, grave or burial deposit, or, ritual, industrial or habitation site; and any place comprising the remains or traces of any such building, structure or erection, any such cave, stone or natural

<sup>63</sup> Available at: <https://www.epa.ie/publications/compliance--enforcement/drinking-water/annual-drinking-water-reports/Q4-2024-RAL-for-public-drinking-water-supplies-FINAL.pdf>

<sup>64</sup> Draft Old Connaught Local Area Plan 2025

product or any such tomb, grave, burial deposit or ritual, industrial or habitation site, situated on land or in the territorial waters of the State', but excludes 'any building or part of any building, that is habitually used for ecclesiastical purposes' (National Monuments Acts 1930-2004). A recorded monument is a monument included in the list and marked on the map which comprises the RMP set out county by county under Section 12 of the National Monuments (Alteration) Act, 1994 by the Archaeological Survey of Ireland. The definition includes Zones of Notification within which requirements for notifications of proposed works apply.

There are three known Recorded Monuments located within the Draft Plan area: a medieval church (RMP No. 026-066001) and surrounding graveyard (RMP No. 026-066002) both situated on the southern side of Old Connaught Avenue and a ring ditch (RMP No. 026-065) situated on agricultural lands south of Ballyman Road in the west of the Plan area. There are a number of other sites outside the Draft Plan boundary, such as the cluster of sites at Ballyman Church to the west of the Draft Plan area.<sup>65</sup> Figure 4.17 shows the spatial distribution of Recorded Monuments within and beyond the Plan area and their associated zones of notification.

The Underwater Archaeology Unit was established within the National Monuments Service to manage and protect Ireland's underwater cultural heritage, including the quantification of the underwater resource and assessing development impacts in order to manage and protect this aspect of Ireland's heritage. The Shipwreck Inventory is principally a desktop survey with information gathered from a broad range of cartographic, archaeological and historical sources, both documentary and pictorial. Wrecks over 100 years old and archaeological objects found underwater are protected under the National Monuments (Alteration) Acts 1987 and 1994. Significant wrecks less than 100 years old can be designated by Underwater Heritage Order on account of their historical, archaeological or artistic importance. Such Orders can also be used to designate areas of seabed or land covered by water to more clearly define and protect wreck sites and archaeological objects. Under the legislation all diving on known

protected wreck sites or with the intention of searching for underwater cultural heritage is subject to licensing requirements.

#### 4.12.2 Architectural Heritage

The term architectural heritage is defined in the Architectural Heritage (National Inventory) and Historic Monuments Act 1999 as meaning all: structures and buildings together with their settings and attendant grounds, fixtures and fittings; groups of structures and buildings; and, sites which are of technical, historical, archaeological, artistic, cultural, scientific, social, or technical interest.

Records of Protected Structures are legislated for under Section 12 and Section 51 of the Planning and Development Act 2000 as amended. Protected structures are defined in the Planning and Development Act 2000 as amended as structures, or parts of structures that are of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

In relation to a protected structure or proposed protected structure, the following are encompassed:

- The interior of the structure;
- The land lying within the curtilage<sup>66</sup> of the structure;
- Any other structures lying within that curtilage and their interiors; and,
- All fixtures and features that form part of the interior or exterior of any structure or structures referred to in subparagraph (i) or (iii).

There are 16 entries in the RPS within the Draft Plan area, as set out in Appendix 4 of Dún Laoghaire-Rathdown County Development Plan 2022-2028, as listed below and mapped on Figure 4.18:

- RPS No. 1885 - Thornhill (Saint Gerard's School)
- RPS No. 1976 - Thornhill
- RPS No. 1882 - Graigueconna
- RPS No. 1881 - Old Bawn

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<sup>66</sup> Curtilage is normally taken to be the parcel of ground immediately associated with the Protected Structure, or in use for the purposes of the structure. Protection extends to the buildings and land lying within the curtilage. While the curtilage sometimes coincides with the present property boundary, it can originally have included lands, features or even buildings now in separate ownership, e.g. the lodge of a former country house, or the garden features located in land subsequently sold off. Such lands are described as being attendant grounds, and the protection extends to them just as if they were still within the curtilage of the Protected Structure.

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<sup>65</sup> Draft Old Connaught LAP 2025

- RPS No. 1875 - Old Connaught House
- RPS No. 1880 – Graveyard
- RPS No. 1886 – Vallambrosa
- RPS No. 1883 – Knocklinn
- RPS No. 1985 – Knocklinn Gate Lodge
- RPS No. 1879 - Jubilee Hall
- RPS No. 1876 – Cuilin House
- RPS No. 2075 – Cuilin Gateway
- RPS No. 1876 – Palermo
- RPS No. 1964 – Glenfield
- RPS No. 1977 - The Ochra Gate Lodge
- RPS No. 1982 – The Ochra House

An ACA is a place, area, group of structures or townscape, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of a Protected Structure. An ACA may or may not include Protected Structures. In an ACA, protection is placed on the external appearance of such areas or structures. There is no ACA designated within the Plan area.

The National Inventory of Architectural Heritage (NIAH) is a State initiative under the administration of the Department of Culture, Heritage and the Gaeltacht and was established on a statutory basis under the provisions of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999. The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister of Housing, Local Government and Heritage to the local authorities for the inclusion of particular structures in their Record of Protected Structures. The NIAH includes historic gardens and designed landscapes. The Victorian Walled Gardens to the north of Old Connaught Avenue date back to the 1780's and comprise a focal point for community activity and engagement with local heritage and landscape. Figure 4.18 shows entries to NIAH in the Plan area.

### **4.12.3 Existing Problems**

The context of archaeological and architectural heritage has changed over time however no existing conflicts with legislative objectives governing archaeological and architectural heritage have been identified.





Figure 4.17 Archaeological Heritage





Figure 4.18 Architectural Heritage

## 4.13 Landscape

### 4.13.1 Introduction

Article 1 (a) of the European Landscape Convention provides a definition of landscape as follows; “Landscape means an area, as perceived by people whose character is the result of the action and interaction of natural/or human factors”. The Convention was ratified in Ireland in 2002, requiring the adoption of national measures to promote landscape, planning, protection and management. The importance of landscape and visual amenity and the role of its protection are recognised in the Planning and Development Act 2000 as amended, which requires that Development Plans include objectives for the preservation of the landscape, views and the amenities of places and features of natural beauty.

The Draft Plan area is bounded to the east by the M11 motorway; to the west by Ferndale Road and ‘GB’ – Green Belt zoned lands which incorporate primarily agricultural, recreational and educational land uses; to the north by Crinken Lane and Rathmichael; and to the south by the steep-sided County Brook river valley (Ballyman Glen) and the administrative boundary between the Counties of Dún Laoghaire and Wicklow.

The area of Old Connaught consists predominantly of intensive agricultural lands which are dissected and punctuated with mature treelines, hedgerows and woodland areas, all of which have a high local value in terms of biodiversity. The existing landscape within the Draft Plan area is distinctly rural in form and character with an open landscape and agricultural activities and a rural type of road system. The landscape in the Old Connaught area is strongly influenced by the undulating form of underlying granite. The area is in a transition zone between the uplands to the west and the lowlands to the east. This gives the area a distinct physical character connected to the local environment. The topography of Old Connaught slopes generally downwards from west to east, with relatively steep levels along the Ballyman and Ferndale Roads. The lands closer in proximity to the M11 are relatively flat. The majority of the flat and gently sloping lands consist of undulating farmland, laid out in large pasture

fields, and delineated by low hedges and trees. The open upland habitats to the west of Old Connaught merge with small scale fields of low intensity agriculture, to provide suitable habitats for a range of flora and fauna. The area has a number of woodland areas and hedgerows which are a strong element of the landscape and have a habitat value.<sup>67</sup>

### 4.13.2 Landscape Character Assessment

The purpose of landscape character assessment is to provide the foundation for policy formulation and decision making for landscape management.

The existing Dún Laoghaire-Rathdown County Development Plan 2022-2028 identifies 14 Landscape Character Areas, Protected Views and Prospects and High Amenity Areas within the Council's administrative area. The Plan area is generally located within the Ballyman Landscape Character Area and partially within the Rathmichael Landscape Character Area, as mapped on Figure 4.19.

The topography of the area provides a number of views and prospects, which are a particular feature of the area including views to the east toward the Irish Sea, south towards the Wicklow Mountains and west towards Carrickgollogan Hill. The Dún Laoghaire-Rathdown County Development Plan 2022-2028 includes Policy Objective GIB6: Views and prospects – “...to preserve, protect and encourage the enjoyment of views and prospects of value.” Locations within the Plan area with the Development Plan objective “to preserve views” include views north and south along part of Ballyman Road, views from Love Lane off Thornhill Road, views eastwards from Ferndale Road and views westwards from the M11, as mapped on Figure 4.19. The area also contains important prospects i.e. prominent landscapes or areas of special amenity value, or special interest which are widely visible from the surrounding area. Prospects, identified in the Dún Laoghaire-Rathdown County Development Plan 2022-2028 for protection, which are relevant to the Plan area, are Carrickgollogan from Bray Road (Shankill to Bray area) and Carrickgollogan from Ballyman Road.

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<sup>67</sup> Draft Old Connaught LAP 2025

#### **4.13.1 Landscape Designations in Adjacent Counties**

Planning applications within the Council's administrative area have the potential to affect landscape designations in the administrative area of County Wicklow, located adjacent to the south of Dún Laoghaire-Rathdown. The existing Wicklow County Development Plan 2022-2028 (as varied) identifies 15 Landscape Character Areas within six Landscape Categories across the Council's administrative area. The North Eastern Valley-Glencree and Urban Areas Landscape Character Areas are situated adjacent to the south of the Old Connaught Plan area, as shown on Figure 4.19.

#### **4.13.2 Existing Environmental Problems**

New developments have resulted in changes to the visual appearance of lands within the Plan area however legislative objectives governing landscape and visual appearance were not identified as being conflicted with.



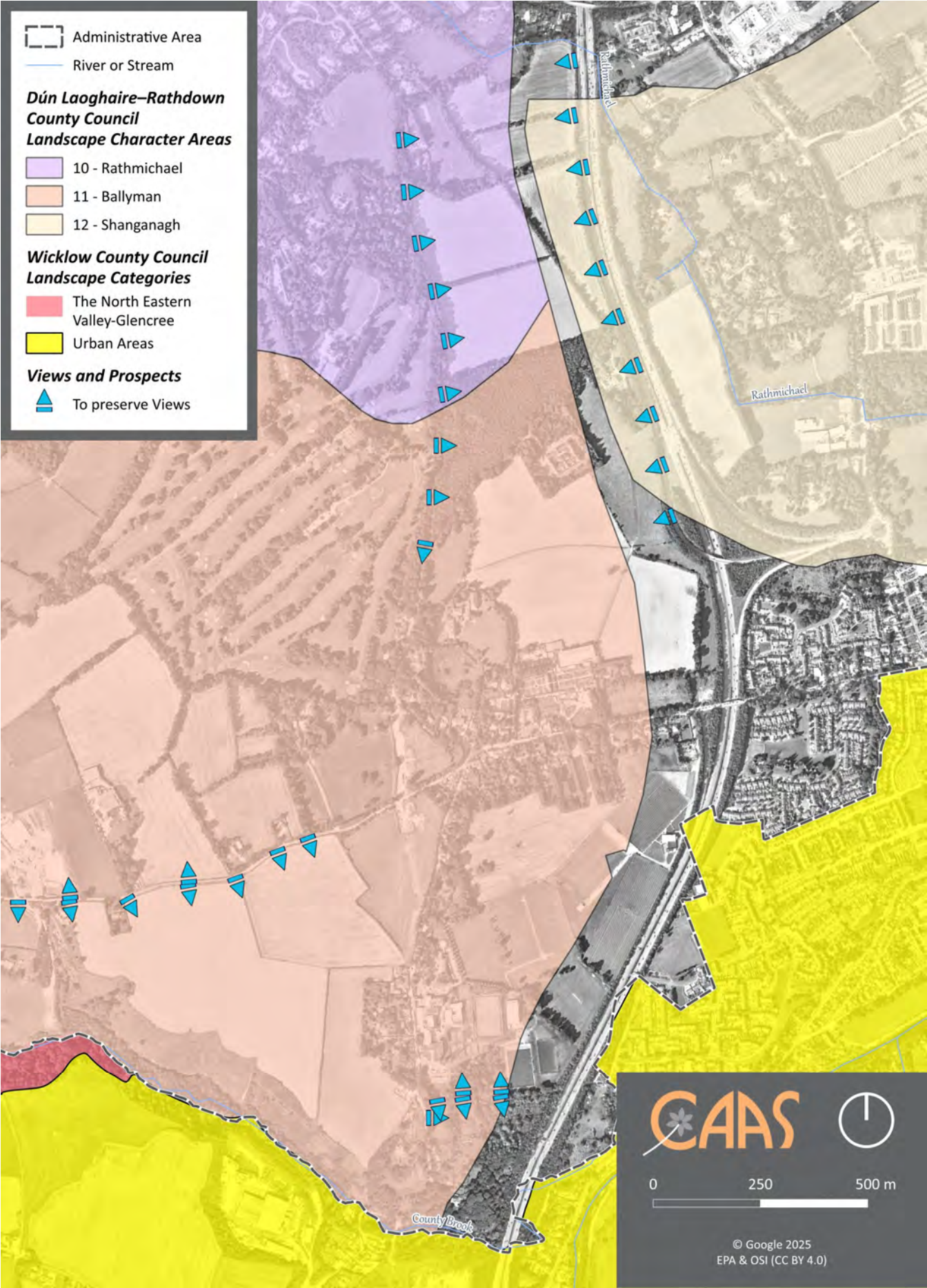


Figure 4.19 Landscape Designations



## 4.14 Overlay of Environmental Sensitivity Mapping

In order to identify where most sensitivities within the Plan area occur, a number of the environmental sensitivities described above were weighted and mapped overlapping each other.

Figure 4.20 provides an Overlay of Environmental Sensitivities in the Plan area. Environmental sensitivities are indicated by colours which range from higher to lower sensitivity. The map was prepared using Geographical Information System software that allowed for a weighting system to be applied with differentiation in certain layers as follows:

- European Sites – SACs and SPAs (10 points);
- Other Ecological designations – pNHAs (5 points);
- Sensitive Landcover Categories, including Forestry and Woodland (10 points);
- WFD RPA for Rivers in Salmonid Regs (5 points); Salmonid River Regs (S.I. 293 only) (10 points);
- Groundwater vulnerability (aquifers which are extremely vulnerable, 10 points; and highly vulnerable, 5 points);
- County Geological Sites (10 points);
- GSI Landslide Susceptibility (High or High Inferred, 10 points; Moderately High or Moderately High Inferred, 5 points);
- Indicators of Elevated Flood Risk (10 points);
- Archaeological Heritage including: National Monuments and SMR Zones of Notification (10 points);
- Architectural Heritage including: entries to the Record of Protected Structures and entries to the National Inventory of Architectural Heritage (10 points); and
- Scenic Routes and Views (10 points).

Where the mapping shows a concentration of environmental sensitivities there is an increased likelihood that development will conflict with these sensitivities and cause environmental deterioration. However, the occurrence of environmental sensitivities does not preclude development; rather it flags at a strategic level that the mitigation measures - which have been integrated into the Plan - will need to be complied with in order to ensure that the implementation of the Plan contributes towards environmental protection.

The overlay mapping shows that environmental sensitivities are not evenly distributed throughout the Plan area.

Most of the Plan area is identified as having low to moderate levels of sensitivity.

The most sensitive areas within and in close proximity to the Plan area include:

- Various locations and areas within the existing built-up footprint of Old Connaught, on account of cultural heritage designations, including entries to the Record of Monuments and Places, Entries to the Record of Protected Structures;
- Rivers, streams and adjacent areas, on account of water status, ecological sensitivities and elevated levels of flood risk; and
- Ballyman Glen, to the south of the Plan area, on account of ecological sensitivities, landscape/visual sensitivities, geological sensitivities and groundwater vulnerability.

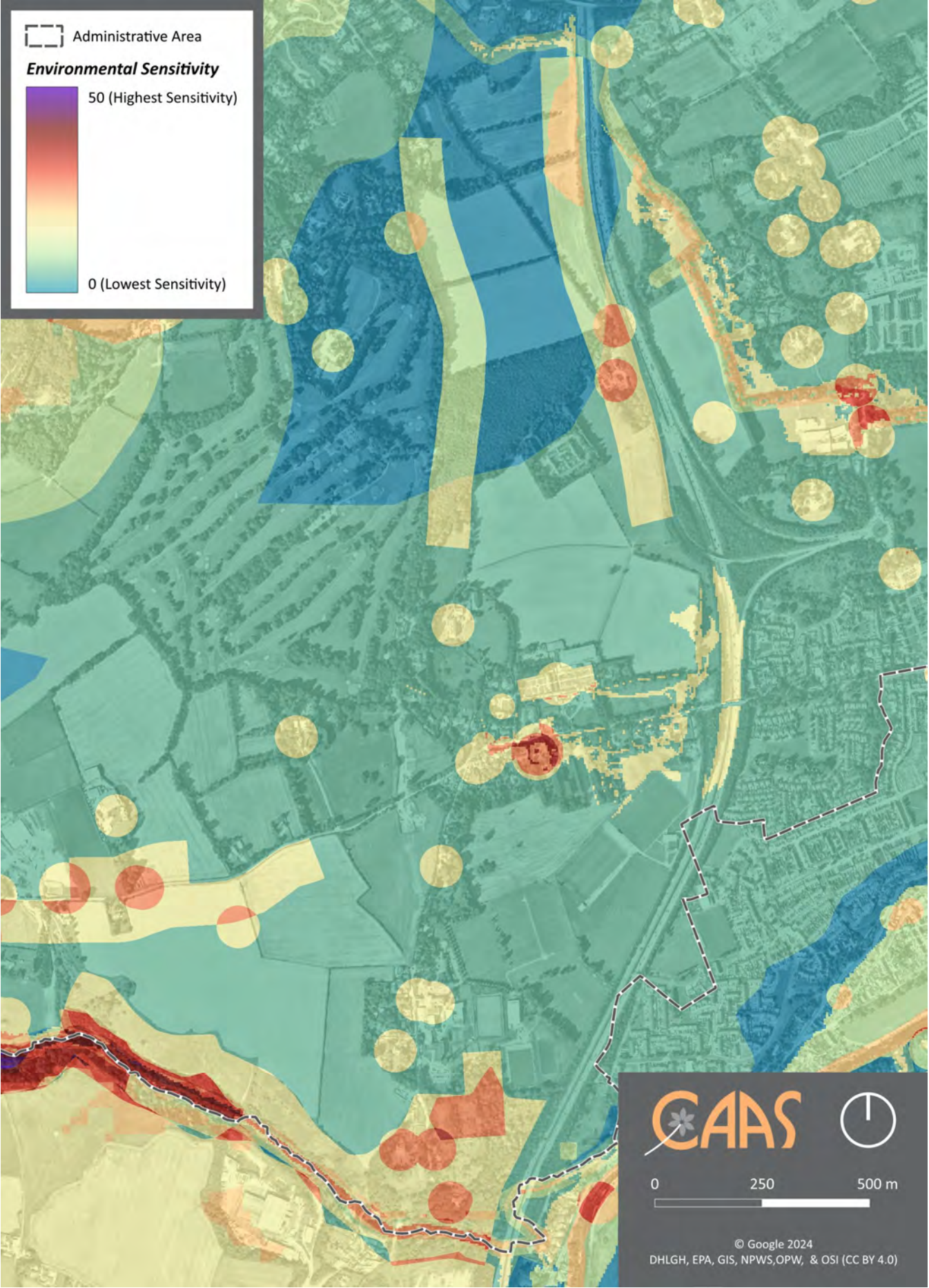


Figure 4.20 Overlay of Environmental Sensitivity

## Section 5 Strategic Environmental Objectives

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies that generally govern environmental protection objectives established at international, Community or Member State level e.g. the environmental protection objectives of various European Directives that have been transposed into Irish law and which are required to be implemented.

The SEOs are set out under a range of topics and are used as standards against which the provisions of the Plan, the alternatives and the Proposed Material Alterations are evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if – in the case of adverse effects – unmitigated.

The SEOs are linked to indicators which can facilitate monitoring the environmental effects of the Plan as well as identifying targets which the Plan can help work towards.

All SEOs, indicators and targets are provided on Table 5.1 overleaf.

Further detail on legislation, plans and programmes are provided under Section 2 (and associated Appendix I “Relationship with Legislation and Other Policies, Plans, and Programmes”) and Section 4.

The monitoring measures identified below as part of the Old Connaught Local Area Plan SEA are consistent with the measures that were identified by the Dún Laoghaire-Rathdown County Development Plan 2022-2028 SEA. This consistency across the hierarchy of land use plans will improve the efficiency and effectiveness of future monitoring.



**Table 5.1 Strategic Environmental Objectives (SEOs), Indicators and Targets**

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
<b>Biodiversity, Flora and Fauna</b>	<b>BFF</b>	No net contribution to biodiversity losses or deterioration	<ul style="list-style-type: none"> <li>To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species</li> <li>Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function</li> <li>Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species</li> <li>Enhance biodiversity in line with the National Biodiversity Strategy and its targets</li> <li>To protect, maintain and conserve natural capital</li> </ul>	<ul style="list-style-type: none"> <li>Condition of European sites</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species</li> <li>Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources</li> </ul>
				<ul style="list-style-type: none"> <li>Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species</li> </ul>
				<ul style="list-style-type: none"> <li>SEAs and AAs as relevant for new Council policies, plans, programmes etc.</li> </ul>	<ul style="list-style-type: none"> <li>Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.</li> </ul>
				<ul style="list-style-type: none"> <li>Status of water bodies</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>
				<ul style="list-style-type: none"> <li>Compliance of planning permissions with Plan measures providing for the protection of Biodiversity and flora and fauna – see County Development Plan Chapter 8 “Green Infrastructure and Biodiversity” and Local Area Plan Chapter 7 “Green Infrastructure and Biodiversity”</li> </ul>	<ul style="list-style-type: none"> <li>For planning permission to be only granted when applications demonstrate that they comply with all Plan measures providing for the protection of biodiversity and flora and fauna – see County Development Plan Chapter 8 “Green Infrastructure and Biodiversity” and Local Area Plan Chapter 7 “Green Infrastructure and Biodiversity”</li> </ul>
<b>Population and Human Health</b>	<b>PHH</b>	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	<ul style="list-style-type: none"> <li>Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management</li> <li>Ensure that existing population and planned growth is matched with the required public infrastructure and the required services</li> <li>Safeguard citizens from environment-related pressures and risks to health and well-being</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 6 “Enterprise and Employment Strategy”</li> </ul>	<ul style="list-style-type: none"> <li>Progress in successfully implementing Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 6 “Enterprise and Employment Strategy”</li> </ul>
				<ul style="list-style-type: none"> <li>Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>No spatial concentrations of health problems arising from environmental factors as a result of implementing the Plan</li> </ul>
				<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>
				<ul style="list-style-type: none"> <li>Number of spatial plans that include specific green infrastructure mapping</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include specific green infrastructure mapping</li> </ul>
<b>Soil (and Land)</b>	<b>S</b>	Ensure the long-term sustainable management of land	<ul style="list-style-type: none"> <li>Protect soils against pollution, and prevent degradation of the soil resource</li> <li>Promote the sustainable use of infill and brownfield sites over the use of greenfield</li> <li>Safeguard areas of prime agricultural land and designated geological sites</li> </ul>	<ul style="list-style-type: none"> <li>Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)</li> </ul>	<ul style="list-style-type: none"> <li>Maintain built surface cover nationally to below the EU average of 4% as per the NPF</li> <li>In accordance with National Policy Objectives 2a of the National Planning Framework, achieve the 50% target for all new homes within and adjacent to the existing built-up footprint of Dún Laoghaire-Rathdown</li> <li>To map brownfield and infill land parcels</li> </ul>

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
				<ul style="list-style-type: none"> <li>Instances where contaminated material generated from brownfield and infill must be disposed of</li> <li>Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission</li> </ul>	<ul style="list-style-type: none"> <li>Dispose of contaminated material in compliance with EPA guidance and waste management requirements</li> <li>Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission</li> </ul>
<b>Water</b>	<b>W</b>	Protection, improvement and sustainable management of the water resource	<ul style="list-style-type: none"> <li>Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive</li> <li>Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments</li> <li>Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion</li> <li>Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals</li> </ul>	<ul style="list-style-type: none"> <li>Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD</li> </ul>	<ul style="list-style-type: none"> <li>Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status'</li> <li>Implementation of the objectives of the River Basin Management Plan</li> </ul>
				<ul style="list-style-type: none"> <li>Number of incompatible developments permitted within flood risk areas</li> </ul>	<ul style="list-style-type: none"> <li>Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk</li> </ul>
<b>Material Assets</b>	<b>MA</b>	Sustainable and efficient use of natural resources	<ul style="list-style-type: none"> <li>Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure</li> <li>Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels</li> <li>Promote the circular economy, reduce waste, and increase energy efficiencies</li> <li>Ensure there is adequate sewerage and drainage infrastructure in place to support new development</li> <li>Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes</li> <li>Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart- buildings, cities and grids</li> </ul>	<ul style="list-style-type: none"> <li>Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated</li> <li>Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Plan</li> </ul>	<ul style="list-style-type: none"> <li>All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Plan</li> <li>Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in-combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive</li> <li>Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure</li> <li>See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health</li> </ul>
				<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
<b>Air</b>	<b>A</b>	Support clean air policies that reduce the impact of air pollution on the environment and public health	<ul style="list-style-type: none"> <li>To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture</li> <li>Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency</li> <li>Promote continuing improvement in air quality</li> <li>Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution</li> <li>Meet Air Quality Directive standards for the protection of human health — Air Quality Directive</li> <li>Significantly decrease noise pollution and move closer to WHO recommended levels</li> </ul>	<ul style="list-style-type: none"> <li>Proportion of journeys made by private fossil fuel-based car compared to previous levels</li> <li>NO<sub>2</sub> (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O<sub>3</sub> (Ozone) as part of Ambient Air Quality Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in proportion of journeys made by car compared to previous levels</li> <li>Improvement in Air Quality trends, particularly in relation to transport related emissions</li> <li>Progress in successfully implementing Plan measures relating to sustainable mobility and travel</li> </ul>
<b>Climatic Factors<sup>68</sup></b>	<b>C</b>	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	<ul style="list-style-type: none"> <li>To minimise emissions of greenhouse gasses</li> <li>Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure)</li> <li>Contribute towards the reduction of greenhouse gas emissions in line with national targets</li> <li>Promote development resilient to the effects of climate change</li> <li>Promote the use of renewable energy, energy efficient development and increased use of public transport</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of Plan measures relating to climate reduction targets</li> <li>A competitive, low-carbon, climate-resilient and environmentally sustainable economy</li> <li>Share of renewable energy in transport</li> <li>Greenhouse gas emissions</li> <li>Energy consumption, the uptake of renewable options and solid fuels for residential heating</li> <li>Proportion of journeys made by private fossil fuel-based car compared to previous levels</li> </ul>	<ul style="list-style-type: none"> <li>For review of progress on implementing Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets</li> <li>Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050</li> <li>Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)</li> <li>Contribute towards the target of aggregate reduction in carbon dioxide (CO<sub>2</sub>) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)</li> <li>To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating</li> <li>Decrease in the proportion of journeys made by residents of the settlement using private fossil fuel-based car compared to previous levels</li> <li>Progress in successfully implementing Plan measures relating to sustainable mobility and travel</li> </ul>

<sup>68</sup> Please also refer to relevant legislation and requirements under Section 4.10, Section 8 and Appendix I. Targets under the national Climate Action Plan are reviewed and updated periodically.



Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
				<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>
Cultural Heritage	CH	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage	<ul style="list-style-type: none"> <li>Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Plan</li> </ul>
				<ul style="list-style-type: none"> <li>Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Plan</li> </ul>
Landscape	L	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention	<ul style="list-style-type: none"> <li>Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan</li> </ul>

## Section 6 Description of Alternatives

### 6.1 Introduction

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme) are identified, described and evaluated for their likely significant effects on the environment.

The Proposed Material Alterations do not significantly affect the strategic alternatives for the Draft Plan that have been described below and assessed in Section 7.

### 6.2 Limitations in Available Alternatives

The preparation of a Local Area Plan for Old Connaught is a provision of the existing, already in force, Dún Laoghaire-Rathdown County Development Plan 2022-2028 which specifies various types of objectives which must be provided for by the Plan. The County Development Plan was prepared and adopted in accordance with the Planning and Development Act 2000 (as amended).

The alternatives available for the Plan are limited by the provisions of higher-level planning objectives, including those of the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region, the County Development Plan and various Ministerial Guidelines. These higher tier policy documents and guidelines set out various requirements for the content of the Local Area Plan.

### 6.3 Description of Alternatives Considered

#### 6.3.1 Local Area Plan Boundary Alternatives

Alternatives under this heading relate to consideration of the appropriate boundary to be brought forward for the Draft Local Area Plan. An indicative boundary for the Old Connaught Local Area Plan is set out in the County Development Plan 2022-2028. As part of work undertaken in preparation of the Draft LAP, an alternative to this boundary emerged that would include lands to the north of the Plan area. Alternatives considered relating to the Plan boundary comprise:

- **Local Area Plan Boundary - Alternative 1:** The first LAP boundary alternative is the implementation of the indicative boundary for the Old Connaught Local Area Plan as set out in the County Development Plan 2022-2028.
- **Local Area Plan Boundary - Alternative 2:** The second alternative comprises a revised boundary for the Local Area Plan which extends the indicative boundary to the north.

### 6.3.2 Ecosystem Services Approach Alternatives

The importance of fulfilling natural capital<sup>69</sup> and ecosystem<sup>70</sup> service obligations has increasingly emerged in recent years. An Ecosystems Services Approach would provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. An Ecosystems Services Approach would include the integration of ecological considerations at a local level across the Plan area.

- **Ecosystem Services Approach - Alternative 1:** A Plan that follows an Ecosystems Services Approach to a greater degree.
- **Ecosystem Services Approach - Alternative 2:** A Plan that that does not follow, or follows to a lesser degree, an Ecosystems Services Approach.

### 6.3.3 Sustainable Urban Village – Services and Facilities - Alternatives

The sustainable urban village concept is based on the premise that people should be able to access most of their living requirements within easy reach, preferably within walking distance of their homes. It involves the provision of primary schools, childcare, local shops and community and recreational facilities in conjunction with housing.

- **Sustainable Urban Village – Services and Facilities - Alternative 1:** Plan the build out of Old Connaught based on the concept of the sustainable urban village. Plan for a range of facilities and services to support so that people are able to access most of their day-to-day living requirements within the area including schools, childcare, local shops, community facilities, amenity and recreational facilities, whilst still acknowledging that not all services and facilities can be catered and would require travel to higher order centres.
- **Sustainable Urban Village - Services and Facilities – Alternative 2:** Plan for a minimal range of services and facilities in the local area and rely on people having to travel outside of the area to avail of day-to-day living requirements including schools, childcare, local shops, community facilities, amenity and recreational facilities.

### 6.3.4 Approach to Site Development Frameworks Alternatives

The land use zoning objectives for the Plan area are set out in the County Development Plan 2022-2028. The LAP lands extend in total to circa. 219 hectares comprising 68 hectares of land zoned Objective 'A1', *"To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans"*; 134 hectares of land zoned Objective 'GB', *"To protect and enhance the open nature of lands between urban areas"*; 12 hectares of land zoned Objective 'F', *"To preserve and provide for open space with ancillary active recreational amenities"* and 0.44 hectares of land zoned Objective 'SNI', *"To protect, improve and encourage the provision of sustainable neighbourhood infrastructure"*. In addition, lands to the north and south of Allies River Road are identified in the CDP as a 'Strategic Land Reserve'. The Strategic Land Reserve lands are zoned Objective 'GB' and not currently zoned for residential development.

The alternatives under this heading relate to the incorporation of Site Development Frameworks that would provide guidance for future planning applications across the LAP area.

- **Approach to Site Development Frameworks - Alternative 1:** Do not include Site Development Frameworks that would provide location specific guidance for future planning

<sup>69</sup> Renewable and non-renewable resources (e.g. plants, animals, air, water, soils, minerals).

<sup>70</sup> Ecosystems are multifunctional communities of living organisms interacting with each other and their environment. Ecosystems provide a series of services for human well-being (ecosystem services) either directly or indirectly contributing towards human wellbeing.



applications across the LAP lands. Development would be market-led and would seek to comply with relevant planning provisions in the absence of additional guidance.

- **Approach to Site Development Frameworks - Alternative 2:** Include Site Development Frameworks that would provide location specific guidance for future planning applications across the LAP area, that would be specific enough to secure certain objectives (land use / density / active travel etc.) while flexible enough to allow for a range of acceptable design solutions (detailed design / materials / form).
- **Approach to Site Development Frameworks - Alternative 3:** Include Site Development Frameworks that would outline overly prescriptive criteria which would not allow for flexibility in final design for future planning applications across entirety of LAP lands.

### 6.3.5 Residential Density - Alternatives

Density is defined as the intensity of development on any given area of land. It can have a significant influence on the quality of a development and successful placemaking. Alternatives identified in relation to residential density include:

- **Residential Density - Alternative 1:** Application of a market-led approach where residential density is assessed at planning application stage having regard to relevant planning provisions in the absence of additional area-specific guidance.
- **Residential Density - Alternative 2:** Application of a single standard density across the whole Plan area to calculate the potential residential yield relating to land zoned for residential purposes for the Core Strategy.
- **Residential Density - Alternative 3:** Application of a coherent plan-led approach to the assessment of residential density and identify different densities at different locations throughout the LAP area, as appropriate, having regard to the environmental considerations of the Plan area (e.g. cultural heritage / topography), the planned development of the area (proximity to planned public transport and services), policy provision of the County Development Plan and the Compact Settlement Guidelines.

### 6.3.6 Built Heritage - Alternatives

Old Connaught is rich in heritage that contributes positively to the identity and unique sense of place in the area. Heritage includes both built heritage and archaeological heritage. The conservation and preservation of this heritage is important for the County in terms of protecting the existing heritage and ensuring that new development respects the historic grain of the built environment and archaeology that currently exists. These alternatives consider the degree to which built heritage and conservation are provided for at a local level in Old Connaught.

- **Built Heritage - Alternative 1:** A Plan that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage.
- **Built Heritage - Alternative 2:** A Plan that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage, relying solely on existing provisions, including those set out in the County Development Plan.

### 6.3.7 Area Based Transport Assessment Alternatives

In line with national and regional policy, and the Strategic County Objectives of the County Development Plan, the creation of a compact and connected Old Connaught could be achieved by the consolidation of development into the appropriate areas that can enable such development to be well served by sustainable modes of travel.

Area Based Transport Assessment (ABTA) is one of a number of complementary assessment processes, used in the preparation of local area plans, planning schemes and Masterplans. The intended effect of ABTA is to ensure that the assessment of transport demand and its associated impact plays a central role in informing the development proposals. This should include consideration of the overall scale of the development as well as the mix of land uses, location, density, phasing and design / delivery of supporting transport infrastructure and services (across all modes of transport). Essentially, its function is to place the integration of land use and transport planning at the centre of the Plan preparation process.

- **Area Based Transport Assessment - Alternative 1:** Inform the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes.
- **Area Based Transport Assessment - Alternative 2:** Do not inform the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, relying solely on existing provisions, including those included as part of the County Development Plan. The Development Plan policy objectives are also focused on the ASI - Avoid Improve and Shift approach, but specific interventions such as those proposed in the LAP are not set out.

### 6.3.8 Infrastructure Capacity Assessment Study Alternatives

The lands at Old Connaught are identified as tier 2 zoned lands – lands that are not considered sufficiently serviced to support new development. An Infrastructure Capacity Assessment Study (ICAS) identifies the strategic enabling infrastructure to facilitate the plan-led development of Old Connaught. The range of strategic enabling infrastructure elements considered in the ICAS include transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

- **Infrastructure Capacity Assessment Study - Alternative 1:** Inform the Plan with an Infrastructure Capacity Assessment Study, which identifies the proposed high-level strategic enabling infrastructure required to facilitate plan-led development of Old Connaught and includes a phasing programme so that key elements of strategic infrastructure are delivered in tandem with development.
- **Infrastructure Capacity Assessment Study - Alternative 2:** Do not inform the Plan with an Infrastructure Capacity Assessment Study and rely solely on existing provisions, including those included as part of the County Development Plan, assessing strategic enabling infrastructure requirements at the planning application stage.

### 6.3.9 ICAS/ABTA Transport Package Alternatives<sup>71</sup>

The Infrastructure Capacity Assessment Study's (ICAS's) Area Based Transport Assessment (ABTA) methodology involved an initial options development process, for which transport options were developed. These 'Long List' transport options and high-level land use scenarios were screened to form a short list of options which were packaged into scenarios that seek to address the transportation requirements of the LAP areas. These transportation packages were then assessed using a Multi-Criteria Assessment process to establish the merits and drawbacks of each scenario and to identify a preferred transport strategy.

The transport packages are elaborated upon further in the ICAS/ABTA documentation and are summarised as follows:

- **Transport Package 1:** This option focuses on the provision of new connections to surrounding areas for different modes. Three additional active travel only connections are proposed, one north of the M11 junction 6 (OW3) connecting Old Connaught to Woodbrook and the proposed DART station, one to the south of Old Connaught Avenue (OB3) and one to the south-east of the LAP area, connecting to Fassaroe (OF1).
- **Transport Package 2:** This package removes the proposed new north-south road along the eastern edge of the LAP area, instead relying on the upgrading of Ferndale Road and Old Connaught Avenue. This package maintains the proposed public transport/active travel priority zone in the centre of Old Connaught Village, along with the proposed active travel bridges across the M11 and proposed busway to Fassaroe.
- **Transport Package 3:** This package proposes the elimination of through traffic along Old Connaught Avenue, likely in the form of bus gates positioned adjacent to the junction of Ferndale Road and Thornhill Road, as well as along the M11 bridge. This would create a public transport and active travel priority route along the length of Old Connaught Avenue. Vehicular traffic would instead be shifted to the periphery of Old Connaught, through a new link created to the north of M11 Junction 5.
- **Transport Package 4:** As with Package 3, this package proposes the elimination of through-traffic along Old Connaught Avenue, likely in the form of a bus gate along the M11 bridge. In this package, no new road connection would be constructed, and vehicular traffic would be diverted either to Crinken Lane in the north, or south to Fassaroe, where the previously proposed busway would instead also take general vehicular traffic.
- **Transport Package 5:** This package proposes to utilise Old Connaught Avenue as the primary circulation route for general traffic, as opposed to the use of circulation routes around the periphery of Old Connaught Village. This would require upgrading of Old Connaught Avenue along its length, along with the provision of a new active travel bridge alongside the existing bridge over the M11.

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<sup>71</sup> Informed by the information from the Infrastructure Capacity Assessment Study for Old Connaught and Rathmichael Reports (Dún Laoghaire-Rathdown County Council, 2024)



## Section 7 Evaluation of Alternatives

### 7.1 Introduction

This section provides a comparative evaluation of the likely significant environmental effects of implementing available alternatives that are described in Section 6. This determination sought to understand whether each alternative was likely to improve conflict with or have a neutral interaction with the receiving environment.

The Proposed Material Alterations do not significantly affect the strategic alternatives for the Draft Plan that are assessed below.

### 7.2 Methodology

The relevant aspects of the current state of the environment (see Section 4) and the Strategic Environmental Objectives (see Section 5 and Table 7.1) are used in the assessment of alternatives.

The alternatives are evaluated using compatibility criteria (see Table 7.2 below) in order to determine how they would be likely to affect the status of the existing environment and the SEOs. The SEOs and the alternatives are arrayed against each other in order to demonstrate which interactions would cause effects on specific components of the environment. Where the appraisal identifies an interaction with the status of an SEO the relevant SEO code is entered into the relevant column.

The interactions identified are reflective of likely significant environmental effects:

- Interactions that would be *likely to improve the status* of a particular SEO would be likely to contribute towards a significant positive effect on the environmental component to which the SEO relates, including in-combination with the existing statutory planning/decision-making and consent-granting framework.
- Interactions that would *potentially conflict with the status of an SEO and would be likely to be mitigated* would be likely to result in potential significant negative effects; however, these effects could be mitigated by integrating measures into the Plan.
- Interactions that would probably *conflict with the status of an SEO and would be unlikely to be fully mitigated* would be likely to result in a significant residual negative effect on the environmental component to which the SEO relates.

Effects considered include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

The degree of significance of effects occurring cannot be fully determined at this level of decision making due to the lack of exact detail available with regard to the type or scale of development that will be permitted under the Plan. However, a strategic assessment can be undertaken.

**Table 7.1 Strategic Environmental Objectives<sup>72</sup>**

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Biodiversity, Flora and Fauna	BFF	No net contribution to biodiversity losses or deterioration	<ul style="list-style-type: none"> <li>• To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species</li> <li>• Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function</li> <li>• Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species</li> <li>• Enhance biodiversity in line with the National Biodiversity Strategy and its targets</li> <li>• To protect, maintain and conserve natural capital</li> </ul>

<sup>72</sup> See also Section 5.

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Population and Human Health</b>	<b>PHH</b>	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	<ul style="list-style-type: none"> <li>Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management</li> <li>Ensure that existing population and planned growth is matched with the required public infrastructure and the required services</li> <li>Safeguard citizens from environment-related pressures and risks to health and well-being</li> </ul>
<b>Soil (and Land)</b>	<b>S</b>	Ensure the long-term sustainable management of land	<ul style="list-style-type: none"> <li>Protect soils against pollution, and prevent degradation of the soil resource</li> <li>Promote the sustainable use of infill and brownfield sites over the use of greenfield</li> <li>Safeguard areas of prime agricultural land and designated geological sites</li> </ul>
<b>Water</b>	<b>W</b>	Protection, improvement and sustainable management of the water resource	<ul style="list-style-type: none"> <li>Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive</li> <li>Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments</li> <li>Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion</li> <li>Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals</li> </ul>
<b>Material Assets</b>	<b>MA</b>	Sustainable and efficient use of natural resources	<ul style="list-style-type: none"> <li>Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure</li> <li>Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels</li> <li>Promote the circular economy, reduce waste, and increase energy efficiencies</li> <li>Ensure there is adequate sewerage and drainage infrastructure in place to support new development</li> <li>Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes</li> <li>Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart-buildings, cities and grids</li> </ul>
<b>Air</b>	<b>A</b>	Support clean air policies that reduce the impact of air pollution on the environment and public health	<ul style="list-style-type: none"> <li>To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture</li> <li>Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency</li> <li>Promote continuing improvement in air quality</li> <li>Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution</li> <li>Meet Air Quality Directive standards for the protection of human health – Air Quality Directive</li> <li>Significantly decrease noise pollution and move closer to WHO recommended levels</li> </ul>

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Climatic Factors</b> <sup>73</sup>	<b>C</b>	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	<ul style="list-style-type: none"> <li>To minimise emissions of greenhouse gasses</li> <li>Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure)</li> <li>Contribute towards the reduction of greenhouse gas emissions in line with national targets</li> <li>Promote development resilient to the effects of climate change</li> <li>Promote the use of renewable energy, energy efficient development and increased use of public transport</li> </ul>
<b>Cultural Heritage</b>	<b>CH</b>	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
<b>Landscape</b>	<b>L</b>	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention

**Table 7.2 Criteria for appraising the effect of the Alternatives on SEOs**

Likely to <b>Improve</b> status of SEOs  <b>+</b>	Potential <b>Conflict</b> with status of SEOs - likely to be mitigated  <b>-</b>	Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated  <b>-</b>	<b>No</b> <b>Likely</b> interaction with status of SEOs  <b>0</b>
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In addition to the assessment of alternatives using the criteria above, ICAS/ABTA Transport Package Alternatives (refer to Section 6.3.9) were assessed using a Multi-Criteria Assessment process to establish the merits and drawbacks of each scenario and to identify a preferred transport strategy.

The Transport Package Alternatives were ranked against Key Performance Indicators on a five-point coloured scale. Table 7.3<sup>74</sup> describes the KPI criteria used, along with the rationale for each scoring colour for each criterion. Transport criteria primarily align with SEOs MA (also interactions with SEOs, A, C and PHH) while environmental criteria align with SEOs as follow:

- Protection and enhancement of biodiversity - SEO BFF (also interactions with SEOs S, L and W);
- Protection of water quality and water resources (e.g. aquifers, groundwater, streams and rivers) - SEOs W (also interactions with SEOs S and BFF);
- Improvement of air quality and reduction in noise pollution - SEO A (also interactions with SEO PHH);
- Reduction in Emissions - SEO C; and
- Protection and enhancement of archaeology and cultural heritage - SEO CH (also interactions with SEO L).

<sup>73</sup> Please also refer to relevant legislation and requirements under Section 4.10, Section 8 and Appendix I. Targets under the national Climate Action Plan are reviewed and updated periodically.

<sup>74</sup> from the Infrastructure Capacity Assessment Study for Old Connaught and Rathmichael Reports (Dún Laoghaire-Rathdown County Council, 2024)



SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025  
**Table 7.3 KPI Criteria and Scoring Rationale for ICAS/ABTA Transport Package Alternatives**

		Scoring Colour				
	Criteria					
Transport	Availability of an attractive and safe pedestrian network linked to internal and external opportunities	No services within 10-minute walking distance	Few services within 10-minute walking distance	Some services within 10-minute walking distance	Many services within 10-minute walking distance	All necessary services within 10-minute walking distance
	Availability of a safe cycle route network linked to internal and external opportunities	No services within 10-minute cycling distance	Few services within 10-minute cycling distance	Some services within 10-minute cycling distance	Many services within 10-minute cycling distance	All necessary services within 10-minute cycling distance
	High level of permeability and reduction of walking and cycling distance and time	Cycling and walking catchments very restricted	Cycling and walking catchments restricted	Cycling and walking catchments somewhat restricted	Cycling and walking catchments less restricted	Cycling and walking catchments unrestricted
	LAP areas linked to adjacent centres and key transport interchanges through Public Transport	LAP areas not connected to any adjacent centres/key public transport interchanges	LAP areas each connected to only one adjacent centres/key public transport interchanges	LAP areas each connected to 2 adjacent centres/key public transport interchanges	LAP areas each connected to 3 adjacent centres/key public transport interchanges	LAP areas directly connected to all adjacent centres/key public transport interchanges
	Public transport stops within 10-minute walking distance	<50% of residential area within 10-minute walking distance of a public transport stop	50-60% of residential area within 10-minute walking distance of a public transport stop	60-70% of residential area within 10-minute walking distance of a public transport stop	70-80% of residential area within 10-minute walking distance of a public transport stop	>80% of residential area within 10-minute walking distance of a public transport stop
	Mode split which favours sustainable modes over car usage when compared to the existing situation	Expected increase in car mode share	No expected change in car mode share	Minor expected decrease in car mode shift (<10%)	Moderate expected decrease in car mode shift (10-30%)	Major expected decrease in car mode shift (>30%)
	Proposed road network accommodates expected demand for sustainable transport modes	Demand greatly outweighs capacity	Demand somewhat outweighs capacity	Demand and Capacity are equal	Capacity somewhat outweighs demand	Capacity greatly outweighs demand
Environmental	Protection and enhancement of biodiversity	Significant negative impact on biodiversity expected	Slight-moderate negative impact on biodiversity expected	No impact on biodiversity expected	Slight-Moderate positive impact on biodiversity expected	Significant positive impact on biodiversity expected
	Protection of water quality and water resources (e.g. aquifers, groundwater, streams and rivers)	Significant negative impact on water quality/water resources expected	Slight-moderate negative impact on water quality/water resources expected	No impact on water quality/water resources expected	Slight-Moderate positive impact on water quality/water resources expected	Significant positive impact on water quality/water resources expected
	Improvement of air quality and reduction in noise pollution	Significant negative air/noise impact expected	Slight-moderate air/noise impact expected	No significant air/noise impact expected	Slight-Moderate positive impact on air/noise environment	Significant positive impact on air/noise environment
	Reduction in Emissions	Significant increase in emissions expected	Slight-moderate increase in emissions expected	No significant emissions impact expected	Slight-Moderate decrease in emissions expected	Significant decrease in emissions expected
	Protection and enhancement of archaeology and cultural heritage	Significant negative impact on archaeology, architectural or cultural heritage expected	Slight-moderate negative impact on archaeology, architectural heritage or cultural heritage expected	No impact on archaeology, architectural or cultural heritage expected	Slight-Moderate positive impact on archaeology, architectural or cultural heritage expected	Significant positive impact on archaeology, architectural or cultural heritage expected

## 7.3 Detailed Assessment of Alternatives

### 7.3.1 Effects Common to all Alternatives

Each of the alternatives would be part of a wider Plan envisaging – in compliance with the robust policy framework in place at national, regional and local level – sustainable development and compact growth in Dún Laoghaire-Rathdown generally. As such, common environmental effects (as detailed on Table 7.2) would be present under Plans adopting each of the different alternatives, albeit often to varying degrees.

**Table 7.4 Effects common to Plans adopting each of the different alternatives**

Environmental Component	Significant Positive Environmental Effects, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated
<b>Biodiversity and Flora and Fauna</b>	<ul style="list-style-type: none"> <li>Contribution towards protection of ecology (including designated sites, ecological connectivity and habitats) by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> </ul>	<p>Arising from both construction and operation of development and associated infrastructure:</p> <ul style="list-style-type: none"> <li>Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;</li> <li>Habitat loss, fragmentation and deterioration, including patch size and edge effects; and</li> <li>Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds (e.g. wetland birds, swifts) and bats.</li> </ul>
<b>Population and Human Health</b>	<ul style="list-style-type: none"> <li>Alignment with a range of employment locations thereby minimising the divergence between the places people live and work.</li> <li>Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> <li>Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects arising from flood events.</li> <li>Potential interactions if effects arising from environmental vectors.</li> </ul>
<b>Soil</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of soils (including those used for agriculture) and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands.</li> <li>Potential for riverbank erosion.</li> </ul>

Environmental Component	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated
<b>Water</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.</li> <li>Increase in flood risk and associated effects associated with flood events.</li> </ul>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> <li>Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.</li> </ul>	<ul style="list-style-type: none"> <li>Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Increases in waste levels.</li> <li>Potential impacts upon public assets and infrastructure.</li> <li>Interactions between agricultural waste and soil, water, biodiversity and human health – including as a result of emissions of ammonia from agricultural activities (e.g. manure handling, storage and spreading) and the production of secondary inorganic particulate matter.</li> </ul>
<b>Air and Climatic Factors</b>	<ul style="list-style-type: none"> <li>Contribution towards climate mitigation and adaptation and reduction of overall emissions to air by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.</li> <li>Potential conflicts between transport emissions, including those from cars, and air quality.</li> <li>Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors.</li> <li>Potential conflicts with climate adaptation measures including those relating to flood risk management.</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.</li> </ul>	<ul style="list-style-type: none"> <li>Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.</li> </ul>

### 7.3.2 Assessment of Local Area Plan Boundary Alternatives

Under **Local Area Plan Boundary - Alternative 1** (implementation of the indicative boundary for the Old Connaught Local Area Plan as set out in the County Development Plan 2022-2028) would not extend the indicative LAP boundary to the north to link with the southern part of Rathmichael at Crinken Lane. This would mean less integration of proposed Infrastructure Capacity Assessment Study's (ICAS's) Area Based Transport Assessment (ABTA) transport infrastructure into the south of the Rathmichael area. As a result, certain strategic transport infrastructure would not be incorporated into the Local Area Plan. Implementation of the indicative boundary for the Local Area Plan set out in the County Development Plan would provide less planning clarity and coherence for the delivery of potential long term transport infrastructure to support the planned growth of both Old Connaught and Rathmichael. This alternative would not benefit the integration of transport and land use planning to the same degree as "Local Area Plan Boundary - Alternative 2", with realisation of the sustainable



urban village vision for Old Connaught, and associated benefits with respect to sustainable mobility, compact development, emissions and energy use, less likely to be achieved.

Under **Local Area Plan Boundary - Alternative 2** (a revised boundary for the Local Area Plan which extends the indicative boundary to the north) would link with the southern part of Rathmichael at Crinken Lane. This would better provide for the integration of proposed Infrastructure Capacity Assessment Study's (ICAS's) Area Based Transport Assessment (ABTA) transport infrastructure into the south of the Rathmichael area. As a result, certain strategic transport infrastructure could be incorporated under a single Local Area Plan. An extended Local Area Plan boundary would ensure greater planning clarity for the delivery of potential long term transport infrastructure to support the planned growth of both Old Connaught and Rathmichael. This alternative would benefit the integration of transport and land use planning to a greater degree than would be the case under "Local Area Plan Boundary - Alternative 2", with realisation of the sustainable urban village vision for Old Connaught, and associated benefits with respect to sustainable mobility, compact development, emissions and energy use, more likely to be achieved.

Local Area Plan Boundary Alternatives are assessed against Strategic Environmental Objectives on Table 7.5.

#### Selected Local Area Plan Boundary for the Plan: Alternative 2

**Table 7.5 Assessment of Local Area Plan Boundary Alternatives against SEOs**

Alternative (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	No Likely interaction with status of SEOs
	+			-			-	0
	to a Greater degree	to a Moderate degree	to a Lesser degree	to a Lesser degree	to a Moderate degree	to a Greater degree		
Local Area Plan Boundary Alternative 1			PHH A C MA BFF S W CH L			PHH A C MA BFF S W CH L		
<b>Local Area Plan Boundary Alternative 2</b>	<b>PHH A C MA BFF S W CH L</b>			PHH A C MA BFF S W CH L				

### 7.3.3 Assessment of Ecosystem Services Approach Alternatives

**Ecosystem Services Approach - Alternative 1** would integrate a strategy throughout the Plan for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. Principles that would be integrated throughout the Plan, in a coordinated and comprehensive manner, would include:

- Consideration of natural systems - by using knowledge of interactions in nature and how ecosystems function;
- Taking into account of the services that ecosystems provide - including those that underpin social and economic well-being, such as flood and climate regulation or recreation, culture and quality of life; and
- Involving people - those who benefit from the ecosystem services and those managing them need to be involved in decisions that affect them.

This would mean that there would be:

- An increased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues, such as the management of air quality, noise pollution, light pollution, pollination, flood risk, water bodies and river basins and natural resources supporting energy production and recreation; and
- A decreased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

**Ecosystem Services Approach Alternative 2** would not integrate a strategy throughout the Plan for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

An amount of natural capital and ecosystem service issues would be integrated into individual Plan policies and objectives and into decision making at lower tiers of development management. However, this approach would be less coordinated and comprehensive than would be the case under an Alternative 1.

This would mean that there would be:

- A decreased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues; and
- An increased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

Ecosystem Services Approach Alternatives are assessed against Strategic Environmental Objectives on Table 7.6.

#### Selected Ecosystem Services Approach Alternative for the Plan: Alternative 1

**Table 7.6 Assessment of Ecosystem Services Approach Alternatives against SEOs**

Alternative  (selected alternative indicated in <b>bold</b> )	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree	-	0
<b>Ecosystem Services Approach - Alternative 1</b>	<b>BFF PHH S W MA A C CH L</b>			BFF PHH S W MA A C CH L				
Ecosystem Services Approach - Alternative 2			BFF PHH S W MA A C CH L			BFF PHH S W MA A C CH L		

### **7.3.4 Assessment of Sustainable Urban Village – Services and Facilities Alternatives**

**Sustainable Urban Village – Services and Facilities - Alternative 1** would plan the build out of Old Connaught based on the concept of the sustainable urban village. A range of facilities and services would be planned for, in conjunction with housing, so that people are able to access most of their day-to-day living requirements within the area including schools, childcare, local shops, community facilities, amenity and recreational facilities, whilst still acknowledging that not all services and facilities can be catered for and would require travel to higher order centres. People would be able to access most of their living requirements within easy reach, within walking distance of their homes.

Alternative 1 would contribute to the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with reduced car dependency and an increase in active travel, with associated positive benefits for the health and wellbeing of local communities. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water as a result of developing services and facilities would need to be adequately mitigated at project level – at locations within the Plan area.

**Sustainable Urban Village - Services and Facilities – Alternative 2** would plan for a minimal range of services and facilities in the local area, in conjunction with housing, and rely on people having to travel outside of the area to avail of day-to-day living requirements including schools, childcare, local shops, community facilities, amenity and recreational facilities. Capacity would need to be found in existing or new facilities outside of Old Connaught.

Alternative 2 would hinder the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with increased car dependency and stymied active travel and associated positive benefits for the health and wellbeing of local communities. This approach would reduce the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water as a result of developing services and facilities would need to be adequately mitigated at project level – in areas outside of the Plan area.

Sustainable Urban Village – Services and Facilities Alternatives are assessed against Strategic Environmental Objectives on Table 7.7.

Selected Sustainable Urban Village – Services and Facilities Alternative for the Plan: Alternative 1



**Table 7.7 Assessment of Sustainable Urban Village Services and Facilities Alternatives against SEOs**

Alternative  (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
	+			-			-	0
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree		
<b>Sustainable Urban Village – Services and Facilities - Alternative 1</b>	<b>PHH A C MA BFF S W CH L</b>			<b>PHH A C MA BFF S W CH L</b>				
Sustainable Urban Village – Services and Facilities - Alternative 2			<b>PHH A MA C BFF S W CH L</b>			<b>PHH A C MA BFF S W CH L</b>		

### 7.3.5 Assessment of Approach to Site Development Frameworks Alternatives

A Local Area Plan for Old Connaught, would help to facilitate development in an area that has capacity for development and can be better serviced and better connected than other lands elsewhere in the County and beyond, thereby contributing towards environmental protection and sustainable development, including climate mitigation and adaptation. Compact development would be accompanied by placemaking initiatives to enable Old Connaught to become a more desirable place to live – so it can sustainably accommodate new residents and maintain and improve services to existing and future communities.

Not including Site Development Frameworks that would provide location specific guidance for future planning applications at Key Development Sites (**Approach to Site Development Frameworks - Alternative 1**) would reduce the likelihood of sustainable development. Development would be market-led and would seek to comply with relevant planning provisions in the absence of additional guidance. The sustainable development of the Plan area would be less likely than under Alternative 2.

By including Site Development Frameworks that would provide location specific guidance for future planning applications across the LAP area, that would be specific enough to secure certain objectives (land use / density / active travel etc.) while flexible enough to allow for a range of acceptable design solutions (detailed design / materials / form), **Approach to Site Development Frameworks - Alternative 2** would increase the likelihood of sustainable development.

Including Site Development Frameworks that would outline overly prescriptive criteria which would not allow for flexibility in final design for future planning applications across entirety of LAP lands (**Approach to Site Development Frameworks - Alternative 3**) would increase the potential to hinder compliance with rigid criteria in the longer term, in a context of evolving market needs and planning requirements.

The Approach to Site Development Frameworks Alternatives are assessed against Strategic Environmental Objectives on Table 7.8.

Selected Approach to Site Development Frameworks Alternative for the Plan: Alternative 2

**Table 7.8 Assessment of Approach to Site Development Frameworks Alternatives against SEOs**

Alternative  (selected alternative indicated in <b>bold</b> )	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
	+			-			-	0
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree		
Approach to Site Development Frameworks - Alternative 1			PHH A MA C BFF S W CH L			PHH A C MA BFF S W CH L		
<b>Approach to Site Development Frameworks - Alternative 2</b>	PHH A C MA BFF S W CH L			PHH A C MA BFF S W CH L				
Approach to Site Development Frameworks - Alternative 3			PHH A MA C BFF S W CH L			PHH A C MA BFF S W CH L		

### 7.3.6 Assessment of Residential Density Alternatives

**Residential Density - Alternative 1** would involve the application of a market-led approach where residential density is assessed at planning application stage having regard to relevant planning provisions in the absence of additional area-specific guidance. Individual proposals for development would be assessed against the existing provisions from the County Development Plan, including the taking into account of environmental considerations of the Plan area (e.g. cultural heritage / topography), the planned development of the area (proximity to planned public transport and services) and the Compact Settlement Guidelines. There would be reduced coherence in comparison to Alternative 3, for example, and an absence of village specific density guidance and requirements for Old Connaught. High quality development and successful placemaking would be more dependent on the market and more challenging to achieve.

The Application of a single standard density across the whole Plan area in order to calculate the potential residential yield relating to land zoned for residential purposes for the Core Strategy (**Residential Density - Alternative 2**) could lead to the potential over or undersupply of land for primarily residential purposes. The application of a singular low net residential density could fundamentally undermine the efficient use of land, compact growth and the transition towards a low carbon and more climate resilient society. This would have the potential to push new development towards more environmentally sensitive lands outside of the Plan area that are less well-served and less well-connected, resulting in unnecessary potentially significant adverse effects on all environmental components. The application of a singular high net residential density could result in a potential mis-alignment between the supply of zoned land to meet the projected demand for new housing. This could result in a misalignment between new development and essential services provision with associated potential for adverse effects on environmental components. Residential development occurring would likely to be of a lower quality and successful placemaking would be more challenging to achieve.

**Residential Density - Density Alternative 3** would provide for the application of a coherent planned approach to the assessment of residential density and identification of different densities at

different locations throughout the LAP area, as appropriate, having regard to the environmental considerations of the Plan area (e.g. cultural heritage / topography), the planned development of the area (proximity to planned public transport and services), policy provision of the County Development Plan and the Compact Settlement Guidelines. This alternative would contribute towards environmental protection and management to the greatest degree, with a higher quality of development and successful placemaking more likely to be achieved. Higher densities would be provided where sustainable transport mode opportunities are planned and lower densities would be provided where constraints are presented by, for example, cultural heritage designations or topography. This approach would contribute towards the efficient use of land, compact growth and the transition towards a low carbon and more climate resilient society. Alternative 3 would help to ensure compact, sustainable development within and adjacent to the existing built-up footprint and would conflict with the protection and management of environmental components the least. Alignment between new development and essential services provision would be most likely under Alternative 3.

Residential Density Alternatives are assessed against Strategic Environmental Objectives on Table 7.9.

Selected Residential Density Alternative for the Plan: Alternative 3

**Table 7.9 Assessment of Residential Density Alternatives against SEOs**

Alternative (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree	-	0
Residential Density - Alternative 1		<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>			
Residential Density - Alternative 2			<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>		
<b>Residential Density - Alternative 3</b>	<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>				

### 7.3.7 Assessment of Built Heritage Alternatives

A Plan that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage (**Built Heritage Alternative 1**) would further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By integrating heritage considerations into the Plan, Alternative 1 would be most likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

A Plan that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage, relying solely on existing provisions, including those included as part of the County Development Plan (**Built Heritage Alternative 2**) would not further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By not integrating built and archaeological heritage considerations



into the Plan, Alternative 2 would be least likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

Built Heritage Alternatives are assessed against Strategic Environmental Objectives on Table 7.10.

Selected Built Heritage Alternative for the Plan: Alternative 1

**Table 7.10 Assessment of Built Heritage Alternatives against SEOs**

Alternative (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
	+			-			-	0
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree		
<b>Built Heritage - Alternative 1</b>	<b>MA CH L</b>	<b>BFF PHH S W A C</b>		<b>MA CH L</b>	<b>BFF PHH S W A C</b>			
Built Heritage - Alternative 2		<b>BFF PHH S W A C</b>	<b>MA CH L</b>		<b>BFF PHH S W A C</b>	<b>MA CH L</b>		

### 7.3.8 Assessment of Area Based Transport Assessment Alternatives

Informing the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes (Area Based Transport Assessment 1), would provide a more coordinated and more orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, more likely. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water would need to be adequately mitigated at project level.

Area Based Transport Assessment Alternative 1 would:

- Support greater alignment between and integration of land use planning and transport planning;
- Ensure the assessment of transport demand and its associated impact informs the scale of development proposals, including location, density, required transport infrastructure etc.;
- Facilitate a greater shift towards a more sustainable, healthy, and low carbon-built environment;
- Prioritise of active travel measures and considerations in the formulation of development proposals, including the consideration of suitable land for development;
- Promote and encourage a modal shift from the private car to walking and cycling, particularly for short to medium distance trips;
- Prioritise walking, cycling and public transport accessibility;
- Result in improvements in the built environment for the safety and security of those walking and cycling; and
- Potentially reduce traffic congestion at peak traffic times, improving road network reliability.

Alternative 1 would be more likely to result in more connected and accessible built environments, with associated positive benefits for the health and wellbeing of local communities. Alternative 1 would

contribute to the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with reduced car dependency and an increase in sustainable travel such as walking and cycling.

Not informing the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes (Area Based Transport Assessment Alternative 2), would provide a less coordinated and less orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, less likely. This approach would be less likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts arising from more coherently planned transport developments on environmental components, including ecology and water, could be mitigated at both Plan and project level.

Area Based Transport Assessment Alternative 2 would:

- Increase the potential for land use planning and developments aspects of the Plan to be considered in isolation of transport planning considerations;
- Mean that the assessment of existing traffic, transport, and movement conditions within the Plan area would not be taken into account in the formulation of policies and objectives;
- Undermine ability to plan for efficient movement of people and services within the Plan area;
- Limit the ability and scope to plan for required transport interventions in the Plan area;
- Not inform site specific transport assessment for development proposals with a Local Transport Plan; and
- Reduce support for modal shift from private car travel to active travel, including walking and cycling.

There would be greater potential for the existing pattern of car dependency to continue and increase under Alternative 2. Alternative 2 would undermine policies and objectives supporting climate action and the transition to a more low-carbon urban environment. There would be potential for negative impacts on the health and wellbeing of local communities due to absence of measures for targeted active travel infrastructure.

Area Based Transport Assessment Alternatives are assessed against Strategic Environmental Objectives on Table 7.11.

Selected Area Based Transport Assessment Alternative for the Plan: Alternative 1

**Table 7.11 Assessment of Area Based Transport Assessment Alternatives against SEOs**

Alternative  (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
	+			-			-	0
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree		
<b>Area Based Transport Assessment - Alternative 1</b>	<b>PHH A C MA BFF S W CH L</b>			<b>PHH A C MA BFF S W CH L</b>				
Area Based Transport Assessment - Alternative 2			<b>PHH A C MA BFF S W CH L</b>			<b>PHH A C MA BFF S W CH L</b>		

### 7.3.9 Assessment of Infrastructure Capacity Assessment Study Alternatives

**Infrastructure Capacity Assessment Study - Alternative 1** would inform the Plan with an Infrastructure Capacity Assessment Study, which identifies the proposed high-level strategic enabling infrastructure required to facilitate plan-led development of Old Connaught. A phasing programme would be included so that key elements of strategic infrastructure are delivered in tandem with development.

This alternative would benefit the efficient provision of infrastructure (including transport, green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure and utilities) and the protection and management of the environment (including water, human health, ecology and air/climate) the most and would provide the highest levels of certainty and coherence to both decision makers and stakeholders, including residents and potential developers. Applications for developments would be more likely to be successful, and residual adverse effects would be least likely. This approach would also contribute towards compliance with the objectives of the National Planning Framework, the RSES and the County Development Plan.

**Infrastructure Capacity Assessment Study - Alternative 2** would not inform the Plan with an Infrastructure Capacity Assessment Study and would rely solely on existing provisions, including those included as part of the County Development Plan, assessing strategic enabling infrastructure requirements at the planning application stage.

This alternative would benefit the efficient provision of infrastructure (including transport, green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure and utilities) and the protection and management of the environment (including water, human health, ecology and air/climate) the least and would provide reduced levels of certainty and coherence to both decision makers and stakeholders, including residents and potential developers. Applications for developments would be less likely to be successful, and residual adverse effects would be more likely. This approach would hinder the achievement of policies and objectives contained in the National Planning Framework, the RSES and the County Development Plan.

Infrastructure Capacity Assessment Study Alternatives are assessed against Strategic Environmental Objectives on Table 7.12.

Selected Infrastructure Capacity Assessment Study Alternative for the Plan: Alternative 1

**Table 7.12 Assessment of Strategic Infrastructure Alternatives against SEOs**

Alternative  (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs  <b>+</b>			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated  <b>-</b>			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated  <b>-</b>	<b>No Likely</b> interaction with status of SEOs  <b>0</b>
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree		
<b>Infrastructure Capacity Assessment Study - Alternative 1</b>	<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>				
Infrastructure Capacity Assessment Study - Alternative 2			<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>		

### 7.3.10 Assessment of Strategic Infrastructure Alternatives

Under **Strategic Infrastructure Alternative 1**, new strategic infrastructure would be considered subject to environmental constraints, including those related to habitats and potential impacts (e.g. disturbance from lighting). This would include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques. By focusing on mitigation at both plan and project levels, Alternative 1 would offer the most certainty for environmental protection and management and would be more likely to result in important individual projects (relating to sustainable mobility and emissions/energy objectives) receiving permission.

Under **Strategic Infrastructure Alternative 2**, all additional environmental mitigation would be left to be defined in the future, at project level. This would offer the least certainty for environmental protection and management and would be more likely to result in important individual projects (relating to sustainable mobility and emissions objectives) not been given permission.

Strategic Infrastructure Alternatives are assessed against Strategic Environmental Objectives on Table 7.13.

Selected Strategic Infrastructure Alternative for the Plan: Alternative 1



**Table 7.13 Assessment of Strategic Infrastructure Alternatives against SEOs**

Alternative  (selected alternative indicated in bold)	Likely to <b>Improve</b> status of SEOs  <b>+</b>			Potential <b>Conflict</b> with status of SEOs - likely to be mitigated  <b>-</b>			Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated  <b>-</b>	<b>No Likely</b> interaction with status of SEOs  <b>0</b>
	to a <b>Greater</b> degree	to a <b>Moderate</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree		
<b>Strategic Infrastructure - Alternative 1</b>	<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>				
Strategic Infrastructure - Alternative 2			<b>BFF PHH S W MA A C CH L</b>			<b>BFF PHH S W MA A C CH L</b>		

### 7.3.11 Assessment of ICAS/ABTA Transport Package Alternatives<sup>75</sup>

Table 7.14 provides the Multi Criteria Assessment (MCA) of ICAS/ABTA Transport Package Alternatives against Transport KPI Criteria as per the methodology outlined at Section 7.2, while Table 7.15 provides the MCA of ICAS/ABTA Transport Package Alternatives against Environmental KPI Criteria.

Most of the packages generally score well in terms of the Transport KPIs. Packages 3 and 4 score particularly well in terms of pedestrian and cycle network connectivity, largely as a result of the proposed active travel and public transport only link proposed along Old Connaught Avenue, providing for the most direct connection between Old Connaught and Bray. Package 4 scores better in terms of the expected mode split favouring sustainable modes, this is due to the lack of direct vehicular road provision across the M11, which is expected to favour sustainable modes to a greater degree than other options still allow for a direct vehicular link. Package 4 however, scores worse in terms of the network accommodating the expected demand, due to a lack of direct road connection between Old Connaught and Bray. Package 1 generally performs well across the transport criteria, with no negative categorisation given to any of the criteria, although no dark green given either. Package 2 similarly is given no red classifications but is given fewer green scores than package 1.

In terms of environmental criteria, due to the proposed construction of a new bridge across the Ballyman Glen in close proximity to the SAC, each of the options are marked as having a potential significant impact on biodiversity. Package 5 scores particularly poorly on protection and enhancement of archaeology and cultural heritage due to the required road upgrades along Old Connaught Avenue.

From these results, Package 3 is seen as the preferred scenario, with package 4 being the next preferred option, followed by Package 1. Package 3 is combined with the preferred package for Rathmichael and adjustments will be made to further integrate the proposed measures into the overall LAP area strategy, accounting for the spatial requirements of other infrastructural and housing proposals in the areas.

<sup>75</sup> Informed by the information from the Infrastructure Capacity Assessment Study for Old Connaught and Rathmichael Reports (Dún Laoghaire-Rathdown County Council, 2024)

**Table 7.14 MCA of Transport Package Alternatives against KPI Transport Criteria**

	KPIs	Package 1	Package 2	Package 3	Package 4	Package 5
Transport	Availability of an attractive and safe pedestrian network linked to internal and external opportunities	Many services within 10 minute walking distance	Some services within 10 minute walking distance	Many services within 10 minute walking distance	Many services within 10 minute walking distance	Some services within 10 minute walking distance
	Journey time and distance reduction for sustainable modes of transport	Similar directness and journey time for sustainable modes when compared with vehicular travel	Similar directness and journey time for sustainable modes when compared with vehicular travel	Somewhat direct routes available when travelling by sustainable modes	Somewhat direct routes available when travelling by sustainable modes	Similar directness and journey time for sustainable modes when compared with vehicular travel
	Availability of a safe cycle route network linked to internal and external opportunities	Some services within 10 minute cycling distance along safe infrastructure	Some services within 10 minute cycling distance along safe infrastructure	Many services within 10 minute cycling distance along safe infrastructure	Many services within 10 minute cycling distance along safe infrastructure	Some services within 10 minute cycling distance along safe infrastructure
	High level of permeability and reduction of walking and cycling distance and time	Cycling and walking catchments somewhat restricted	Cycling and walking catchments somewhat restricted	Cycling and walking catchments less restricted	Cycling and walking catchments less restricted	Cycling and walking catchments more restricted
	LAP areas linked to adjacent centres and key transport interchanges through Public Transport	LAP areas each connected to many centres/key public transport interchanges	LAP areas each connected to many centres/key public transport interchanges	LAP areas each connected to many centres/key public transport interchanges	LAP areas each connected to many centres/key public transport interchanges	LAP areas each connected to some centres/key public transport interchanges
	Public transport stops within 10-minute walking distance	70-80% of residential area within 10 minute walking distance of a public transport stop	70-80% of residential area within 10 minute walking distance of a public transport stop	70-80% of residential area within 10 minute walking distance of a public transport stop	70-80% of residential area within 10 minute walking distance of a public transport stop	70-80% of residential area within 10 minute walking distance of a public transport stop
	Mode split which favours sustainable modes over car usage when compared to the existing situation	Measures proposed slightly favour sustainable modes	Measures proposed balance car usage and sustainable modes	Measures proposed slightly favour sustainable modes	Measures proposed Greatly favour sustainable modes	Measures proposed balance car usage and sustainable modes
	Impact on National Road Network	Slight- Moderate positive impact on road network expected	Slight- Moderate positive impact on road network expected	Slight- moderate negative impact on road network expected	No impact on road network expected	Slight- Moderate positive impact on road network expected
	Proposed road network accommodates expected demand	Capacity expected to somewhat outweigh demand	Demand and Capacity are expected to be roughly equal	Demand and Capacity are expected to be roughly equal	Demand expected to somewhat outweighs capacity	Demand and Capacity are expected to be roughly equal

**Table 7.15 MCA of Transport Package Alternatives against KPI Environmental Criteria**

	KPIs	Package 1	Package 2	Package 3	Package 4	Package 5
Environmental	Protection and enhancement of biodiversity	Significant negative impact on biodiversity expected	Significant negative impact on biodiversity expected	Significant negative impact on biodiversity expected	Significant negative impact on biodiversity expected	Significant negative impact on biodiversity expected
	Protection of environmentally sensitive areas (e.g. aquifers, groundwater, streams and rivers)	Slight- moderate negative impact on water quality/water resources expected	Slight- moderate negative impact on biodiversity expected	Slight- moderate negative impact on biodiversity expected	Significant negative impact on biodiversity expected	Slight- moderate negative impact on biodiversity expected
	Improvement of air quality and reduction in noise pollution	Slight- Moderate positive impact on air/noise environment	No significant air/noise emissions expected	Slight- Moderate positive impact on air/noise environment	Significant positive impact on air/noise environment	No significant air/noise emissions expected
	Protection and enhancement of archaeology and cultural heritage	Slight- moderate negative impact on archaeology, architectural heritage or cultural heritage expected	Slight- moderate negative impact on archaeology, architectural heritage or cultural heritage expected	Slight- moderate negative impact on archaeology, architectural heritage or cultural heritage expected	Slight- moderate negative impact on archaeology, architectural heritage or cultural heritage expected	Significant negative impact on archaeology, architectural or cultural heritage expected
	Impact on Emissions	Slight- Moderate positive impact on emissions environment expected	No significant impact on emissions expected	Slight- Moderate positive impact on emissions environment expected	Significant positive impact on emissions expected	No significant impact on emissions expected

## 7.4 Selected Alternatives

Selected alternatives for the Draft Plan, to which the Proposed Material Alterations relate, from each of the types of alternatives that emerged from the planning/SEA process are indicated above.

These alternatives have been chosen for the Draft Plan having regard to both:

1. The environmental effects that are identified by the SEA and are detailed above; and
2. Planning – including social and economic – effects that are also considered.

## Section 8 Evaluation of Proposed Material Alterations

### 8.1 Introduction

This section provides an assessment of environmental effects using the information on the current state of the environment (provided in Section 4) and the Strategic Environmental Objectives (see Table 8.1) from implementation of the Draft Plan and Proposed Material Alterations.

The Draft Plan provisions (and, in Section 7, the alternatives) are evaluated using compatibility criteria (see Table 8.2 below) in order to determine how they would be likely to affect the status of the existing environment and the SEOs. The SEOs and the Plan provisions (and, in Section 7, the alternatives) are arrayed against each other in order to demonstrate which interactions would cause effects on specific components of the environment. Where the appraisal identifies an interaction with the status of an SEO the relevant SEO code is entered into the relevant column.

The interactions identified are reflective of likely significant environmental effects:

- Interactions that would be *likely to improve the status* of a particular SEO would be likely to contribute towards a significant positive effect on the environmental component to which the SEO relates, including in-combination with the existing statutory planning/decision-making and consent-granting framework.
- Interactions that would *potentially conflict with the status of an SEO and would be likely to be mitigated* would be likely to result in potential significant negative effects; however, these effects will be mitigated by measures which have been integrated into the Plan, or associated County Development Plan, and residual effects would not be significant (see Table 8.3 of this report).
- Interactions that would probably *conflict with the status of an SEO and would be unlikely to be fully mitigated* would be likely to result in a significant residual negative effect on the environmental component to which the SEO relates.

Effects considered include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

The degree of significance of effects occurring cannot be fully determined at this level of decision making due to the lack of exact detail available with regard to the type or scale of development that will be permitted under the Plan. However, a strategic assessment can be undertaken.



**Table 8.1 Strategic Environmental Objectives<sup>76</sup>**

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Biodiversity, Flora and Fauna</b>	<b>BFF</b>	No net contribution to biodiversity losses or deterioration	<ul style="list-style-type: none"> <li>To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species</li> <li>Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function</li> <li>Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species</li> <li>Enhance biodiversity in line with the National Biodiversity Strategy and its targets</li> <li>To protect, maintain and conserve natural capital</li> </ul>
<b>Population and Human Health</b>	<b>PHH</b>	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	<ul style="list-style-type: none"> <li>Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management</li> <li>Ensure that existing population and planned growth is matched with the required public infrastructure and the required services</li> <li>Safeguard citizens from environment-related pressures and risks to health and well-being</li> </ul>
<b>Soil (and Land)</b>	<b>S</b>	Ensure the long-term sustainable management of land	<ul style="list-style-type: none"> <li>Protect soils against pollution, and prevent degradation of the soil resource</li> <li>Promote the sustainable use of infill and brownfield sites over the use of greenfield</li> <li>Safeguard areas of prime agricultural land and designated geological sites</li> </ul>
<b>Water</b>	<b>W</b>	Protection, improvement and sustainable management of the water resource	<ul style="list-style-type: none"> <li>Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive</li> <li>Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments</li> <li>Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion</li> <li>Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals</li> </ul>
<b>Material Assets</b>	<b>MA</b>	Sustainable and efficient use of natural resources	<ul style="list-style-type: none"> <li>Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure</li> <li>Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels</li> <li>Promote the circular economy, reduce waste, and increase energy efficiencies</li> <li>Ensure there is adequate sewerage and drainage infrastructure in place to support new development</li> <li>Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes</li> <li>Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart-buildings, cities and grids</li> </ul>

<sup>76</sup> See also Section 5

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Air</b>	<b>A</b>	Support clean air policies that reduce the impact of air pollution on the environment and public health	<ul style="list-style-type: none"> <li>To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture</li> <li>Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency</li> <li>Promote continuing improvement in air quality</li> <li>Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution</li> <li>Meet Air Quality Directive standards for the protection of human health — Air Quality Directive</li> <li>Significantly decrease noise pollution and move closer to WHO recommended level</li> </ul>
<b>Climatic Factors<sup>77</sup></b>	<b>C</b>	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	<ul style="list-style-type: none"> <li>To minimise emissions of greenhouse gasses</li> <li>Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure)</li> <li>Contribute towards the reduction of greenhouse gas emissions in line with national targets</li> <li>Promote development resilient to the effects of climate change</li> <li>Promote the use of renewable energy, energy efficient development and increased use of public transport</li> </ul>
<b>Cultural Heritage</b>	<b>CH</b>	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
<b>Landscape</b>	<b>L</b>	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention

Table 8.2 Criteria for appraising the effect of the Proposed Material Alterations on SEOs

Likely to <b>Improve</b> status of SEOs  <b>+</b>	Potential <b>Conflict</b> with status of SEOs - likely to be mitigated  <b>-</b>	Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated  <b>-</b>	<b>No Likely</b> interaction with status of SEOs  <b>0</b>
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<sup>77</sup> Please also refer to relevant legislation and requirements under Section 4.10 and Appendix I. Targets under the national Climate Action Plan are reviewed and updated periodically.

## 8.2 Cumulative Effects<sup>78</sup>

Cumulative effects are one of the types of effects which have been considered by the assessment of the alternatives. Cumulative effects can be described as the addition of many small impacts to create one larger, more significant, impact.

There are two types of potential cumulative effects that have been considered, namely:

- Potential *intra-Plan* cumulative effects - these arise from the interactions between different types of potential environmental effects resulting from a plan, programme, etc. Where there are elevated levels of environmental sensitivities (such as those identified under Section 4), future development could result in environmental conflicts and lead to a deterioration in environmental integrity. The interrelationships between environmental components that help determine these potential effects are identified on Table 8.4 e.g. interrelationships between: human health and water quality; human health and air quality; human health and flood risk; and ecology and water quality.
- Potential *inter-Plan* cumulative effects - these arise when the effects of the implementation of one plan occur in combination with those of other plans, programmes, developments, etc.

Effects that may arise as a result of implementing the Plan have been mitigated to the extent that the only residual adverse effects likely to occur as a result of implementation of the Draft Plan and associated Proposed Material Alterations are those which are identified under Table 8.3.

Other policies, plans and programmes that have been considered by the assessment of effects include those which are detailed under Section 2.6 (and associated Appendix I “Relationship with Legislation, Plans and Programmes”), Section 4 and Section 5. Plans and programmes from various sectors will interact with the Plan, including those relating to land use planning. These plans and programmes are subject to their own environmental assessment requirements as relevant. Examples include:

- Land use policy, plans and programmes (e.g. the National Planning Framework, the Eastern and Midland Regional Spatial and Economic Strategy, the Dún Laoghaire-Rathdown County Development Plan and adjoining County Development Plans and Local Area Plans)
- Dún Laoghaire-Rathdown Local Economic and Community Plan and the Local Economic and Community Plans of adjoining counties;
- Energy policy, plans and programmes (e.g. Shaping Our Electricity Future 1.1 and the National Energy and Climate Plan 2021-2030);
- Climate related policy, plans and programmes (e.g. Climate Action and Low Carbon Development Act 2015, as amended, the National Climate Action Plans, the National Adaptation Framework 2024 and the Dún Laoghaire-Rathdown Climate Action Plan 2024-2029);
- Water services, waste management and transport infrastructure plans (e.g. Uisce Éireann’s Water Services Strategic Plan and associated Capital Investment Plan, National Waste Management Plan for a Circular Economy 2024 and the Transport Strategy for the Greater Dublin Area, 2022-2042); and
- Environmental protection and management plans (e.g. River Basin Management Plan and Flood Risk Management Plans).

Potential cumulative/in combination effects include:

- Contributions towards reductions in travel related greenhouse gas and other emissions to air, reductions in consumption from non-renewables and associated achievement of legally binding targets (in combination with plans and programmes from all sectors, including energy, transport and land use planning) as a result of facilitating:
  - Sustainable compact growth;
  - Sustainable mobility, including walking, cycling and public transport;
  - Drainage, flood risk management and resilience; and
  - Sustainable design, energy efficiency and green infrastructure.

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<sup>78</sup> The EPA’s guidance note ‘Good Practice Guidance note on cumulative effects assessment in SEA’ has been considered in the assessment.

- Contributions towards travel related greenhouse gas and other emissions to air (in combination with plans and programmes from all sectors, including transport and land use planning) as a result of facilitating development which must be accompanied by road capacity;
- Facilitation of new development that is accompanied by appropriate levels of water services thereby contributing towards environmental protection;
- Need for and use of water and waste water treatment capacity arising from new developments and associated potential adverse effects;
- Potential cumulative effects upon surface and ground water status as a result of uses, within the Plan area and wider catchment, including housing, employment, agricultural and forestry – loadings and abstractions;
- Potential cumulative effects (habitat damage, enhancing ecological connectivity, contributing towards sustainable mobility) arising from linear developments, such as those relating to green infrastructure, including beyond the Plan boundary;
- Potential cumulative effects on flood risk by, for example, development of greenfield lands or obstruction of flood paths; and
- In combination with plans and programmes from all sectors potential adverse effects on all environmental components arising from all development in greenfield and brownfield areas (e.g. infrastructural, residential, economic, agricultural etc.). The type of these effects are consistent with those described on Table 8.3. These plans and programmes are required to comply with environmental legislation and undergo SEA and AA as relevant comply with environmental legislation while projects are subject to EIA and AA, as relevant.

These effects would have the potential, if unmitigated, if they occurred, to result in changes in the environment within and beyond the Plan area.

A variety of the issues covered by the Plan provisions are regional and county issues which are considered: at Regional Assembly level, in the Eastern and Midland RSES and by planning authorities across the Region; and at County level, including through the Dún Laoghaire-Rathdown County Development Plan. The solutions to these issues are often regional solutions which are subject to their own consenting procedures. Works arising outside of the Plan area as a result of providing for new development within the Plan area, including works arising as a result of the cumulative provision of development in the wider County and region, would potentially conflict with a number of environmental components, across the wider County and region and beyond, including: ecology, soil function, the status of water bodies and the landscape. Some of these conflicts would be mitigated by measures which will be integrated into the Plan while some will be mitigated by measures arising out of separate consent procedures.

### **8.3 Overall Evaluation of Draft Plan Provisions to which the Proposed Material Alterations Relate (from SEA Environmental Report February 2025)**

Dún Laoghaire-Rathdown County Council has integrated various recommendations arising from the SEA process into the Plan (see Section 9). Table 8.3 provides a detailed overall evaluation of the environmental effects arising from the Plan. The effects encompass all in-combination/cumulative effects arising from implementation of the Plan. The Plan would contribute towards the proper planning and sustainable development of the Plan area and the wider County and the effects are consistent with those identified by the SEA for the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

The potentially significant adverse environmental effects (if unmitigated) arising from implementation of the Plan are detailed as are residual effects, taking into account mitigation integrated into both the Draft Plan and the Dún Laoghaire-Rathdown County Development Plan – see Section 9.

Environmental impacts which occur will be determined by the nature and extent of multiple or individual projects and site-specific environmental factors. Strategic Environmental Objective (SEO) codes are taken from Table 8.1.



**Table 8.3 Overall Evaluation – Effects arising from the Plan**

Environmental Component	Environmental Effects, in combination with the wider planning framework			SEO Codes
	Effects include in-combination effects that are planned for through the wider planning framework including the National Planning Framework, the National Development Plan, the Eastern and Midland RSES, the Dún Laoghaire-Rathdown County Development Plan and adjacent Development Plans and lower-tier land use plans.			
	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated	Likely Residual Adverse Non-Significant Effects	
Biodiversity and Flora and Fauna	<ul style="list-style-type: none"><li>• Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li><li>• Contribution towards the maintenance of existing green infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats.</li><li>• Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna.</li></ul>	<p>Arising from both construction and operation of development and associated infrastructure:</p> <ul style="list-style-type: none"><li>• Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;</li><li>• Habitat loss, fragmentation and deterioration, including patch size and edge effects; and</li><li>• Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.</li></ul>	<ul style="list-style-type: none"><li>• Loss of an extent of non-protected habitats and species arising from the replacement of semi-natural land covers with artificial surfaces.</li><li>• Losses or damage to ecology (these would be in compliance with relevant legislation).</li></ul>	BFF

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Environmental Component	Environmental Effects, in combination with the wider planning framework			SEO Codes
	Effects include in-combination effects that are planned for through the wider planning framework including the National Planning Framework, the National Development Plan, the Eastern and Midland RSES, the Dún Laoghaire-Rathdown County Development Plan and adjacent Development Plans and lower-tier land use plans.			
	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated	Likely Residual Adverse Non-Significant Effects	
Population and Human Health	<ul style="list-style-type: none"><li>Alignment with a range of employment locations thereby minimising the divergence between the places people live and work.</li><li>Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond</li><li>Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.</li><li>Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, such as air and water.</li></ul>	<ul style="list-style-type: none"><li>Potential adverse effects arising from flood events.</li><li>Potential interactions if effects arising from environmental vectors.</li></ul>	<ul style="list-style-type: none"><li>Potential interactions with residual effects on environmental vectors – please refer to residual adverse effects under “Soil”, “Water” and “Air and Climatic Factors” below.</li></ul>	PHH
Soil	<ul style="list-style-type: none"><li>Contribution towards the protection of soils and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.</li><li>Contribution towards the protection of the environment from contamination.</li></ul>	<ul style="list-style-type: none"><li>Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands.</li><li>Potential for riverbank erosion.</li></ul>	<ul style="list-style-type: none"><li>Loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces.</li><li>Riverbank erosion will continue to occur naturally over time and is likely to be enhanced by climate change.</li></ul>	S

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the National Planning Framework, the National Development Plan, the Eastern and Midland RSES, the Dún Laoghaire-Rathdown County Development Plan and adjacent Development Plans and lower-tier land use plans.			SEO Codes
	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated	Likely Residual Adverse Non-Significant Effects	
<b>Water</b>	<ul style="list-style-type: none"> <li>• Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> <li>• Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations.</li> <li>• Contribution towards flood risk management and appropriate drainage.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.</li> <li>• Increase in flood risk and associated effects associated with flood events.</li> </ul>	<ul style="list-style-type: none"> <li>• Any increased loadings as a result of development to comply with the River Basin Management Plan.</li> <li>• Flood related risks remain due to uncertainty with regard to extreme weather events – however such risks will be mitigated by measures that have been integrated into the Plan.</li> </ul>	<b>W</b>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>• Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> <li>• Contribution towards compliance with national and regional water services and waste management policies.</li> <li>• Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure developments.</li> <li>• Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.</li> <li>• Contribution towards reductions in average energy consumption per capita including promoting sustainable compact growth, sustainable mobility, sustainable design and energy efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>• Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>• Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>• Increases in waste levels.</li> <li>• Potential impacts upon public assets and infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Exceedance of capacity in critical infrastructure risks remain, including due to uncertainty with regard to climate – however, such risks will be mitigated by: measures, including those requiring the timely provision of critical infrastructure, and compliance with the Water Framework Directive and associated River Basin Management Plan.</li> <li>• Residual wastes to be disposed of in line with higher-level waste management policies.</li> <li>• Any impacts upon public assets and infrastructure to comply with statutory planning/consent-granting framework.</li> </ul>	<b>MA</b>

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the National Planning Framework, the National Development Plan, the Eastern and Midland RSES, the Dún Laoghaire-Rathdown County Development Plan and adjacent Development Plans and lower-tier land use plans.			SEO Codes
	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated	Likely Residual Adverse Non-Significant Effects	
<b>Air and Climatic Factors</b>	<ul style="list-style-type: none"> <li>Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> <li>In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to: <ul style="list-style-type: none"> <li>Sustainable compact growth;</li> <li>Sustainable mobility, including walking, cycling and public transport;</li> <li>Drainage, flood risk management and resilience;</li> <li>Sustainable design, energy efficiency and green infrastructure.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.</li> <li>Potential conflicts between transport emissions, including those from cars, and air quality<sup>79</sup>.</li> <li>Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors<sup>80</sup>.</li> <li>Potential conflicts with climate adaptation measures including those relating to flood risk management.</li> </ul>	<ul style="list-style-type: none"> <li>An extent of travel related greenhouse gas and other emissions to air. This has been mitigated by provisions which have been integrated into the Plan, including those relating to sustainable compact growth and sustainable mobility.</li> <li>Interactions between noise emissions and sensitive receptors. Various provisions have been integrated into the Plan to ensure that noise levels at sensitive receptors will be minimised.</li> </ul>	<b>AC</b>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area.</li> <li>Contributes towards protection of cultural heritage within the Plan area by facilitating regeneration.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on known architectural and archaeological heritage and unknown archaeology however, these will occur in compliance with legislation.</li> </ul>	<b>CH</b>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.</li> </ul>	<ul style="list-style-type: none"> <li>Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.</li> </ul>	<ul style="list-style-type: none"> <li>Landscapes will change overtime as a result of natural changes in vegetation cover combined with new developments that will occur in compliance with the Plan's landscape protection measures.</li> </ul>	<b>L</b>

<sup>79</sup> Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human health, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Plan area and beyond.

<sup>80</sup> Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human health, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Plan area and beyond.



## **8.4 Appropriate Assessment and Strategic Flood Risk Assessment**

Appropriate Assessment (AA) Screening and Stage 2 AA are being undertaken alongside the preparation of the Plan.

AA is an impact assessment process concerning *Natura 2000*, or *European*, sites - these sites have been designated or proposed for designation by virtue of their ecological importance. The Habitats Directive<sup>81</sup>, its transposing Birds and Natural Habitats Regulations 2011 (as amended) and the Planning and Development Act 2000 (as amended) provide the requirement to screen for likely significant effects on European Sites. As the Screening for AA process undertaken on the Draft Plan determined that the Draft Plan has the potential to have likely significant effects on European sites, a Stage 2 AA was required. The findings of the Stage 2 AA are detailed in an AA Natura Impact Report that was placed on public display alongside the Draft Plan.

Screening for AA has been undertaken on the Proposed Material Alterations and this process has demonstrated that Stage 2 AA for the Proposed Material Alterations is not required – the Screening for AA for Proposed Material Alterations to the Old Connaught Draft Local Area Plan 2025 contains this information, has informed this SEA and accompanies the Proposed Material Alterations.

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Local Area Plan. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. More detail on the SFRA is provided in Section 4.9.8 of this report.

## **8.5 Interrelationship between Environmental Components**

The SEA Directive requires the Environmental Report to include information on the likely significant effects on the environment, including on issues such as biodiversity, fauna, flora, population, human health, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.

Likely significant effects on environmental components which are identified include those which are interrelated; neither implementation of the Plan, nor the Proposed Material Alterations, will affect the interrelationships between these components. The presence of significant interrelationships between environmental components is identified on Table 8.4.

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<sup>81</sup> Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora

**Table 8.4 Presence of Interrelationships between Environmental Components**

<b>Component</b>	<b>Biodiversity, flora and fauna</b>	<b>Population and human health</b>	<b>Soil</b>	<b>Water</b>	<b>Air and Climatic factors</b>	<b>Material assets</b>	<b>Cultural heritage</b>	<b>Landscape</b>
<b>Biodiversity, flora and fauna</b>		Yes	Yes	Yes	Yes	Yes	No	Yes
<b>Population and Human Health</b>			Yes	Yes	Yes	Yes	No	No
<b>Soil</b>				Yes	No	Yes	No	No
<b>Water</b>					No	Yes	No	No
<b>Air and Climatic Factors</b>						Yes	No	No
<b>Material Assets</b>							Yes	Yes
<b>Cultural Heritage</b>								Yes
<b>Landscape</b>								

## 8.6 Detailed Evaluation

For an explanation of SEO codes (i.e. **BFF**, **PHH**, **S**, **W**, etc.) refer to Table 8.1 on page 86.

The Plan, to which the Proposed Material Alterations relate, is situated in a hierarchy of documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management, such as the National Planning Framework, the National Development Plan, the National Climate Action Plans, the National Adaptation Framework 2024, the Regional Spatial and Economic Strategy for the Eastern and Midland Region, the Dún Laoghaire-Rathdown County Development Plan, the Dún Laoghaire-Rathdown Climate Action Plan 2024-2029 and the Dún Laoghaire-Rathdown Local Economic and Community Plan 2024 (for additional detail please refer to Section 2.6 *“Relationship with other relevant Plans and Programmes”* in this report).

These other existing policies, plans etc. have been subject to their own environmental assessment processes, as relevant, and already provide for various measures that have been compiled into the Plan. The Plan aligns with these documents and will be incorporated into the review and preparation of these documents.

Lower tier plans and projects must be consistent and comply with the provisions of the Plan and of these other policies, plans etc. and will be subject to their own project level EIA and AA requirements as relevant. An assessment of cumulative effects is provided at Section 8.2 of this report.

Proposed Material Alterations No. <sup>82</sup>	Commentary	Likely to <b>Improve</b> status of SEOs	Potential <b>Conflict</b> with status of SEOs - likely to be mitigated	Probable <b>Conflict</b> with status of SEOs - unlikely to be fully mitigated	<b>No Likely</b> interaction with status of SEOs
MA19	<p>This Alteration proposes “that arrangements are put in place to upgrade the Wilford roundabout on the R119 to a standard which is suitable for existing and projected traffic volumes in the area and that this work commences <u>before</u> the modal filter is put in place on Old Connaught Avenue”.</p> <p>Old Connaught is currently relying on a single east-west transport bridge at Old Connaught Avenue for all modes. The increase in traffic volume at Old Connaught would lead to a situation where it would be unsafe to mix traffic and cycling along Old Connaught Avenue without designated cycling infrastructure or alternative transport intervention. The proposed bus gate at Old Connaught Avenue bridge comprises an important transport intervention to support the provision of all transport modes.</p> <p>Under the transport strategy for Old Connaught, east-west vehicular movement across the N11 is proposed to shift from the existing route along Old Connaught Avenue to a new road and bridge. This would allow for a public transport and active travel priority street to be formed along Old Connaught Avenue, through the introduction of a bus gate at Old Connaught Avenue bridge. The proposed bus gate would reduce traffic volume on Old Connaught Avenue and allow for the safer mixing of vehicles and bicycles along Old Connaught Avenue and improve bus efficiency from Old Connaught to Bray.</p> <p>As stated in Section 6.6.3 of the Draft Plan, it is intended that the bus gates at Old Connaught will only be introduced subsequent to the delivery of the requisite road infrastructure to support their implementation. Furthermore, as provided under Draft Plan Objective TM6, “Proposals for filtered permeability interventions will be subject to detailed design and development and will incorporate public engagement as</p>	+	-	PHH MA A C	BFF S W CH L

<sup>82</sup> For detail on Proposed Material Alterations please refer to Proposed Material Alterations document.

	<p>part of the process.”</p> <p>It is considered that the Draft Plan already includes the appropriate framework and consultation strategy for phasing the introduction of the proposed bus gates at Old Connaught. As noted, the proposed bus gate is fundamental to achieving the overarching transport strategy for all modes at Old Connaught. <u>It is considered that the proposed alteration would introduce uncertainty regarding the phasing of the proposed bus gate which could affect the optimal sequencing of transport interventions.</u></p> <p>Taking all of the above into account, the Proposed Material Alteration would not provide the most evidence-based framework for development and has the potential to undermine sustainable development and proper planning.</p> <p>The Proposed Material Alteration would make the achievement of the public transport and active travel objectives in the Plan less likely thereby hindering increased use in associated modes and conflicting with targets relating to reducing greenhouse gas emissions. There would be a greater potential for the capacity of the local transport network to be exceeded, leading to traffic (and associated emissions to air and potential interactions with human health).</p> <p>The Proposed Material Alteration would therefore be contrary to the ‘ten-minute neighbourhood’ concept upon which the Draft Plan is based. This ‘ten-minute neighbourhood’ concept incorporates the principle of a sustainable urban village, in terms of being able to walk or cycle or use public transport to neighbourhood support facilities within a ten-minute timeframe.</p>				
MA25	<p>The Draft Plan’s overarching phasing strategy for Old Connaught comprises three phases/geographic areas - Phases A, B and C. The necessary infrastructure required to support residential development in these areas is not limited by these boundaries and in many cases extends or is located outside of the boundaries. The phasing strategy is broadly summarised as follows:</p> <ul style="list-style-type: none"> <li>Phase A – These lands are considered sequentially preferable for the first phase of development at Old Connaught, with potential to deliver c. 850-1,000 new homes. Phase A incorporates two sub-phases: sub-phase 1 and sub-phase 2.</li> <li>Phase B – These lands are considered sequentially preferable for the second phase of development at Old Connaught with potential to deliver c. 1,300-1,400 new homes.</li> <li>Phase C – These lands are considered sequentially preferable for a potential third phase of residential development at Old Connaught with potential to deliver c. 1,050 new homes.</li> </ul> <p>This Alteration proposes that the phasing of the lands in the Southern Character Area and required infrastructure is changed from Phase B to Phase A (sub-phase A2) in the Phasing and Implementation section of the Plan.</p> <p>Based on proposed densities in the Draft Plan, the residential yield of the Southern Character Area would comprise an additional approx. 454-605 new homes. The Proposed Material Alteration would therefore allow for the progression of c. 1,304-1,605 new homes under Phase A (instead of the c. 850-1,000 new homes provided for by the Draft Plan).</p> <p>All residential yield figures provided would be affected by the adoption of other Proposed Material Alterations and/or further modifications, such as those relating to densities and land uses; foreseeable changes would not change the outcome of the qualitative assessment provided.</p> <p>A key difference arises in the infrastructural phasing requirements for new homes in the Southern Character Area between the Draft Plan and the Proposed Material Alteration:</p> <ul style="list-style-type: none"> <li>Under the Draft Plan, new homes in the Southern Character Area would be within Phase B. In order for permission to be granted for these new homes under the Draft Plan, <u>works would need to have commenced</u> on the new road and bridge over the N11 to Dublin Road (including link road connections to Old Connaught Avenue and Ferndale Road) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme (as per Table 11.2 “Old Connaught Phase B – Infrastructure Phasing Table”).</li> <li>Under the Proposed Material Alteration, new homes in the Southern Character Area would be within Phase A (sub-phase A2). In order for permission to be granted for these new homes, <u>planning permission would merely need to be in place</u> for the new road and bridge over the N11 to the Dublin Road (including link connections) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme (as per Table 11.1 “Old Connaught Phase A – Infrastructure Phasing Table”).</li> </ul>			PHH MA A C	BFF S W CH L



	<p>As detailed in the Draft Plan: “Of particular importance to support the sustainable development of the Old Connaught LAP area is the progression of the proposed new road and bridge over the N11 to the Dublin Road (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme). This comprises an important step towards delivering the overarching vehicular movement strategy for the area. The ‘early stage’ progression of this strategic transport infrastructure is fundamental to ensure the proper planning and sustainable development of Phase A ‘sub-phase 2’, and subsequent development phases across the Draft Plan area.”</p> <p>Taking all of the above into account, this Proposed Material Alteration would not provide the most evidence-based framework for development and has the potential to undermine sustainable development and proper planning.</p> <p>There would be a greater likelihood that the construction and occupation of new homes would occur:</p> <ul style="list-style-type: none"> <li>• earlier than the important new road and bridge over the N11 to the Dublin Road (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme); or</li> <li>• in the absence of any development of any such new road or bridge.</li> </ul> <p>This would mean that there would be a greater demand on the existing road network to accommodate higher numbers of journeys from cars generated by the new homes. A higher number of journeys by car and delayed implementation of active travel measures would: contribute towards increases in greenhouse gas emissions; and have greater potential to exceed the capacity of the local transport network, leading to traffic (and associated emissions to air and potential interactions with human health).</p> <p>The Proposed Material Alteration would therefore be contrary to the ‘ten-minute neighbourhood’ concept upon which the Draft Plan is based. This ‘ten-minute neighbourhood’ concept incorporates the principle of a sustainable urban village, in terms of being able to walk or cycle or use public transport to neighbourhood support facilities within a ten-minute timeframe.</p>				
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## **Section 9 Mitigation Measures**

### **9.1 Introduction**

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing the Plan. These measures also apply to Proposed Material Alterations. Various environmental sensitivities and issues have been communicated to the Council through the SEA, Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) processes. By integrating related recommendations into the Draft Plan, the Council has helped to ensure that both the beneficial environmental effects of implementing the Plan have been and will be maximised and that potential adverse effects have been and will be avoided, reduced or offset.

Mitigation as part of the Draft Plan preparation/SEA process was achieved through:

- Strategic work undertaken by the Council to ensure evidence-based planning;
- Considering alternatives for the Draft Plan, to which the Proposed Material Alterations relate;
- The integration of environmental considerations into zoning provisions of the Draft Plan, to which the Proposed Material Alterations relate;
- The integration of individual SEA, AA and SFRA provisions into the text of the Draft Plan, to which the Proposed Material Alterations relate; and
- The integration of individual provisions into the text of the existing, already in force, County Development Plan.

### **9.2 Strategic work undertaken by the Council to ensure evidence-based planning**

In preparing the Draft Plan, information relating to various sectors, from different Departments within the Councils and from different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led Plan provisions. This work included preparing the following studies and assessments: an Infrastructure Capacity Assessment Study; an Area Based Transport Assessment; a Community Infrastructure Audit; a Strategic Environmental Assessment, the findings of which are provided in this Environmental Report; an Appropriate Assessment; and a Strategic Flood Risk Assessment.

### **9.3 Consideration of Alternatives**

Although strategic alternatives in relation to the content of the Plan were significantly limited for the Plan (see Section 6), as part of the Plan preparation/SEA process alternatives for the Plan were considered.

These alternatives were assessed by the SEA process (see Section 7) and the findings of this assessment informed the selection of alternatives for the Plan, facilitating an informed choice with respect to the type of Plan that was prepared and placed on public display.

### **9.4 Integration of individual provisions into the text of the Draft Plan**

Various provisions have been integrated into the text of the Draft Plan through the Plan-preparation and SEA, SFRA and AA processes. Both the Planning and the assessment teams contributed towards the mitigation which was developed over multiple iterations and was informed by, inter alia, various communications through the SEA, AA and SFRA processes.

Table 9.1 links key mitigation measure(s) to the likely significant effects of implementing the Plan, if unmitigated. The effects are consistent with those identified by the SEA for the Dún Laoghaire-Rathdown County Development Plan 2022-2028. The measures generally benefit multiple environmental components i.e. a measure providing for the protection of biodiversity, flora and fauna could beneficially impact upon the minimisation of flood risk and the protection of human health, for example.

## **9.5 Integration of individual provisions into the text of the County Development Plan**

In addition to the individual provisions integrated into the text of the Draft Local Area Plan, individual provisions relating to environmental protection and management have been integrated into the existing, already in force, Dún Laoghaire-Rathdown County Development Plan. These measures, which must be complied with by development under the Local Area Plan, are identified alongside the Local Area Plan measures on Table 9.1.

**Table 9.1 Integration of Environmental Considerations into the Plan**

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan <sup>83</sup> measures, including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
All	Various – see below	<p><b>Section 2.2.3.1 dlr County Development Plan 2022-2028</b> The provisions set out in the current dlr County Development Plan 2022-2028, or any subsequent variation or review, shall apply as appropriate to development within the Plan area. Furthermore, the provisions of the dlr County Development Plan 2022-2028 cited as mitigatory measures in the accompanying SEA Environmental Report shall be complied with throughout the implementation of the LAP.</p> <p><b>Policy OCLAP66 – Phasing Strategy</b> It is Policy that:  <ul style="list-style-type: none"> <li>• Future development, as appropriate, shall accord with the Phasing Strategy for the Draft Plan. Planning applications shall include a 'Consistency Statement' setting out how the objectives of the Phasing Strategy, as relevant and applicable to the proposal for development, will be achieved.</li> <li>• Deviations from the phasing strategy may be considered on a case-by-case basis, and agreed to the satisfaction of the Planning Authority, to allow for unforeseen circumstances beyond the reasonable control of an individual developer or the Local Authority. Deviations may comprise viable alternatives or interim measures that accord with the overall objectives of the Draft Plan. Any interim proposals must ensure and maintain consistency with the build-out or 'longterm' infrastructure objectives of the Draft Plan.</li> </ul> </p>	<p><b>Policy Objective T25: Environmental Assessment of New Roads</b> It is a Policy Objective that where projects for new roads, identified under Section 5.8, are not already provided for by existing plans/programme or are not already permitted, that the feasibility of progressing these projects shall be examined, taking into account environmental sensitivities as identified in the SEA Environmental Report (including greenhouse gas emissions and other emissions to air) and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection. In implementing this Objective, the Council will comply with any national policy or guidelines issued relating to the assessment of greenhouse gas emissions and other emissions to air for new transport projects.</p> <p><b>Policy Objective G1B1: Green Infrastructure Strategy</b> It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.</p> <p><b>Policy Objective OSR7: Trees, Woodland and Forestry</b> It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.</p> <p><b>Policy Objective OSR8: Greenways and Blueways Network:</b> It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).</p> <p><b>Requirements under Chapter 12: Development Management, including those under the headings of:</b>  Impacts on the Environment <ul style="list-style-type: none"> <li>• Environmental Impact Assessment</li> <li>• Appropriate Assessment</li> <li>• Ecological Impact Assessment</li> </ul> Environmental Infrastructure <ul style="list-style-type: none"> <li>• Air Pollution</li> <li>• Noise Pollution</li> <li>• Noise, Odour and Vibration Generating Uses</li> <li>• Construction Management Plans</li> <li>• Hours of Construction</li> <li>• New Development/Change of Use - Environmental Impacts</li> <li>• Waste Management Infrastructure facilities and refuse transfer stations</li> <li>• Telecommunications</li> <li>• Development and Overhead Power Lines</li> <li>• Public lighting</li> <li>• Drainage and Water Supply</li> <li>• Flood Risk Management</li> </ul> </p>

<sup>83</sup> These measures may be amended on foot of Proposed Material Alterations and/or further modifications, in advance of Plan adoption.



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Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan <sup>83</sup> measures, including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
<b>Biodiversity and flora and fauna</b>	<p>Arising from both construction and operation of development and associated infrastructure:</p> <ul style="list-style-type: none"> <li>Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;</li> <li>Habitat loss, fragmentation and deterioration, including patch size and edge effects; and</li> <li>Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.</li> </ul>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors and Landscape.</p> <p><b>Policy OCLAP36 – Green Infrastructure</b> It is a Policy, where practicable and possible, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the creation, management, restoration and enhancement of our natural and semi natural areas.</p> <p><b>Policy OCLAP38 – Ballyman Glen SAC / pNHA</b> It is Policy to protect and preserve the Ballyman Glen site as a designated Special Areas of Conservation and proposed Natural Heritage Areas.</p> <p><b>Policy OCLAP39 – Groundwater Dependent Terrestrial Ecosystems</b> It is Policy that any development proposals with the potential to impact on the Ballyman Glen SAC or any Groundwater Dependent Terrestrial Ecosystems (GWDTE) within the area shall be assessed collaboratively at planning application stage by a hydrogeologist/hydrologist and ecologist and shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the recharge supplying the groundwater dependent habitats of the Ballyman Glen SAC or any other GWDTEs within the area. Detailed site-specific assessment shall be required for development proposals situated in the catchment area for GWDTE situated in Ballyman Glen SAC that have the potential to impact groundwater through emissions, abstraction or changes to hydrogeological/hydrological regimes. Appropriate cognizance shall be had to potential connections and interactions between surface water and groundwater.</p> <p><b>Objective GIB4 – Ecological Corridors and Connectivity</b> It is an Objective to seek to:</p> <ul style="list-style-type: none"> <li>Protect, preserve, restore and enhance ecological connectivity within the Draft Plan area and beyond and to restore and mitigate fragmentation of ecological corridors.</li> <li>Encourage the design and function of green infrastructure to support the movement of species across the area.</li> <li>Facilitate the creation of new wildlife corridors within new development sites that connect to the wider landscape, as part of the development management process for planning applications in the Draft Plan area.</li> </ul> <p><b>Objective GIB5 – Glendoo Mountain to Shanganagh Wildlife Corridor</b> It is an Objective to consider the Glendoo Mountain to Shanganagh Wildlife Corridor, identified in the dlr County Biodiversity Action Plan 2021 – 2025, as part of the development management process for planning applications in the Draft Plan area.</p> <p><b>Policy OCLAP40 – Ecological Assessment</b> It is Policy to ensure adequate ecological surveys, and, where necessary, ecological impact assessments, are undertaken at project level to inform development decisions, in accordance with the requirements of the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB6 – Lighting</b> It is an Objective that the design of lighting within the Draft Plan area should seek to minimise light pollution and adverse effects on bat species, badgers and otters.</p> <p><b>Policy OCLAP41 – dlr Tree Strategy</b> It is Policy to require that the approach to existing and proposed trees throughout the Draft Plan area is consistent with the dlr Tree Strategy 'A Climate for Trees 2024-2030', to ensure that the tree cover is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and holistic 'urban forestry' approach.</p> <p><b>Objective GIB7 – Trees and Hedgerows</b> It is an Objective to protect and maintain important trees and hedgerows within the Draft Plan area, where practicable, and to promote native tree/hedgerow enhancement and planting. The retention and protection of existing trees / woodlands / hedgerows shall accord with the requirements of the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB8 – New Development</b> It is an Objective to promote and encourage planting of native tree and hedgerow species and to provide sufficient buffer to allow for wildlife corridors in new developments across the Draft Plan area.</p>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors and Landscape.</p> <p><b>Policy Objective CS8 – Ecosystem Services Approach:</b> It is a Policy Objective to promote an Ecosystem Services Approach in the preparation of lower-level Plans, Strategies and Development Management.</p> <p><b>Policy Objective T30: Street Lighting</b> It is a Policy Objective to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice, the Council's public lighting masterplan and the upgrade of sodium lights to LEDs.</p> <p><b>Policy Objective GIB18: Protection of Natural Heritage and the Environment</b> It is a Policy Objective to protect and conserve the environment including, in particular, the natural heritage of the County and to conserve and manage Nationally and Internationally important and EU designated sites - such as Special Protection Areas (SPAs), Special Areas of Conservations (SACs), proposed Natural Heritage Areas (pNHAs) and Ramsar sites (wetlands) - as well as non-designated areas of high nature conservation value known as locally important areas which also serve as 'Stepping Stones' for the purposes of Article 10 of the Habitats Directive.</p> <p><b>Policy Objective GIB19: Habitats Directive</b> It is a Policy Objective to ensure the protection of natural heritage and biodiversity, including European sites that form part of the Natura 2000 network, in accordance with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines.</p> <p><b>Policy Objective GIB20: Biodiversity Plan</b> It is a Policy Objective to support the provisions of the forthcoming DLR County Biodiversity Action Plan, 2021 – 2025.</p> <p><b>Policy Objective GIB21: Designated Sites</b> It is a Policy Objective to protect and preserve areas designated as proposed Natural Heritage Areas, Special Areas of Conservation, and Special Protection Areas. It is Council policy to promote the maintenance and as appropriate, delivery of 'favourable' conservation status of habitats and species within these areas.</p> <p><b>Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance</b> It is a Policy Objective to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, Birds and Habitats Regulations 2011, Flora (Protection) Order, 2015, Annex I habitats, local important areas, wildlife corridors and rare species - are adequately protected. Ecological assessments will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/ avoidance measures will be implemented. In implementing this policy regard shall be had to the Ecological Network including the forthcoming DLR Wildlife Corridor Plan and the recommendations and objectives of the Green City Guidelines (2008) and 'Ecological Guidance Notes for Local Authorities and Developers' (Dún Laoghaire- Rathdown Version 2014).</p> <p><b>Policy Objective GIB23: County-Wide Ecological Network</b> It is a Policy Objective to protect the Ecological Network which will be integrated into the updated Green Infrastructure Strategy and will align with the DLR County Biodiversity Action Plan. Creating this network throughout the County will also improve the ecological coherence of the Natura 2000 network in accordance with Article 10 of the Habitats Directive. The network will also include non-designated sites.</p> <p><b>Policy Objective GIB24: Rivers and Waterways</b> It is a Policy Objective to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat and nature-based solutions that incorporate biodiversity features. It is also policy (subject to the sensitivity of the riverside habitat), to provide public access to riparian corridors, to promote improved passive recreational activities.</p> <p><b>Policy Objective GIB25: Hedgerows</b> It is a Policy Objective to retain and protect hedgerows in the County from development, which</p>

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Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan <sup>83</sup> measures, including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
		<p><b>Objective GIB9 – Boundary Treatments</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>Require that where the boundaries of sites incorporate or are adjacent to existing trees and hedgerows to be retained, these shall be utilised as part of the boundary.</li> <li>Encourage the retention of hedgerows and other distinctive boundary treatments to prevent loss and fragmentation, where practically possible.</li> </ul> <p><b>Objective GIB10 – Sylvan Character</b> It is an Objective to preserve the sylvan and tree lined character of roads in the Draft Plan area including the Ferndale Road and Allies River Road.</p> <p><b>Objective GIB11 – Strategic Infrastructure and Trees</b> It is an Objective that:</p> <ul style="list-style-type: none"> <li>Proposals for strategic infrastructure include an appropriate level of tree/hedgerow planting.</li> <li>The provision of new strategic infrastructure is subject to environmental constraints, including those related to habitats and potential impacts such as disturbance from lighting. Examples of project level mitigation will include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques.</li> </ul> <p><b>Objective GIB12– Public Realm</b> It is an Objective to support and promote tree planting and urban greening as part of the public realm at Old Connaught.</p> <p><b>Objective GIB13 – Watercourses and Riparian Corridors</b> It is an Objective to ensure the protection and where possible the restoration of the biodiversity associated with watercourses and their riparian (bankside) habitats, in line with the overarching objectives set out in the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB14 – De-Culverting</b> It is an Objective in accordance with the Green Infrastructure Strategy of the dlr County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up culverted elements of watercourses, to facilitate weir removal where appropriate and reconnect the riverine habitats. Any such proposals shall have regard to SFRA and Appropriate Assessment requirements.</p> <p><b>Objective GIB15 – Biodiversity Led Design and Biodiversity Net Gain</b> It is an Objective that proposals for development demonstrate at preplanning and application stage how biodiversity has informed scheme layout and design. Applicants are encouraged, where appropriate, to pilot the Biodiversity Net Gain Approach (BNG) for development.</p> <p><b>Objective GIB16 – Re-wilding and Habitat Restoration/Creation</b> It is an Objective to support the development and implementation of re-wilding projects using best practice under the supervision of suitably competent professional as deemed appropriate by the Planning Authority, on appropriate sites within the Draft Plan and to promote the use of these sites for the enhancement and preservation of Biodiversity.</p> <p><b>Policy OCLAP42 – Nature Based Solutions and Biodiversity</b> It is a Policy to ensure biodiversity is factored into nature based solutions when developing proposals within the Draft Plan area.</p> <p><b>Policy OCLAP43 – SuDS and Biodiversity</b> It is Policy to ensure that the design of swales and stormwater attenuation areas and SuDS proposals include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable, with advice and input of a wetland ecologist.</p> <p><b>Objective GIB17 – Attenuation Ponds</b> It is an Objective to require that attenuations ponds are designed as naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity, with advice and input of a wetland ecologist. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity.</p>	<p>would impact adversely upon them. In addition, the Council will promote the protection of existing site boundary hedgerows and where feasible require the retention of these when considering a grant of planning permission for all developments. The Council will promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance. The Council will promote the protection of existing hedgerows when considering a grant of planning permission for all developments.</p> <p><b>Policy Objective GIB26: Geological Sites</b> It is a Policy Objective to protect, promote and preserve sites of Geological and Geomorphological importance, in particular the proposed Natural Heritage Areas (NHAs), and any County Geological Sites (CGS), that become designated during the lifetime of the Plan.</p> <p><b>Policy Objective GIB27: Green Belts</b> It is a Policy Objective to retain the individual physical character of towns and development areas by the designation of green belt areas, where appropriate.</p> <p><b>Policy Objective GIB28: Invasive Species</b> It is a Policy Objective to prepare an 'Invasive Alien Species Action Plan' for the County which will include actions in relation to invasive alien species (IAS) surveys, management and treatment and to also ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applicants will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).</p> <p><b>Policy Objective GIB29: Nature Based Solutions</b> It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.</p> <p><b>Policy Objective E18: Groundwater Protection and Appropriate Assessment</b> It is a Policy Objective to ensure the protection of the groundwater resources in and around the County and associated habitats and species in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010. In this regard, the Council will support the implementation of Irish Water's Water Safety Plans to protect sources of public water supply and their contributing catchment.</p> <p><b>Construction Management Plan</b> requirements under Plan Sections 12.9.4 to 12.9.6</p> <p><b>Development Management requirement under Section 12.7.2 "Biodiversity"</b> The Planning Authority may require, where appropriate, Visitor/Management Plans to be submitted as part of the Development Management process for development proposals within or adjacent to an ecological sensitive site, as appropriate. The Visitor/Management Plan shall include appropriate measures to avoid significant negative effects and loss of habitat and associated disturbance to the ecological sensitive site.</p>
<b>Population and human health</b>	<ul style="list-style-type: none"> <li>Potential adverse effects arising from flood events.</li> <li>Potential interactions if effects arising from environmental vectors.</li> </ul>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors.</p> <p><b>Policy OCLAP3 – Urban Design</b> It is Policy to promote a high standard of urban design throughout Old Connaught in accordance with the relevant policies set out in the County Development Plan, Section 28 Guidelines and other relevant guidance documents including: the 'Compact Settlement Guidelines' (2024), and the Design Manual for Urban Roads and Streets (2019). Development shall be design-led, prioritising place</p>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors.</p> <p><b>Policy Objective T27: Traffic Noise</b> It is a Policy Objective to ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.</p>

SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan <sup>83</sup> measures, including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
		<p>making and be informed by the Key Indicators of Quality Design and Placemaking set out in the 'Compact Settlement Guidelines' (2024).</p> <p><b>Policy OCLAP4 – Public Realm</b> It is Policy that new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating pedestrian centred environments with active, inviting public spaces and parks.</p> <p><b>Policy OCLAP5 – Provision of Sustainable Neighbourhood Infrastructure Uses and Delivery of the 10-minute Neighbourhood Concept</b> It is Policy to support the delivery of sufficient SNI uses including community and educational uses that will be required to ensure sustainable living - in line with the 10-minute neighbourhood concept - for existing and future residents of the Draft Plan area, in accordance with Policy Objectives PHP1, PHP2, PHP3 and PHP4 in the dlr County Development Plan 2022-2028.</p> <p><b>Policy OCLAP6 – Co-Location of Sustainable Neighbourhood Infrastructure Uses</b> It is Policy to encourage the co-location of existing and future sustainable neighbourhood facilities including community centres, schools, childcare facilities, healthcare services and also co-location of playgrounds and amenity spaces in accordance with Policy Objective PHP5 in the dlr County Development Plan 2022-2028. Such an approach may enable the sharing of facilities such as car and cycle parking.</p>	<p><b>Policy Objective EI14: Air and Noise Pollution</b> It is a Policy Objective:  <ul style="list-style-type: none"> <li>• To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)</li> <li>• To maintain and manage a Dublin County ambient air quality monitoring network in conjunction with the EPA and TII and to make available to the public the resulting air quality measurements via the EPA website <a href="http://www.epa.ie/air/quality">www.epa.ie/air/quality</a>.</li> <li>• To support the implementation of objectives of the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023'.</li> </ul> </p> <p><b>Policy Objective EI15: Light Pollution</b> It is a Policy Objective to ensure that the design of external lighting schemes minimise the incidence of light spillage or pollution in the immediate surrounding environment and has due regard to the residential amenity of surrounding areas.</p> <p><b>Policy Objective EI16: Water Pollution</b> It is a Policy Objective to implement the provisions of water pollution abatement measures in accordance with national and EU Directives and other legislative requirements in conjunction with other agencies as appropriate.</p> <p><b>Policy Objective CA9: Radon Gas</b> It is a Policy Objective, in partnership with other relevant agencies, to promote best practice in the implementation of radon prevention measures.</p>
Soil	<ul style="list-style-type: none"> <li>• Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands.</li> <li>• Potential for riverbank erosion.</li> </ul>	Also refer to measures under other environmental components including Water.	<p>Also refer to measures under other environmental components including Water.</p> <p><b>Policy Objective GIB26: Geological Sites</b> It is a Policy Objective to protect, promote and preserve sites of Geological and Geomorphological importance, in particular the proposed Natural Heritage Areas (NHAs), and any County Geological Sites (CGS), that become designated during the lifetime of the Plan.</p> <p><b>12.9.6 New Development/Change of Use - Environmental Impacts, including:</b> Where brownfield redevelopment is proposed, require adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work.</p>
Water	<ul style="list-style-type: none"> <li>• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.</li> <li>• Increase in flood risk and associated effects associated with flood events.</li> </ul>	<p>Also refer to measures under other environmental components including Soil and Material Assets.</p> <p><b>Objective GIB13 – Watercourses and Riparian Corridors</b> It is an Objective to ensure the protection and where possible the restoration of the biodiversity associated with watercourses and their riparian (bankside) habitats, in line with the overarching objectives set out in the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB14 – De-Culverting</b> It is an Objective in accordance with the Green Infrastructure Strategy of the dlr County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up culverted elements of watercourses, to facilitate weir removal where appropriate and reconnect the riverine habitats. Any such proposals shall have regard to SFRA and Appropriate Assessment requirements.</p> <p><b>Policy OCLAP43 – SuDS and Biodiversity</b> It is Policy to ensure that the design of swales and stormwater attenuation areas and SuDS proposals include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable, with advice and input of a wetland ecologist.</p> <p><b>Objective GIB17 – Attenuation Ponds</b> It is an Objective to require that attenuations ponds are designed as naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity, with advice and input of a wetland ecologist. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity.</p> <p><b>Policy OCLAP55 – Water Framework Directive</b> It is Policy to facilitate compliance with the requirements of the EU Water Framework Directive and any relevant legislation. In this regard, the Council will facilitate compliance with the relevant objectives and measures set out in the ongoing 'River Basin Management Plan' (2022- 2028) and associated Programme of Measures, where relevant. Applications for development under this LAP must demonstrate that the proposal for development would not adversely affect a water body's ability</p>	<p>Also refer to measures under other environmental components including Soil and Material Assets.</p> <p><b>Policy Objective EI5: River Basin Management Plans (RMBPs)</b> It is a Policy Objective:  <ul style="list-style-type: none"> <li>• To ensure the delivery of the relevant policies and objectives of the River Basin Management Plan for Ireland 2018 – 2021 and any subsequent plan, including those relating to protection of water status, improvement of water status, prevention of deterioration and meeting objectives for designated protected sites.</li> <li>• To support Irish Water in its implementation of Water Quality Management Plans for ground, surface, coastal and estuarine waters as part of the implementation of the EU Water Framework Directive.</li> <li>• To support Irish Water in the development of Drinking Water Protection Plans.</li> </ul> </p> <p><b>Policy Objective EI8: Groundwater Protection and Appropriate Assessment</b> It is a Policy Objective to ensure the protection of the groundwater resources in and around the County and associated habitats and species in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010. In this regard, the Council will support the implementation of Irish Water's Water Safety Plans to protect sources of public water supply and their contributing catchment.</p> <p><b>Policy Objective EI16: Water Pollution</b> It is a Policy Objective to implement the provisions of water pollution abatement measures in accordance with national and EU Directives and other legislative requirements in conjunction with other agencies as appropriate.</p> <p><b>Policy Objective EI22: Flood Risk Management</b> It is a Policy Objective to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (2001/60/EC) on the assessment and management of flood risks, the Flood Risk Regulations (SI No 122 of 2010) and the Department of the Environment, Heritage and</p>

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		<p>to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.</p> <p><b>Policy OCLAP57 – Sustainable Urban Drainage Systems</b> It is Policy:</p> <ul style="list-style-type: none"> <li>• To promote the use and maintenance of Sustainable Urban Drainage Systems (SuDS) to manage surface and groundwater regimes sustainably. These should be applied to all developments, including new road and public spaces, in line with Appendix 7 (7.1 and 7.2) of the dlr County Development Plan 2022-2028, to suit individual site layouts and local ground conditions.</li> <li>• Design and maintenance of SuDS Systems should be in accordance with the Greater Dublin Strategic Drainage Study (GSDS) and the CIRIA SUDS Manual. The proposed networks should be designed in accordance with Appendix 7 (7.1 and 7.2) of the dlr County Development Plan 2022-2028, CIRIA C753 'The SuDS Manual' and the Greater Dublin Strategic Drainage Systems (GSDS).</li> <li>• The primary regional pond to serve the Old Connaught area shall be provided at lands identified in Figure 10.6. An additional, secondary and smaller attenuation pond should be provided at lands identified in Figure 10.6. These ponds will provide storage to meet attenuation requirements for the 1% AED and provide the final stage of treatment for water runoff prior to discharge to the public network/stream outside of the Old Connaught LAP area. The ponds may provide amenity and biodiversity benefits in accordance with best design practice.</li> <li>• To pilot and test new green infrastructure installations in the public realm to boost biodiversity and improve surface water management, including the use of permeable materials for surfaces, green roofs and the provision of storm water tree trenches / pit.</li> <li>• To support the development of soft landscaping in public open spaces and parks, where feasible in accordance with the principles of Sustainable Drainage Systems (SuDS).</li> </ul> <p><b>Policy OCLAP58 – Groundwater</b> It is Policy to:</p> <ul style="list-style-type: none"> <li>• Ensure the protection of groundwater resources and associated habitats and species in accordance with the EU Groundwater Directive. All new planning applications within the LAP area shall have regard to the likely impacts the proposed development may have on groundwater resources.</li> <li>• Ensure that planning applications take into account any existing groundwater protection schemes and groundwater source protection zones and/or the likely impacts that the development may have on groundwater.</li> </ul> <p><b>Policy OCLAP59 – Surface Water Regulations</b> It is Policy to ensure the implementation of the surface water legislation 'Environmental Objectives (Surface Waters) Regulations 2009' to ensure that development permitted will not have an unacceptable impact on water quality including surface waters, ground water, river corridors, estuarine waters, bathing waters, coastal and transitional waters. Development within the Draft Plan area shall comply with the Policies and Objectives of the dlr County Development Plan relating to protection of existing water and drainage infrastructure.</p> <p><b>Policy OCLAP60 – Flood Risk Assessment</b> It is Policy to manage flood risk in the Old Connaught LAP area in accordance with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014) and to require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:</p> <ul style="list-style-type: none"> <li>• The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG/OPW, 2009), as may be revised and/or updated.</li> <li>• The prevailing Dún Laoghaire-Rathdown County Development Plan.</li> <li>• Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level.</li> <li>• The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.</li> </ul> <p><b>Policy OCLAP61 – Flood Risk Considerations</b> It is Policy that proposed development in and adjacent to Flood Zone A and B will include for the management of flooding on site, and within the scope of the SSFRA. Use of the sequential approach should be presented in a Masterplan which should demonstrate that there is no highly vulnerable development within Flood Zones A or B. There should be no loss of floodplain storage for the 1% AEP event and the impact of any changes to ground levels and storage areas as part of flood</p>	<p>Local Government and the Office of Public Works Guidelines on 'The Planning System and Flood Risk Management' (2009) and relevant outputs of the Eastern District Catchment and Flood Risk Assessment and Management Study (ECFRAMS Study). Implementation of the above shall be via the policies and objectives, and all measures to mitigate identified flood risk, including those recommended under part 3 (flood risk considerations) of the Justification Tests, in the Strategic Flood Risk Assessment set out in Appendix 15 of this Plan.</p>



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		management proposals should be assessed for the 0.1% AEP flood. As overland flow is the primary source of flood risk, it is important that conveyance routes through the site are maintained. The SSFRA will also need to demonstrate there is no impact in flood risk to third party lands.	
<b>Air and Climatic Factors</b>	<ul style="list-style-type: none"> <li>• Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.</li> <li>• Potential conflicts between transport emissions, including those from cars, and air quality.</li> <li>• Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors.</li> <li>• Potential conflicts with climate adaptation measures including those relating to flood risk management.</li> </ul>	<p>Also refer to overall approach to provide for a deliver a sustainable urban village at Old Connaught.</p> <p><b>Policy OCLAP3 – Urban Design</b> It is Policy to promote a high standard of urban design throughout Old Connaught in accordance with the relevant policies set out in the County Development Plan, Section 28 Guidelines and other relevant guidance documents including: the ‘Compact Settlement Guidelines’ (2024), and the Design Manual for Urban Roads and Streets (2019). Development shall be design-led, prioritising place making and be informed by the Key Indicators of Quality Design and Placemaking set out in the ‘Compact Settlement Guidelines’ (2024).</p> <p><b>Policy OCLAP4 – Public Realm</b> It is Policy that new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating pedestrian centred environments with active, inviting public spaces and parks.</p> <p><b>Policy OCLAP5 – Provision of Sustainable Neighbourhood Infrastructure Uses and Delivery of the 10-minute Neighbourhood Concept</b> It is Policy to support the delivery of sufficient SNI uses including community and educational uses that will be required to ensure sustainable living - in line with the 10-minute neighbourhood concept - for existing and future residents of the Draft Plan area, in accordance with Policy Objectives PHP1, PHP2, PHP3 and PHP4 in the dlr County Development Plan 2022-2028.</p> <p><b>Policy OCLAP6 – Co-Location of Sustainable Neighbourhood Infrastructure Uses</b> It is Policy to encourage the co-location of existing and future sustainable neighbourhood facilities including community centres, schools, childcare facilities, healthcare services and also co-location of playgrounds and amenity spaces in accordance with Policy Objective PHP5 in the dlr County Development Plan 2022-2028. Such an approach may enable the sharing of facilities such as car and cycle parking.</p> <p><b>Policy OCLAP17 – Plan-Led Approach to Residential Density It is Policy to:</b></p> <ul style="list-style-type: none"> <li>• Promote and support residential densities in line with Policy Objective PHP18 of the dlr County Development Plan 2022 – 2028 (or any subsequent Plan) and the ‘Sustainable Residential Development and Compact Settlements Guidelines’, 2024.</li> <li>• Provide a plan-led approach to residential density standards within the Draft Plan area. In this regard, residential density shall generally accord with the standards set out in Section 4.2.2 ‘Residential Density’ and Figure 4.2 and further detailed in Section 4.3.2 ‘Site Development Frameworks’, both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.</li> <li>• Minor deviations from the residential density standards set out in Section 4.2.2 ‘Residential Density’ may be considered by the Planning Authority on a case-by-case basis to allow for a range of potential design solutions.</li> <li>• Residential density at lands including regeneration and infill sites will be assessed on a case-by-case basis by the Planning Authority. Such sites may define their own density (as agreed by the Planning Authority) in response to inter alia the scale and form of surrounding development.</li> </ul> <p><b>Policy OCLAP23 – Multi-Functional Neighbourhood Centre</b> It is Policy to provide an appropriate multifunctional neighbourhood centre at Old Connaught having regard to the findings of the Floorspace Capacity Assessment set out in Section 5.4.4.</p> <ul style="list-style-type: none"> <li>• The Neighbourhood Centre located in the Village Core (see Section 4.3.4) will comprise the primary multi-functional centre located within the LAP area and should, at a minimum, provide for the retail and service use needs associated with the current A1 zoned lands.</li> <li>• The Neighbourhood Centre shall ensure a high quality and attractive civic environment and provide a sense of both place and vitality which also optimises active travel movement and access to public transport.</li> <li>• Development of the Neighbourhood Centre shall be generally consistent with the provisions set out in the Site Development Framework for the Old Connaught Village Core – see Chapter 4.</li> <li>• Having regard to the fluid and evolving nature of retail and service provision, including changing shopping trends, the potential future development of lands identified as a Strategic Land Reserve for residential purposes will be subject to an assessment of additional retail and service floorspace need undertaken through the development management process. The outcome of the assessment will</li> </ul>	<p>Also refer to various sustainable mobility and transport provisions in Chapters 5 and 12 of the County Development Plan and the overall approach to compact development and sustainability provided by the Plan.</p> <p><b>Policy Objective CA1: National Climate Action Policy</b> It is a Policy Objective to support the implementation of International and National objectives on climate change including the ‘Climate Action Plan 2021 Securing Our Future’, the ‘National Adaptation Framework’ 2018, the ‘National Energy and Climate Plan 2021-2030’, and take account of the ‘Climate Action and Low Carbon Development (Alteration) Act 2021’, and subsequent updates, other relevant policy, Guidelines and legislation, that support the climate action policies included in the County Development Plan.</p> <p><b>Policy Objective CA2: Regional Climate Action</b> It is a Policy Objective to work closely with the Eastern Midland Regional Authority (EMRA) the Dublin Metropolitan Climate Action Regional Office (Dublin CARO), City of Dublin Energy Management Agency (Codema) and the Sustainable Energy Authority of Ireland (SEAI) to achieve the climate action policies and objectives set out in the Eastern and Midland Region Spatial and Economic Strategy (consistent with RPO 3.1, 3.6, 7.4, 7.30, 7.31, 7.32, 7.33, 7.35, 7.38, 7.40, 7.42, 7.43, 7.7 of the RSES).</p> <p><b>Policy Objective CA3: Measuring Greenhouse Gas Impacts</b> It is a Policy Objective that spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives. When it is available, the Council will be informed by the work led by the Eastern and Midland Regional Assembly to develop a methodology for quantifying the GHG impacts of spatial planning policies, (QGasSP, an ESPON EU research programme) and the forthcoming Development Plan Guidelines or other national guidance as appropriate. The Council will quantify the GHG impacts for this County Development Plan when EMRA guidelines become available and also ensure the Development Plan is consistent with the approach to climate action recommended in any forthcoming revised Section 28 Development Plan Guidelines or other relevant guidelines and if necessary, vary the development plan “(Consistent with NPO 54 of the NPF and RPO 3.6 of the RSES).</p> <p><b>Policy Objective CA4: Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP)</b> It is a Policy Objective to implement and take account of the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 - 2024 (DLR CCAP), to take account of the ‘Climate Action and Low Carbon Development (Alteration) Act 2021’, and subsequent updates of both and to transition to a climate resilient low carbon County. (Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).</p> <p><b>Policy Objective CA7: Construction Materials</b> It is a Policy Objective to support the use of structural materials in the construction industry that have low to zero embodied energy and CO2 emissions. (Consistent with the RPO 7.41 of the RSES)</p> <p><b>Policy Objective T27: Traffic Noise</b> It is a Policy Objective to ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.</p> <p><b>Policy Objective EI14: Air and Noise Pollution</b> It is a Policy Objective:</p> <ul style="list-style-type: none"> <li>• To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)</li> <li>• To maintain and manage a Dublin County ambient air quality monitoring network in conjunction with the EPA and TII and to make available to the public the resulting air quality measurements via the EPA website <a href="http://www.epa.ie/air/quality">www.epa.ie/air/quality</a>.</li> <li>• To support the implementation of objectives of the ‘Dublin Agglomeration Environmental Noise Action Plan 2018-2023’.</li> </ul> <p><b>SLO 108:</b> To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies</p>

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		<p>have particular regard to achieving inter alia the 10-minute neighbourhood concept.</p> <p><b>Objective SUV4– Remote Working Hub</b> It is an Objective to facilitate the development of a small-scale remote working hub at the neighbourhood centre lands to support a reduction in commuting distances and provide for workers who may want to gain access to office space outside of the home.</p> <p>Policy OCLAP24 – N11/M11 Upgrades It is a Policy to co-ordinate and co-operate with Transport Infrastructure Ireland, the Department of Transport, the National Transport Authority and Wicklow County Council to progress the N11/M11 Junction 4 to Junction 14 Improvement Scheme and/or the N11/M11 Bus Priority Interim Scheme, as appropriate.</p> <p><b>Policy OCLAP25 – Motorway and National Routes</b> It is Policy to protect motorways and national routes and associated junctions in accordance with the Section 28 Guidelines ‘Spatial Planning and National Roads’ (2012). The Council will protect the preferred route corridor of the N11/M11 Junction 4 to Junction 14 Improvement Scheme and prohibit development that could prejudice its future delivery.</p> <p><b>Policy OCLAP26 – Spatial Planning and National Roads</b> It is Policy that future transport development in the Draft Plan area shall have regard to the requirements of the Spatial Planning and National Roads Guidelines to protect the National Road Network.</p> <p><b>Policy OCLAP27 – Luas Green Line Extension</b> It is Policy to support the extension of the Luas Green Line southwards in order to serve the Bray and Environs area.</p> <p><b>Policy OCLAP28 – Co-ordination with Transport Agencies</b> It is Policy to continue to co-ordinate and co-operate, as appropriate, with Wicklow County Council and the relevant transport agencies to facilitate the delivery of key enabling transport infrastructure and services to support the sustainable development of Old Connaught.</p> <p><b>Policy OCLAP29 – Integration of Land Use and Transport</b> It is Policy to actively support sustainable modes of transport at Old Connaught and ensure that land uses are aligned with the provision and development of high-quality public transport systems.</p> <p><b>Policy OCLAP30 – 10 Minute Neighbourhood Concept</b> It is Policy to promote and facilitate the ‘10-minute’ settlement concept at Old Connaught where a range of facilities and services are accessible in a short walking and cycling timeframe from homes or are accessible by high quality public transport located within a short walk from home.</p> <p><b>Policy OCLAP31 – Modal Shift</b> It is Policy to provide an environment which supports moving people from the private car to more sustainable modes.</p> <p><b>Policy OCLAP32 – Delivery of Enabling Transport Infrastructure</b> It is Policy to support the delivery of enabling transport infrastructure in a planned and sequential manner in accordance with the Phasing Strategy set out in Chapter 11 – Phasing and Implementation.</p> <p><b>Policy OCLAP33 – Environmental Assessment of Transport Infrastructure</b> It is Policy that, where appropriate, proposed transport infrastructure projects, that are not already permitted or provided for by existing plans/programmes/etc. which have been subject to environmental assessment, will be subject to the undertaking of a Corridor and Route Selection Process in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection. The detail associated with such projects referred to in this Plan is non-binding and indicative.</p> <p><b>Objective TM1 – Universal and Inclusive Design</b> It is an Objective to ensure that future transport infrastructure within the Draft Plan area is designed to be accessible to all. The following guidance in particular should be referred to:</p> <ul style="list-style-type: none"> <li>• Design Manual for Urban Roads and Streets (DMURS).</li> <li>• Centre for Excellence in Universal Design (National Disability Authority).</li> <li>• Age-Friendly Ireland.</li> <li>• Safe Routes to School.</li> <li>• Child Friendly Cities and Communities Handbook. Objective TM2 – Old Connaught Transport Strategy</li> </ul>	<p>River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.</p>

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		<p>It is an Objective to implement the proposed transport infrastructure illustrated in Figure 6.13 and 6.14 to facilitate access to and within the area by all travel modes.</p> <p><b>Objective TM3 – Active Travel Network</b> It is an Objective:</p> <ul style="list-style-type: none"> <li>• To provide a plan-led approach to the delivery of a connected active travel network across the Draft Plan area. Subject to detailed design, the intended routing, function and purpose of the active travel network (as illustrated in Figure 6.12) shall, where practicable, be achieved. Further details with regards to the proposed active travel network is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks, and Chapter 11 – Phasing and Implementation.</li> <li>• That as part of the development management process, proposals for new development in the Draft Plan area must demonstrate how the proposal positively contributes to the proposed network of pedestrian and cycle linkages within the Draft Plan area.</li> <li>• That deviations from the proposed active travel network, as illustrated in Figure 6.12, may be considered by the Planning Authority on a case-by-case basis to allow for flexibility in scheme design.</li> </ul> <p><b>Objective TM4 – Walking and Cycling</b> It is an Objective:</p> <ul style="list-style-type: none"> <li>• To prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Plan area and to improve circulation and permeability.</li> <li>• That all proposed access points, routes and streets must connect logically with the existing/proposed street network to aid legibility, permeability and walkability and also must complement local user desire lines.</li> <li>• To ensure that active travel network provides attractive, legible and direct links to the neighbourhood centre, schools, public transport, parks, amenities and services, and the wider area outside the Draft Plan boundary.</li> </ul> <p><b>Objective TM5 – Pedestrian and Cycle Safety</b> It is an Objective to enhance pedestrian and cycle safety through the provision of safe road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary.</p> <p><b>Objective TM6 – Filtered Permeability</b> It is an Objective to progress opportunities for filtered permeability across the Old Connaught area which support improvements in active travel whilst maintaining access for existing vehicular users. Proposals for filtered permeability interventions will be subject to detailed design and development and will incorporate public engagement as part of the process.</p> <p><b>Objective TM7 – Active Travel Permeability</b> It is an Objective that new development or significant re-development proposals will be required to maximise permeability and connectivity for pedestrians and cyclists where practicable and appropriate.</p> <p><b>Policy OCLAP34 – Cycle Parking</b> It is Policy to provide high quality cycle parking and cycle storage facilities across the Old Connaught LAP area in accordance with inter alia the provisions of the dlr County Development Plan 2022-2028 and the Sustainable Residential Development and Compact Settlements Guidelines (2024).</p> <p><b>Objective TM8 – Cycle Parking</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>• Provide for safe and secure cycle parking at appropriate locations within the Draft Plan area and in particular close to the neighbourhood centre, schools, parks, recreation and community facilities and residential units.</li> <li>• Provide for the integration of cycle parking at public transport stops across the Draft Plan area.</li> </ul> <p><b>Objective TM9 – Public Right of Way</b> It is an Objective to secure the retention of the established Public Right of Way connecting Crinken Lane and Ferndale Road, in accordance with Policy Objective GIB14 of the dlr County Development Plan 2022-2028. Public Transport Infrastructure</p> <ul style="list-style-type: none"> <li>• Bus Gates.</li> <li>• High frequency bus route to serve the Draft Plan area.</li> <li>• Extension of the Luas Green Line southwards in order to serve the Bray and Environs area.</li> <li>• Potential future Luas spur connecting Old Connaught and Fassaroe.</li> <li>• Potential future busway bridge connecting Old Connaught and Fassaroe across the Ballyman Glen.</li> </ul>	

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		<p><b>Objective TM10 – Public Transport Strategy</b> It is an Objective to support and facilitate the development of an integrated public transport network at Old Connaught, in association with relevant transport providers, agencies and stakeholders.</p> <p><b>Objective TM11 – Bus Infrastructure</b> It is an Objective to engage with the NTA, as the responsible statutory body, to facilitate the extension of the bus network to provide high frequency bus services to support planned population growth in the Old Connaught area.</p> <p><b>Policy OCLAP35 – Bus Priority Measures</b> It is an Objective to facilitate and promote bus priority measures, where required, across the Draft Plan area.</p> <p><b>Objective TM12– Bus Stop Provision</b> It is an Objective to work with the NTA to determine the location and siting of bus stops and/or shelters within the Plan area in a manner that:</p> <ul style="list-style-type: none"> <li>• Minimises walking distances between primary origin and destination land uses and bus stops.</li> <li>• Is fully accessible to all users and is aligned with safe, secure and well-lit routes and crossing points on desire lines.</li> <li>• Incorporates additional place-making opportunities and wayfinding signage where appropriate.</li> </ul> <p>Objective TM13– Green Line Luas Extension It is an Objective to seek the extension of the Luas Green Line to serve the Old Connaught area and to actively seek the provision of Luas stops within the Draft Plan area.</p> <p><b>Objective TM14 – Transport Orientated Development</b> It is an Objective to promote the role of Old Connaught as a location suitable for Transport Orientated Development, supported by the planned extension of the Luas Green Line.</p> <p><b>Objective TM15 – Light Rail Reservation Corridors</b> It is an Objective of the Council that proposed light rail reservation corridors identified in Figure 6.13 are reserved for the purpose of public transport infrastructure. Potential interim uses for the reservation corridors, which do not serve as a substitute for necessary permanent infrastructure, will be considered on a case by case basis.</p> <p><b>Objective TM16 – Public Transport Interchange</b> It is an Objective to support and facilitate potential opportunities at Old Connaught for public transport interchange between light rail and the bus network.</p> <p><b>Objective TM17 – Mobility Hubs</b> It is an Objective to liaise with relevant stakeholders to establish the feasibility of providing Mobility Hubs at Old Connaught. Vehicular Transport Infrastructure</p> <ul style="list-style-type: none"> <li>• New link roads in the periphery of Old Connaught Village which allow for the removal of through traffic along Old Connaught Avenue. New link roads include: <ul style="list-style-type: none"> <li>o Old Connaught Avenue to Ferndale Road</li> <li>o Old Connaught Avenue to Thornhill Road</li> <li>o Thornhill Road to Ballyman Road</li> <li>o Ballyman Road to Ferndale Road</li> </ul> </li> <li>• New road and bridge linking Old Connaught to the Dublin Road (M11 overbridge to Dublin Road or the N11/M11 Junction 4 to Junction 14 Improvement Scheme in this vicinity) subject to compliance with TII Publications.</li> <li>• New road running north-south, connecting Ballybride Road/Crinken Lane with Old Connaught Avenue. New link road connecting Ferndale Road and the new north-south link road.</li> <li>• Area wide road upgrades.</li> <li>• New residential streets.</li> <li>• Introduction of a one way northbound system on a portion of the southern section of the existing Ferndale Road close to the village core.</li> </ul> <p><b>Objective TM18 – Vehicular Transport Network</b> It is an Objective to provide a plan-led approach to the delivery of a connected vehicular transport network across the Draft Plan area. Subject to detailed design, the intended routing, function and purpose of the vehicular transport network (as illustrated in Figure 6.13) shall, where practicable, be achieved and shall be subject to compliance with TII Publications where applicable. Further details with regards to the proposed vehicular transport network is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks, and Chapter 11 – Phasing and Implementation.</p>	



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		<p><b>Objective TM19 – Roads and Streets</b> It is an Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the local road network at Old Connaught whilst ensuring that the priority is still sustainable transport modes, subject to compliance with TII Publications where applicable.</p> <p><b>Objective TM20 – Road Schemes</b> It is an Objective that road schemes will be designed, as appropriate, to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision, including as applicable, the delivery of walking and cycling facilities off-line where this is considered to be a more attractive solution for these modes.</p> <p><b>Objective TM21 – Reallocation of Existing Road Space</b> It is an Objective to progress opportunities for the re-allocation of existing road space for sustainable transport, active travel and/or public realm improvements.</p> <p><b>Objective TM22 – Local Junction Improvements</b> It is an Objective to upgrade local junctions throughout the Draft Plan area, where required, through the development management process and other appropriate mechanisms, to support integrated transport proposals catering for all road users and to make a positive contribution to the public realm.</p> <p><b>Objective TM23 – Traffic Calming</b> It is an Objective to create multi-functional streets, where appropriate, that balance ‘movement’ and ‘place’ and safety for all users within a traffic calmed environment.</p> <p><b>Objective TM24– Speed Limits</b> It is an Objective to support a low-speed environment, where appropriate, across the Draft Plan area. The road layout of new residential, commercial, and/or mixed-use developments shall be designed in accordance with DMURS which seeks to create self-enforcing 30km/h zones.</p> <p><b>Objective TM25 – Transition Zones and Gateways</b> It is an Objective to review and assess the need for Transition Zones and Gateways at Old Connaught, subject to compliance with TII Publications.</p> <p><b>Objective TM26 – Low Traffic Neighbourhoods</b> It is an Objective to seek to implement low traffic neighbourhoods in residential areas across the Old Connaught area.</p> <p><b>Objective TM27 – Home Zones</b> It is an Objective to seek to provide home zones in residential areas across the Old Connaught area.</p> <p><b>Objective TM28 – Safe Routes to School</b> It is an Objective to support the Safe Routes to School initiative and deliver walking and cycling infrastructure on key access routes from residential areas to schools and to provide ‘front of school’ treatments which will enhance access to school grounds.</p> <p><b>Objective TM35 – EV Charging Infrastructure</b> It is an Objective to support the provision of publicly accessible charge points and infrastructure across the Draft Plan area in accordance with the development management standards set out in Section 12.4.11 of the dlr County Development Plan 2022-2028.</p> <p><b>Objective OPR2 – Public Open Space – Accessibility and Permeability</b> It is an Objective that all proposals for open space promote active travel and demonstrate connectivity and permeability with the wider network of sustainable movement routes across the Draft Plan area.</p>	
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Failure to adequately treat surface water</li> </ul>	<p>Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air and various Land Use Zoning provisions.</p> <p><b>Policy OCLAP54 – Co-ordination with Infrastructure Stakeholders</b> It is Policy to promote an active land management approach through on-going co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure at Old Connaught to support the sustainable development of the Draft Plan area.</p> <p><b>Policy OCLAP56 – Wastewater Treatment</b> It is Policy to facilitate Uisce Éireann in ensuring that all wastewater generated is collected, treated and discharged after treatment in a safe and sustainable manner, having regard to the standards and requirements set out in EU and national legislation and guidance.</p>	<p>Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air and various Land Use and Phasing provisions.</p> <p><b>Policy Objective T26: Traffic and Transport Assessments and Road Safety Audits</b> It is a Policy Objective to require Traffic and Transport Assessments and/or Road Safety Audits for major developments – in accordance with the TII’s ‘Traffic and Transport Assessment Guidelines’ (2014) - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.</p> <p><b>Policy Objective T29: Traffic Management</b> It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.</p>

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	<p>run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).</p> <ul style="list-style-type: none"> <li>Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Increases in waste levels.</li> <li>Potential impacts upon public assets and infrastructure.</li> </ul>	<p><b>Policy OCLAP62 – ESB</b> It is Policy to safeguard the reservation of lands, as indicated on Figure 10.8, for the provision of a 38Kv ESB station.</p> <p><b>Policy OCLAP63 – Renewable Energy Use</b> It is Policy to:</p> <ul style="list-style-type: none"> <li>Encourage and support the development of solar energy infrastructure, including photo voltaic (PV) in appropriate locations. where it is demonstrated that such development will not introduce significant adverse environmental effects.</li> <li>Support the development of district heat networks and the utilisation of waste heat recovery having due regard to potential environmental impacts typically associated with district heating development.</li> </ul> <p><b>Policy OCLAP64 – Telecommunications Infrastructure</b> It is Policy to promote and facilitate the provision of an appropriate telecommunications infrastructure at Old Connaught, including broadband, fibre optic connectivity and other technologies.</p> <p><b>Policy OCLAP65 – Waste Management</b> It is Policy to develop a network of bring centres at Old Connaught to support waste management at the local level. In order to maximise access to the public, it is a requirement to provide bring centres at the neighbourhood centre and lands identified as an active park.</p> <p><b>Objective PI2 – Medium/Long Term Infrastructure Upgrades</b> It is an Objective to progress medium/long term infrastructure projects in conjunction with other statutory agencies and stakeholders.</p>	<p><b>Policy Objective EI1: Sustainable Management of Water</b> It is a Policy Objective to work with Irish Water:</p> <ul style="list-style-type: none"> <li>To ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water in a manner that supports climate action, the circular economy, a healthy society and protection of the environment. (Consistent with NSO 9 of the NPF, RSO 7, RPO 10.1 of the RSES)</li> <li>To continue the development and improvement of the water supply and wastewater systems throughout Dún Laoghaire-Rathdown in order to meet the anticipated water and wastewater requirements of the County.</li> <li>To ensure facilities comply with the Water Framework Directive and the River Basin Management Plan or any updated version of the document, 'Water Quality in Ireland 2013-2018'(2019) or any updated version of the document, Pollution Reduction Programmes for Designated Shellfish Areas, the Urban Waste Water Treatment Directive and the Habitats Directive.</li> </ul> <p><b>Policy Objective EI2: Irish Water Enabling Policies</b> <b>Irish Water's Plans and Programmes</b> It is a Policy Objective - in conjunction with the Eastern and Midland Regional Authority, where appropriate - to work with and support Irish Water in the delivery of the strategic objectives and strategic water and wastewater projects and infrastructure as set out in the 'Water Services Strategic Plan' (2015), any subsequent plan, Irish Water's Capital Investment Plan 2020 – 2024, any subsequent Capital Investment Plans and the forthcoming National Water Resources Plan, so as to ensure provision of infrastructure to service settlements in accordance with the Core Strategy of this Plan, and the settlement strategy of the RSES. (Consistent with RPO 10.2, 10.3, 10.11, 10.16 of the RSES)</p> <p><b>Reducing Leakage</b> It is a Policy Objective to work with Irish Water to reduce leakage in accordance with any forthcoming Irish Water Regional Water Conservation Strategy. (Consistent with RPO 10.4 of the RSES)</p> <p><b>Water and Wastewater Network Design and Construction</b> It is a Policy Objective to support the provision of integrated and sustainable water services through consultation with Irish Water on the layout and design of water services in relation to the selection and planning of development areas and the preparation of plans.</p> <p><b>Promote Water Conservation</b> It is a Policy Objective in conjunction with Irish Water to promote and support water conservation and demand management measures among all water users in existing and new developments. (Consistent with NSO 9 of the NPF, RSO 7 and RPO 10.1 of the RSES)</p> <p><b>Policy Objective EI3: Wastewater Treatment Systems</b> It is a Policy Objective that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, either directly or indirectly.</p> <p>It is a Policy Objective to promote the changeover from septic tanks to collection networks where this is feasible and to strongly discourage the provision of individual septic tanks and domestic wastewater treatment systems in order to minimise the risk of ground and surface water pollution.</p> <p>It is a Policy Objective to prohibit multiple dwelling units discharging to communal wastewater treatment systems.</p> <p>Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated.</p> <p>Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals ('Treatment Systems for Small Communities, Business, Leisure Centres and Hotels').</p> <p>Wastewater treatment systems shall be located entirely within the site boundary.</p> <p>The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive. See section 12.10.3 Waste Water Treatment Systems for detailed requirements.</p>

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			<p><b>Policy Objective E14: Water Drainage Systems</b> It is a Policy Objective to require all development proposals to provide a separate foul and surface water drainage system – where practicable. (Consistent with RPO 10.12)</p> <p><b>Policy Objective E16: Sustainable Drainage Systems</b> It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).</p> <p><b>Policy Objective E17: Water Supply and Wastewater treatment and Appropriate Assessment</b> It is a Policy Objective to require that all developments relating to water supply and wastewater treatment are subject to screening for Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any Natura 2000 sites and that the requirements of Article 6 of the EU Habitats Directive are met. (Consistent with RPO 10.7 of the RSES).</p> <p><b>Policy Objective E19: Drainage Impact Assessment</b> It is a Policy Objective to ensure that all new developments prepare a Drainage Impact Assessment that meets the requirements of the Council's Development Management Thresholds Information Document (see Appendix 3) and the Stormwater Management Policy (See Appendix 7.1).</p> <p><b>Policy Objective E110: Storm Overflows of Sewage to Watercourses</b> It is a Policy Objective to work alongside Irish Water to minimise the number and frequency of storm overflows of sewage to watercourses and to establish, in co-operation with the adjoining Local Authorities and Irish Water, a consistent approach to the design, improvement and management of these intermittent discharges to ensure that the needs of the Region's receiving waters are met in a cost effective manner.</p> <p><b>Section 12.10.3 Waste Water Treatment Systems</b> 12.10.3.1 Single dwelling domestic wastewater treatment systems Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated. A site suitability assessment shall be undertaken in accordance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), for new systems or upgrades of a system on an existing house. In addition, for new development(s) located in areas of "high" to "extreme" groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County) and where the provision of a single wastewater density of Domestic Wastewater Treatment Systems (DWWTS) results in a density of higher than 6 per hectare further assessment is required including:</p> <ul style="list-style-type: none"> <li>• The potential impact of the proposed system should be further assessed to show that the accumulative loading would not have a negative impact on groundwater quality, particularly with respect to E. coli and nitrate.</li> <li>• In such cases, more detailed hydrogeological investigations should be carried out by a competent and experienced hydrogeologist to demonstrate that the site is suitable for a DWWTS.</li> <li>• Particular attention should also be paid to the potential impact that the proposed DWWTSs may have on watercourses, drains/ditches, ponds/lakes and foreshore, depending on the location of the site.</li> <li>• In larger scale residential developments within areas of "high" to "extreme" groundwater vulnerability, the hydrogeological assessment should be conservative and take into consideration the potential impact that the overall proposed development may have on groundwater and surface water.</li> <li>• For clarity in determining the 6 per hectare density, only the areas within the immediate site boundaries of dwellings in close proximity to prospective sites shall be calculable.</li> </ul> <p>12.10.2.2 Non-domestic wastewater treatment systems Consideration of non-domestic wastewater treatment systems in those areas not served by a</p>

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			<p>public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals ('Treatment Systems for Small Communities, Business, Leisure Centres and Hotels').</p> <p>In areas of high to extreme groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County), further hydrogeological assessment shall be undertaken by a competent and experienced hydrogeologist, which assessment should demonstrate to the satisfaction of Dún Laoghaire-Rathdown County Council that the proposed treatment system serving the proposed development will not have any detrimental effect on surface water or groundwater quality.</p> <ul style="list-style-type: none"> <li>• Should the proposed discharge be greater than 5m<sup>3</sup>/d, a discharge licence to groundwater will be required and a successful assimilative capacity assessment will have to be undertaken in line with the EPA (2011) "Guidance on the Authorisation of Discharges to Groundwater". The tier of assessment (i.e. 2 or 3) required will be dependent on the potential risk of impact and the proposed daily discharge.</li> <li>• Should a discharge to surface water be considered or should surface water be considered as a receptor at risk, the assimilative capacity should follow the technical rules established in the "Guidance, Procedures and Training on the Licensing of Discharges to Surface Waters" (Water Services National Training Group, 2011)".</li> </ul> <p>Information on Groundwater data mapping and Groundwater protection responses are available on the GSI website (<a href="https://www.gsi.ie">https://www.gsi.ie</a>) and Appendix E of the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021) and should be used as a resource tool.</p> <p>Wastewater treatment systems shall be located entirely within the site boundary.</p> <p>The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive.</p> <p><b>Policy Objective EI11: Resource Management</b></p> <p>It is a Policy Objective to implement the Eastern-Midlands Region Waste Management Plan 2015-2021 and subsequent plans, in supporting the transition from a waste management economy towards a circular economy, to enhance employment and increase the value recovery and recirculation of resources. Underpinning this objective is the requirement to conform to the European Union and National Waste Management Hierarchy of the most favoured options for waste as illustrated below subject to economic and technical feasibility and Environmental Assessment. (Consistent with RPO 10.25 of the RSES)</p> <p><b>Policy Objective EI12: Waste Management Infrastructure, Prevention, Reduction, Reuse and Recycling (Circular Economy approach)</b></p> <p>It is a Policy Objective:</p> <ul style="list-style-type: none"> <li>• To support the principles of the circular economy, good waste management and the implementation of best international practice in relation to waste management in order for the County and the Region to become self-sufficient in terms of resource and waste management and to provide a waste management infrastructure that supports this objective.</li> <li>• To aim to provide a supporting waste management infrastructure in the County for the processing and recovery of waste streams such as mixed municipal waste in accordance with the proximity principle.</li> <li>• To provide for civic amenity facilities and bring centres as part of an integrated waste collection system in accessible locations throughout the County and promote the importance of kerbside source segregated collection of household and commercial waste as the best method to ensure the quality of waste presented for recycling is preserved.</li> <li>• To ensure any waste amenity facilities adhere to the Waste Regional Offices Waste Management Infrastructure siting guidelines.</li> <li>• To develop a County wide network of multi material recycling centres, bring centres and a reuse centre and to require the provision of adequately-sized recycling facilities in new commercial and large-scale residential developments, where appropriate.</li> <li>• To promote the inclusion of such centres in all large retail developments to maximise access by the public.</li> <li>• To ensure new developments are designed and constructed in line with the Council's Guidelines for Waste Storage Facilities (an excerpt of which is contained in Appendix 6).</li> </ul>



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			<p><b>Policy Objective EI13: Hazardous Waste</b> It is a Policy Objective to adhere to the recommendations of the 'National Hazardous Waste Management Plan 2014-2020' and any subsequent plan, and to co-operate with other agencies, to plan, organise, authorise and supervise the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects.</p> <p><b>Construction Management Plan</b> requirements under Plan Sections 12.9.4 to 12.9.6</p> <p><b>Policy Objective E18: Rural Development</b> It is a Policy Objective to facilitate the development of acceptable rural enterprises and to minimise pollution from agricultural and industrial sources by means of development management and water pollution legislation.</p> <p><b>SLO 108:</b> To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.</p>
Cultural Heritage	<ul style="list-style-type: none"> <li>Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.</li> </ul>	<p><b>Policy OCLAP18 – Building Height</b> It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.2.3 'Building Heights' and further detailed in Section 4.3.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.</p> <p>Having regard to SP3R3 in the Section 28 Building Height Guidelines (2018), there may be instances where an argument can be made for increased height. In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Draft Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028).</p> <p><b>Policy OCLAP46 – Built Heritage</b> It is Policy to conserve, protect and enhance (as appropriate) the built heritage of Old Connaught including Protected Structures and attendant grounds, in accordance with best conservation practice and policy objectives set out in Chapter 11 and Section 12.11 of the dlr County Development Plan, 2022-2028.</p> <p><b>Policy OCLAP47 – Alterations to Protected Structures</b> It is Policy to support proposals that enhance, extend or change the use of Protected Structures which result in a viable modern use, subject to appropriate design, materials and construction methods. All such proposals shall accord with Policy Objective HER8 and Section 12.11 of the County Development Plan 2022-2028.</p> <p><b>Policy OCLAP48 – Re-use of Protected Structures</b> It is Policy to consider positively the change of use of Protected Structures where it can be shown that the structure, character, appearance and setting will not be adversely affected and where its reuse for an alternative purpose is necessary to ensure a viable future for the building(s).</p> <p><b>Objective HC1 – Victorian Walled Gardens</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>Support the continued use and/or potential adaptive re-use of the Victorian Walled Gardens in line with its underlying Objective 'F' zoning status.</li> <li>Enhance and extend the public realm setting of the Walled Gardens through the integration of strategic public open space immediately to the north (see section 8.4.1.3 – Walled Gardens Park).</li> <li>Ensure that any development in proximity of the Walled Gardens, including improvements to the public realm, protects, conserves and enhances its setting.</li> </ul> <p><b>Objective HC2 – Jubilee Hall</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>Seek the regeneration of Jubilee Hall as part of the wider redevelopment of the Western Character Area and consider positively proposals that improve, extend or change the use of Jubilee Hall that results in a viable modern use, subject to appropriate design, materials and construction methods.</li> <li>To ensure a holistic approach to the regeneration of Jubilee Hall, proposals for the protected structure must form part of an application for the wider re-development of the area.</li> <li>Enhance and extend the public realm setting of Jubilee Hall through the integration of the Protected Structure with strategic public open space surrounding the structure (see section 8.4.1.6 – Jubilee</li> </ul>	<p><b>Policy Objective HER1: Protection of Archaeological Heritage</b> It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate and applicable to promote access to and signposting of such sites and monuments.</p> <p><b>Policy Objective HER2: Protection of Archaeological Material in Situ</b> It is a Policy Objective to seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places, and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the Council will have regard to the advice and/ or recommendations of the Department of Culture, Heritage and the Gaeltacht (DCHG).</p> <p><b>Policy Objective HER5: Historic Burial Grounds</b> It is a Policy Objective to protect historical and/or closed burial grounds within the County and encourage their maintenance in accordance with good conservation practice and to promote access to such sites where possible.</p> <p><b>Policy Objective HER6: Underwater Archaeology</b> It is a Policy Objective for all developments, which have potential to impact on riverine, intertidal and sub-tidal environments to require an archaeological assessment prior to works being carried out.</p> <p><b>Architectural Heritage</b> <b>Policy Objective HER7: Record of Protected Structures</b> It is a Policy Objective to include those structures that are considered in the opinion of the Planning Authority to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest in the Record of Protected Structures.</p> <p><b>Policy Objective HER8: Work to Protected Structures</b> It is a Policy Objective to:</p> <ol style="list-style-type: none"> <li>Protect structures included on the RPS from any works that would negatively impact their special character and appearance;</li> <li>Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities' published by the Department of the Arts, Heritage and the Gaeltacht;</li> <li>Ensure that all works are carried out under supervision of a qualified professional with specialised conservation expertise;</li> <li>Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials;</li> <li>Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or views and vistas from within the grounds of the structure are respected;</li> <li>Respect the special interest of the interior, including its plan form, hierarchy of spaces, architectural detail, fixtures and fittings and materials;</li> </ol>

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan <sup>83</sup> measures, including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
		<p>Hall Park).</p> <ul style="list-style-type: none"> <li>Integrate the former walled gardens of Jubilee Hall as a heritage feature as part of Jubilee Hall Park.</li> </ul> <p><b>Policy OCLAP49 – Old Connaught Village Core</b> It is a Policy that future development at or in proximity to the Historic Old Connaught Village Core (see Figure 9.8) has regard to the distinct character and intrinsic qualities based on the areas historic built form and layout.</p> <p><b>Objective HC3 – Cumulative Heritage Interest</b> It is an Objective to protect, enhance and promote Old Connaught's built heritage through the possible designation of the village core as a candidate / Architectural Conservation Area as part of the forthcoming review of the dlr County Development Plan. An indicative boundary is shown in Figure 9.8.</p> <p><b>Policy OCLAP50 – Historic Character</b> It is a Policy to ensure the protection of the historical character of Old Connaught and ensure that future development / redevelopment is carried out in a manner sympathetic to its special character, thus ensuring that the distinct character and intrinsic heritage qualities of the Old Connaught area are recognised.</p> <p><b>Policy OCLAP51 – Character</b> It is a policy to encourage an interesting and eclectic mix of the old and the new, to strengthen the sense of place, character and identity of the Old Connaught area.</p> <p><b>Policy OCLAP52 – High Quality Architecture</b> It is Policy to support appropriate development of high quality both in terms of design and materials which enhances the visual richness and character of the area.</p> <p><b>Policy OCLAP53 – Archaeological Heritage</b> It is Policy to manage the development of the Plan area in a manner that protects and conserves the archaeological heritage of the area and fully recognises its role in protecting this resource for future generations to enjoy.</p> <p><b>Objective HC4 – Old Connaught Church and Graveyard</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>Explore the potential of facilitating, in a sustainable manner, increased public access to the medieval church and graveyard, to provide on-site interpretation and improve the management of the grounds consistent with its conservation as a national monument.</li> <li>Ensure that any development in proximity to the medieval church and graveyard, including improvements to the public realm, protects and enhances the setting.</li> </ul> <p><b>Objective HC5 – Communicating Heritage through the Public Realm</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>Communicate the heritage of Old Connaught through its sensitive integration with the public realm including the areawide open space and active travel networks.</li> <li>Facilitate, provide and/or retain where appropriate, plaques, signage and maps communicating an interpretation of the historical and natural heritage of Old Connaught.</li> </ul> <p><b>Objective HC6 – Historic Paths</b> It is an Objective to seek to preserve mass paths throughout Old Connaught, where possible.</p>	<p>vii. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure;</p> <p>viii. Protect the curtilage of protected structures and to refuse planning permission for inappropriate development within the curtilage and attendant grounds that would adversely impact on the special character of the Protected Structure;</p> <p>ix. Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features;</p> <p>x. Ensure historic landscapes and gardens associated with Protected Structures are protected from inappropriate development (consistent with NPO 17 of the NPF and RPO 9.30 of the RSES).</p> <p><b>Policy Objective HER9: Protected Structures Applications and Documentation</b> It is a Policy Objective to require all planning applications relating to Protected Structures to contain the appropriate level of documentation in accordance with Article 23 (2) of the Planning Regulations and Chapter 6 and Appendix B of the 'Architectural Heritage Protection Guidelines for Planning Authorities', or any variation thereof.</p> <p><b>Policy Objective HER10: Protected Structures and Building Regulations</b> It is a Policy Objective to protect the character and special interest of Protected Structures when considering or carrying out interventions to comply with the requirements of the Building Regulations - with particular reference to Part B and Part M.</p> <p><b>Policy Objective HER11: Energy Efficiency of Protected Structures</b> It is a Policy Objective to have regard to the Department of Environment, Heritage and Local Government's publication on 'Energy Efficiency in Traditional Buildings' (2010) and the Irish Standard IS EN 16883:2017 'Conservation of cultural heritage - guidelines for improving the energy performance of historic buildings' (2017) and any future advisory documents in assessing proposed works on Protected Structures.</p> <p><b>Policy Objective HER12: National Inventory of Architectural Heritage (NIAH)</b> It is a Policy Objective to review and update the RPS on foot of any Ministerial recommendations. The 'Ministerial Recommendations', made under Section 53 of the Planning Acts, will be taken into account when the Planning Authority is considering proposals for development that would affect the historic or architectural interest of these structures.</p> <p><b>Policy Objective HER19: Protection of Buildings in Council Ownership</b> It is a Policy Objective to:</p> <ol style="list-style-type: none"> <li>Continue to demonstrate best practice with regard to Protected Structures, Recorded Monuments and other elements of architectural heritage in its ownership and care.</li> <li>Ensure any works are undertaken having regard to the Department of Culture, Heritage and the Gaeltacht 'Advice Series' publications on how best to carry out repairs and maintain historic buildings and ensure the use of specialist practitioners in the field of conservation.</li> </ol> <p><b>Policy Objective HER20: Buildings of Vernacular and Heritage Interest</b> It is a Policy Objective to:</p> <ol style="list-style-type: none"> <li>Retain, where appropriate, and encourage the rehabilitation and suitable reuse of existing older buildings/structures/features which make a positive contribution to the character and appearance of the area and streetscape in preference to their demolition and redevelopment and to preserve surviving shop and pub fronts of special historical or architectural interest including signage and associated features.</li> <li>Encourage the retention and/or reinstatement of original fabric of our historic building stock such as windows, doors, roof coverings, shopfronts, pub fronts and other significant features.</li> <li>Ensure that appropriate materials be used to carry out any repairs to the historic fabric.</li> </ol> <p><b>Policy Objective HER21: Nineteenth and Twentieth Century Buildings, Estates and Features:</b> It is a Policy Objective to:</p> <ol style="list-style-type: none"> <li>Encourage the appropriate development of exemplar nineteenth and twentieth century buildings, and estates to ensure their character is not compromised.</li> <li>Encourage the retention and reinstatement of features that contribute to the character of exemplar nineteenth and twentieth century buildings, and estates such as roofscapes, boundary treatments and other features considered worthy of retention.</li> <li>Ensure the design of developments on lands located immediately adjacent to such groupings of buildings addresses the visual impact on any established setting.</li> </ol>

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan <sup>83</sup> measures, including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
			<p><b>Policy Objective HER22: Protection of Historic Street Furniture and Public Realm</b> It is a Policy Objective to:</p> <ol style="list-style-type: none"> <li>Preserve the retention of historic items of street furniture where these contribute to the character of the area including items of a vernacular or local significance.</li> <li>Promote high standards for design, materials and workmanship in public realm improvements within areas of historic character.</li> </ol> <p><b>Policy Objective HER23: Industrial Heritage</b> It is a Policy Objective to:</p> <ol style="list-style-type: none"> <li>Have regard to those items identified in the Industrial Heritage Survey listed in Appendix 4 when assessing any development proposals.</li> <li>Identify further sites of industrial heritage significance with a view to assessing them for inclusion in the Record of Protected Structures.</li> </ol> <p><b>Policy Objective HER26: Historic Demesnes and Gardens</b> It is a Policy Objective that historic demesnes and gardens should be identified and protected to reflect and acknowledge their significance as part of our National Heritage. The following houses and gardens are listed: Cabinteely House, Marlay House, Fernhill and Old Conna.</p> <p><b>Requirements under Chapter 12: Development Management, including those under the headings of:</b></p> <ul style="list-style-type: none"> <li>Heritage</li> <li>Archaeological Heritage</li> <li>Architectural Heritage - Protected Structures</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.</li> </ul>	<p>Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage.</p> <p><b>Policy OCLAP18 – Building Height</b> It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.2.3 ‘Building Heights’ and further detailed in Section 4.3.2 ‘Site Development Frameworks’, both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.</p> <p>Having regard to SP3R3 in the Section 28 Building Height Guidelines (2018), there may be instances where an argument can be made for increased height. In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Draft Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028).</p> <p><b>Policy OCLAP36 – Green Infrastructure</b> It is a Policy, where practicable and possible, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the creation, management, restoration and enhancement of our natural and semi natural areas.</p> <p><b>Objective GIB1 – Landscape Character Areas</b> It is an Objective that development within the Draft Plan Area has regard to, where relevant, the findings of the Landscape Character Assessment for Ballyman (no. 11) and Rathmichael (no. 10), as set out in Appendix 8 of the dlr County Development Plan 2022-2028, and any future County Landscape Character Assessments.</p> <p><b>Objective GIB2 – Historic Landscape Character Assessment</b> It is an Objective that development within the Draft Plan area has regard to the Old Connaught Historic Landscape Character Assessment (2007).</p> <p><b>Policy OCLAP37 – Views and Prospects</b> It is a Policy to ensure the preservation of the views and prospects at Old Connaught, as designated in the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB3 – Views and Prospects</b> It is an Objective that views and prospects within landholdings are further assessed as part of the development management process for planning applications in the Draft Plan area. Where possible, the Planning Authority will seek to integrate the viewing potential of existing views and/or prospects.</p>	<p>Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage.</p> <p><b>Policy Objective GIB2: Landscape Character Areas</b> It is a Policy Objective to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County’s landscapes, townscapes and seascapes in accordance with the recommended strategies as originally outlined in the Landscape Character Assessment (2002 and since updated), in accordance with the ‘Draft Guidelines for Landscape and Landscape Assessment’ (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with ‘A National Landscape Strategy for Ireland – 2015-2025’. The Council shall implement any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht’s National Landscape Strategy for Ireland, 2015 - 2025.</p> <p><b>Policy Objective GIB5: Historic Landscape Character Areas</b> In assessing development proposals and in the preparation of plans, it is a Policy Objective to have regard to the recommendations and findings of the Historic Landscape Character Assessments (HLCA), already undertaken for a number of the urban-rural fringe areas of the County most likely to come under development pressure.</p> <p><b>Policy Objective GIB6: Views and Prospects</b> It is a Policy Objective to preserve, protect and encourage the enjoyment of views and prospects of special amenity value or special interests, and to prevent development, which would block or otherwise interfere with Views and/or Prospects.</p>

## Section 10 Monitoring Measures

### 10.1 Introduction

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. This section details the measures which will be used in order to monitor the likely significant effects of implementing the Plan.

Monitoring can both demonstrate the positive effects facilitated by the Plan and can enable, at an early stage, the identification of unforeseen adverse effects and the undertaking of appropriate remedial action.

The occurrence of significant adverse environmental effects not predicted and mitigated by this assessment, which are directly attributable to the implementation of the Plan, would necessitate consideration of these effects in the context of the Plan and potential remediation action(s) and/or review of part(s) of the Plan.

### 10.2 Indicators and Targets

Monitoring is based around indicators which allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified in Section 5 and used in the evaluation. Each indicator to be monitored is accompanied by the target(s) which were identified with regard to the relevant strategic actions. The monitoring measures identified below as part of the Old Connaught Local Area Plan SEA are consistent with the measures that were identified by the Dún Laoghaire-Rathdown County Development Plan 2022-2028 SEA. This consistency across the hierarchy of land use plans will improve the efficiency and effectiveness of future monitoring.

Table 10.1 overleaf shows the indicators and targets which have been selected for monitoring the likely significant environmental effects of implementing the Plan, if unmitigated.

Monitoring is an ongoing process and the programme allows for flexibility and the further refinement of indicators and targets.

The Monitoring Programme may be updated to deal with specific environmental issues – including unforeseen effects – as they arise.

### 10.3 Sources

The Plan forms part of the wider land use planning framework comprising a hierarchy of policies, plans, programmes, etc. This wider framework, including the National Planning Framework, Eastern and Midland RSES, and Dún Laoghaire-Rathdown County Development Plan is subject to its own SEA (and associated monitoring) requirements. Individual projects will be subject to their own monitoring requirements as relevant.

In implementing the Monitoring Programme, the Council will take into account this hierarchy of planning and environmental monitoring.

Sources for indicators may include existing monitoring databases (including those maintained by planning authorities and national/regional government departments and agencies) and the output of lower-tier environmental assessment and decision making (including a review of project approvals granted and associated documents and the output of any EIA monitoring programmes).

### 10.4 Reporting

A stand-alone Monitoring Report on the significant environmental effects of implementing the Plan will be prepared in advance of the beginning of the review of the Plan. This report should address the indicators set out on Table 10.1.

Interim reporting may be undertaken as part of reporting on the County Development Plan and other Local Area Plans.

The Council is responsible for the ongoing review of indicators and targets, collating existing relevant monitored data, the preparation of monitoring evaluation report(s), the publication of these reports and, if necessary, the carrying out of remedial action.



**Table 10.1 Indicators, Targets, Sources and Remedial Action**

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>84</sup>
<b>Biodiversity, Flora and Fauna</b>	BFF	<ul style="list-style-type: none"> <li>Condition of European sites</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species</li> <li>Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources</li> </ul>	<ul style="list-style-type: none"> <li>DHLGH report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive (every 6 years)<sup>85</sup></li> <li>DHLGH National Birds Directive Monitoring Report for the under Article 12 (every 6 years)<sup>86</sup></li> <li>Internal review of local land use plans</li> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where condition of European sites is found to be deteriorating this will be investigated with the Regional Assembly and the DHLGH to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.</li> </ul>
		<ul style="list-style-type: none"> <li>Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of local land use plans</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
		<ul style="list-style-type: none"> <li>SEAs and AAs as relevant for new Council policies, plans, programmes etc.</li> </ul>	<ul style="list-style-type: none"> <li>Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of new Council policies, plans, programmes etc. under the County Development Plan</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
		<ul style="list-style-type: none"> <li>Status of water bodies</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>
		<ul style="list-style-type: none"> <li>Compliance of planning permissions with Plan measures providing for the protection of Biodiversity and flora and fauna – see County Development Plan Chapter 8 “Green Infrastructure and Biodiversity” and Local Area Plan Chapter 7 “Green Infrastructure and Biodiversity”</li> </ul>	<ul style="list-style-type: none"> <li>For planning permission to be only granted when applications demonstrate that they comply with all Plan measures providing for the protection of biodiversity and flora and fauna – see County Development Plan Chapter 8 “Green Infrastructure and Biodiversity” and Local Area Plan Chapter 7 “Green Infrastructure and Biodiversity”</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>

<sup>84</sup> Where remedial action is required, consultations with government agencies (e.g. DECC, DT, EPA, HSE, NPWS, Regional Assembly, Uisce Éireann) may be undertaken in order to confirm causes of any identified changes in the environment and in order to develop appropriate responses.

<sup>85</sup> Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

<sup>86</sup> Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>84</sup>
<b>Population and Human Health</b>	PHH	<ul style="list-style-type: none"> <li>Implementation of Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 6 "Enterprise and Employment Strategy"</li> </ul>	<ul style="list-style-type: none"> <li>Progress in successfully implementing Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 6 "Enterprise and Employment Strategy"</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> <li>Consultations with DCEE</li> </ul>
		<ul style="list-style-type: none"> <li>Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>No spatial concentrations of health problems arising from environmental factors as a result of implementing the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Review of published information from the Health Service Executive and EPA</li> <li>Internal consultations with the Council's Environment Department</li> </ul>	<ul style="list-style-type: none"> <li>Consultations with the Health Service Executive and EPA</li> </ul>
		<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.</li> </ul>
		<ul style="list-style-type: none"> <li>Number of spatial plans that include specific green infrastructure mapping</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include specific green infrastructure mapping</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of local land use plans</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
<b>Soil (and Land)</b>	S	<ul style="list-style-type: none"> <li>Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)</li> </ul>	<ul style="list-style-type: none"> <li>Maintain built surface cover nationally to below the EU average of 4% as per the NPF</li> <li>In accordance with National Policy Objectives 2a of the National Planning Framework, achieve the 50% target for all new homes within and adjacent to the existing built-up footprint of Dún Laoghaire-Rathdown</li> <li>To map brownfield and infill land parcels</li> </ul>	<ul style="list-style-type: none"> <li>EPA Geoportal</li> <li>Compilation of greenfield and brownfield development for the DHLGH</li> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where the proportion of growth on infill and brownfield sites is not keeping pace with the targets set in the NPF and the RSES, the Council will liaise with the Regional Assembly to establish reasons and coordinate actions to address constraints to doing so.</li> </ul>
		<ul style="list-style-type: none"> <li>Instances where contaminated material generated from brownfield and infill must be disposed of</li> </ul>	<ul style="list-style-type: none"> <li>Dispose of contaminated material in compliance with EPA guidance and waste management requirements</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission where contaminated material must be disposed of</li> </ul>	<ul style="list-style-type: none"> <li>Consultations with the EPA and Development Management</li> </ul>
		<ul style="list-style-type: none"> <li>Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission</li> </ul>	<ul style="list-style-type: none"> <li>Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>84</sup>
<b>Water</b>	W	<ul style="list-style-type: none"> <li>Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD</li> </ul>	<ul style="list-style-type: none"> <li>Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status'</li> <li>Implementation of the objectives of the River Basin Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>EPA Monitoring Programme for WFD compliance<sup>87</sup></li> </ul>	<ul style="list-style-type: none"> <li>Where water bodies are failing to meet at least good status this will be investigated with the DHLGH Water Section, the EPA Catchment Unit, the Regional Assembly and, as relevant, Uisce Éireann to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.</li> <li>Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.</li> </ul>
		<ul style="list-style-type: none"> <li>Number of incompatible developments permitted within flood risk areas</li> </ul>	<ul style="list-style-type: none"> <li>Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where planning applications are being permitted on flood zones, the Council will ensure that such grants are in compliance with the Flood Risk Management Guidelines and include appropriate flood risk mitigation and management measures.</li> </ul>
<b>Material Assets</b>	MA	<ul style="list-style-type: none"> <li>Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated</li> <li>Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Plan</li> </ul>	<ul style="list-style-type: none"> <li>All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Plan</li> <li>Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive</li> <li>Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure</li> <li>See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.</li> </ul>
		<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.</li> </ul>

<sup>87</sup> Including monitoring of water quality and nitrogen deposition due to bioenergy and agricultural projects where available

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Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>84</sup>
<b>Air</b>	A	<ul style="list-style-type: none"> <li>Proportion of journeys made by private fossil fuel-based car compared to previous levels</li> <li>NO<sub>2</sub> (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O<sub>3</sub> (Ozone) as part of Ambient Air Quality Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in proportion of journeys made by car compared to previous levels</li> <li>Improvement in Air Quality trends, particularly in relation to transport related emissions</li> <li>Progress in successfully implementing Plan measures relating to sustainable mobility and travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>EPA Air Quality Monitoring</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, Council will coordinate with the Regional Assembly, DHLGH, DCEE and NTA to develop a tailored response. See also entry under Population and human health above</li> </ul>
<b>Climatic Factors</b>	C	<ul style="list-style-type: none"> <li>Implementation of Plan measures relating to climate reduction targets</li> </ul>	<ul style="list-style-type: none"> <li>For review of progress on implementing Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
		<ul style="list-style-type: none"> <li>A competitive, low-carbon, climate-resilient and environmentally sustainable economy</li> </ul>	<ul style="list-style-type: none"> <li>Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050</li> </ul>	<ul style="list-style-type: none"> <li>Confirmation of progress in implementing of Dún Laoghaire-Rathdown County Council's Climate Action Plan 2024-2029</li> <li>EPA Greenhouse Gas Emissions reporting</li> </ul>	<ul style="list-style-type: none"> <li>Where targets are not achieved, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.</li> </ul>
		<ul style="list-style-type: none"> <li>Share of renewable energy in transport</li> </ul>	<ul style="list-style-type: none"> <li>Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of implementation of Plan provisions relating to renewable energy in transport, including facilitating the development of electricity charging and transmission infrastructure</li> </ul>	
		<ul style="list-style-type: none"> <li>Greenhouse gas emissions</li> </ul>	<ul style="list-style-type: none"> <li>Contribute towards the target of aggregate reduction in carbon dioxide (CO<sub>2</sub>) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)</li> </ul>		
		<ul style="list-style-type: none"> <li>Energy consumption, the uptake of renewable options and solid fuels for residential heating</li> </ul>	<ul style="list-style-type: none"> <li>To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating</li> </ul>		<ul style="list-style-type: none"> <li>Where trends toward carbon reduction are not recorded, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.</li> </ul>
		<ul style="list-style-type: none"> <li>Proportion of journeys made by private fossil fuel-based car compared to previous levels</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in the proportion of journeys made by residents of the settlement using private fossil fuel-based car compared to previous levels</li> <li>Progress in successfully implementing Plan measures relating to sustainable mobility and travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	
		<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.</li> </ul>



Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>84</sup>
Cultural Heritage	CH	<ul style="list-style-type: none"> <li>Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where monitoring reveals visitor or development pressure is causing negative effects on designated archaeological or architectural heritage, the Council will work with Regional Assembly, Fáilte Ireland and the National Monuments Service and other stakeholders, as relevant, to address pressures through additional mitigation.</li> </ul>
		<ul style="list-style-type: none"> <li>Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	
Landscape	L	<ul style="list-style-type: none"> <li>Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where monitoring reveals developments permitted which result in avoidable adverse visual impacts on the landscape, the Council will re-examine Plan provisions and the effectiveness of their implementation</li> </ul>

# Appendix I Relationship with Legislation and Other Policies, Plans and Programmes

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
<b>European Level</b>			
<b>SEA Directive (2001/42/EC)</b>	<ul style="list-style-type: none"> <li>Contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.</li> <li>Provide for a high level of protection of the environment by carrying out an environmental assessment of plans and programmes which are likely to have significant effects on the environment.</li> </ul>	<ul style="list-style-type: none"> <li>Carry out an environmental assessment for plans or programmes referred to in Articles 2 to 4 of the Directive.</li> <li>Prepare an environmental report which identifies, describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives that consider the objectives and the geographical scope of the plan or programme.</li> <li>Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission.</li> <li>Consult other Member States where the implementation of a plan or programme is likely to have transboundary environmental effects.</li> <li>Inform relevant authorities and stakeholders on the decision to implement the plan or programme.</li> <li>Issue a statement to include requirements detailed in Article 9 of the Directive.</li> <li>Monitor and mitigate significant environmental effects identified by the assessment.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EIA Directive (2011/92/EU as amended by 2014/52/EU)</b>	<ul style="list-style-type: none"> <li>Requires the assessment of the environmental effects of public and private projects which are likely to have significant effects on the environment.</li> <li>Aims to assess and implement avoidance or mitigation measures to eliminate environmental effects, before consent is given of projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects. Those projects are defined in Article 4.</li> </ul>	<ul style="list-style-type: none"> <li>All projects listed in Annex I are considered as having significant effects on the environment and require an EIA.</li> <li>For projects listed in Annex II, a "screening procedure" is required to determine the effects of projects on the basis of thresholds/criteria or a case by case examination. This should take into account Annex III.</li> <li>The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 12, the direct and indirect effects of a project on the following factors: human beings, fauna and flora, soil, water, air, climate and the landscape, material assets and the cultural heritage, the interaction between each factor.</li> <li>Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission before a decision is made.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Habitats Directive (92/43/EEC)</b>	<ul style="list-style-type: none"> <li>Promote the preservation, protection and improvement of the quality of the environment, including the conservation of natural habitats and of wild fauna and flora.</li> <li>Contribute towards ensuring biodiversity through the conservation of natural habitats and of wild fauna and flora.</li> <li>Maintain or restore to favourable conservation status, natural habitats and species of wild fauna and flora of community interest.</li> <li>Promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Propose and protect sites of importance to habitats, plant and animal species.</li> <li>Establish a network of European sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, to enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range.</li> <li>Carry out comprehensive assessment of habitat types and species present.</li> <li>Establish a system of strict protection for the animal species and plant species listed in Annex IV.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Birds Directive (2009/147/EC)</b>	<ul style="list-style-type: none"> <li>Conserve all species of naturally occurring birds in the wild state including their eggs, nests and habitats.</li> <li>Protect, manage and control these species and comply with regulations relating to their exploitation.</li> <li>The species included in Annex I shall be the subject of special conservation measures concerning their habitat in order to ensure their survival and reproduction in their area of distribution.</li> </ul>	<ul style="list-style-type: none"> <li>Preserve, maintain or re-establish a sufficient diversity and area of habitats for all the species of birds referred to in Annex 1.</li> <li>Preserve, maintain and establish biotopes and habitats to include the creation of protected areas (Special Protection Areas).</li> <li>Ensure the upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones, re-establish destroyed biotopes and creation of biotopes.</li> <li>Measures for regularly occurring migratory species not listed in Annex I is required as regards their breeding, moulting and wintering areas and staging posts along their migration routes. The protection of wetlands and particularly wetlands of international importance.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
<b>EU Nitrates Directive (91/676/EEC)</b>	It aims to reduce water pollution from nitrates used for agricultural purposes and prevent any further pollution. It forms an integral part of the water framework directive (Directive 2000/60/EC) of the European Union and is closely linked to other EU policies that address air quality, climate change and agriculture.	<p>EU Member States must do the following:</p> <ul style="list-style-type: none"> <li>Designate as vulnerable zones all those draining into waters that are or could be affected by high nitrate levels and eutrophication. The designation is reviewed and possibly revised at least every 4 years to take account of any changes that have occurred.</li> <li>Establish mandatory action programmes for these areas, taking into account available scientific and technical data and overall environmental conditions.</li> <li>Monitor the effectiveness of the action programmes.</li> <li>Test the nitrate concentration in fresh ground and surface water at sampling stations, at least monthly and more frequently during flooding.</li> <li>Carry out a comprehensive monitoring programme and submit – every 4 years – a detailed report on the directive's implementation. The report includes information on nitrate-vulnerable zones, results of water monitoring and a summary of the relevant aspects of codes of good agricultural practices and action programmes.</li> <li>Draw up a code of good agricultural practices, which farmers apply on a voluntary basis. It sets out various good practices, such as when fertiliser use is inappropriate.</li> <li>Provide training and information for farmers, where appropriate.</li> </ul> <p>The European Commission provides a report every 4 years on the basis of the national information it has received.</p>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EU Environmental Quality Standards Directive (EQSD) (2008/105/EC)</b>	It sets out environmental quality standards (EQSs) for the presence in surface water of certain substances or groups of substances identified as priority pollutants because of the significant risk they pose to or via the aquatic environment. These standards are in line with the strategy and objectives of the European Union (EU)'s water framework directive (Directive 2000/60/EC). It repeals Directives 82/176/EEC, 83/513/EEC, 84/156/EEC, 84/491/EEC and 86/280/EEC with effect from 22 December 2012.	<p>The directive sets EQSs for priority substances and eight other pollutants. These substances include: the metals cadmium, lead, mercury and nickel, and their compounds; benzene; polyaromatic hydrocarbons; and several pesticides. Several of these priority substances are classed as hazardous.</p> <p>The EQSs in Directive 2008/105/EC are limits on the concentration of the priority substances and eight other pollutants in water (or biota), i.e. thresholds which must not be exceeded if a good chemical status is to be met. There are two types of water standard.</p> <p>A threshold for the average concentration of the substance concerned calculated from measurements over a 1-year period. The purpose of this standard is to ensure protection against long-term exposure to pollutants in the aquatic environment. A maximum allowable concentration of the substance concerned, i.e. the maximum for any single measurement. The purpose of this standard is to ensure protection against short-term exposure, i.e. pollution peaks.</p> <p>The EQSs are different for:</p> <ul style="list-style-type: none"> <li>inland surface waters (rivers and lakes);</li> <li>other surface waters (transitional, coastal and territorial waters).</li> <li>EU Member States must ensure compliance with the EQSs. They must also take measures to ensure that the concentrations of substances that tend to accumulate in sediment and/or biota do not increase significantly.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>EU Industrial Emissions (Integrated Pollution Prevention and Control) –IED Directive (2010/75/EU)</b>	<p>It is aimed at achieving significant benefits to the environment and human health by reducing harmful industrial emissions across the EU, in particular through better application of Best Available Techniques (BAT).</p> <p>The IED is based on the following principles:</p> <ul style="list-style-type: none"> <li>• an integrated approach (focusing on the installation being permitted rather than separately on different environmental media such as air, water or soil);</li> <li>• best available techniques;</li> <li>• flexibility;</li> <li>• inspections;</li> <li>• public participation.</li> </ul> <p>The IED combines seven separate existing Directives related to industrial emissions: With effect from 7 January 2014:</p> <ul style="list-style-type: none"> <li>• Directive 78/176/EEC of 20 February 1978 on waste from the titanium dioxide industry;</li> <li>• Directive 82/883/EEC on the surveillance and monitoring of titanium dioxide waste;</li> <li>• Directive 92/112/EEC on the reduction of titanium dioxide industrial waste;</li> <li>• Directive 1999/13/EC on reducing emissions of volatile organic compounds;</li> <li>• Directive 2000/76/EC on waste incineration (Waste Incineration Directive);</li> <li>• Directive 2008/1/EC concerning integrated pollution prevention and control (IPPC Directive);</li> </ul> <p>With effect from 1st January 2016:</p> <ul style="list-style-type: none"> <li>• Directive 2001/80/EC on the limitation of emissions of certain pollutants from large combustion plants (LCP Directive).</li> </ul>	<ul style="list-style-type: none"> <li>• The IED aspires to reduce and, as far as possible, eliminate pollution arising from industrial activities. It seeks to achieve this by providing a general framework for the control of the industries with the highest pollution potential in order to prevent the shifting of pollution from one environmental medium (or industry) to another. The overall intention is to provide an integrated approach to the prevention and control of emissions into the various environmental media such as, air, water and soil while striking a commercial balance for businesses.</li> <li>• The IED aims to increase the effectiveness of the legislation by supporting Member States in implementing BAT-based permitting. The IED aims to improve and clarify the concept and use of BAT and increases transparency by requiring that the use of flexibility must be justified and documented leading to a more coherent and EU-wide application of BAT.</li> <li>• The IED also strengthens existing minimum requirements in certain sectors (such as large combustion plants, waste incineration, etc.) so as to ensure the achievement of objectives of the Commission's Thematic Strategy on Air Pollution.</li> <li>• The IED aims to further increase the effectiveness of the legislation by strengthening provisions on environmental improvement and enforcement, while stimulating innovation. The IED introduces minimum requirements as regards the environmental inspections of installations, the review and update of permits, and reporting on compliance. It also provides incentives for the development and promotion of environment-friendly technologies.</li> <li>• The IED aims to cut all identified unnecessary administrative burdens and simplify current legislation. The IED tackles the shortcomings of current EU legislation on industrial emissions by overhauling the seven existing pieces of legislation on industrial emissions. This has improved the clarity and coherence of the legislation and should reduce the administrative burden through combined requirements on granting permits and streamlined reporting.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EU Plant Protection (products) Directive 2009/127/EC</b>	The Directive applies to pesticides which are plant protection products. Regarding pesticide application equipment already in professional use, the Framework Directive introduces requirements for the inspection and maintenance to be carried out on such equipment.	This Directive is limited to the essential requirements with which machinery for pesticide application must comply before being placed on the market and/or put into service, while the European standardisation organisations are responsible for drawing up harmonised standards providing detailed specifications for the various categories of such machinery in order to enable manufacturers to comply with those requirements.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EU Renewable Energy Directive (RED) 2023/2413</b>  <b>- amending Directive (EU) 2018/2001, Regulation (EU) 2018/1999 and Directive 98/70/EC as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652</b>	The Renewable Energy Directive is the legal framework for the development of clean energy across all sectors of the EU economy, supporting cooperation between EU countries towards this goal. The revised Directive introduces stronger measures to ensure that all possibilities for the further development and uptake of renewables are fully utilised. This will be key to achieving the EU's objective of climate neutrality by 2050 and to strengthen Europe's security of energy supply. In addition to double the existing share of renewable energy sources, a strong policy framework will facilitate electrification in different sectors, with new increased sector-specific targets for renewables in heating and cooling, transport, industry, buildings and district heating/cooling, but also with a framework promoting electric vehicles and smart recharging.	The revised Directive sets an overall renewable energy target of at least 42.5% binding at EU level by 2030 - but aiming for 45%. The amended RED contains revised targets for renewable energy consumption in transport, of 29% energy share (known as the 'RES-T') or a 14.5% GHG reduction by 2030.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Indirect Land Use Change Directive (2012/0288 (COD))</b>	<ul style="list-style-type: none"> <li>• Article 3(4) of Directive 2009/28/EC of the European Parliament and of the Council (3) requires Member States to ensure that the share of energy from renewable energy sources in all forms of transport in 2020 is at least 10 % of their final energy consumption.</li> <li>• The blending of biofuels is one of the methods available for Member States to meet this target, and is expected to be the main contributor.</li> <li>• Other methods available to meet the target are the reduction of energy consumption, which is imperative because a mandatory percentage target for energy from renewable sources is likely to become increasingly difficult to achieve sustainably if overall demand for energy for transport continues to rise, and the use of electricity from renewable energy sources.</li> </ul>	<ul style="list-style-type: none"> <li>• Limit the contribution that conventional biofuels (with a risk of ILUC emissions) make towards attainment of the targets in the Renewable Energy Directive;</li> <li>• Improve the greenhouse gas performance of biofuel production processes (reducing associated emissions) by raising the greenhouse gas saving threshold for new installations subject to protecting installations already in operation on 1st July 2014;</li> <li>• Encourage a greater market penetration of advanced (low-ILUC) biofuels by allowing such fuels to contribute more to the targets in the Renewable Energy Directive than conventional biofuels;</li> <li>• Improve the reporting of greenhouse gas emissions by obliging Member States and fuel suppliers to report the estimated indirect land-use change emissions of biofuels.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



# SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025

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<p><b>Alternative Fuel Infrastructure Regulation (AFIR) -</b></p> <p><b>(Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU)</b></p>	<p>The regulation sets mandatory national targets for European Union Member States to deploy publicly accessible alternative fuels infrastructure (in particular for electricity and hydrogen) for road vehicles, vessels moored at the quayside and stationary aircraft, with a specific focus on the trans-European networks. The regulation also includes:</p> <ul style="list-style-type: none"> <li>• common rules for user information, data provision and payment requirements;</li> <li>• a mandate for the Commission to adopt delegated acts to ensure interoperability of infrastructure by mandating technical specifications on the basis of European standards; and</li> <li>• planning and reporting requirements for Member States.</li> </ul>	<p>Recharging infrastructure for electric cars and vans:</p> <ul style="list-style-type: none"> <li>• Member States must ensure that publicly accessible recharging stations are set up in proportion to the number of registered vehicles, as follows:</li> <li>• for each registered electric vehicle, a total power output of at least 1.3 kilowatts (kW);</li> <li>• for each registered plug-in hybrid vehicle, a total power output of at least 0.80 kW.</li> <li>• Member States must also ensure the deployment of publicly accessible recharging stations along the trans-European transport network (TEN-T) road network.</li> </ul> <p>Recharging infrastructure for electric heavy-duty vehicles:</p> <ul style="list-style-type: none"> <li>• Member States must ensure a minimum coverage of recharging points for heavy-duty electric vehicles.</li> </ul> <p>Hydrogen infrastructure for road vehicles:</p> <ul style="list-style-type: none"> <li>• By 31 December 2030, Member States must ensure that publicly accessible hydrogen refuelling stations with a total capacity of at least 1 tonne per day are deployed at least every 200 km along the TEN-T core network. At least one refuelling station must be deployed in each urban node.</li> </ul> <p>Liquefied methane for road transport:</p> <ul style="list-style-type: none"> <li>• Until 31 December 2024, Member States must ensure that an appropriate number of publicly accessible refuelling points for liquefied methane are set up, at least along the TEN-T core network, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits.</li> </ul> <p>Electricity supply in maritime ports:</p> <ul style="list-style-type: none"> <li>• By 31 December 2029, there must be sufficient shoreside electricity for ships moored at the quayside at TEN-T core and TEN-T comprehensive maritime ports to serve at least 90% of all container and passenger vessels above 5,000 gross tonnage.</li> </ul> <p>Electricity for stationary aircraft:</p> <ul style="list-style-type: none"> <li>• By 31 December 2024, all airports of the TEN-T core and comprehensive network must provide electricity to stationary aircraft used for commercial air transport operations at aircraft contact stands, and by 31 December 2029 at all remote stands.</li> </ul> <p>Railway infrastructure:</p> <ul style="list-style-type: none"> <li>• Member States must assess the development of alternative fuel technologies and propulsion systems (including hydrogen and battery power) for rail infrastructure that cannot be fully electrified for technical or cost-efficiency reasons.</li> </ul> <p>Payment:</p> <ul style="list-style-type: none"> <li>• Users of electric and hydrogen vehicles must be able to pay easily at recharging and hydrogen refuelling points (with payment cards and without subscriptions). Prices, including all of their components and specific to the recharging session, must be communicated clearly to end users before the start of a recharging session.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p><b>EU Energy Efficiency Directive (2012/27/EU)</b></p>	<ul style="list-style-type: none"> <li>• Establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020.</li> <li>• Under the Directive, all EU countries are required to use energy more efficiently at all stages of the energy chain, from production to final consumption.</li> </ul>	<ul style="list-style-type: none"> <li>• Energy distributors or retail energy sales companies have to achieve 1.5% energy savings per year through the implementation of energy efficiency measures</li> <li>• EU countries can opt to achieve the same level of savings through other means, such as improving the efficiency of heating systems, installing double glazed windows or insulating roofs</li> <li>• The public sector in EU countries should purchase energy efficient buildings, products and services</li> <li>• Every year, governments in EU countries must carry out energy efficient renovations on at least 3% (by floor area) of the buildings they own and occupy</li> <li>• Energy consumers should be empowered to better manage consumption. This includes easy and free access to data on consumption through individual metering</li> <li>• National incentives for SMEs to undergo energy audits</li> <li>• Large companies will make audits of their energy consumption to help them identify ways to reduce it</li> <li>• Monitoring efficiency levels in new energy generation capacities.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p><b>EU Seveso Directive (2012/18/EU)</b></p>	<p>This Directive lays down rules for the prevention of major accidents which involve dangerous substances, and the limitation of their consequences for human health and the environment, with a view to ensuring a high level of protection throughout the Union in a consistent and effective manner.</p>	<p>The Seveso Directive is well integrated with other EU policies, thus avoiding double regulation or other administrative burden. This includes the following related policy areas:</p> <ul style="list-style-type: none"> <li>• Classification, labelling and packaging of chemicals;</li> <li>• The Union's Civil Protection Mechanism;</li> <li>• The Security Union Agenda including CBRN-E and Protection of critical infrastructure;</li> <li>• Policy on environmental liability and on the protection of the environment through criminal law;</li> <li>• Safety of offshore oil and gas operations.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<b>EU Effort Sharing Regulation (ESR) 2018 (as amended in 2023)</b>	The ESR establishes binding annual greenhouse gas emission targets for Member States from 2021 to 2030. It is part of a set of policies and measures to reduce the EU's emissions by at least 55% by 2030, compared to 1990 levels. This is a crucial milestone to deliver the European Green Deal and achieve climate neutrality by 2050. The ESR is also part of the Energy Union strategy and the EU's implementation of the Paris Agreement.	The national targets concern emissions from the following sectors: domestic transport (excluding aviation), buildings, agriculture, small industry, and waste. These sectors account for almost 60% of emissions in the EU. The ESR assigns each Member State with an emission reduction target for 2030, a set of annual emission allocations for each year from 2021 to 2030, and flexibilities to deal with annual fluctuations in greenhouse gas emissions due to weather or economic conditions. The amended legislation increases the emissions reduction target for the targeted sectors including transport, from 29% to 40% by 2030, compared to 2005 levels.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>The Energy Union Strategy (COM/2015/080) (2015) and the EU “Clean energy for all Europeans” package (2019)</b>	The Energy Union Strategy aims at building an energy union that gives EU consumers - households and businesses - secure, sustainable, competitive and affordable energy. Since its launch in 2015, the EC has published several packages of measures and regular progress reports, which monitor the implementation of this key priority, to ensure that the energy union strategy is achieved.  The package aims to help to decarbonise EU's energy system in line with the European Green Deal objectives. The ESR transforms the targets of the Clean Energy Package into binding annual climate targets for each Member State for the period 2021–2030. The “Clean energy for all Europeans” package – marked a significant step towards implementing the Energy Union Strategy.	The Energy Union Strategy builds five closely related and mutually reinforcing dimensions: <ul style="list-style-type: none"> <li>• Security, solidarity and trust - diversifying Europe's sources of energy and ensuring energy security through solidarity and cooperation between EU countries.</li> <li>• A fully integrated internal energy market - enabling the free flow of energy through the EU through adequate infrastructure and without technical or regulatory barriers.</li> <li>• Energy efficiency - improved energy efficiency will reduce dependence on energy imports, lower emissions, and drive jobs and growth.</li> <li>• Climate action, decarbonising the economy - the EU is committed to a quick ratification of the Paris Agreement and to retaining its leadership in the area of renewable energy.</li> <li>• Research, innovation and competitiveness - supporting breakthroughs in low-carbon and clean energy technologies by prioritising research and innovation to drive the energy transition and improve competitiveness.</li> </ul> Based on Commission proposals published in 2016, the Clean Energy package consists of 8 new laws. Following political agreement by the EU Council and the European Parliament (finalised in May 2019) and the entry into force of the different EU rules, EU countries have 1-2 years to convert the new directives into national law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Directive on ambient air quality and cleaner air for Europe 2024/EC</b>  <b>recast: Ambient Air Quality and Cleaner Air for Europe Directive 2008/50/EC and Fourth Daughter Directive 2004/107/EC</b>	This new directive simplifies EU rules on ambient air quality by merging the two existing EU directives into one. Its goal is to bring quality standards in line with the World Health Organization (WHO) recommendations.  The new directive introduces stricter limits on key air pollutants, aligning EU standards more closely with World Health Organization (WHO) guidelines.	Air quality is assessed using common methods and criteria across the EU, and the revised directive brings further improvements to air quality monitoring and modelling. The revised directive will also ensure early action, with air quality roadmaps that need to be prepared ahead of 2030 if there is a risk that the new standards will not be attained by that date. The air quality standards will be reviewed regularly in line with latest scientific evidence to assess whether they continue to be appropriate.  The revised directive prioritises the health of EU citizens: it sets new air quality standards for pollutants to be reached by 2030 which are more closely aligned with the WHO air quality guidelines. Those pollutants include, among others, particulate matter PM <sub>10</sub> and PM <sub>2.5</sub> , nitrogen dioxide and sulphur dioxide, all known to cause respiratory problems. Member states may request that the 2030 deadline be postponed if specific conditions are met.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EU (2018) Clean Air Policy Package</b>	Aims to substantially reduce air pollution across the EU.	The proposed strategy sets out objectives for reducing the health and environmental impacts of air pollution by 2030, and contains legislative proposals to implement stricter standards for emissions and air pollution.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Emissions Ceilings (NEC) Directive 2016/2284/EU on the reduction of certain atmospheric pollutants</b>	It aims to reduce the health risks and environmental impact of air pollution by establishing national emission reduction commitments. The Directive also aligns emission reduction commitments under EU law with international commitments (following the revision of the Gothenburg Protocol in 2012). The legislation was proposed as part of the EU's 2013 Clean Air Policy Package, which included a Clean Air Programme for Europe.	The Directive covers 5 air pollutants: <ul style="list-style-type: none"> <li>• sulphur dioxide;</li> <li>• nitrogen oxides;</li> <li>• non-methane volatile organic compounds;</li> <li>• ammonia; and</li> <li>• fine particulate matter.</li> </ul> The Directive sets emission reduction commitments per pollutant for each EU country to be attained by 2020 and 2030. The emission reduction commitments for each pollutant that will apply each year from 2020 to 2029 are the same as those which the EU countries are already committed to under the revised Gothenburg protocol. New stricter reductions have been agreed from 2030 onwards.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>UNECE Convention on Long-range Transboundary Air Pollution (1979)</b>	The first international treaty to deal with air pollution on a broad regional basis. The Convention entered into force in 1983, laying down the general principles of international cooperation for air pollution abatement and setting up an institutional framework which has since brought together research and policy.	The Convention has substantially contributed to the development of international environmental law and has created the essential framework for controlling and reducing the damage to human health and the environment caused by transboundary air pollution.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Directive on arsenic, cadmium, mercury, nickel and PAH in ambient air (2004/107/EC), as amended</b>	Directive 2004/107/EC of the European Parliament and of the Council of 15 December 2004 relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air.	The objective of this Directive is to establish a target value for the concentration of arsenic, cadmium, nickel and benzo(a)pyrene in ambient air so as to avoid, prevent or reduce harmful effects of arsenic, cadmium, nickel and polycyclic aromatic hydrocarbons on human health and the environment as a whole. It determines common methods and criteria for the assessment of concentrations of arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air as well as of the deposition of such substances.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Medium Combustion Plants (MCP) Directive (2015/2193)</b>	Directive (EU) 2015/2193 of the European Parliament and of the Council on the limitation of emissions of certain pollutants into the air from medium combustion plants.	This Directive lays down rules to control emissions of sulphur dioxide (SO <sub>2</sub> ), nitrogen oxides (NO <sub>x</sub> ) and dust into the air from medium combustion plants, as well as to monitor emissions of carbon monoxide (CO). The aim is to reduce emissions to air and the potential risks to human health and the environment from such emissions. As regards the scope, Article 2 identifies the types of combustion plants to which these rules apply. Emission limits values are set out in Annex II.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EU Energy Efficiency Directive 2023/1791 on energy efficiency and amending Regulation (EU) 2023/955 (recast)</b>	The revised Energy Efficiency Directive significantly raises the EU's ambition on energy efficiency. It establishes 'energy efficiency first' as a fundamental principle of EU energy policy, giving it legal-standing for the first time. The Commission has published a series of recommendations, including guidelines for EU countries related to the revised directive, to help countries transpose its different elements into national law.	The revised Directive: <ul style="list-style-type: none"> <li>raises the EU energy efficiency target, making it binding for EU countries to collectively ensure an additional 11.7% reduction in energy consumption by 2030, compared to the projections of the EU reference scenario 2020;</li> <li>more than doubles the annual energy savings obligation (Article 8) by 2028, this is one of the key policy instruments of the directive to meet the headline target and to drive energy savings in end-use sectors, such as buildings, industry and transport;</li> <li>puts a stronger focus on alleviating energy poverty, it aims at empowering consumers through stronger requirements for EU countries to raise awareness and provide information on energy efficiency;</li> <li>it includes improved regulations to identify and remove barriers related to split incentives for energy efficiency renovations between tenants and owners or among multiple owners;</li> <li>introduces an obligation for the monitoring and reporting of the energy performance of data centres;</li> <li>expands the scope of energy audit obligations to include all those companies, regardless of their size, which are consuming energy above a certain threshold;</li> <li>mandates EU countries to report on energy efficiency investments, including energy performance contracts, as part of the Governance Regulation, ensuring transparency and accountability;</li> <li>establishes project development assistance mechanisms at national, regional, and local levels to support energy efficiency investments and facilitate the attainment of the EU's ambitious energy efficiency targets.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Noise Directive (2002/49/EC)</b>	The Noise Directive - Directive 2002/49/EC relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing Community policy on noise reduction from source.	The Directive requires competent authorities in Member States to: <ul style="list-style-type: none"> <li>Draw up strategic noise maps for major roads, railways, airports and agglomerations, using harmonised noise indicators and use these maps to assess the number of people which may be impacted upon as a result of excessive noise levels;</li> <li>Draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good; and</li> <li>Inform and consult the public about noise exposure, its effects, and the measures considered to address noise.</li> </ul> The Directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Floods Directive (2007/60/EC)</b>	<ul style="list-style-type: none"> <li>Establishes a framework for the assessment and management of flood risks</li> <li>Reduce adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community</li> </ul>	<ul style="list-style-type: none"> <li>Assess all water courses and coast lines at risk from flooding through Flood Risk Assessment</li> <li>Prepare flood hazard maps and flood risk maps outlining the extent or potential of flooding and assets and humans at risk in these areas at River Basin District level (Article 3(2) (b)) and areas covered by Article 5(1) and Article 13(1) (b) in accordance with paragraphs 2 and 3.</li> <li>Implement flood risk management plans and take adequate and coordinated measures to reduce flood risk for the areas covered by the Articles listed above.</li> <li>Inform the public and allow the public to participate in planning process.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Water Framework Directive (2000/60/EC)</b>	<ul style="list-style-type: none"> <li>Establish a framework for the protection of water bodies to include inland surface waters, transitional waters, coastal waters and groundwater and their dependent wildlife and habitats.</li> <li>Preserve and prevent the deterioration of water status and where necessary improve and maintain “good status” of water bodies.</li> <li>Promote sustainable water usage.</li> <li>The Water Framework Directive repealed the following Directives: <ul style="list-style-type: none"> <li>The Drinking Water Abstraction Directive</li> <li>Sampling Drinking Water Directive</li> <li>Exchange of Information on Quality of Surface Freshwater Directive</li> <li>Shellfish Directive</li> <li>Freshwater Fish Directive</li> <li>Groundwater (Dangerous Substances) Directive</li> <li>Dangerous Substances Directive</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Protect, enhance and restore all water bodies and meet the environmental objectives outlined in Article 4 of the Directive.</li> <li>Achieve “good status” for all waters.</li> <li>Manage water bodies based on identifying and establishing river basins districts.</li> <li>Involve the public and streamline legislation.</li> <li>Prepare and implement a River Basin Management Plan for each river basin districts identified and a Register of Protected Areas.</li> <li>Establish a programme of monitoring for surface water status, groundwater status and protected areas.</li> <li>Recover costs for water services.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Groundwater Directive (2006/118/EC)</b>	<ul style="list-style-type: none"> <li>Protect, control and conserve groundwater.</li> <li>Prevent the deterioration of the status of all bodies of groundwater.</li> <li>Implements measures to prevent and control groundwater pollution, including criteria for assessing good groundwater chemical status and criteria for the identification of significant and sustained upward trends and for the definition of starting points for trend reversals.</li> </ul>	<ul style="list-style-type: none"> <li>Meet minimum groundwater standards listed in Annex 1 of Directive.</li> <li>Meet threshold values adopted by national legislation for the pollutants, groups of pollutants and indicators of pollution which have been identified as contributing to the characterisation of bodies or groups of bodies of groundwater as being at risk, also taking into account Part B of Annex II.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Drinking Water Directive (98/83/EC)</b>	<ul style="list-style-type: none"> <li>Improve and maintain the quality of water intended for human consumption.</li> <li>Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.</li> </ul>	<ul style="list-style-type: none"> <li>Set values applicable to water intended for human consumption for the parameters set out in Annex I.</li> <li>Set values for additional parameters not included in Annex I, where the protection of human health within national territory or part of it so requires. The values set should, as a minimum, satisfy the requirements of Article 4(1) (a).</li> <li>Implement all measures necessary to ensure that regular monitoring of the quality of water intended for human consumption is carried out, in order to check that the water available to consumers meets the requirements of this Directive and in particular the parametric values set in accordance with Article 5.</li> <li>Ensure that any failure to meet the parametric values set in accordance with Article 5 is immediately investigated in order to identify the cause.</li> <li>Ensure that the necessary remedial action is taken as soon as possible to restore its quality and shall give priority to their enforcement action.</li> <li>Undertake remedial action to restore the quality of the water where necessary to protect human health.</li> <li>Notify consumers when remedial action is being undertaken except where the competent authorities consider the non-compliance with the parametric value to be trivial.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Urban Waste Water Treatment Directive (91/271/EEC)</b>	<ul style="list-style-type: none"> <li>This Directive concerns the collection, treatment and discharge of urban waste water and the treatment and discharge of waste water from certain industrial sectors.</li> <li>The objective of the Directive is to protect the environment from the adverse effects of waste water discharges.</li> </ul>	<ul style="list-style-type: none"> <li>Urban waste water entering collecting systems shall before discharge, be subject to secondary treatment.</li> <li>Annex II requires the designation of areas sensitive to eutrophication which receive water discharges.</li> <li>Establishes minimum requirements for urban waste water collection and treatment systems in specified agglomerations to include special requirements for sensitive areas and certain industrial sectors.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



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<b>Water Reuse Regulation (2020/741)</b>	The purpose of this Regulation is to facilitate the uptake of water reuse whenever it is appropriate and cost-efficient, thereby creating an enabling framework for those Member States who wish or need to practise water reuse.	<ul style="list-style-type: none"> <li>Regulation (EU) 2020/741 of the European Parliament and of the Council on minimum requirements for water reuse. This Regulation lays down minimum requirements for water quality and monitoring and provisions on risk management, for the safe use of reclaimed water in the context of integrated water management.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Environmental Liability Directive (2004/35/EC) as amended by Directive 2006/21/EC, Directive 2009/31/EC and Directive 2013/30/EU</b>	The overall aim of the ELD is to prevent and fully remedy damaged natural resources and their services to the condition that would have existed if no damage had occurred.	<ul style="list-style-type: none"> <li>Relates to environmental damage caused by any of the occupational activities listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities; damage to protected species and natural habitats caused by any occupational activities other than those listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities, whenever the operator has been at fault or negligent.</li> <li>Where environmental damage has not yet occurred but there is an imminent threat of such damage occurring, the operator shall, without delay, take the necessary preventive measures.</li> <li>Where environmental damage has occurred the operator shall, without delay, inform the competent authority of all relevant aspects of the situation and take all practicable steps to immediately control, contain, remove or otherwise manage the relevant contaminants and/or any other damage factors in order to limit or to prevent further environmental damage and adverse effects on human health or further impairment of services and the necessary remedial measures, in accordance with Article 7.</li> <li>The operator shall bear the costs for the preventive and remedial actions taken pursuant to this Directive.</li> <li>The competent authority shall be entitled to initiate cost recovery proceedings against the operator.</li> <li>The operator may be required to provide financial security guarantees to ensure their responsibilities under the directive are met.</li> <li>The Environmental Liability Directive has been amended through a number of Directives. Implementation of the Environmental Liability Directive is contributed towards by a Multi-Annual Work Programme (MAWP) 'Making the Environmental Liability Directive more fit for purpose' that is updated annually to changing developments, growing knowledge and new needs.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Sewage Sludge Directive</b>  <b>(Council Directive 86/278/EEC of 12 June 1986 on the protection of the environment, and in particular of the soil, when sewage sludge is used in agriculture)</b>	<p>The purpose of this Directive is to regulate the use of sewage sludge in agriculture in such a way as to prevent harmful effects on soil, vegetation, animals and man, thereby encouraging the correct use of such sewage sludge. Member States shall prohibit the use of sludge where the concentration of one or more heavy metals in the soil exceeds the limit values which they lay down in accordance with Annex I A and shall take the necessary steps to ensure that those limit values are not exceeded as a result of the use of sludge.</p> <p>The aims of the Sewage Sludge Directive are</p> <ul style="list-style-type: none"> <li>to protect humans, animals, plants and the environment by ensuring that heavy metals in soil and sludge do not exceed set limits</li> <li>to increase the amount of sewage sludge used in agriculture</li> </ul>	<p>The Directive also:</p> <ul style="list-style-type: none"> <li>sets limits for the concentration of seven heavy metals in sewage sludge intended for agricultural use and in sludge-treated soils (cadmium, copper, nickel, lead, zinc, mercury, chromium)</li> <li>bans the use of sewage sludge that results in concentrations of these heavy metals in soil exceeding these limit values</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Bathing Waters Directive</b>  <b>(Directive 2006/7/EC of the European Parliament and of the Council concerning the management of bathing water quality and repealing Directive 76/160/EEC)</b>	<p>With a view to preserving, protecting and improving human health and the environment, within the legal framework of Directive 2000/60/EC, the present Directive establishes provisions for: (a) the monitoring and classification of bathing water quality; (b) the management of bathing water quality; and (c) the provision of information to the public on bathing water quality. Member States are required to annually identify all bathing waters and define the length of the bathing season.</p> <p>The EU aims to protect the environment and the health of Europeans by attaining good bathing water quality throughout the EU. More specifically, it aims to:</p> <ul style="list-style-type: none"> <li>provide better and earlier information to citizens about the quality of their bathing waters, including logos</li> <li>move from simple sampling and monitoring of bathing waters to bathing quality management</li> <li>integrate into other EU measures protecting the quality of all our waters (rivers, lakes, ground waters and coastal waters) through the Water Framework Directive</li> </ul>	<p>The Bathing Water Directive requires Member States to monitor and assess bathing water. It ensures timely information is given to the public during the bathing season and requires Member States to disseminate information on bathing water quality actively and promptly. In particular, notices banning or advising against bathing should be rapidly and easily identifiable. The Directive applies to all surface waters that can be used for bathing, except for swimming pools and spa pools, confined waters subject to treatment or used for therapeutic purposes and confined waters artificially separated from surface water and groundwater. Decision establishing a symbol for information to the public on bathing water classification and any bathing prohibition. View the symbols for informing the public on bathing water prohibition, advice against bathing and bathing water classification.</p> <p>The implementation of the Bathing Water Directive is supported by a broad EU framework of water legislation, including the Water Framework Directive, the Environmental Quality Standards Directive, the Groundwater Directive, the Marine Strategy Framework Directive and the Urban Waste Water Treatment Directive.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Sustainable Use of Pesticides Directive (2009/128/EC)</b>  <b>Proposal for a Regulation of the European Parliament and of the Council on the sustainable use of plant protection products and amending Regulation (EU) 2021/2115</b>	<p>The Sustainable Use of Pesticides Directive (SUD) establishes a framework for European Community action to achieve the sustainable use of pesticides by setting minimum rules to reduce the risks to human health and the environment that are associated with pesticide use.</p> <p>The Directive aims to achieve a sustainable use of pesticides in the EU by reducing the risks and impacts of pesticide use on human health and the environment and promoting the use of Integrated Pest Management (IPM) and of alternative approaches or techniques, such as non-chemical alternatives to pesticides. EU countries have drawn up National Action Plans to implement the range of actions set out in the Directive.</p>	<p>The main actions relate to training of users, advisors and distributors of pesticides, inspection of pesticide application equipment, the prohibition of aerial spraying, limitation of pesticide use in sensitive areas, and information and awareness raising about pesticide risks. EU countries must also promote Integrated Pest Management, for which, general principles are laid down in Annex III to the Directive.</p> <p>The European Commission has adopted a proposal for a new Regulation on the Sustainable Use of Plant Protection Products, including EU wide targets to reduce by 50% the use and risk of chemical pesticides by 2030, in line with the EU's Farm to Fork and Biodiversity strategies. The proposal, adopted on 22 June 2022, is part of a package of measures to reduce the environmental footprint of the EU's food system and help mitigate the economic losses that we are already suffering due to climate change and biodiversity loss.</p> <p>The proposal transforms the existing Directive into a Regulation which will be directly binding and uniformly applicable to all Member States. It overhauls the existing rules on the Sustainable Use of Pesticides (see Directive 2009/128/EC) to bring them in line with the ambitions set in the EU Green Deal, Biodiversity and Farm to Fork strategies. The proposals must be approved by Member States in the Council and the European Parliament, under the normal legislative procedure.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>EU Common Agricultural Policy (CAP) (1962)</b>  <b>CAP 2023-2027</b>	<p>The CAP is a partnership between society and agriculture that ensures a stable supply of food, safeguards farmers' income, protects the environment and keeps rural areas vibrant. It aims to:</p> <ul style="list-style-type: none"> <li>support farmers and improve agricultural productivity, ensuring a stable supply of affordable food;</li> <li>safeguard European Union farmers to make a reasonable living;</li> <li>help tackle climate change and the sustainable management of natural resources;</li> <li>maintain rural areas and landscapes across the EU;</li> <li>keep the rural economy alive by promoting jobs in farming, agri-food industries and associated sectors.</li> </ul>	<p>The CAP 2023-2027 entered into force on 1 January 2023. Support for farmers and rural stakeholders across the 27 EU countries is based on the CAP 2023-2027 legal framework and the choices detailed in the CAP Strategic Plans, approved by the Commission. The approved Plans are designed to make a significant contribution to the ambitions of the European Green Deal, Farm to Fork Strategy and Biodiversity Strategy.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>EU REACH Regulation (EC 1907/2006), as amended</b>	<p>The purpose of this Regulation is to ensure a high level of protection of human health and the environment, including the promotion of alternative methods for assessment of hazards of substances, as well as the free circulation of substances on the internal market while enhancing competitiveness and innovation.</p>	<p>This Regulation lays down provisions on hazardous substances and mixtures and specification of hazard classes; general obligations of manufacturers, importers and downstream users to classify, label and package the substances and mixtures; identification and examination of available information on substances and mixtures; evaluation of hazard information and decision on classification; establishment of a classification and labelling inventory in the form of a database; and the manufacture, placing on the market and use of chemical substances and preparations, pursuant to the precautionary principle.</p> <p>The Regulation sets forth the framework concerning the registration of such substances and preparations as well as the granting of authorizations. Furthermore, it sets up the European Chemicals Agency for the purposes of managing and carrying out the technical, scientific and administrative aspects of this Regulation. This Regulation sets out eight annexes attached. Annex I sets out the criteria for classification and labelling requirements for hazardous substances and mixtures. Annex II lays down special rules for labelling and packaging of certain classified substances and mixtures.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<b>UN Sustainable Development Goals</b>	The 2030 Agenda for Sustainable Development provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are 17 Sustainable Development Goals (SDGs), which reflect the need for all countries to urgently act as a global partnership.	Sustainable transport is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, economic growth, infrastructure, and cities and human settlements.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Commission's "Forging a climate-resilient Europe - the new EU Strategy on Adaptation to Climate Change" (2021)</b>	The Strategy sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050.	The Strategy has four principal objectives: to make adaptation smarter, swifter and more systemic, and to step up international action on adaptation to climate change.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Environment Agency's European Climate Risk Assessment (2024)</b>	This assessment identifies 36 climate risks with potentially severe consequences across Europe.	The risks are evaluated in the contexts of risk severity, policy horizon (lead time and decision horizon), policy readiness and risk ownership. It further identifies priorities for EU policy action, based on a structured risk assessment united with qualitative aspects, such as considering social justice.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>UN Kyoto Protocol (2<sup>nd</sup> Kyoto Period), the Second European Climate Change Programme (ECCP II), Paris climate conference (COP21) 2015 (Paris Agreement)</b>	The UN Kyoto Protocol set of policy measures to reduce greenhouse gas emissions. The Second European Climate Change Programme (ECCP II) aims to identify and develop all the necessary elements of an EU strategy to implement the Kyoto Protocol. At the Paris climate conference (COP21) in December 2015, 195 countries adopted the first-ever universal, legally binding global climate deal. The agreement sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to well below 2°C and in line with recommendations of the Intergovernmental Panel on Climate Change (IPCC) take steps "to limit the temperature increase to 1.5°C above preindustrial levels".	<ul style="list-style-type: none"> <li>The Kyoto Protocol is implemented through the European Climate Change Programme (ECCP II).</li> <li>EU member states implement measures to improve on or complement the specified measures and policies arising from the ECCP.</li> </ul> <p>Under COP21, governments agreed to come together every 5 years to set more ambitious targets as required by science; report to each other and the public on how well they are doing to implement their targets; track progress towards the long-term goal through a robust transparency and accountability system.</p>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Green Deal (2019) and "Fit for 55" legislation (2021)</b>	The European Green Deal provides a roadmap for making the EU's economy sustainable by turning climate and environmental challenges into opportunities across all policy areas and making the transition just and inclusive for all. The "Fit for 55" legislative package is a central part of the European Green Deal.	<p>The European Green Deal covers all sectors of the economy, notably transport, energy, agriculture, buildings, and industries such as steel, cement, ICT, textiles and chemicals. It outlines investments needed and financing tools available, and explains how to ensure a just and inclusive transition.</p> <p>The 'Fit for 55' package responds to the requirements in the EU Climate Law to reduce Europe's net greenhouse gas emissions by at least 55% by 2030. It was updated when the Commission proposed increased ambition on renewable energy and energy efficiency in the REPowerEU plan to respond to Russia's invasion of Ukraine and boost Europe's energy security. The final legislative package is expected to reduce EU net greenhouse gas emissions by 57% by 2030. For transport, the package is primarily focused on reducing fossil fuel dependency and increasing the availability of, and infrastructure for, renewable alternatives.</p>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Leaders Pledge for Nature 2020</b>	Political leaders (including Taoiseach Michael Martin) participating in the United Nations Summit on Biodiversity in September 2020, representing 75 countries from all regions and the European Union, have committed to reversing biodiversity loss by 2030.	As part of the UN Decade of Action to achieve sustainable development, the leaders commit to achieve the vision of Living in Harmony with Nature by 2050 by undertaking ten actions, including: <ul style="list-style-type: none"> <li>Putting biodiversity, climate, and the environment at the heart of COVID-19 recovery strategies and investments as well as national and international development and cooperation;</li> <li>Developing and implementing an ambitious and transformational post-2020 global biodiversity framework for adoption at the 15th meeting of the Conference of the Parties (COP 15) to the UN Convention on Biological Diversity (CBD) in Kunming, China, as a key instrument to reach the SDGs;</li> <li>Raising ambition and aligning domestic climate policies with the Paris Agreement on climate change, with enhanced nationally determined contributions (NDCs) and long-term strategies consistent with the temperature goals of the Paris Agreement, and the objective of net zero greenhouse gas (GHG) emissions by mid-century, and strengthen climate resilience of economies and ecosystems; and</li> <li>Mainstream biodiversity into relevant sectoral and cross-sectoral policies at all levels, including in food production, agriculture, fisheries and forestry, energy, tourism, infrastructure and extractive industries, and trade and supply chains, as well as into key international agreements and processes.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Europe 2020: European 2020 Strategy for Growth and Employment</b>	The Europe 2020 Strategy aims to ensure that the economic revival of the European Union following the economic and financial crisis is supported by a series of reforms in order to build solid foundations for growth and job creation by 2020. While addressing the structural weaknesses of the EU's economy and economic and social issues, the strategy also takes account of the longer-term challenges of globalisation, pressure on resources and ageing.	<ul style="list-style-type: none"> <li>The Europe 2020 Strategy should enable the EU to achieve growth that is: <ul style="list-style-type: none"> <li>smart, through the development of knowledge and innovation;</li> <li>sustainable, based on a greener, more resource efficient and more competitive economy;</li> <li>inclusive, aimed at strengthening employment and social and territorial cohesion.</li> </ul> </li> <li>The EU has set itself five major targets for this ambition to be achieved by 2020: <ul style="list-style-type: none"> <li>increasing the employment rate of the population aged 20-64 to at least 75 %;</li> <li>investing 3 % of gross domestic product in research and development;</li> <li>reducing greenhouse gas emissions by at least 20 %, increasing the share of renewable energies to 20 % and increasing energy efficiency by 20 %;</li> <li>reducing the school drop-out rate to less than 10 % and increasing the proportion of tertiary degrees to at least 40 %;</li> <li>reducing the number of people threatened by poverty or social exclusion by 20 million.</li> </ul> </li> <li>The Europe 2020 Strategy targets are also supported by 7 flagship initiatives at European level and in EU countries: the Innovation Union; Youth on the move; the Digital Agenda for Europe; a Resource-efficient Europe; an industrial policy for the globalisation era; the agenda for new skills and jobs; and the European Platform against Poverty.</li> <li>At European level, the single market, the EU budget and the European external policy are additional levers in achieving the targets of the Europe 2020 strategy</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Biodiversity Strategy for 2030 - Bringing nature back into our lives (European Commission, 2020)</b>	The EU's biodiversity strategy for 2030 is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030, and contains specific actions and commitments.  Aims to build resilience to future threats such as the impacts of climate change, forest fires, food insecurity, disease outbreaks and protecting wildlife and fighting illegal wildlife trade.	The Strategy contains specific commitments and actions to be delivered by 2030, including: <ul style="list-style-type: none"> <li>Establishing a larger EU-wide network of protected areas on land and at sea;</li> <li>Launching an EU nature restoration plan;</li> <li>Introducing measures to enable the necessary transformative stage; and</li> <li>Introducing measures to tackle the global biodiversity challenge.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>EU Green Infrastructure Strategy (2013)</b>	Aims to create a robust enabling framework in order to promote and facilitate Green Infrastructure (GI) projects.	<ul style="list-style-type: none"> <li>Promoting GI in the main EU policy areas.</li> <li>Supporting EU-level GI projects.</li> <li>Improving access to finance for GI projects.</li> <li>Improving information and promoting innovation.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



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<b>European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)</b>	The aim of this (revised) Convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.	The Valletta Convention makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies. The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage. It also constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience and experts among the various States.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>ICOMOS (2011) Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes ('Dublin Principles')</b>	It is aimed to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of human societies around the World.	<ul style="list-style-type: none"> <li>(I) Document and understand industrial heritage structures, sites, areas and landscapes and their values;</li> <li>(II) Ensure effective protection and conservation of the industrial heritage structures, sites, areas and landscapes;</li> <li>(III) Conserve and maintain the industrial heritage structures, sites, areas and landscapes; and</li> <li>(IV) Present and communicate the heritage dimensions and values of industrial structures, sites, areas and landscapes to raise public and corporate awareness, and support training and research.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Convention of the Protection of the Architectural Heritage of Europe (Granada, 1995)</b>	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It also affirms the need for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.	<ul style="list-style-type: none"> <li>The reinforcement and promotion of policies for protecting and enhancing the heritage within the territories of the parties.</li> <li>The affirmation of European solidarity with regard to the protection of the heritage and the fostering of practical co-operation between states and regions.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Council of Europe Framework Convention on the Value of Cultural Heritage for Society (Faro, 2005)</b>	<ul style="list-style-type: none"> <li>Cultural heritage is a group of resources inherited from the past which people identify, independently of ownership, as a reflection and expression of their constantly evolving values, beliefs, knowledge and traditions. It includes all aspects of the environment resulting from the interaction between people and places through time.</li> <li>A heritage community consists of people who value specific aspects of cultural heritage which they wish, within the framework of public action, to sustain and transmit to future generations.</li> </ul>	<ul style="list-style-type: none"> <li>Recognise that rights relating to cultural heritage are inherent in the right to participate in cultural life, as defined in the Universal Declaration of Human Rights.</li> <li>Recognise individual and collective responsibility towards cultural heritage.</li> <li>Emphasise that the conservation of cultural heritage and its sustainable use have human development and quality of life as their goal.</li> <li>Take the necessary steps to apply the provisions of this Convention concerning the role of cultural heritage in the construction of a peaceful and democratic society.</li> <li>Greater synergy of competencies among all the public, institutional and private actors concerned.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Landscape Convention (Florence, 2000)</b>	The European Landscape Convention introduced a Europe-wide concept centring on the quality of landscape protection, management and planning and covering the entire territory, not just outstanding landscapes. Through its ground-breaking approach and its broader scope, it complements the Council of Europe's and UNESCO's heritage conventions.	<ul style="list-style-type: none"> <li>Promote protection, management and planning of landscapes.</li> <li>Organise European co-operation on landscape issues.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>The Seventh Environmental Action Programme (EAP) of the European Community (2013-2020)</b>	It identifies three key objectives: <ul style="list-style-type: none"> <li>to protect, conserve and enhance the Union's natural capital</li> <li>to turn the Union into a resource-efficient, green, and competitive low-carbon economy</li> <li>to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing</li> </ul>	<p>Four so called "enablers" will help Europe deliver on these objectives (goals):</p> <ul style="list-style-type: none"> <li>Better implementation of legislation.</li> <li>Better information by improving the knowledge base.</li> <li>More and wiser investment for environment and climate policy.</li> <li>Full integration of environmental requirements and considerations into other policies.</li> </ul> <p>Two additional horizontal priority objectives complete the programme:</p> <ul style="list-style-type: none"> <li>To make the Union's cities more sustainable.</li> <li>To help the Union address international environmental and climate challenges more effectively.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Bern Convention (Convention on the Conservation of European Wildlife and Natural Habitats) (1979)</b>	<p>The convention has three main aims:</p> <ul style="list-style-type: none"> <li>to conserve wild flora and fauna and their natural habitats</li> <li>to promote cooperation between states</li> <li>to give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species</li> </ul>	<p>The Parties under the convention recognise the intrinsic value of nature, which needs to be preserved and passed to future generations, they also:</p> <ul style="list-style-type: none"> <li>Seek to ensure the conservation of nature in their countries, paying particular attention to planning and development policies and pollution control.</li> <li>Look at implementing the Bern Convention in central Eastern Europe and the Caucasus.</li> <li>Take account of the potential impact on natural heritage by other policies.</li> <li>Promote education and information of the public, ensuring the need to conserve species is understood and acted upon.</li> <li>Develop an extensive number of species action plans, codes of conducts, and guidelines, at their own initiative or in co-operation with other organisations.</li> <li>Created the Emerald Network, an ecological network made up of Areas of Special Conservation Interest.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Bali Road Map (2007)</b>	<p>The Bali Road Map includes the Bali Action Plan, which charts the course for a new negotiating process designed to tackle climate change. The Bali Action Plan is a comprehensive process to enable the full, effective and sustained implementation of the Convention through long-term cooperative action, now, up to and beyond 2012, in order to reach an agreed outcome and adopt a decision.</p>	<p>The Bali Action Plan is divided into five main categories: shared vision, mitigation, adaptation, technology and financing. The shared vision refers to a long-term vision for action on climate change, including a long-term goal for emission reductions.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Cancun Agreements (2010)</b>	<p>Set of decisions taken at the COP 16 Conference in Cancun in 2010, which addresses a series of key issues in the fight against climate change. Cancun Agreements' main objectives cover:</p> <ul style="list-style-type: none"> <li>Mitigation</li> <li>Transparency of actions</li> <li>Technology</li> <li>Finance</li> <li>Adaptation</li> <li>Forests</li> <li>Capacity building</li> </ul>	<p>Among the most prominent agreements is the establishment of a Green Climate Fund to transfer money from the developed to developing world to tackle the impacts of climate change.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Doha Climate Gateway (2012)</b>	<p>Set of decisions taken at the COP 18 meeting in Doha in 2012 which pave the way for a new agreement in Paris in 2015.</p>	<p>Among the many decisions taken, governments:</p> <ul style="list-style-type: none"> <li>Strengthened their resolve and set out a timetable to adopt a universal climate agreement by 2015, which will come into effect in 2020.</li> <li>Streamlined the negotiations, completing the work under the Bali Action Plan to concentrate on the new work towards a 2015 agreement under a single negotiating stream in the Ad hoc Working Group on the Durban Platform for Enhanced Action.</li> <li>Emphasized the need to increase their ambition to cut greenhouse gases and to help vulnerable countries to adapt.</li> <li>Launched a new commitment period under the Kyoto Protocol, thereby ensuring that this treaty's important legal and accounting models remain in place and underlining the principle that developed countries lead mandated action to cut greenhouse gas emissions.</li> <li>Made further progress towards establishing the financial and technology support and new institutions to enable clean energy investments and sustainable growth in developing countries.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Stockholm Convention on Persistent Organic Pollutants (POPs) (2001)</b>	<p>The Stockholm Convention on Persistent Organic Pollutants is a global treaty to protect human health and the environment from chemicals that remain intact in the environment for long periods, become widely distributed geographically, accumulate in the fatty tissue of humans and wildlife, and have harmful impacts on human health or on the environment. The objective of the Stockholm Convention is to protect human health and the environment from persistent organic pollutants.</p>	<ul style="list-style-type: none"> <li>Prohibit and/or eliminate the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex A to the Convention</li> <li>Restrict the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex B to the Convention</li> <li>Reduce or eliminate releases from unintentionally produced POPs that are listed in Annex C to the Convention</li> <li>Ensure that stockpiles and wastes consisting of, containing or contaminated with POPs are managed safely and in an environmentally sound manner</li> <li>Other provisions of the Convention relate to the development of implementation plans, information exchange, public information, awareness and education, research, development and monitoring, technical assistance, financial resources and mechanisms, reporting, effectiveness evaluation and non-compliance</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<b>Ramsar Convention (1971)</b>	The Convention's mission is <i>"the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world"</i> .	Under the "three pillars" of the Convention, the Contracting Parties commit to: <ul style="list-style-type: none"> <li>• Work towards the wise use of all their wetlands;</li> <li>• Designate suitable wetlands for the list of Wetlands of International Importance (the "Ramsar List") and ensure their effective management;</li> <li>• Cooperate internationally on transboundary wetlands, shared wetland systems and shared species.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>OSPAR Convention (1992)</b>	The mission of OSPAR is to conserve marine ecosystems and safeguard human health in the North-East Atlantic by preventing and eliminating pollution; by protecting the marine environment from the adverse effects of human activities; and by contributing to the sustainable use of the seas.	OSPAR's work is organised under six strategies: <ul style="list-style-type: none"> <li>• Biodiversity and Ecosystem Strategy</li> <li>• Eutrophication Strategy</li> <li>• Hazardous Substances Strategy</li> <li>• Offshore Industry Strategy</li> <li>• Radioactive Substances Strategy</li> <li>• Strategy for the Joint Assessment and Monitoring Programme</li> </ul> These six strategies fit together to underpin the ecosystem approach. For each strategy a programme of work is designed and implemented annually.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Level</b>			
<b>The National Planning Framework (first revision 2025) and the National Development Plan (2018)</b>	<p>The National Planning Framework is the Government's high-level strategic plan for shaping the future growth and development of to the year 2040.</p> <p>The new 2025 Framework is revised and updated to take account of changes that have occurred since it was published in 2018 and to build on the framework that is in place. It is a framework to guide public and private investment, to create and promote opportunities for the people, and to protect and enhance the environment.</p> <p>The National Planning Framework and the National Development Plan published together in 2018 will continue to align and form a single vision for Ireland under Project Ireland 2040. The implementation of the National Planning Framework will continue to be fully supported by the Government's investment strategy for public capital investment and investment by the State sector in general, with the National Development Plan detailing key projects that will make our plans a reality.</p>	<p>The ambition is to create a single vision, a shared set of goals for every community across the country. These goals are expressed in the Framework as National Strategic Outcomes:</p> <ol style="list-style-type: none"> <li>1. Compact Growth</li> <li>2. Enhanced Regional Accessibility</li> <li>3. Strengthened Rural Economies and Communities</li> <li>4. High-Quality International Connectivity</li> <li>5. Sustainable Mobility</li> <li>6. A Strong Economy, supported by Enterprise, Innovation and Skills</li> <li>7. Enhanced Amenities and Heritage</li> <li>8. Transition to a Carbon Neutral and Climate-Resilient Society</li> <li>9. Sustainable Management of Environmental Resources</li> </ol> <ol style="list-style-type: none"> <li>1. Access to Quality Childcare, Education and Health Services</li> </ol>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Planning and Development Act 2000 (as amended)</b>	An Act to consolidate and revise the law relating to planning and development; to provide for proper planning and sustainable development in the interests of the common good; to provide for the licensing of events and control of funfairs; for those purposes to repeal and replace the Planning and Development Act 2000; to amend certain other enactments; and to provide for matters connected therewith.	<ul style="list-style-type: none"> <li>• Development, with certain exceptions, is subject to development control under the Planning Acts and the local authorities grant or refuse planning permission for development, including ones within protected areas.</li> <li>• There are, however, a range of exemptions from the planning system. Use of land for agriculture, peat extraction and afforestation, subject to certain thresholds, is generally exempt from the requirement to obtain planning permission.</li> <li>• Additionally, Environmental Impact Assessment (EIA) is required for a range of classes and large-scale projects.</li> <li>• Under planning legislation, Development Plans must include mandatory objectives for the conservation of the natural heritage and for the conservation of European sites and any other sites which may be prescribed. There are also discretionary powers to set objectives for the conservation of a variety of other elements of the natural heritage.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Planning and Development Act 2024</b>	An Act to consolidate and revise the law relating to planning and development; to provide for proper planning and sustainable development in the interests of the common good; to provide for the licensing of events and control of funfairs; for those purposes to repeal and replace the Planning and Development Act 2000 and amend certain other enactments; for purposes unrelated to the foregoing, to amend the Residential Tenancies Act 2004, the Residential Tenancies (Alteration) Act 2019, the Land Development Agency Act 2021 and the National Asset Management Agency Act 2009; and to provide for matters connected therewith.	<p>Key reforms included in the Act:</p> <ul style="list-style-type: none"> <li>The introduction of statutory timelines for all consenting processes, to give confidence and certainty to applicants;</li> <li>A significant reorganisation of An Bord Pleanála, to be known as An Coimisiún Pleanála;</li> <li>Greater mandatory alignment of all tiers of planning, improving consistency;</li> <li>Improvements to the planning judicial review processes;</li> <li>Clearer, more consistent policies and guidance;</li> <li>Longer term, more strategic, ten-year plans for Local Authorities;</li> <li>More agile local implementation, through the introduction of Urban and Priority Area Plans, including new bespoke plans for Gaeltacht and Island communities;</li> <li>Creation of Urban Development Zones, which will facilitate a more plan-led approach to development, increasing certainty at the master-planning stage;</li> <li>Provisions to deter abuse of planning processes through spurious planning submissions and appeals, as well as a ban on requesting payment for not opposing development and;</li> <li>Ability to suspend the duration of a permission while subject to judicial review proceedings, so as not to lose any time available for completing the development.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Communities (Environmental Assessment of Certain Plans and Programmes Regulations 2004 (S.I. 435 of 2004), as amended by S.I. 200 of 2011</b>	The purpose of these Regulations is to transpose into Irish law Directive 2001/42/EC of 27 June 2001 (O.J. No. L 197, 21 July 2001) on the assessment of the effects of certain plans and programmes on the environment — commonly known as the Strategic Environmental Assessment (SEA) Directive.	<ul style="list-style-type: none"> <li>The Regulations cover plans and programmes in all of the sectors listed in article 3(2) of the Directive except land-use planning.</li> <li>These Regulations also amend certain provisions of the Planning and Development Act 2000 to provide the statutory basis for the transposition of the Directive in respect of land-use planning.</li> <li>Transposition in respect of the land-use planning sector is contained in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004).</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2011), as amended</b>	These Regulations provide a new for the implementation in Ireland of Council Directive 92/43/EEC on habitats and protection of wild fauna and flora (as amended) and for the implementation of Directive 2009/147/EC of the European Parliament and of the Council on the protection of wild birds.	<ul style="list-style-type: none"> <li>They provide, among other things, for: the appointment and functions of authorized officers; identification, classification and other procedures relative to the designation of Community sites.</li> <li>The Regulations have been prepared to address several judgments of the CJEU against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Communities Environmental Objectives (FPM) Regulations 2009 (S.I. 296 of 2009)</b>	The purpose of these Regulations is to support the achievement of favourable conservation status for freshwater pearl mussels,	<ul style="list-style-type: none"> <li>Set environmental quality objectives for the habitats of the freshwater pearl mussel populations named in the First Schedule to these Regulations that are within the boundaries of a site notified in a candidate list of European sites, or designated as a Special Area of Conservation, under the European Communities (Natural Habitats) Regulations, 1997 (S.I. No. 94/1997).</li> <li>Require the production of sub-basin management plans with programmes of measures to achieve these objectives.</li> <li>Set out the duties of public authorities in respect of the sub-basin management plans and programmes of measure.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. 9 of 2010), as amended</b>	To amend the European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. No. 9 of 2010) to make further provision to implement Commission Directive 2014/80/EU of 20 June 2014 amending Annex II to Directive 2006/118/EC of the European Parliament and of the Council on the protection of groundwater against pollution and deterioration.	<p>The substances and threshold values set out in Schedule 5 to S.I. No. 9 of 2010 have been reviewed and amended where necessary, based on existing monitoring information and international guidelines on appropriate threshold values.</p> <ul style="list-style-type: none"> <li>Part A of Schedule 6 has been amended to include changes to the rules governing the determination of background levels for the purposes of establishing threshold values for groundwater pollutants and indicators of pollution.</li> <li>Part B of Schedule 6 has been amended to include nitrites and phosphorus (total) / phosphates among the minimum list of pollutants and their indicators which the Environmental Protection Agency (EPA) must consider when establishing threshold values.</li> <li>Part C of Schedule 6 amends the information to be provided to the Minister by the EPA with regard to the pollutants and their indicators for which threshold values have been established.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



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<p><b>European Communities (Water Policy) Regulations of 2003 (S.I. 722 of 2003)</b></p> <p><b>European Communities (Water Policy) Regulations of 2003 (S.I. 350 of 2014)</b></p> <p><b>European Communities Environmental Objectives (Surface waters) Regulations of 2009 (S.I. 272 of 2009)</b></p>	<ul style="list-style-type: none"> <li>• Transpose the Water Framework Directive into legislation.</li> <li>• Outlines the general duty of public authorities in relation to water.</li> <li>• Identifies the competent authorities in charge of water policy (amended to Irish Water in 2013) and gives EPA and the CER the authority to regulate and supervise their actions.</li> </ul>	<ul style="list-style-type: none"> <li>• Implements River basin districts and characterisation of RBDs and River Basin Management Plans.</li> <li>• Requires the public to be informed and consulted on the Plan and for progress reports to be published on RBDs.</li> <li>• Implements a Register of protected areas, Classification systems and Monitoring programmes for water bodies.</li> <li>• Allows the competent authority to recover the cost of damage/destruction of status of water body.</li> <li>• Outlines environmental objectives and programme of measures and environmental quality standards for priority substances.</li> <li>• Outlines criteria for assessment of groundwater.</li> <li>• Outlines environmental objectives to be achieved for surface water bodies.</li> <li>• Outlines surface water quality standards.</li> <li>• Establishes threshold values for the classification and protection of surface waters against pollution and deterioration in quality.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Water Pollution Acts 1977 to 1990</b>	The Water Pollution Acts allow Local Authorities the authority regulate and supervise actions relating to water in their division.	<p>The Water Pollution Acts enable local authorities to:</p> <ul style="list-style-type: none"> <li>• Prosecute for water pollution offences.</li> <li>• Attach appropriate pollution control conditions in the licensing of effluent discharges from industry, etc., made to waters.</li> <li>• Issue notices ("section 12 notices") to farmers, etc., specifying measures to be taken within a prescribed period to prevent water pollution.</li> <li>• Issue notices requiring a person to cease the pollution of waters and requiring the mitigation or remedying of any effects of the pollution in the manner and within the period specified in such notices;</li> <li>• Seek court orders, including High Court injunctions, to prevent, terminate, mitigate or remedy pollution/its effects.</li> <li>• Prepare water quality management plans for any waters in or adjoining their functional areas.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<p><b>Water Services Act 2007 (No. 30 of 2007)</b></p> <p><b>Water Services Act 2013 (No. 6 of 2013)</b></p> <p><b>Water Services (No. 2) Act 2013 (No. 50 of 2013)</b></p> <p><b>Water Services Act 2017 (No. 29 of 2017)</b></p> <p><b>Water Services (Alteration) Act 2022 (No. 39 of 2022)</b></p>	<ul style="list-style-type: none"> <li>• Provides the water services infrastructure.</li> <li>• Outlines the responsibilities involved in delivering and managing water services.</li> <li>• Identifies the authority in charge of provision of water and waste water supply.</li> </ul> <p>Irish Water was given the responsibility of the provision of water and waste water services in the amendment act during 2013, therefore these services are no longer the responsibility of the 34 Local Authorities in Ireland.</p>	<p>Key strategic objectives include:</p> <ul style="list-style-type: none"> <li>• Ensuring Uisce Éireann delivers infrastructural projects that meet key public health, environmental and economic objectives in the water services sector.</li> <li>• Ensuring the provision of adequate water and sewerage services in the gateways and hubs listed in the National Spatial Strategy, and in other locations where services need to be enhanced.</li> <li>• Ensuring good quality drinking water is available to all consumers of public and group water supplies, in compliance with national and EU drinking water standards</li> <li>• Ensuring the provision of the remaining infrastructure needed to provide secondary waste water treatment, for compliance with the requirements of the EU Urban Waste water Treatment Directive.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Irish Water's Water Services Strategic Plan 2015 and Capital Investment Plan 2020-2024</b>	<p>This Water Services Strategic Plan sets out strategic objectives for the delivery of water services over the next 25 years up to 2040. It details current and future challenges which affect the provision of water services and identifies the priorities to be tackled in the short and medium term.</p> <p>The Capital Investment Plan 2020-2024 is Uisce Éireann investment plan for water and wastewater assets and infrastructure for the next 5 years. The Capital Investment Plan sets out where to prioritise investment to deliver the most urgently needed improvements in drinking water quality, leakage reduction, water availability, wastewater compliance, efficiencies and customer service.</p>	<p>The Capital Investment Plan 2020-2024 is made up of investment in individual projects such as building new or upgrading existing water and wastewater treatment plants and upgrading existing networks, and national programmes where activities are being delivered in a consistent and efficient manner across the country. Some examples of these programmes are the Leakage Reduction Programme, the National Disinfection Programme, the Small Towns and Villages Growth Programme, and the National Certification Authorisation Programme.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Ireland's Forest Strategy 2023-2030 and associated Implementation Plan including the National Forestry Programme 2023-2027</b>	The Implementation Plan will facilitate the initial steps in the implementation of the Strategy on the road to achieving the Shared Vision for 2050. The Implementation Plan includes the new Forestry Programme (2023 – 2027), which will be the primary implementation mechanism for the Forest Strategy. The Plan also includes a list of actions that will be funded and enabled by mechanisms outside of the Forestry Programme.	The Forestry Programme 2023-2027 was created in alignment with Ireland's Forest Strategy and is designed to provide lasting benefits for many key areas including climate change, biodiversity, wood production, and employment alongside enhancing societal benefits. The Forestry Programme will provide incentives for farmers and other landowners and will provide farm families with the opportunity to increase and diversify their income streams.	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<b>Water Action Plan 2024: River Basin Management Plan for Ireland 2022-2027 (3rd Cycle) (2024)</b>	The Water Action Plan 2024 is Ireland's third River Basin Management Plan and it outlines the measures the Government and other sectors are taking to improve water quality in Ireland's groundwater, rivers, lakes, estuarine and coastal waters, and provide sustainable management of our water resources (as specified under SDG 6). This Water Action Plan enhances and builds upon the work of the first and second-cycle plans. Where necessary, this plan addresses the shortcomings experienced during the implementation of previous plans.	The responses to shortcomings addressed include, for example, strengthen the incorporation of the integrated catchment management approach, improving the environmental ambition, improving the evidence base for 'targeting the right measures in the right place' and securing dedicated resources to deliver these, increasing environmental enforcement and compliance, and strengthening the governance structures.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Ireland's National Water Quality Monitoring Programme 2022-2027</b>	The main purpose of Ireland's National Water Quality Monitoring Programme 2022-2027 is to provide a comprehensive national overview of the ecological and chemical status of surface waters and the quantitative and chemical status of groundwaters. The information is used to track progress towards the achievement of the environmental objectives required by the Water Framework Directive, and those set out in the River Basin Management Plan.	The programme is comprised of 2,899 surface and groundwater bodies representing 60% of the total number of national water bodies, covering 2,429 river water bodies, 224 lakes, 80 transitional water bodies, 45 coastal waters, 16 canals and 121 groundwater bodies. The programme is operated by the Environmental Protection Agency, Marine Institute, Inland Fisheries Ireland, Waterways Ireland, National Parks and Wildlife Service and Local Authorities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Water Resources Plan (NWRP) – Framework Plan (2021)</b>	<p>The NWRP is a plan on how to provide a safe, secure and reliable water supply to customers for the next 25 years, without causing adverse impact on the environment. The objective of the NWRP is to set out how we intend to maintain the supply and demand for drinking water over the short, medium and long term whilst minimising the impact on the environment.</p> <p>The preparation of the plan has been divided into two distinct phases, the combination of which will become the final NWRP. Phase 1 was carried out in 2021 and the NWRP Framework has been adopted. In Phase 2 of the NWRP, Uisce Éireann summarised the needs across the 539 individual water supplies and identified the solutions to address these needs. Due to the large number of supplies in Ireland, Phase 2 was delivered as four Regional Water Resources Plans:</p> <ul style="list-style-type: none"> <li>Regional Water Resources Plan: North West (RWRP NW)</li> <li>Regional Water Resources Plan: South West (RWRP SW)</li> <li>Regional Water Resources Plan: South East (RWRP SE)</li> <li>Regional Water Resources Plan: Eastern and Midlands (RWRP EM)</li> </ul>	<p>The key objectives are to:</p> <ul style="list-style-type: none"> <li>Identify areas where there are current and future potential water supply shortfalls, taking into account normal and extreme weather conditions</li> <li>Assess the current and future water demand from homes, businesses, farms, and industry</li> <li>Consider the impacts of climate change on Ireland's water resources</li> <li>Develop a drought plan advising measures to be taken before and during drought events</li> <li>Develop a plan detailing how we deal with the material that is produced as a result of treating drinking water</li> <li>Assess the water resources available at a national level including lakes, rivers and groundwater</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Strategic Plan for Sustainable Aquaculture Development 2030</b>	The national plans are intended to inform investment priorities for aquaculture under Member States' operational programmes under the European Maritime, Fisheries and Aquaculture Fund. They are also intended to identify measures to reduce the administrative burden on operators, to secure sustainable development and growth of aquaculture through coordinated spatial planning, to enhance the competitiveness of the aquaculture sector and to promote a level playing field for EU operators by exploiting their competitive advantages. Ireland's National Strategic Plan for Sustainable Aquaculture Development was finalised following public consultation earlier in 2022. The Plan was adopted by the European Commission in 2022.	The National Strategic Plan for Sustainable Aquaculture Development proposes 58 actions to be implemented over the period up to 2030.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Aquaculture Acts 1997 to 2006 (Sea-Fisheries and Maritime Jurisdiction Act 2006 (8/2006), s. 1(3)) Fisheries (Alteration) Act 1997 (23/1997) Fisheries and Foreshore (Alteration) Act 1998 (54/1998), ss. 2, 3 and 4 Fisheries (Alteration) Act 2001 (40/2001) Sea-Fisheries and Maritime Jurisdiction Act 2006 (8/2006)</b>	The Aquaculture and Foreshore Management Division ensures the efficient and effective management of Aquaculture licensing and Foreshore licensing in respect of Aquaculture and Sea Fishery related activities.	<p>The Strategic Objectives of the Aquaculture and Foreshore Management Division are:</p> <ul style="list-style-type: none"> <li>to develop and manage an efficient and effective regulatory framework in respect of Aquaculture licensing and Foreshore licensing of Aquaculture and Sea Fishery related activities;</li> <li>to secure a fair financial return from the State's foreshore estate in the context of Aquaculture licensing and Foreshore licensing in respect of Aquaculture and Sea Fishery related activities;</li> <li>to progressively reduce arrears in the clearing of licence applications.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

## SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025

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<b>Foreshore Acts 1933 to 2011</b>	The Foreshore Acts require that a lease or licence must be obtained from the Minister for Housing, Planning and Local Government for the carrying out of works or placing structures or material on, or for the occupation of or removal of material from, State-owned foreshore, which represents the greater part of the foreshore. Construction of permanent structures on privately owned foreshore also required the prior permission of the Minister under the Foreshore Act.	Developments on the foreshore require planning permission in addition to a Foreshore Lease/Licence/Permission. All Foreshore Leases, Licences Permissions are without prejudice to the powers of the local planning authority. Applicants should, therefore, consult initially with the local planning authority regarding their proposal. In the case of developments on foreshore for, by or on behalf of a Local Authority where an EIS is required, applications should be made to An Bord Pleanála under Part XV, Planning and Development Act 2000.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Marine Planning Development Management Bill (General Scheme), 2019</b>	The Bill seeks to establish in law a completely new regime for the maritime area which will replace existing State and development consent regimes and streamline arrangements on the basis of a single consent principle.	One of the aims is to establish a legal basis for An Bord Pleanála and coastal local authorities to consent to development in the maritime area, while retaining existing foreshore and planning permission provisions for aquaculture and sea fisheries related development. It will also provide for a single environmental impact assessment (EIA) and a single appropriate assessment (AA), where applicable.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Marine Planning Framework (NMPF) (2024)</b>	The NMPF details how marine activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of Ireland's marine resources to 2040.  The NMPF has been prepared with an ecosystem-based approach and informed by best available knowledge.	The National Marine Planning Framework (NMPF) brings together all marine-based human activities for the first time, outlining the Government's vision, objectives and marine planning policies for each marine activity. The NMPF is intended as the marine equivalent to the National Planning Framework. This approach will enable the Government to: <ul style="list-style-type: none"> <li>• set a clear direction for managing our seas</li> <li>• clarify objectives and priorities</li> <li>• direct decision makers, users and stakeholders towards strategic, plan-led, and efficient use of our marine resources</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Seafood Development Programme 2021-2027</b>	Based on the challenges identified for the seafood sector and coastal communities and the policy context, Ireland's Programme requires an ambitious vision to: "To support a resilient, climate smart, environmentally sustainable and profitable Irish seafood sector in order to maximise its contribution to jobs and growth and maintain the economic and social activities of our most vibrant and sustainable coastal communities"	The Programme details the vision and key missions to be achieved by the implementation of the programme. It also demonstrates how the strategic objectives of the EMFAF fund (specified in Regulation (EU) 2021/1139) will be employed in fulfilling the Programme.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Harnessing Our Ocean Wealth: An Integrated Marine Plan for Ireland 2012</b>	Harnessing Our Ocean Wealth is an Integrated Marine Plan (IMP), setting out a roadmap for the Government's vision, high-level goals and integrated actions across policy, governance and business to enable our marine potential to be realised. Implementation of this Plan will see Ireland evolve an integrated system of policy and programme planning for our marine affairs.	<ul style="list-style-type: none"> <li>• Sustainable economic growth of marine/ maritime sectors;</li> <li>• Increase the contribution to the national GDP;</li> <li>• Deliver a business friendly yet robust governance, policy and planning framework;</li> <li>• Protect and conserve our rich marine biodiversity and ecosystems;</li> <li>• Manage our living and non-living resources in harmony with the ecosystem;</li> <li>• Implement and comply with environmental legislation;</li> <li>• Building on our maritime heritage, strengthen our maritime identity;</li> <li>• Increase our awareness of the value, opportunities and societal benefits; and</li> <li>• Engagement and participation by all.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Flood Risk Management Plans arising from National Catchment Flood Risk Assessment and Management Programme</b>	The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011 and is being overseen by the Office of Public Works. The CFRAM Programme is intended to deliver on core components of the National Flood Policy, adopted in 2004, and on the requirements of the EU Floods Directive.	CFRAM Studies have been undertaken for all River Basin Districts. The studies are focusing on areas known to have experienced flooding in the past and areas that may be subject to flooding in the future either due to development pressures or climate change. Flood Risk and Hazard mapping, including Flood Extent Mapping, was finalised in 2017. The final outputs from the studies are the CFRAM Plans, finalised in 2018. The Plans define the current and future flood risk in the River Basin Districts and set out how this risk can be managed.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>National Raised Bog Special Areas of Conservation Management Plan 2017 – 2022 and a Review of Raised Bog Natural Heritage Area Network</b>	The National Raised Bog Special Areas of Conservation Management Plan 2017 - 2022 sets out a roadmap for the long-term management, restoration and conservation of protected raised bogs in Ireland.	The Plan is part of the measures being implemented in response to the on-going infringement action against Ireland in relation to the implementation of the EU Habitats Directive, with regard to the regulation of turf cutting on the Special Areas of Conservation and on foot of the recommendation of Mr. Justice Quirke that a National Raised Bog SAC Management Plan be drawn up, arising from the Peatlands Forum (2012).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Peatlands Strategy (2015-2025)</b>	This Strategy aims to provide a long-term framework within which all of the peatlands within the State can be managed responsibly in order to optimise their social, environmental and economic contribution to the well-being of this and future generations.	Objectives of the Strategy: <ul style="list-style-type: none"> <li>To give direction to Ireland's approach to peatland management.</li> <li>To apply to all peatlands, including peat soils.</li> <li>To ensure that the relevant State authorities and state-owned companies that influence such decisions contribute to meeting cross-cutting objectives and obligations in their policies and actions.</li> <li>To ensure that Ireland's peatlands are sustainably managed so that their benefits can be enjoyed responsibly.</li> <li>To inform appropriate regulatory systems to facilitate good decision making in support of responsible use.</li> <li>To inform the provision of appropriate incentives, financial supports and disincentives where required.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Union (Good Agricultural Practice for Protection of Waters) Regulations 2022 (S.I. No. 113/2022)</b>	The purpose of these Regulations is to give effect to Ireland's Nitrates Action Programme pursuant to Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural source.	Part 2 concerns farmyard management. The Part requires an occupier of a holding shall take all such steps, as far as is practicable for the purposes of minimising the amount of soiled water produced on the holding: livestock manure and other organic fertilisers, soiled water and effluents from dungsteeds, farmyard manure pits, silage pits or silage clamps arising or produced in a building or yard on a holding shall, prior to its application to land or other treatment, be collected and held in a manner that prevents the run-off or seepage, directly or indirectly, into groundwaters or surface waters of such substances. The Regulations provides for general obligations related to capacity of storage facilities and then distinguishes among requirements for storage facilities of: effluents and soiled water; pig manure; poultry manure; manure from deer, goats and sheep; manure from cattle. Part 3 concerns nutrient management. Part 4 is focused on the prevention of water pollution from fertilizers and certain activities; this includes the distances from a water body and other issues requirements as to manner of application of fertilizers, soiled water etc; periods when application of fertilizers is prohibited; limits on the amount of livestock manure to be applied. Part 5 regulates general duty of occupier, such as keeping of records, etc. Offences and related matters. Part 6 is functions of the public authorities: certificates, exemptions, etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>European Union (Birds and Natural Habitats) (Sea-Fisheries) (Alteration) Regulations 2014 (S.I. 565 of 2014)</b>	These Regulations the European Union (Birds and Natural Habitats) (Sea-fisheries) Regulations 2013 so as to apply them to the regulation of sea-fishing activity in so far as the regulation of that activity is necessary to secure compliance with the European Communities (Birds and Natural Habitats) Regulations 2011 and the objectives of the Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora.	<ul style="list-style-type: none"> <li>Regulation 3 provides for the submission of a Fisheries Natura Plan in relation to planned fisheries;</li> <li>Regulation 4 provides for a screening of a Fisheries Natura Plan to determine whether or not an appropriate assessment is required;</li> <li>Regulation 5 provides for an appropriate assessment of a Fisheries Natura Plan and also provides for public and statutory consultation;</li> <li>Regulation 6 provides for the Minister to make a determination to adopt a Fisheries Natura Plan. The Minister may amend, withdraw or revoke a plan;</li> <li>Regulation 7 provides for publication of the adopted Fisheries Natura Plan;</li> <li>Regulation 8 provides for a Risk Assessment of unplanned fisheries and also provides for public and statutory consultation on the assessment;</li> <li>Regulation 9 provides for the issue of a Natura Declaration to prohibit, restrict including restricting by permit, control, etc. of sea fishing activities;</li> <li>Regulation 10 provides for Natura Permits to be issued where required by Natura Declarations; and</li> <li>Regulations 11 to 31 deal with functions of authorised officers and related matters, offences, etc.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



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<b>Wildlife Act of 1976</b>  <b>Wildlife (Alteration) Act, 2000</b>  <b>Wildlife (Alteration) Act, 2023</b>	<p>The act provides protection and conservation of wild flora and fauna.</p> <p>The Wildlife (Alteration) Act 2023 introduced a new public sector duty on biodiversity. The legislation provides that every public body, as listed in the Act, is obliged to have regard to the objectives and targets in the National Biodiversity Action Plan.</p>	<ul style="list-style-type: none"> <li>Provides protection for certain species, their habitats and important ecosystems</li> <li>Give statutory protection to NHAs</li> <li>Enhances wildlife species and their habitats</li> <li>Includes more species for protection</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Ireland's 4<sup>th</sup> National Biodiversity Action Plan 2023-2030</b>	Ireland's 4 <sup>th</sup> National Biodiversity Action Plan sets the national biodiversity agenda for the period 2023-2030 and aims to deliver the transformative changes required to the ways in which we value and protect nature.	<p>This National Biodiversity Action Plan 2023-2030 builds upon the achievements of the previous Plan. It will continue to implement actions within the framework of five strategic objectives, while addressing new and emerging issues:</p> <p>Objective 1 - Adopt a Whole of Government, Whole of Society Approach to Biodiversity  Objective 2 - Meet Urgent Conservation and Restoration Needs  Objective 3 - Secure Nature's Contribution to People  Objective 4 - Enhance the Evidence Base for Action on Biodiversity  Objective 5 - Strengthen Ireland's Contribution to International Biodiversity</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>All Ireland Pollinator Plan 2021-2025</b>	<p>The All-Ireland Pollinator Plan is an island-wide attempt to reverse declines in pollinating insects to ensure the sustainability of our food, avoid additional economic impacts on agriculture, and protect the health of the environment.</p> <p>The main objectives include:</p> <ul style="list-style-type: none"> <li>Making farmland, public land and private land in Ireland pollinator friendly;</li> <li>Raising awareness of pollinators and how to protect them;</li> <li>Managed pollinators – supporting beekeepers and growers;</li> <li>Expanding our knowledge of pollinators and pollination service; and</li> <li>Collecting evidence to track change and measure success.</li> </ul>	<p>This voluntary Plan identified 81 actions, shared out between over 100 governmental and non-governmental organisations. A large focus of the Plan is to identify actions to improve the quality and amount of flower-rich habitat. Actions range from creating pollinator highways along our transport routes, to supporting pollinators on farmland, in gardens, businesses, and on public land.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Climate Action and Low Carbon Development Act 2015 (as amended)</b>	An Act to provide for the approval of plans by the Government in relation to climate change for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy.	<p>When considering a plan or framework, for approval, the Government shall endeavour to achieve the national transition objective within the period to which the objective relates and shall, in endeavouring to achieve that objective, ensure that such objective is achieved by the implementation of measures that are cost effective and shall, for that purpose, have regard to:</p> <ul style="list-style-type: none"> <li>The ultimate objective specified in Article 2 of the United Nations Framework Convention on Climate Change done at New York on 9 May 1992 and any mitigation commitment entered into by the European Union in response or otherwise in relation to that objective,</li> <li>The policy of the Government on climate change,</li> <li>Climate justice,</li> <li>Any existing obligation of the State under the law of the European Union or any</li> <li>International agreement referred to in section 2; and</li> <li>The most recent national greenhouse gas emissions inventory and projection of future greenhouse gas emissions, prepared by the Agency.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>National Climate Action Plans</b>	<p>The National Climate Action Plan 2023 provided a detailed plan for taking decisive action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting Ireland on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021.</p> <p>The Climate Action Plan 2024 builds upon the 2023 Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings.</p> <p>The Climate Action Plan 2025 is the third statutory annual update to the Climate Action Plan.</p>	<p>The Climate Action Plans list the actions needed to deliver on Ireland's climate targets and sets indicative ranges of emissions reductions for each sector of the economy. It will be updated periodically to ensure alignment with Ireland's legally binding economy-wide carbon budgets and sectoral ceilings.</p> <p>Climate Action Plan 2025 lays out a roadmap of actions that are intended to lead to meeting the national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with legally binding economy-wide carbon budgets and sectoral emissions ceilings.</p> <p>Climate Action Plan 2025 builds upon the Climate Action Plan 2024 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and achieve climate neutrality by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Alteration) Act 2021.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<b>National Adaptation Framework (NAF) 2024 and associated regional, local and sectoral adaptation plans</b>	NAF specifies the national strategy for the application of adaptation measures in different sectors and by local authorities in their administrative areas in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur.	<ul style="list-style-type: none"> <li>Adaptation under this Framework should seek to minimise costs and maximise the opportunities arising from climate change.</li> <li>Adaptation actions range from building adaptive capacity (e.g. increasing awareness, sharing information and targeted training) through to policy and finance-based actions.</li> <li>Adaptation actions must be risk based, informed by existing vulnerabilities of our society and systems and an understanding of projected climate change.</li> <li>Adaptation actions taken to increase climate resilience must also consider impacts on other sectors and levels of governance</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Climate Mitigation Plan 2017</b>	The Plan represents an initial step to set Ireland on a pathway to achieve the deep decarbonisation required in Ireland by mid-century in line with the Government's policy objectives.	<p>The National Mitigation Plan focuses on the following issues:</p> <ul style="list-style-type: none"> <li>Climate Action Policy Framework</li> <li>Decarbonising Electricity Generation</li> <li>Decarbonising the Built Environment</li> <li>Decarbonising Transport</li> <li>An Approach to Carbon Neutrality for Agriculture, Forest and Land Use Sectors</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Climate Adaptation Sectoral Adaptation Plans</b>	The Climate Act sets out the requirements for the preparation of Sectoral Adaptation Plans. The 12 priority sectors identified in the 2018 NAF were grouped into 9 such Plans and clustered into four themes covering natural and cultural capital, critical infrastructure, water resource and flood risk management, and public health. This approach aims to provide a structured and systematic approach to sectoral developments.	To support key national sectors in planning for climate change adaptation and according to the requirements of the National Adaptation Framework (2018), sectoral planning guidelines were developed as part of the Irish Climate Information Platform, Climate Ireland project . The guidelines aim to ensure that a coherent and consistent approach to adaptation planning is adopted at national and local levels. Since the guidelines' publication in May 2018, they have been successfully implemented by relevant Departments to develop Sectoral Adaptation Plans.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Sustainable Mobility Policy (SMP) (2022)</b>	It sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is framed around three key principles that will guide the delivery of sustainable mobility policy over the coming decade. They are: <ul style="list-style-type: none"> <li>Safe and green mobility;</li> <li>People focussed mobility; and</li> <li>Better integrated mobility.</li> </ul>	The SMP includes an Action Plan covering the period 2022-2025 with 91 actions, supporting behavioural change across a wide range of interventions including, among other things, public transport infrastructure and services, active travel promotion and supports, road safety initiatives, legislative measures, research, and public engagement. The Policy also supports the implementation of large-scale transport projects including MetroLink and DART+ in Dublin, BusConnects in the five cities, the Connecting Ireland scheme in rural areas, and an Active Travel Infrastructure Programme providing high-quality cycling infrastructure across the country.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Electric Vehicle Charging Infrastructure Strategy 2022-2025 and associated implementation plan</b>	It sets out a pathway for the delivery of EV charge point infrastructure, including the rollout of EV infrastructure as required under the EU's Alternative Fuels Infrastructure Regulation (AFIR), where a 300% increase in the amount of public recharging infrastructure is targeted for delivery.	The strategy takes a people-first approach, focusing on the different transport needs across the country and is being informed by the piloting of different technologies and charging options in Ireland. An Implementation Plan has also been developed in conjunction with the strategy to provide an initial set of actions and deliverables to support the strategy's delivery. This includes the development the National Road Network EV Charging Plan and the Regional and Local EV Charging Network Plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Renewable Transport Fuel Policy 2023-2025</b>	The Renewable Transport Fuel Policy, 2023 – 2025 sets out a pathway to incentivise the supply of renewable transport fuel through annual increases in the renewable transport fuel obligation rate to 2030.	The policy will underpin the shift to the Climate Action Plan 2023 (CAP 23) biofuel targets of at least B20 (biodiesel equivalent) in diesel and E10 (Ethanol) in petrol by 2030 (with an interim B12/E10 by 2025 target).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

# SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
<b>National Energy Security Framework (2022)</b>	National Energy Security Framework provides an overarching and comprehensive response to Ireland's energy security needs in the context of the war in Ukraine. The Framework outlines the structures which are in place within Government to monitor and manage our energy supplies. It sets out the plans which are in place to deal with energy security emergencies should they arise, and outlines out how these plans will be tested in light of the war in Ukraine.	The Framework sets out the government's action in response to these issues across three key themes: - managing the impact on consumers and businesses, with a specific focus on financially vulnerable residential consumers in the short-term - ensuring security of energy supply in the near term, with a focus on the period up to and including winter 2022/23 - reducing our dependency on imported fossil fuels, in the context of the phasing out of Russian energy imports across the EU	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Ireland's National Energy and Climate Plan (NECP) 2021-2030 (published in 2024)</b>	National Energy and Climate Plans are the framework within which EU Member States must notify their climate and energy objectives, targets, policies, and measures to the European Commission and were established under Regulation (EU) 2018/1999 of the European Parliament and of the Council on the Governance of the Energy Union and Climate Action. Member States are required to develop NECPs on a ten-year rolling basis. The aim of the plans is to outline our energy and climate policies in detail for the period from 2021 to 2030 and provide projections and ambitions towards 2050. Under the Regulation, Member States are also required to update their initial plans after 5 years, this is the first update of the initial NECP which was published in 2019. The NECP covers five dimensions of the Energy Union: - Decarbonisation - Energy Efficiency - Energy Security - Internal Energy Market - Research, Innovation and Competitiveness The NECP brings together the policies, targets, tools and associated material relating to our climate and energy obligations under various EU Regulations and Directives from across government bodies and departments into one document. It reflects our ambitions and provides certainty to investors and policymakers that we are committed to EU-wide targets and ambitions to move towards becoming a carbon-neutral society.	It outlines our department's energy and climate policies in detail for the period from 2021 to 2030 and looks onwards to 2050. The NECP collates the policies, measures and actions related to energy and climate outlined in a range of government plans: such as the Climate Action Plan, the National Development Plan, and Project Ireland 2040, into one cohesive document. It also presents modelling that illustrates Ireland's current trajectories toward its three main European targets. The NECP reflects the ambitions set out in Climate Action Plan 2024. The NECP will act to identify gaps and areas that Ireland can improve on, which should be reflected in updated policies and measures in subsequent Climate Action Plans. The policies outlined in the NECP reflect the ambition of Climate Action Plan 2024.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Implementation Plan for the Sustainable Development Goals 2022-2024</b>	It is the second National Implementation Plan for the achievement of the Sustainable Development Goals reviews the progress made towards each of the 17 Goals.	The Plan sets out five strategic objectives and 51 actions, with 119 individual measures to increase Ireland's ambition and strengthen implementation structures to achieve the Sustainable Development Goals (SDGs). It also incorporates 23 external actions from four other National Plans or Strategies which contribute to and are complementary to the objectives of this Plan and which have been included for coherence and reporting purposes. Strategic Objective 1: To embed the SDG framework into the work of Government Departments to achieve greater Policy Coherence for Sustainable Development Strategic Objective 2: To integrate the SDGs into Local Authority work to better support the localisation of the SDGs Strategic Objective 3: Greater partnerships for the Goals Strategic Objective 4: To further incorporate the principle of Leave No One Behind into Ireland's Agenda 2030 implementation and reporting mechanisms Strategic Objective 5: Strong reporting mechanisms	Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Planning, Land Use and Transport Outlook 2040</b>	The PLUTO takes account of forecasted future economic and demographic scenarios, affordability considerations and relevant Government policies.	The PLUTO seeks to: 1. Quantify in broad terms the appropriate scale of financial investment in land transport over the long term; 2. Consider how fiscal, environmental and technological developments might impact on this investment; and, 3. Identify strategic priorities for future investment to ensure land transport infrastructure provision facilitates the objectives of Project Ireland 2040.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Investment Framework for Transport in Ireland (NIFTI) (2021)</b>	The high-level strategic framework for prioritising future investment in the land transport network. This new framework is the Department of Transport's contribution to Project Ireland 2040, Government's long-term strategy for accommodating population growth in a sustainable manner and making Ireland a better country for all of its people. It has been developed to ensure that our transport sectoral strategy is underpinned by and supports the achievement of the spatial objectives and National Strategic Objectives set out in the National Planning Framework.	The framework establishes high-level investment priorities to efficiently and effectively address key transport challenges identified by the background analysis and to ensure that transport investment is aligned with and supports Government's overarching spatial and climate change objectives, as articulated in the National Planning Framework and Climate Action Plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Investing in our Future: A Strategic Framework for Investment in Land Transport (SFILT) – Department of Transport, Tourism and Sport</b>	SFILT sets out a set of priorities to guide the allocation of the State's investment to best develop and manage Ireland's land transport network over the coming decades.	<p>The three priorities stated in SFILT are:</p> <ul style="list-style-type: none"> <li>• Priority 1: Achieve steady state maintenance (meaning that the maintenance and renewal of the existing transport system is at a sufficient level to maintain the system in an adequate condition);</li> <li>• Priority 2: Address urban congestion; and</li> <li>• Priority 3: Maximise the value of the road network.</li> </ul> <p>In delivering on the steady state maintenance objective set out in SFILT, the Plan includes for:</p> <ul style="list-style-type: none"> <li>• Planned replacement programme for the bus fleet operated under Public Service Obligation ("PSO") contracts;</li> <li>• Tram refurbishment and asset renewal in the case of light rail; and</li> <li>• To the extent within the Authority' remit, support for the operation of the existing rail network within the GDA.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Infrastructure and Capital Investment Plan (2016-2021)</b>	€27 billion multi-annual Exchequer Capital Investment Plan, which is supported by a programme of capital investment in the wider State sector, and which over the period 2016 to 2021 will help to lay the foundations for continued growth in Ireland.	<ul style="list-style-type: none"> <li>• This Capital Plan reflects the Government's commitment to supporting strong and sustainable economic growth and raising welfare and living standards for all.</li> <li>• It includes allocations for new projects across a number of key areas and funding to ensure that the present stock of national infrastructure is refreshed and maintained.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Energy Security in Ireland to 2030 ("Energy Security Package")</b>	It outlines a new strategy to ensure energy security in Ireland for this decade, while ensuring a sustainable transition to a carbon neutral energy system by 2050.	<p>The Energy Security Package includes a range of measures to implement this approach in the short and medium term by prioritising:</p> <ul style="list-style-type: none"> <li>• Reduced and Responsive Demand</li> <li>• A Renewables-Led System</li> <li>• More Resilient Systems</li> <li>• Robust Risk Governance</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Our Sustainable Future: A framework for Sustainable Development for Ireland 2012</b>	<p>A medium to long term framework for advancing sustainable development and the green economy in Ireland. It identifies spatial planning as a key challenge for sustainable development and sets a series of measures to address these challenges. It aims at improving synergies and identifying and tackling policy gaps, policy conflicts and trade-offs as part of a coherent, joined-up approach to policy making on sustainable development.</p> <p>Ireland's Framework for Sustainable Development timeframe is to 2020 to tie in with other national and international frameworks, but a longer-term horizon to 2050 is also taken where appropriate, to provide a framework for guiding and reporting on long-term broad development trends such as on climate change.</p>	The objectives of the Framework are to: <ul style="list-style-type: none"> <li>• Identify and prioritise policy areas and mechanisms where a sustainable development approach will add value and enable progress towards the strategy aims.</li> <li>• Highlight and promote existing sustainable practices that, with the correct support, can underpin sustainable development more generally.</li> <li>• Strengthen policy integration, coherence and co-ordination and bring a long term perspective to decision making.</li> <li>• Set out governance mechanisms which ensure effective participation within government and across all stakeholders.</li> <li>• Set out clear measures, responsibilities and timelines in an implementation plan.</li> <li>• Set out how progress is to be measured and reported on through the use of indicators.</li> <li>• Incorporate adequate and effective monitoring, learning and improvement into the Framework process.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020</b>	<p>Outlines a policy for how a sustainable travel and transport system can be achieved. Sets out five key goals:</p> <ul style="list-style-type: none"> <li>• To reduce overall travel demand.</li> <li>• To maximise the efficiency of the transport network.</li> <li>• To reduce reliance on fossil fuels.</li> <li>• To reduce transport emissions.</li> <li>• To improve accessibility to transport.</li> </ul>	<p>Others lower level aims include:</p> <ul style="list-style-type: none"> <li>• reduce distance travelled by private car and encourage smarter travel, including focusing population growth in areas of employment and to encourage people to live in close proximity to places of employment</li> <li>• ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking</li> <li>• improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies</li> <li>• strengthening institutional arrangements to deliver the targets</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Draft National Bioenergy Plan 2014 – 2020</b>	The Draft Bioenergy Plan vision: Bioenergy resources contributing to economic development and sustainable growth, generating jobs for citizens, supported by coherent policy, planning and regulation, and managed in an integrated manner.	<p>Three high-level goals, of equal importance, based on the concept of sustainable development are identified:</p> <ul style="list-style-type: none"> <li>• To harness the market opportunities presented by bioenergy in order to achieve economic development, growth and jobs.</li> <li>• To increase awareness of the value, opportunities and societal benefits of developing bioenergy.</li> <li>• To ensure that bioenergy developments do not adversely impact the environment and its living and non-living resources.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



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<b>Draft Renewable Electricity Policy and Development Framework (DCCAE) 2016</b>	Goal: To optimise the opportunities in Ireland for renewable electricity development on land at significant scale, to serve both the All Island Single Electricity Market and any future regional market within the European Union, in accordance with European and Irish law, including Directive 2009/28/EC: On the promotion of the use of energy from renewable resources.	Objective: To develop a Policy and Development Framework for renewable electricity generation on land to serve both the All Island Single Electricity Market and any future regional market within the European Union, with particular focus on large scale projects for indigenous renewable electricity generation. This will, inter alia, provide guidance for planning authorities and An Bord Pleanála.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Alternative Fuels Infrastructure for the Transport Sector (DTTAS) 2017-2030</b>	This Framework sets targets to achieve an appropriate level of alternative fuels infrastructure for transport, which is relative to national policy and Irish market needs. Non-infrastructure-based incentives to support the use of the infrastructure and the uptake of alternative fuels are also included within the scope of the Framework.	Targets for alternative fuel infrastructure include the following: <ul style="list-style-type: none"> <li>• AFV forecasts</li> <li>• Electricity targets</li> <li>• Natural gas (CNG, LNG) targets</li> <li>• Hydrogen targets</li> <li>• Biofuels targets</li> <li>• LPG targets</li> <li>• Synthetic and paraffinic fuels targets</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Cycle Network Scoping Study 2010</b>	Outlines objectives and actions aimed at developing a strong cycle network in Ireland. Sets out 19 specific objectives, and details the 109 actions, aimed at ensuring that a cycling culture is developed.	Sets a target where 10% of all journeys will be made by bike by 2020. Proposes the planning, infrastructure, communication, education and stakeholder participations measures required to implement the initiative.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Policy Framework for Alternative Fuels Infrastructure for Transport in Ireland 2017 to 2030</b>	This National Policy Framework on Alternative Fuels Infrastructure for Transport represents the first step in communicating our longer-term national vision for decarbonising transport by 2050, the cornerstone of which is our ambition that by 2030 all new cars and vans sold in Ireland will be zero-emissions capable. By 2030 it is envisaged that the movement in Ireland to electrically-fuelled cars and commuter rail will be well underway, with natural gas and biofuels developing as major alternatives in the freight and bus sectors.	This policy set out to achieve five key goals in transport: <ul style="list-style-type: none"> <li>• Reduce overall travel demand</li> <li>• Maximise the efficiency of the transport network</li> <li>• Reduce reliance on fossil fuels</li> <li>• Reduce transport emissions</li> <li>• Improve accessibility to transport</li> </ul> These goals remain the cornerstone of transport policy and are fully aligned to the objectives of this National Policy Framework.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Delivering a Sustainable Energy Future for Ireland – The Energy Policy Framework 2007 – 2020 (2007)</b>	<ul style="list-style-type: none"> <li>• White paper setting out a framework for delivering a sustainable energy future in Ireland.</li> <li>• Outlines strategic Goals for: <ul style="list-style-type: none"> <li>○ Security of Supply</li> <li>○ Sustainability of Energy</li> <li>○ Competitiveness of Energy Supply</li> </ul> </li> </ul>	The underpinning Strategic Goals are: <ul style="list-style-type: none"> <li>• Ensuring that electricity supply consistently meets demand</li> <li>• Ensuring the physical security and reliability of gas supplies to Ireland</li> <li>• Enhancing the diversity of fuels used for power generation</li> <li>• Delivering electricity and gas to homes and businesses over efficient, reliable and secure networks</li> <li>• Creating a stable attractive environment for hydrocarbon exploration and production</li> <li>• Being prepared for energy supply disruptions</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Renewable Energy Action Plan (NREAP) (2010)</b>	The National Renewable Energy Action Plan sets out the Government's strategic approach and concrete measures to deliver on Ireland's 16% target under Directive 2009/28/EC. National Renewable Energy Action Plan.	The areas of intervention identified by the NREAP are heat, transport and electricity. Section 4 provides an overview of all policies and measures to promote the use of energy from renewable resources, these are: Biofuels Mineral Oil Tax Relief (MOTR) Schemes to increase production and use of biofuel; Greener Homes Scheme, financial facilitates to wider deployment of renewable-energy heating technologies in the residential sector; Grant support for the planting of perennial biomass crops (willow and miscanthus) – contributes to biomass needs of renewable energy sector; a policy that facilitates renewables by providing for grid connections outside the gate process for certain small, renewable, low carbon generators; new local and central authorities; etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>National Energy Efficiency Action Plan for Ireland (2017 – 2020)</b>	Article 24 of the EU Energy Efficiency Directive requires Member States to submit a National Energy Efficiency Action Plan (NEEAP) every three years. Ireland's 4th NEEAP was produced in early 2017.	It provides a comprehensive overview on the progress made towards the above targets the measures in place to ensure the targets are met the strategies and policies in place across the residential, commercial, transport and public sector.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Broadband Plan (2012)</b>	The National Broadband Plan is the Government's initiative to deliver high speed broadband services to all premises in Ireland. This will be delivered through investment by commercial enterprises coupled with intervention by the State in those parts of the country where private companies have no plans to invest.	The Plan sets out: <ul style="list-style-type: none"> <li>A clear statement of Government policy on the delivery of High-Speed Broadband.</li> <li>Specific targets for the delivery and rollout of high-speed broadband and the speeds to be delivered.</li> <li>The strategy and interventions that will underpin the successful implementation of these targets.</li> <li>A series of specific complementary measures to promote implementation of Government policy in this area.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Shaping Our Electricity Future 1.1</b>	The main objective of the Shaping Our Electricity Future Roadmap Version 1.1 is to outline how we can make the grid ready so that 80% of Ireland's and Northern Ireland's electricity can come from renewable sources, like the wind and sun, by 2030. These targets, and new limits to carbon emissions, are the product of updates to climate change policy across the island in 2022.	Key goals include: <ul style="list-style-type: none"> <li>Support the delivery of renewable electricity.</li> <li>Find problems, gaps, opportunities, potential collaborations, or areas of duplication in the deployment of renewable electricity projects.</li> <li>Help to find and resolve potential regulatory, administrative and/or legal barriers to the faster deployment of renewable electricity projects.</li> <li>Increase alignment across the energy sector to support the delivery of renewable electricity generation projects.</li> <li>Recommend appropriate investment conditions for electricity projects.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Strategy for the Future Development of National and Regional Greenways (2018)</b>	The objective of this Strategy is to assist in the strategic development of nationally and regionally significant greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all greenways users. It also aims to increase the number and geographical spread of greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using greenways as a visitor experience and as a recreational amenity.	<ul style="list-style-type: none"> <li>A strategic greenway network of national and regional routes, with a number of high capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure;</li> <li>Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity;</li> <li>Greenways that provide a substantially segregated off road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do; and</li> <li>Greenways that provide opportunities for the development of local businesses and economies; and</li> <li>Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Construction 2020, A Strategy for a Renewed Construction Sector</b>	Construction 2020 sets out a package of measures agreed by the Government and is aimed at stimulating activity in the building industry. The Strategy aims both to increase the capacity of the sector to create and maintain jobs, and to deliver a sustainable sector, operating at an appropriate level. It seeks to learn the lessons of the past and to ensure that the right structures and mechanisms are in place so that they are not repeated.	This Strategy therefore addresses issues including: <ul style="list-style-type: none"> <li>A strategic approach to the provision of housing, based on real and measured needs, with mechanisms in place to detect and act when things are going wrong;</li> <li>Continuing improvement of the planning process, striking the right balance between current and future requirements;</li> <li>The availability of financing for viable and worthwhile projects;</li> <li>Access to mortgage finance on reasonable and sustainable terms;</li> <li>Ensuring we have the tools we need to monitor and regulate the sector in a way that underpins public confidence and worker safety;</li> <li>Ensuring a fit for purpose sector supported by a highly skilled workforce achieving high quality and standards; and</li> <li>Ensuring opportunities are provided to unemployed former construction workers to contribute to the recovery of the sector.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Sustainable Development: A Strategy for Ireland (1997)</b>	The overall aim of this Strategy is to ensure that economy and society in Ireland can develop to their full potential within a well-protected environment, without compromising the quality of that environment, and with responsibility towards present and future generations and the wider international community.	The Strategy addresses all areas of Government policy, and of economic and societal activity, which impact on the environment. It seeks to re-orientate policies as necessary to ensure that the strong growth Ireland enjoys and seeks to maintain will be environmentally sustainable.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>National Landscape Strategy for Ireland 2015-2025 and National Landscape Character Assessment (pending preparation)</b>	The National Landscape Strategy will be used to ensure compliance with the European Landscape Convention and to establish principles for protecting and enhancing the landscape while positively managing its change. It will provide a high-level policy framework to achieve balance between the protection, management and planning of the landscape by way of supporting actions. Landscape Strategy Vision: <i>"Our landscape reflects and embodies our cultural values and our shared natural heritage and contributes to the well-being of our society, environment and economy. We have an obligation to ourselves and to future generations to promote its sustainable protection, management and planning."</i>	The objectives of the National Landscape Strategy are to: <ul style="list-style-type: none"> <li>Implement the European Landscape Convention by integrating landscape into the approach to sustainable development;</li> <li>Establish and embed a public process of gathering, sharing and interpreting scientific, technical and cultural information in order to carry out evidence-based identification and description of the character, resources and processes of the landscape;</li> <li>Provide a policy framework, which will put in place measures at national, sectoral - including agriculture, tourism, energy, transport and marine - and local level, together with civil society, to protect, manage and properly plan through high quality design for the sustainable stewardship of the landscape;</li> <li>Ensure that we take advantage of opportunities to implement policies relating to landscape use that are complementary and mutually reinforcing and that conflicting policy objectives are avoided in as far as possible.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Waste Management Act 1996 (as amended)</b>	To make provision in relation to the prevention, management and control of waste; to give effect to provisions of certain acts adopted by institutions of the European communities in respect of those matters; to amend the Environmental Protection Agency Act, 1992, and to repeal certain enactments and to provide for related matters.	The Waste Management Act contains a number of key legal obligations, including requirements for waste management planning, waste collection and movement, the authorisation of waste facilities, measures to reduce the production of waste and/or promote its recovery.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Hazardous Waste Management Plan 2021-2027</b>	The EPA's National Hazardous Waste Management Plan (NWHMP) covers a six-year period from 2021 to 2027. This is the fourth National Hazardous Waste Management Plan and is made under Section 26 of the Waste Management Act 1996. It sets out the priorities to be pursued over the next six years and beyond to improve the prevention and management of hazardous waste, taking into account the progress made since the previous revised plan, and the waste policy and legislative changes that have occurred since the previous revised plan was published. The purpose of this plan is to protect the environment and human health in Ireland through best-practice management of hazardous wastes.	The Plan's objectives are: 1. Support and drive priority prevention actions by industry and the public to reduce the generation of hazardous waste; 2. Support the identification of adequate and appropriate collection infrastructure for all hazardous wastes with a view to mitigating environmental and health impacts; 3. Endorse the proximity principle such that hazardous wastes are treated as close to the point of production as possible – including within Ireland, taking into account the need for specialised installations for certain types of waste. 4. Support effective regulation of the movement and management of hazardous wastes in line with national policy priorities; 5. Promotion of safe reuse and recycling pathways in support of the circular economy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Waste Management Plan for a Circular Economy (2024)</b>	The Regional Waste Management Planning Offices, under the auspices of the County and City Management Association National Oversight Group, have co-ordinated the preparation of this plan which is the first National Waste Management Plan for a Circular Economy. This Plan sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030.	The Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Ministerial Guidelines such as Sustainable Rural Housing Guidelines and Flood Risk Management Guidelines</b>	The Department produces a range of guidelines designed to help planning authorities, An Bord Pleanála, developers and the general public and cover a wide range of issues amongst others, architectural heritage, child care facilities, landscape, quarries and residential density.	The Minister issues statutory guidelines under Section 28 of the Act which planning authorities and An Bord Pleanála are obliged to have regard to in the performance of their planning functions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Healthy Ireland Framework 2019-2025</b>	The Healthy Ireland Framework 2019-2025 is a roadmap for building a healthier Ireland.	It is based around four key goals: <ul style="list-style-type: none"> <li>to increase the proportion of people who are healthy at all stages of life</li> <li>to reduce health inequalities</li> <li>to protect the public from threats to health and wellbeing</li> <li>to create an environment where every individual and sector of society can play their part in achieving a healthy Ireland</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>S.I. 232/2018 - European Union (National Emission Ceilings) Regulations 2018</b>	The Regulations require the Minister to ensure that emissions of the specified pollutants are limited in accordance with the ceilings set out in Schedule 2. Annex III part 2 includes a set of measures to reduce emissions from agriculture.	<p>The Regulations provide that the Environment Protection Agency shall prepare an annual inventory report of emissions of 5 specified pollutants (sulphur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), non-methane volatile organic compounds (NMVOC), ammonia (NH<sub>3</sub>), and fine particulate matter (PM<sub>2.5</sub>), and in certain years a report on projections of emissions.</p> <p>The Regulations also require the preparation of a national air pollution control programme Referring, among other things, to the 1979 UNECE Convention on Long Range Transboundary Air Pollution), and the establishment of a network to monitor the negative impacts of air pollution upon ecosystems based on a network of monitoring sites that is representative of Ireland's freshwater, natural and semi-natural habitats and forest ecosystem types. The Programme shall contain elements on the use of nitrogen fertilizer and soil protection. In fulfilling the requirements of subparagraph (b) the Minister shall ensure coordination with other monitoring programmes established pursuant to Union legislation including Directive 2008/50/EC, Directive 2000/60/EC and Council Directive 92/43/EEC and, if appropriate, the LRTAP Convention and, where appropriate, make use of data collected under those programmes.</p>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Clean Air Strategy 2023</b>	The Clean Air Strategy provides the strategic policy framework necessary to identify and promote integrated measures across government policy that are required to reduce air pollution and promote cleaner air while delivering on wider national objectives.	<ul style="list-style-type: none"> <li>• Having a National Strategy provides a policy framework by which Ireland can develop the necessary policies and measures to comply with new and emerging EU legislation.</li> <li>• The Strategy should also help tackle climate change.</li> <li>• The Strategy considers a wider range of national policies that are relevant to clean air policy such as transport, energy, home heating and agriculture.</li> <li>• In any discussion relating to clean air policy, the issue of people's health is paramount and this is a theme of the Strategy.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Agri-Food Strategy 2030</b>	The Food Vision 2030 Strategy is a new ten year Strategy for the Irish agri-food sector (taken to include primary agriculture, food and drink processing and manufacturing, fisheries, aquaculture and fish processing, forestry and forestry processing and the equine sector).	<p>The Strategy consists of 22 Goals, grouped into four high-level "Missions" for the sector to work toward:</p> <ul style="list-style-type: none"> <li>• A Climate Smart, Environmentally Sustainable Agri-Food Sector</li> <li>• Viable and Resilient Primary Producers with Enhanced Well-Being</li> <li>• Food Which is Safe, Nutritious And Appealing, Trusted And Valued at Home and Abroad</li> <li>• An Innovative, Competitive and Resilient Agri-Food Sector, Driven by Technology And Talent</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Agricultural Schemes, including:</b>  <b>Rural Environmental Protection Scheme (REPS), Agri-Environmental Options Scheme (AEOS), Green, Low-Carbon, Agri-environment Scheme (GLAS) and Results-based Environment-Agri Pilot Scheme (REAP)</b>	Agri-environmental funding schemes aimed at rural development for the environmental enhancement and protection. The REPS evolved to AEOS 1, 2 and 3 and currently the Green Low Carbon Agri-Environment (GLAS) Scheme is in place. The recently introduced REAP scheme in Ireland is a two year scheme in place for 2021 and 2022.	<ul style="list-style-type: none"> <li>• Establish best practice farming methods and production methods in order to protect landscapes and maximise conservation.</li> <li>• Protect biodiversity, endangered species of flora and fauna and wildlife habitats.</li> <li>• Ensure food is produced with the highest regard to the environment.</li> <li>• Implement nutrient management plans and grassland management plans.</li> <li>• Protect and maintain water bodies, wetlands and cultural heritage.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Rural Development Programme 2014-2022 (as amended)</b>	The National Rural Development Programme, prepared by the Department of Agriculture, Fisheries and Food, sets out a national programme based on the EU framework for rural development and prioritises improving the competitiveness of agriculture, improving the environment and improving the quality of life in rural areas.	<p>At a more detailed level, the programme also:</p> <ul style="list-style-type: none"> <li>• Supports structural change at farm level including training young farmers and encouraging early retirement, support for restructuring, development and innovation;</li> <li>• Aims to improve the environment, biodiversity and the amenity value of the countryside by support for land management through funds such as Natura 2000 payments etc.; and</li> <li>• Aims to improve quality of life in rural areas and encouraging diversification of economic activity through the implementation of local development strategies such as non-agricultural activities</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Our Rural Future: Rural Development Policy 2021-2025</b>	The vision of this policy is for a thriving rural Ireland which is integral to our national economic, social, cultural and environmental wellbeing and development. Our Rural Future represents the Irish Government's blueprint for a post-COVID-19 recovery and development of rural Ireland over the next 5 years. It provides the framework to achieve the vision of transforming the quality of life and opportunity for people living in rural areas.	A set of policy measures aim to deliver wellbeing for all, and to support an aligned policy approach to rural development. It seeks to promote enhanced community participation, to prepare rural areas for technological, demographic and environmental change, and to address the diversity of challenges and opportunities facing rural areas, informed by analysis, data, and consultation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



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<b>Food Wise 2025 (DAFM)</b>	Food Wise 2025 sets out a ten-year plan for the agri-food sector. It underlines the sector's unique and special position within the Irish economy, and it illustrates the potential which exists for this sector to grow even further.	Food Wise 2025 identifies ambitious and challenging growth projections for the industry over the next ten years including: <ul style="list-style-type: none"> <li>85% increase in exports to €19 billion.</li> <li>70% increase in value added to €13 billion.</li> <li>60% increase in primary production to €10 billion.</li> <li>The creation of 23,000 additional jobs all along the supply chain from producer level to high-end value-added product development.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Tourism Action Plan 2019-2021</b>	The Tourism Action Plan 2019-2021 sets out actions that the Tourism Leadership Group has identified as priorities to be progressed until 2021 in order to maintain sustainable growth in overseas tourism revenue and employment. Each action involves specific tourism stakeholders, both in the public and private sectors, all of whom we expect to proactively work towards the completion of actions within the specified timeframe.	The Plan contains 27 actions focusing on the following areas: <ul style="list-style-type: none"> <li>Policy Context</li> <li>Marketing Ireland as a Visitor Destination</li> <li>Enhancing the Visitor Experience</li> <li>Research in the Irish Tourism Sector</li> <li>Supporting Local Communities in Tourism</li> <li>Wider Government Policy</li> <li>International Context</li> <li>Co-ordination Structures</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Tourism Policy Statement: People, Place and Policy – Growing Tourism to 2025</b>	Growing Tourism to 2025 is a policy framework for the development of tourism within the Country.  The main goal of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas, and is a sector in which people want to work.	The Tourism Policy Statement sets three headline targets to be achieved by 2025: <ul style="list-style-type: none"> <li>Overseas tourism revenue of €5 billion per year</li> <li>net of inflation excluding carrier receipts;</li> <li>250,000 people employed in tourism; and</li> <li>10 million overseas visitors to Ireland per year.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Waterways Ireland Heritage Plan 2016-2020</b>	The Waterways Ireland Heritage Plan provides a strategic framework for the integration of built, natural and cultural heritage into the future management of waterways.  The overarching aim of the Plan is to: <i>"Identify and protect the unique waterways heritage and promote its sustainable use for the enjoyment of this and future generations"</i> .	Four objectives of the Plan include the following: <ul style="list-style-type: none"> <li>Objective 1: Fostering partnerships to continue building waterway heritage knowledge through storing information, undertaking research and developing best practice.</li> <li>Objective 2: Promoting awareness, appreciation and enjoyment of our waterway heritage with a focus on community engagement.</li> <li>Objective 3: Promoting the integrated management, conservation, protection and sustainable use of the inland navigable waterway asset.</li> <li>Objective 4: To develop Waterways Ireland as a heritage organisation committed to achieving the aim of this plan.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Waterways Ireland "Reimagining Our Waterways" 10-Year Plan 2023</b>	10-Year Plan is a visionary roadmap for reimagining historical waterways, greenways and blueways.  Waterways Ireland's Vision is to be recognised as having enabled the creation of inspirational inland navigations and waterways experiences, through conservation and sustainable development for the benefit of all.	At the core of our 10-year plan is set of six strategic priorities. These are: <ul style="list-style-type: none"> <li>Organisation Development &amp; Governance</li> <li>Sustainable Funding Model</li> <li>Asset Portfolio Management</li> <li>Participation and Reputation</li> <li>Sustainable Development</li> <li>Climate Action, Environment and Heritage</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Tourism Development and Innovation – A Strategy for Investment 2016-2022, ( Fáilte Ireland, 2016)</b>	This strategy sets out the framework and mechanism for the delivery of investment to cities, towns, villages, communities and businesses across the country. It identifies priorities to support innovation in the sector to retain and grow the country's competitiveness in the marketplace. Its ultimate aim is to strengthen the appeal of Ireland for international visitors.	The objectives of the Tourism Development and Innovation Strategy are: <ul style="list-style-type: none"> <li>To successfully and consistently deliver a world class visitor experience;</li> <li>To support a tourism sector that is profitable and achieves sustainable levels of growth and delivers jobs;</li> <li>To facilitate communities to play an enhanced role in developing tourism in their locality, thereby strengthening and enriching local communities; and</li> <li>To recognise, value and enhance Ireland's natural environment as the cornerstone of Irish tourism.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Housing (Traveller Accommodation) Act 1998</b>	The Housing (Traveller Accommodation) Act 1998 requires that each Housing Authority adopts a Traveller Accommodation Programme for its functional area.	This Act amended and extended the Housing Acts, 1966 to 1997, the Local Government (Planning and Development) Acts, 1963 to 1998, the Local Government Act, 1991, to make provision for the accommodation needs of travellers, to provide for the appointment of a national traveller accommodation consultative committee and local traveller accommodation consultative committees and to provide for related matters.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Sustainable Residential Development and Compact Settlement Guidelines (DHLGH, 2024)</b>	The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied.	The Guidelines build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Retail Planning Guidelines for Planning Authorities (2012)</b>	The Guidelines have five key policy objectives: <ul style="list-style-type: none"> <li>Ensuring that retail development is plan-led;</li> <li>Promoting city/town centre vitality through a sequential approach to development;</li> <li>Securing competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations;</li> <li>Facilitating a shift towards increased access to retailing by public transport, cycling and walking in accordance with the Smarter Travel strategy; and</li> <li>Delivering quality urban design outcomes.</li> </ul>	The aim of the Guidelines is to ensure that the planning system continues to play a key role in supporting competitiveness in the retail sector for the benefit of the consumer in accordance with proper planning and sustainable development. In addition, the planning system must promote and support the vitality and viability of city and town centres thereby contributing to a high standard of urban design and encouraging a greater use of sustainable transport.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Architectural Protection Guidelines for Planning Authorities (2011)</b>	Part 1 of these guidelines includes the criteria to be applied when selecting proposed protected structures for inclusion in the RPS. It also offers guidance to planning authorities on issuing a declaration on a protected structure and on determining planning applications in relation to a protected structure, a proposed protected structure or the exterior of a building within an ACA.	Part 2 contains supplementary detailed guidance to support planning authorities in their role to protect the architectural heritage when a protected structure, a proposed protected structure or the exterior of a building within an ACA is the subject of development proposals and when a declaration is sought in relation to a protected structure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>National Housing Strategy for Disabled People 2022-2027</b>	The primary objective of the strategy which is to facilitate disabled people to live independently with the appropriate choices and control over where, how and with whom they live, promoting their inclusion in the community.	This Strategy will build on the progress made under the previous strategy, The National Housing Strategy for People with a Disability (NHSPWD) 2011 – 2016 (extended to 2021). The Strategy promotes a whole of community approach to housing for disabled people when planning the provision of housing, including infrastructure, transport, education, and employment.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Derelict Sites Act (1990)</b>	An Act to make provision with respect to land to prevent it being or becoming a derelict site, to enable Local Authorities to require the taking of measures on derelict sites by the owners or occupiers and, in certain circumstances, to acquire derelict sites compulsorily, to establish registers of derelict sites, to enable the minister to give directions in relation to derelict sites, to provide for a derelict sites levy and to provide for other matters connected with the aforesaid and to repeal the Derelict Sites Act 1961.	Under the Act, local authorities can: <ul style="list-style-type: none"> <li>Prosecute owners who do not comply with notices served</li> <li>Make compulsory land purchases</li> <li>Carry out necessary work themselves and charge the owners for the cost</li> </ul> All local authorities must: <ul style="list-style-type: none"> <li>Maintain derelict sites register</li> <li>Make the register available for public inspection - It can remove an entry from the Register when it is satisfied that improvement works have been carried out on the derelict site.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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<b>Urban Regeneration and Housing Act 2015 (as amended)</b>	An Act to make provision with respect to land in areas in which housing is required and in areas which are in need of renewal to prevent it lying idle or remaining vacant, to establish a register of vacant sites in those areas, to provide for vacant sites levy, to amend the Derelict Sites Act 1990, to amend Parts II, III and V of the Planning and Development Act 2000, to amend the Housing (Miscellaneous Provisions) Act 2009 and to provide for related matters.	This Revised Act is an administrative consolidation of the Urban Regeneration and Housing Act 2015. It is prepared by the Law Reform Commission in accordance with its function under the Law Reform Commission Act 1975 (3/1975) to keep the law under review and to undertake revision and consolidation of statute law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Housing for All - a New Housing Plan for Ireland</b>	The government's overall objective is that every citizen in the State should have access to good quality homes: <ul style="list-style-type: none"> <li>to purchase or rent at an affordable price</li> <li>built to a high standard and in the right place</li> <li>offering a high quality of life</li> </ul>	The policy has four pathways to achieving housing for all: <ul style="list-style-type: none"> <li>supporting home ownership and increasing affordability</li> <li>eradicating homelessness, increasing social housing delivery and supporting social inclusion</li> <li>increasing new housing supply</li> <li>addressing vacancy and efficient use of existing stock</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Town Centre First Policy (2022)</b>	The Town Centre First Policy is a major cross-government policy that aims to tackle vacancy, combat dereliction and breathe new life into town centres. It advocates for a holistic, place-based approach to sustainable rural development. The Town Centre First policy aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the business, service, social and cultural.	The Policy contains 33 actions which will give towns the tools and resources they need to become more viable and attractive places in which to live, work, socialise and run a business. This will focus on charting the future direction of their towns, address issues of vacancy and dereliction and add vibrancy to the town centre.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Regional/ County/Local Level</b>			
<b>Eastern and Midland Regional Spatial and Economic Strategy 2019-2031</b>	The Regional Spatial and Economic Strategy provides a long-term strategic planning and economic framework for the Eastern and Midland Region in order to support the implementation of the National Planning Framework.	The Eastern and Midland Regional Spatial and Economic Strategy includes provisions for its 12 constituent local authorities: Fingal County Council; Dublin City Council; South Dublin County Council; Dún Laoghaire-Rathdown County Council; Louth County Council; Kildare County Council; Meath County Council; Wicklow County Council; Longford County Council; Laois County Council; Offaly County Council; and Westmeath County Council.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Integrated Implementation Plan 2019-2024</b>	The Transport Strategy for the Greater Dublin Area 2016-2035, which established an overall framework for transport investment over the next two decades and was subject to full SEA and Stage 2 AA, is a key policy shaping the six-year Integrated Infrastructure Plan. The priorities in the Integrated Infrastructure Plan align with the objectives and priorities set out in the Transport Strategy, focused on improving public and sustainable transport.	The Implementation Plan identifies investment proposals for a number of areas including: <ul style="list-style-type: none"> <li>Bus;</li> <li>Light Rail;</li> <li>Heavy Rai;</li> <li>Integration Measures and Sustainable</li> <li>Transport Investment;</li> <li>Integrated Service Plan; and</li> <li>Integration and Accessibility.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

# SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025

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<b>Greater Dublin Area (GDA) Transport Strategy 2022-2042</b>	<p>This Strategy sets out how transport will be developed across the Greater Dublin Area, covering Dublin, Meath, Wicklow and Kildare.</p> <p>Vision Statement: <i>“The GDA by 2022 is an economically vibrant, active and sustainable international Gateway Region, with strong connectivity across the GDA Region, nationally and worldwide; a region which fosters communities living in attractive, accessible places well supported by community infrastructure and enjoying high quality leisure facilities; and promotes and protects across the GDA green corridors, active agricultural lands and protected natural areas.”</i></p>	<p>Core principles deriving from the strategic vision:</p> <ul style="list-style-type: none"> <li>Dublin as the capital city of Ireland and a major European centre shall grow and progress, competing with other cities in the EU, and serving a wide range of international, national, regional and local needs.</li> <li>The Dublin and Mid-East Regions will be attractive, vibrant locations for industry, commerce, recreation and tourism and will be a major focus for economic growth within the Country.</li> <li>The GDA, through its ports and airport connections will continue to be the most important entry/exit point for the country as a whole, and as a Gateway between the European Union and the rest of the World. Access to and through the GDA will continue to be a matter of national importance.</li> <li>Development in the GDA shall be directly related to investment in integrated high-quality public transport services and focused on compact urban form.</li> <li>Development within the existing urban footprint of the Metropolitan Area will be consolidated to achieve a more compact urban form</li> <li>Development in the Hinterland Area will be focused on the high-quality integrated growth and consolidation of development in key identified towns, separated from each other by extensive areas of strategic green belt land devoted to agriculture and similar uses</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Greater Dublin Area Cycle Network Plan</b>	<ul style="list-style-type: none"> <li>Ensure that the quality of waters covered by the plan is maintained.</li> <li>Maintain and improve the quantity and quality of water included in the Plan scope.</li> </ul>	<p>Aims to identify and determine:</p> <ul style="list-style-type: none"> <li>The Urban Cycle Network at the Primary, Secondary and Feeder level.</li> <li>The Inter-Urban Cycle Network linking the relevant sections of the Urban Network including the elements of the National Cycle Network within the Greater Dublin Area including linkages to key transport locations outside of urban areas such as airports and ports.</li> <li>The Green Route Network being cycle routes for development of tourist, recreational and leisure purposes.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>NPWS Conservation Plans and/or Conservation Objectives for SACs and SPAs</b>	<p>Management planning for nature conservation sites has a number of aims. These include:</p> <ul style="list-style-type: none"> <li>To identify and evaluate the features of interest for a site</li> <li>To set clear objectives for the conservation of the features of interest</li> <li>To describe the site and its management</li> <li>To identify issues (both positive and negative) that might influence the site</li> <li>To set out appropriate strategies/management actions to achieve the objectives</li> </ul>	<ul style="list-style-type: none"> <li>Conservation objectives for SACs and SPAs (i.e. sites within the Natura 2000 network) have to be set for the habitats and species for which the sites are selected.</li> <li>These objectives are used when carrying out appropriate assessments for plans and projects that might impact on these sites.</li> </ul>	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Groundwater Protection Schemes</b>	A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater.	A Groundwater Protection Scheme aims to maintain the quantity and quality of groundwater, and in some cases improve it, by applying a risk assessment-based approach to groundwater protection and sustainable development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
<b>Local Economic and Community Plans (LECPs), including the Dún Laoghaire-Rathdown LECP 2024-2029</b>	The overarching vision for each LECP is: “to promote the well-being and quality of life of citizens and communities.”	The purpose of the LECP, as provided for in the Local Government Reform Act 2014, is to set out, for a six-year period, the objectives and actions needed to promote and support the economic development and the local and community development of the relevant local authority area, both by itself directly and in partnership with other economic and community development stakeholders.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.



# SEA Environmental Report for Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025

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<b>Land Use Plans, including:</b> <ul style="list-style-type: none"> <li>Those in force in Dún Laoghaire-Rathdown (including the overarching Dún Laoghaire-Rathdown County Development Plan 2022-2028);</li> <li>Emerging Land Use Plans and associated variations in County Dún Laoghaire-Rathdown (including the Dundrum Local Area Plan, the Stillorgan Local Area Plan; and the Ballyogan and Environs Local Area Plan); and</li> <li>Those in force and emerging in other adjoining planning authorities (including development plans for Wicklow, South Dublin and Dublin City).</li> </ul>	<ul style="list-style-type: none"> <li>Outline planning objectives for land use development.</li> <li>Strategic framework for planning and sustainable development including those set out in National Planning Framework and Regional Economic and Spatial Strategies.</li> <li>Set out the policies and proposals to guide development in the specific Local Authority area.</li> </ul>	<ul style="list-style-type: none"> <li>Identify future infrastructure, development and zoning required.</li> <li>Protect and enhances amenities and environment.</li> <li>Guide planning authority in assessing proposals.</li> <li>Aim to guide development in the area and the amount of nature of the planned development.</li> <li>Aim to promote sustainable development.</li> </ul> <p>Provide for economic development and protect natural environmental, heritage.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Cherrywood SDZ Planning Scheme (as amended)</b>	<p>The over-arching vision for the Planning Scheme is:</p> <ul style="list-style-type: none"> <li>To create a sustainable place with a rich urban diversity, which respects its historical and natural setting while also facilitating innovation and creativity.</li> <li>To spatially develop a cohesive and diverse community with a strong identity and environmental integrity.</li> <li>To contribute to the economic growth of the County through the development of a vibrant economic community anchored around the Town Centre.</li> <li>To provide a safe and friendly environment where people can live, work and play within an envelope of sustainable, integrated transport with a primacy of soft modes of transport throughout.</li> </ul>	<p>The main principles guiding the future development of Cherrywood are:</p> <ul style="list-style-type: none"> <li>To promote the growth of Cherrywood which enhances and supports balanced sustainable growth in the Greater Dublin Region and does not undermine the vitality and viability of other areas in the County and the Region.</li> <li>To create the framework for the development of a sustainable town and three villages with a supporting range of uses for the resident, working and visiting population. • To link the area to its immediate hinterland and adjoining communities by restoring connectivity that has been severed by major roads.</li> <li>To work with the landscape by designing a form that is specific to Cherrywood, with a network of places each responding to its setting, landscape and climate.</li> <li>To balance the employment, commercial and retail base of Cherrywood with the future residential growth of the Plan Area.</li> <li>To create an environment that promotes / facilitates internal pedestrian and cycle movement meeting the requirements of Smarter Travel.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Dún Laoghaire-Rathdown Biodiversity Action Plan 2021-2025</b>	<p>Plan's objectives include:</p> <ul style="list-style-type: none"> <li>Strengthen the knowledge base for conservation, management, and sustainable use of biodiversity.</li> <li>Mainstream biodiversity into decision making and improve the management of this valuable resource.</li> <li>Conserve and restore biodiversity and ecosystems and support ecosystem services in DLR, including coastal and marine.</li> <li>Increase awareness, training and appreciation of biodiversity, ecosystems and ecosystem services.</li> <li>Strengthen the effectiveness of collaboration between all stakeholders for the conservation of biodiversity, including with Local Authority Biodiversity Officers, Local Authority Waters Programme (LAWPRO), the National Biodiversity Data Centre, BirdWatch Ireland, NPWS and other State Bodies.</li> </ul>	<p>The Plan's themes are:</p> <ul style="list-style-type: none"> <li>Reaching a deeper understanding of DLR's biodiversity</li> <li>Making good decisions for biodiversity</li> <li>Powerful actions to protect biodiversity and us</li> <li>Connecting people and nature and inspiring a positive future</li> <li>Strength in working together</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>County Dún Laoghaire-Rathdown's Landscape Character Assessment and Landscape Character Assessments in adjoining local authorities</b>	<p>Characterises the geographical dimension of the landscape.</p>	<ul style="list-style-type: none"> <li>Identifies the quality, value, sensitivity and capacity of the landscape area.</li> <li>Guides strategies and guidelines for the future development of the landscape.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>County Dún Laoghaire-Rathdown Heritage Plan 2021-2025</b>	<p>This County Heritage Plan focuses on cultural and natural heritage.</p> <ul style="list-style-type: none"> <li>Cultural Heritage includes all aspects of the environment resulting from the interaction between people and places through time. This can include tangible (physical) heritage such as buildings, archaeology, documents and structures as well as intangible heritage, such as music, language, craft and sport</li> <li>Natural Heritage includes landscape, seascape and historic parks as well as physical, biological and geological formations.</li> </ul>	<p>The Plan's Vision:</p> <ul style="list-style-type: none"> <li>A plan for all the people</li> <li>Build capacity across all the heritage sector</li> <li>Safeguard what we value and manage change with purpose</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

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<b>Dublin Agglomeration Environmental Noise Action Plan 2024-2028</b>	<p>Noise Action Plans are prepared in accordance with the requirements of the Environmental Noise Regulations 2006, Statutory Instrument 140 of 2006. These Regulations give effect to the EU Directive 2002/49/EC relating to the assessment and management of environmental noise. This Directive sets out a process for managing environmental noise in a consistent manner across the EU and the Noise Regulations set out the approach to meeting the requirements of the Directive in Ireland.</p> <p>The main purpose of Noise Action Plans is to:</p> <ul style="list-style-type: none"> <li>• Inform and consult the public about noise exposure, its effects and the measures which may be considered to address noise problems</li> <li>• Address strategic noise issues by requiring competent authorities to draw up action plans to manage noise issues and their effects</li> <li>• Reduce noise, where possible, and maintain the environmental acoustic quality where it is good.</li> </ul>	<p>The Dublin Agglomeration Noise Action Plan 2024 – 2028 is a combined plan for the agglomeration of Dublin covering six Action Planning Authorities (APAs) including Dublin City Council, Dun Laoghaire-Rathdown County Council, Fingal County Council, South Dublin County Council, Kildare County Council and Wicklow County Council. The Plan is structured in two parts as follows:</p> <ul style="list-style-type: none"> <li>• Sections 1 to 9 – sections covering overarching principles, policy, methodologies etc with all sections relevant to all APAs.</li> <li>• Sections 10 to 15 – separate sections for each agglomeration APA which includes specifics on their administrative area such as details of Priority Important Areas (PIAs), candidate Quiet Areas (CQAs) and measures. Section 10 is the relevant section for Dublin City Council.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Dún Laoghaire-Rathdown County Council's Climate Action Plan 2024-2029</b>	<p>The local objectives of the Dún Laoghaire-Rathdown County Council's Climate Action Plan 2024-2029 are grouped under six thematic areas as follows:</p> <ul style="list-style-type: none"> <li>• Energy and Buildings;</li> <li>• Transport</li> <li>• Flood Resilience;</li> <li>• Nature-Based Solutions;</li> <li>• Circular Economy and Resource Management; and</li> <li>• Community Engagement.</li> </ul>	<p>The actions in these themes collectively address the four targets of the Climate Action Plan:</p> <ul style="list-style-type: none"> <li>• 50% improvement in Dún Laoghaire-Rathdown energy efficiency by 2030;</li> <li>• 51% reduction in Dún Laoghaire-Rathdown's greenhouse gases by 2030;</li> <li>• To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events; and</li> <li>• To actively engage and inform our communities in climate action.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Town Centre First Plans</b>	<p>Town Centre First aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.</p>	<p>Town Centre First (TCF) lays the foundation for each town to develop, at a local level, their own plan-led path forward. This will be expressed through a tailored TCF plan, which is underpinned by a clear diagnosis of local strengths and challenges. The TCF approach is centred on:</p> <ul style="list-style-type: none"> <li>• Collaboration and communication – a collaborative process involving all relevant local stakeholders, represented by a collaborative Town Team, with good communication in respect of issues raised and the agreed direction.</li> <li>• Understanding the place – analysis and appraisal underpinned by a town audit/ data gathering -process.</li> <li>• Defining the place – shaping the plan around high-level objectives that are subsequently expressed through a series of actions.</li> <li>• Enabling the place– identifying a clear path to delivery of the Plan, cognisant that this will require actions of varying scale to be delivered by different partners.</li> </ul>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Fáilte Ireland Tourism plans and strategies, including those relating to the "Ireland's Ancient East" and "Dublin" including Destination Experience Development Plans and Regional Tourism Development Strategies</b>	<p>Fáilte Ireland's work includes preparing various plans and strategies for brands and initiatives. These plans are subject to their own environmental assessment processes and any project arising is required to be consistent with and conform with the provisions of all adopted/approved Statutory Policies, Strategies, Plans and Programmes, including provisions for the protection and management of the environment.</p>	<p>Some of Fáilte Ireland's plans and strategies include various projects relating to land use and infrastructural development, including those relating to development of land or on land and the carrying out of land use activities. Many of these projects exist already while some are not currently in existence. The Statutory Policies, Strategies, Plans and Programmes that provide for different projects undergo a variety of environmental assessments. These assessments ensure that environmental effects are considered, including: those arising from new and intensified uses and activities; and those arising from various sectors such as tourism.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>
<b>Various existing, planned and emerging projects provided for by the above plans and programmes</b>	<p>These projects have been provided for by higher-level plans and programmes.</p>	<p>These projects will contribute towards the development of the area to which the Plan relates and/or wider area and will contribute towards environmental protection and management.</p>	<p>Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.</p>

## **Appendix II Screening for SEA Report**

**SCREENING  
FOR  
STRATEGIC ENVIRONMENTAL ASSESSMENT  
REPORT**

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**FOR  
PROPOSED MATERIAL ALTERATIONS  
TO THE  
DRAFT OLD CONNAUGHT LOCAL AREA PLAN  
2025**

**for: Dún Laoghaire-Rathdown County Council**



**by: CAAS Ltd.**



**JULY 2025**

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# Section 1 Introduction and Background

## 1.1 Introduction

This is the Strategic Environmental Assessment (SEA) Screening Report for the Proposed Material Alterations to the Old Connaught Draft Local Area Plan 2025, hereafter referred to as the "Draft Plan".

SEA is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme, or alteration to a plan or programme, before a decision is made to adopt it. The SEA Directive<sup>1</sup> requires, inter alia, that SEA is undertaken for certain plans, programmes or alterations to these. Screening is the process for deciding whether a particular plan - or alteration to a plan -, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.

The purpose of this report is to inform whether or not to undertake SEA on the Proposed Material Alterations to the Draft Plan. Requirements in relation to the screening of Proposed Material Alterations are provided under Section 20 (3) of the Planning and Development Act 2000, as amended, and Article 8 of the Planning and Development (SEA) Regulations 2004, as amended.

This report should be read in conjunction with the Draft Plan and all other associated documents including the:

- Proposed Material Alterations to the Draft Old Connaught Local Area Plan 2025;
- Screening for AA Report for Proposed Material Alterations to the Old Connaught Draft Local Area Plan 2025;
- SEA Environmental Report for the Old Connaught Draft Local Area Plan 2025;
- AA Natura Impact Report for the Old Connaught Draft Local Area Plan 2025; and
- Old Connaught Draft Local Area Plan 2025.

## 1.2 Process so far

The Draft Plan has been progressed to date in compliance with Sections 19 and 20 of the Planning and Development Act 2000, as amended.

SEA<sup>2</sup> is being undertaken on and has informed the Draft Plan in order to comply with the SEA Directive and transposing Regulations – the SEA Environmental Report that accompanied the Draft Plan on public display contains the findings of the assessment.

AA<sup>3</sup> is also being undertaken on the Draft Plan (informing both the Draft Plan and the SEA) in order to comply with the Habitats Directive and transposing Regulations. An AA Natura Impact Report was prepared that contains the findings of this assessment and accompanied the Draft Plan on public display.

The Draft Plan associated SEA and AA documents were placed on public display and submissions were invited. Submissions were responded to in a Chief Executive's Report and Elected Members decided upon Proposed Material Alterations to the Draft Plan and these are the subject of this report.

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<sup>1</sup> Directive 2001/42/EC of the European Parliament and of the Council of Ministers, of 27<sup>th</sup> June 2001, on the Assessment of the Effects of Certain Plans and Programmes on the Environment

<sup>2</sup> Strategic Environmental Assessment is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme, or alteration to a plan or programme, before a decision is made to adopt it.

<sup>3</sup> Appropriate Assessment is an impact assessment process concerning European Sites designated on foot of habitats and species.

## 1.3 SEA Environmental Report (February 2025)

The SEA Environmental Report for the Draft Plan contains the information specified in Annex I of the SEA Directive and Schedule 2B of the Planning and Development (SEA) Regulations 2004 (S.I. 436 of 2004) as amended. The relevant sections of the SEA Environmental Report that address these information requirements are detailed on Table 1.1 below.

The assessment undertaken on relevant Proposed Material Alterations (the findings of which are presented later in this document) has used the information contained in the SEA Environmental Report.

**Table 1.1 Information contained within the SEA Environmental Report that accompanies the Draft Plan**

Information Required to be included in the Environmental Report	Corresponding Section of this Report
(A) Outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes	Sections 2, 5 and 8
(B) Description of relevant aspects of the current state of the environment and the evolution of that environment without implementation of the plan or programme	Section 4
(C) Description of the environmental characteristics of areas likely to be significantly affected	Sections 4, 7 and 8
(D) Identification of any existing environmental problems which are relevant to the plan or programme, particularly those relating to European protected sites	Section 4
(E) List of environmental protection objectives, established at international, EU or National level, which are relevant to the plan or programme and describe how those objectives and any environmental considerations have been taken into account when preparing the Plan	Sections 5, 7, 8, 9 and Appendix I
(F) Describe the likely significant effects on the environment	Sections 7 and 8
(G) Describe any measures envisaged to prevent, reduce and as fully as possible offset any significant adverse environmental effects of implementing the plan or programme	Section 9
(H) Give an outline of the reasons for selecting the alternatives considered, and a description of how the assessment was undertaken (including any difficulties)	Sections 3, 6, 7 and 8
(I) A description of proposed monitoring measures	Section 10
(J) A non-technical summary of the above information	Appendix II Non-Technical Summary
(K) Interrelationships between each environmental topic	Addressed as it arises within each Section

## Section 2 SEA Screening

### 2.1 Introduction

This section examines whether each Proposed Material Alteration to the Draft Plan would be likely to have significant environmental effects (and thus would warrant the undertaking of SEA).

This examination takes account of relevant criteria set out in Schedule 2A '*Criteria for determining whether a plan is likely to have significant effects on the environment*' of the Planning and Development (SEA) Regulations, as amended, (see Section 2.5).

### 2.2 Strategic Flood Risk Assessment

Strategic Flood Risk Assessment (SFRA) is being undertaken to inform the preparation of the Draft Plan and has informed this SEA Screening.

### 2.3 Appropriate Assessment

Appropriate Assessment (AA) is an impact assessment process concerning *Natura 2000*, or *European*, sites - these sites have been designated or proposed for designation by virtue of their ecological importance. The Habitats Directive<sup>4</sup>, its transposing Birds and Natural Habitats Regulations 2011 (as amended) and the Planning and Development Act 2000 (as amended) provide the requirement to screen for likely significant effects on European Sites. As the Screening for AA process undertaken on the Draft Plan determined that the Draft Plan has the potential to have likely significant effects on European sites, a Stage 2 AA was required. The findings of the Stage 2 AA are detailed in an AA Natura Impact Report that was placed on public display alongside the Draft Plan.

Screening for AA has been undertaken on the Proposed Material Alterations and this process has demonstrated that Stage 2 AA for the Proposed Material Alterations is not required – the Screening for AA for Proposed Material Alterations to the Old Connaught Draft Local Area Plan 2025 contains this information, has informed this Screening for SEA Report and accompanies the Proposed Material Alterations.

### 2.4 Screening Analysis of Proposed Material Alterations

The analysis of Proposed Material Alterations is undertaken considering interactions with Strategic Environmental Objectives (see Table 2.1). Table 2.2 examines whether each of the Proposed Material Alterations would be likely to have significant environmental effects (and thus would warrant the undertaking of SEA).

Table 2.2 is supplemented by Table 2.3 which provides details on:

- Likely significant effects of implementing the Draft Plan, if unmitigated;
- Key mitigation measure(s) that are already contained within the Draft Plan; and
- Likely residual non-significant adverse effects arising from the Draft Plan.

Effects encompass the full range of effects<sup>5</sup>, including those arising cumulatively – such as those potentially arising as a result of interactions with other plans and programmes.

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<sup>4</sup> Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora

<sup>5</sup> These include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects

The examination of Proposed Material Alterations also takes into account relevant criteria set out in Schedule 2A 'Criteria for determining whether a plan is likely to have significant effects on the environment' of the SEA Regulations, as amended, (see Section 2.5).

**Table 2.1 Strategic Environmental Objectives**

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Biodiversity, Flora and Fauna</b>	<b>BFF</b>	No net contribution to biodiversity losses or deterioration	<ul style="list-style-type: none"> <li>To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species</li> <li>Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function</li> <li>Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species</li> <li>Enhance biodiversity in line with the National Biodiversity Strategy and its targets</li> <li>To protect, maintain and conserve natural capital</li> </ul>
<b>Population and Human Health</b>	<b>PHH</b>	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	<ul style="list-style-type: none"> <li>Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management</li> <li>Ensure that existing population and planned growth is matched with the required public infrastructure and the required services</li> <li>Safeguard citizens from environment-related pressures and risks to health and well-being</li> </ul>
<b>Soil (and Land)</b>	<b>S</b>	Ensure the long-term sustainable management of land	<ul style="list-style-type: none"> <li>Protect soils against pollution, and prevent degradation of the soil resource</li> <li>Promote the sustainable use of infill and brownfield sites over the use of greenfield</li> <li>Safeguard areas of prime agricultural land and designated geological sites</li> </ul>
<b>Water</b>	<b>W</b>	Protection, improvement and sustainable management of the water resource	<ul style="list-style-type: none"> <li>Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive</li> <li>Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments</li> <li>Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion</li> <li>Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals</li> </ul>
<b>Material Assets</b>	<b>MA</b>	Sustainable and efficient use of natural resources	<ul style="list-style-type: none"> <li>Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure</li> <li>Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels</li> <li>Promote the circular economy, reduce waste, and increase energy efficiencies</li> <li>Ensure there is adequate sewerage and drainage infrastructure in place to support new development</li> <li>Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes</li> <li>Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart-buildings, cities and grids</li> </ul>

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Air</b>	<b>A</b>	Support clean air policies that reduce the impact of air pollution on the environment and public health	<ul style="list-style-type: none"> <li>• To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture</li> <li>• Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency</li> <li>• Promote continuing improvement in air quality</li> <li>• Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution</li> <li>• Meet Air Quality Directive standards for the protection of human health — Air Quality Directive</li> <li>• Significantly decrease noise pollution and move closer to WHO recommended levels</li> </ul>
<b>Climatic Factors</b>	<b>C</b>	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	<ul style="list-style-type: none"> <li>• To minimise emissions of greenhouse gasses</li> <li>• Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure)</li> <li>• Contribute towards the reduction of greenhouse gas emissions in line with national targets</li> <li>• Promote development resilient to the effects of climate change</li> <li>• Promote the use of renewable energy, energy efficient development and increased use of public transport</li> </ul>
<b>Cultural Heritage</b>	<b>CH</b>	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
<b>Landscape</b>	<b>L</b>	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention



**Table 2.2 SEA Screening Analysis of Proposed Material Alterations<sup>6</sup>**

Ref	SEA Screening Consideration
1	This alteration would further contribute towards provisions related to this sector/topic that are already contained within the Draft Plan. Considering the measures that have been already integrated into the Draft Plan and the existing Development Plan that provides for and contribute towards environmental protection, environmental management and sustainable development, it is determined that all potential effects arising from this Proposed Material Alteration: either are present already (beneficial) and will be further contributed towards; and/or will be mitigated so as not to be significant (adverse). <b>Consequently, SEA is not required.</b> Refer also to Table 2.3 and Section 2.5.
2	The update to terminology/language/wording/mapping would not change the effects arising from the Plan. As such, this alteration would not be considered as being likely to result in significant environmental effects. <b>Consequently, SEA is not required.</b>
3	This alteration relates to plan text that sets the context for, summarises and/or provides clarification to Plan provisions. It does not interact with existing Plan provisions to an extent that it would have additional significant environmental effects. <b>Consequently, SEA is not required.</b>
4	This alteration adds more detail but would not have the potential to result in significant environmental effects. <b>Consequently, SEA is not required.</b>
5	This alteration provides consistency with other parts of the Plan and/or with the wider planning and policy framework. It would not interact with Plan provisions to the extent that it would have environmental effects. <b>Consequently, SEA is not required.</b>
6	This alteration would not provide the most evidence-based framework for development and has the potential to undermine sustainable development and proper planning - with potential for likely significant environmental effects. Taking this into account, <b>SEA is advised as being required.</b>

Ref No.	SEA Screening Considerations
MA 1	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 2	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 3	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 4	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 5	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 6	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 7	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 8	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 9	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 10	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 11	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 12	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 13	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 14	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 15	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 16	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 17	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 18	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 19	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 20	Ref 6 above – SEA is required <sup>7</sup>
MA 21	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 22	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 23	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 24	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 25	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 26	Ref 6 above – SEA is required <sup>8</sup>
MA 27	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 28	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 29	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 30	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 31	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
MA 32	Selection of considerations from Ref 1 to Ref 5 above – SEA not required
Not applicable – all other non-material alterations <sup>9</sup>	Selection of considerations from Ref 1 to Ref 5 above – SEA not required

<sup>6</sup> For detail on Proposed Material Alterations please refer to Proposed Material Alterations document.

<sup>7</sup> MA 20 proposes “that arrangements are put in place to upgrade the Wilford roundabout on the R119 to a standard which is suitable for existing and projected traffic volumes in the area and that this work commences before the modal filter is put in place on Old Connaught Avenue”. It is considered that the proposed alteration would introduce uncertainty regarding the phasing of the proposed bus gate which could affect the optimal sequencing of transport interventions.

This presents the potential for likely significant adverse environmental effects on material assets, air and climatic factors and associated interactions with human health.

<sup>8</sup> MA 26 proposes that the phasing of the lands in the Southern Character Area and required infrastructure is changed from Phase B to Phase A (sub-phase A2) in the Phasing and Implementation section of the Plan.

Under the changes proposed by MA 26, there would be a greater likelihood that the construction and occupation of new homes would occur:

- Earlier than the important new road and bridge over the N11 to the Dublin Road (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme); or
- In the absence of any development of any such new road or bridge.

This presents the potential for likely significant adverse environmental effects on material assets, air and climatic factors and associated interactions with human health.

<sup>9</sup> Although not the focus of this report (which is prepared in order to inform the Council’s SEA screening determination on Proposed Material Alterations that is required to be made by the Planning and Development Act 2000, as amended), in order to reflect the SEA process that has been ongoing since public display of the Draft Plan, non-material alterations and associated screening for SEA considerations are provided.

**Table 2.3 Detail of effects, if unmitigated, mitigation measures for potential effects and residual adverse effects**

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the Eastern and Midland RSES, the Dún Laoghaire-Rathdown County Development Plan and adjacent Development Plans and lower-tier land use plans.			Draft Local Area Plan measures <sup>10</sup> , including:	Existing Dún Laoghaire-Rathdown County Development Plan measures, including:
	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated	Likely Residual Adverse Non-Significant Effects		
All	Various – see below	Various – see below	Various – see below	<p><b>Section 2.2.3.1 dlr County Development Plan 2022-2028</b> The provisions set out in the current dlr County Development Plan 2022-2028, or any subsequent variation or review, shall apply as appropriate to development within the Plan area. Furthermore, the provisions of the dlr County Development Plan 2022-2028 cited as mitigatory measures in the accompanying SEA Environmental Report shall be complied with throughout the implementation of the LAP.</p> <p><b>Policy OCLAP66 – Phasing Strategy</b> It is Policy that:</p> <ul style="list-style-type: none"> <li>• Future development, as appropriate, shall accord with the Phasing Strategy for the Draft Plan. Planning applications shall include a 'Consistency Statement' setting out how the objectives of the Phasing Strategy, as relevant and applicable to the proposal for development, will be achieved.</li> <li>• Deviations from the phasing strategy may be considered on a case-by-case basis, and agreed to the satisfaction of the Planning Authority, to allow for unforeseen circumstances beyond the reasonable control of an individual developer or the Local Authority. Deviations may comprise viable alternatives or interim measures that accord with the overall objectives of the Draft Plan. Any interim proposals must ensure and maintain consistency with the build-out or 'longterm' infrastructure objectives of the Draft Plan.</li> </ul>	<p><b>Policy Objective T25: Environmental Assessment of New Roads</b> It is a Policy Objective that where projects for new roads, identified under Section 5.8, are not already provided for by existing plans/programme or are not already permitted, that the feasibility of progressing these projects shall be examined, taking into account environmental sensitivities as identified in the SEA Environmental Report (including greenhouse gas emissions and other emissions to air) and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection. In implementing this Objective, the Council will comply with any national policy or guidelines issued relating to the assessment of greenhouse gas emissions and other emissions to air for new transport projects.</p> <p><b>Policy Objective GIB1: Green Infrastructure Strategy</b> It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.</p> <p><b>Policy Objective OSR7: Trees, Woodland and Forestry</b> It is a Policy Objective to implement the objectives and policies of the Tree Policy and the forthcoming Tree Strategy for the County, to ensure that the tree cover in the County is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and include a holistic 'urban forestry' approach.</p> <p><b>Policy Objective OSR8: Greenways and Blueways Network:</b> It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).</p> <p><b>Requirements under Chapter 12: Development Management, including those under the headings of:</b> Impacts on the Environment</p> <ul style="list-style-type: none"> <li>• Environmental Impact Assessment</li> <li>• Appropriate Assessment</li> <li>• Ecological Impact Assessment</li> </ul> <p>Environmental Infrastructure</p> <ul style="list-style-type: none"> <li>• Air Pollution</li> <li>• Noise Pollution</li> <li>• Noise, Odour and Vibration Generating Uses</li> <li>• Construction Management Plans</li> <li>• Hours of Construction</li> <li>• New Development/Change of Use - Environmental Impacts</li> <li>• Waste Management Infrastructure facilities and refuse transfer stations</li> <li>• Telecommunications</li> <li>• Development and Overhead Power Lines</li> <li>• Public lighting</li> <li>• Drainage and Water Supply</li> <li>• Flood Risk Management</li> </ul>

<sup>10</sup> These measures may be amended on foot of Proposed Material Alterations and/or further modifications, in advance of Plan adoption.

## Screening for SEA Report for Proposed Material Amendments

<p><b>Biodiversity and Flora and Fauna</b></p>	<ul style="list-style-type: none"> <li>Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.</li> <li>Contribution towards the maintenance of existing green infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats.</li> <li>Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna.</li> </ul>	<p>Arising from both construction and operation of development and associated infrastructure:</p> <ul style="list-style-type: none"> <li>Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;</li> <li>Habitat loss, fragmentation and deterioration, including patch size and edge effects; and</li> <li>Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of an extent of non-protected habitats and species arising from the replacement of semi-natural land covers with artificial surfaces.</li> <li>Losses or damage to ecology (these would be in compliance with relevant legislation).</li> </ul> <p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors and Landscape.</p> <p><b>Policy OCLAP36 – Green Infrastructure</b> It is a Policy, where practicable and possible, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the creation, management, restoration and enhancement of our natural and semi natural areas.</p> <p><b>Policy OCLAP38 – Ballyman Glen SAC / pNHA</b> It is Policy to protect and preserve the Ballyman Glen site as a designated Special Areas of Conservation and proposed Natural Heritage Areas.</p> <p><b>Policy OCLAP39 – Groundwater Dependent Terrestrial Ecosystems</b> It is Policy that any development proposals with the potential to impact on the Ballyman Glen SAC or any Groundwater Dependent Terrestrial Ecosystems (GWDTE) within the area shall be assessed collaboratively at planning application stage by a hydrogeologist/hydrologist and ecologist and shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the recharge supplying the groundwater dependent habitats of the Ballyman Glen SAC or any other GWDTEs within the area. Detailed site-specific assessment shall be required for development proposals situated in the catchment area for GWDTE situated in Ballyman Glen SAC that have the potential to impact groundwater through emissions, abstraction or changes to hydrogeological/hydrological regimes. Appropriate cognisance shall be had to potential connections and interactions between surface water and groundwater.</p> <p><b>Objective GIB4 – Ecological Corridors and Connectivity</b> It is an Objective to seek to:</p> <ul style="list-style-type: none"> <li>Protect, preserve, restore and enhance ecological connectivity within the Draft Plan area and beyond and to restore and mitigate fragmentation of ecological corridors.</li> <li>Encourage the design and function of green infrastructure to support the movement of species across the area.</li> <li>Facilitate the creation of new wildlife corridors within new development sites that connect to the wider landscape, as part of the development management process for planning applications in the Draft Plan area.</li> </ul> <p><b>Objective GIB5 – Glendoo Mountain to Shanganagh Wildlife Corridor</b> It is an Objective to consider the Glendoo Mountain to Shanganagh Wildlife Corridor, identified in the dlr County Biodiversity Action Plan 2021 – 2025, as part of the development management process for planning applications in the Draft Plan area.</p> <p><b>Policy OCLAP40 – Ecological Assessment</b> It is Policy to ensure adequate ecological surveys, and, where necessary, ecological impact assessments, are undertaken at project level to inform development decisions, in accordance with the requirements of the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB6 – Lighting</b> It is an Objective that the design of lighting within the Draft Plan area should seek to minimise light pollution and adverse effects on bat species, badgers and otters.</p> <p><b>Policy OCLAP41 – dlr Tree Strategy</b> It is Policy to require that the approach to existing and proposed trees throughout the Draft Plan area is consistent with the dlr Tree Strategy 'A Climate for Trees 2024-2030', to ensure that the tree cover is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and holistic 'urban forestry' approach.</p> <p><b>Objective GIB7 – Trees and Hedgerows</b> It is an Objective to protect and maintain important trees and hedgerows within the Draft Plan area, where practicable, and to promote native tree/hedgerow enhancement and planting. The retention and protection of existing trees / woodlands / hedgerows shall accord with the requirements of the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB8 – New Development</b> It is an Objective to promote and encourage planting of native tree and hedgerow species and to provide sufficient buffer to allow for wildlife corridors in new developments across the Draft Plan area.</p> <p><b>Objective GIB9 – Boundary Treatments</b> It is an Objective to:</p> <ul style="list-style-type: none"> <li>Require that where the boundaries of sites incorporate or are adjacent to existing trees and hedgerows to be retained, these shall be utilised as part of the boundary.</li> <li>Encourage the retention of hedgerows and other distinctive boundary treatments to prevent loss and fragmentation, where practically possible.</li> </ul>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors and Landscape.</p> <p><b>Policy Objective CS8 – Ecosystem Services Approach:</b> It is a Policy Objective to promote an Ecosystem Services Approach in the preparation of lower-level Plans, Strategies and Development Management.</p> <p><b>Policy Objective T30: Street Lighting</b> It is a Policy Objective to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice, the Council's public lighting masterplan and the upgrade of sodium lights to LEDs.</p> <p><b>Policy Objective GIB18: Protection of Natural Heritage and the Environment</b> It is a Policy Objective to protect and conserve the environment including, in particular, the natural heritage of the County and to conserve and manage Nationally and Internationally important and EU designated sites - such as Special Protection Areas (SPAs), Special Areas of Conservations (SACs), proposed Natural Heritage Areas (pNHAs) and Ramsar sites (wetlands) - as well as non-designated areas of high nature conservation value known as locally important areas which also serve as 'Stepping Stones' for the purposes of Article 10 of the Habitats Directive.</p> <p><b>Policy Objective GIB19: Habitats Directive</b> It is a Policy Objective to ensure the protection of natural heritage and biodiversity, including European sites that form part of the Natura 2000 network, in accordance with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines.</p> <p><b>Policy Objective GIB20: Biodiversity Plan</b> It is a Policy Objective to support the provisions of the forthcoming DLR County Biodiversity Action Plan, 2021 – 2025.</p> <p><b>Policy Objective GIB21: Designated Sites</b> It is a Policy Objective to protect and preserve areas designated as proposed Natural Heritage Areas, Special Areas of Conservation, and Special Protection Areas. It is Council policy to promote the maintenance and as appropriate, delivery of 'favourable' conservation status of habitats and species within these areas.</p> <p><b>Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance</b> It is a Policy Objective to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, Birds and Habitats Regulations 2011, Flora (Protection) Order, 2015, Annex I habitats, local important areas, wildlife corridors and rare species - are adequately protected. Ecological assessments will be carried out for all developments in areas that support, or have potential to support, features of biodiversity importance or rare and protected species and appropriate mitigation/ avoidance measures will be implemented. In implementing this policy regard shall be had to the Ecological Network including the forthcoming DLR Wildlife Corridor Plan and the recommendations and objectives of the Green City Guidelines (2008) and 'Ecological Guidance Notes for Local Authorities and Developers' (Dún Laoghaire- Rathdown Version 2014).</p> <p><b>Policy Objective GIB23: County-Wide Ecological Network</b> It is a Policy Objective to protect the Ecological Network which will be integrated into the updated Green Infrastructure Strategy and will align with the DLR County Biodiversity Action Plan. Creating this network throughout the County will also improve the ecological coherence of the Natura 2000 network in accordance with Article 10 of the Habitats Directive. The network will also include non-designated sites.</p> <p><b>Policy Objective GIB24: Rivers and Waterways</b> It is a Policy Objective to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat and nature-based solutions that incorporate biodiversity features. It is also policy (subject to the sensitivity of the riverside habitat), to provide public access to riparian corridors, to promote improved passive recreational activities.</p> <p><b>Policy Objective GIB25: Hedgerows</b> It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them. In addition, the Council will promote the protection of existing site boundary hedgerows and where feasible require the retention of these when considering a grant of planning permission for all developments. The Council will promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance. The Council will promote the protection of existing hedgerows when considering a grant of planning permission for all developments.</p> <p><b>Policy Objective GIB26: Geological Sites</b> It is a Policy Objective to protect, promote and preserve sites of Geological and Geomorphological importance, in particular the proposed Natural Heritage Areas (NHAs), and any County Geological Sites (CGS), that become designated during the lifetime of the Plan.</p> <p><b>Policy Objective GIB27: Green Belts</b> It is a Policy Objective to retain the individual physical character of towns and development areas by the designation of green belt areas, where appropriate.</p> <p><b>Policy Objective GIB28: Invasive Species</b> It is a Policy Objective to prepare an 'Invasive Alien Species Action Plan' for the County which will include actions in relation to invasive alien species (IAS) surveys, management and treatment and to also ensure that proposals for development do not lead to the spread or introduction of invasive species. If</p>
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				<p><b>Objective GIB10 – Sylvan Character</b> It is an Objective to preserve the sylvan and tree lined character of roads in the Draft Plan area including the Ferndale Road and Allies River Road.</p> <p><b>Objective GIB11 – Strategic Infrastructure and Trees</b> It is an Objective that:</p> <ul style="list-style-type: none"> <li>Proposals for strategic infrastructure include an appropriate level of tree/hedgerow planting.</li> <li>The provision of new strategic infrastructure is subject to environmental constraints, including those related to habitats and potential impacts such as disturbance from lighting. Examples of project level mitigation will include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques.</li> </ul> <p><b>Objective GIB12– Public Realm</b> It is an Objective to support and promote tree planting and urban greening as part of the public realm at Old Connaught.</p> <p><b>Objective GIB13 – Watercourses and Riparian Corridors</b> It is an Objective to ensure the protection and where possible the restoration of the biodiversity associated with watercourses and their riparian (bankside) habitats, in line with the overarching objectives set out in the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB14 – De-Culverting</b> It is an Objective in accordance with the Green Infrastructure Strategy of the dlr County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up culverted elements of watercourses, to facilitate weir removal where appropriate and reconnect the riverine habitats. Any such proposals shall have regard to SFRA and Appropriate Assessment requirements.</p> <p><b>Objective GIB15 – Biodiversity Led Design and Biodiversity Net Gain</b> It is an Objective that proposals for development demonstrate at preplanning and application stage how biodiversity has informed scheme layout and design. Applicants are encouraged, where appropriate, to pilot the Biodiversity Net Gain Approach (BNG) for development.</p> <p><b>Objective GIB16 – Re-wilding and Habitat Restoration/Creation</b> It is an Objective to support the development and implementation of re-wilding projects using best practice under the supervision of suitably competent professional as deemed appropriate by the Planning Authority, on appropriate sites within the Draft Plan and to promote the use of these sites for the enhancement and preservation of Biodiversity.</p> <p><b>Policy OCLAP42 – Nature Based Solutions and Biodiversity</b> It is a Policy to ensure biodiversity is factored into nature based solutions when developing proposals within the Draft Plan area.</p> <p><b>Policy OCLAP43 – SuDS and Biodiversity</b> It is Policy to ensure that the design of swales and stormwater attenuation areas and SuDS proposals include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable, with advice and input of a wetland ecologist.</p> <p><b>Objective GIB17 – Attenuation Ponds</b> It is an Objective to require that attenuations ponds are designed as naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity, with advice and input of a wetland ecologist. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity.</p>	<p>developments are proposed on sites where invasive species are or were previously present, the applicants will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).</p> <p><b>Policy Objective GIB29: Nature Based Solutions</b> It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.</p> <p><b>Policy Objective E18: Groundwater Protection and Appropriate Assessment</b> It is a Policy Objective to ensure the protection of the groundwater resources in and around the County and associated habitats and species in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010. In this regard, the Council will support the implementation of Irish Water's Water Safety Plans to protect sources of public water supply and their contributing catchment.</p> <p><b>Construction Management Plan</b> requirements under Plan Sections 12.9.4 to 12.9.6</p> <p><b>Development Management requirement under Section 12.7.2 "Biodiversity"</b> The Planning Authority may require, where appropriate, Visitor/Management Plans to be submitted as part of the Development Management process for development proposals within or adjacent to an ecological sensitive site, as appropriate. The Visitor/Management Plan shall include appropriate measures to avoid significant negative effects and loss of habitat and associated disturbance to the ecological sensitive site.</p>
<b>Population and Human Health</b>	<ul style="list-style-type: none"> <li>Alignment with a range of employment locations thereby minimising the divergence between the places people live and work.</li> <li>Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects arising from flood events.</li> <li>Potential interactions if effects arising from environment al vectors.</li> </ul>	<ul style="list-style-type: none"> <li>Potential interactions with residual effects on environmental vectors – please refer to residual adverse effects under "Soil", "Water" and "Air and Climatic Factors" below.</li> </ul>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors.</p> <p><b>Policy OCLAP3 – Urban Design</b> It is Policy to promote a high standard of urban design throughout Old Connaught in accordance with the relevant policies set out in the County Development Plan, Section 28 Guidelines and other relevant guidance documents including: the 'Compact Settlement Guidelines' (2024), and the Design Manual for Urban Roads and Streets (2019). Development shall be design-led, prioritising place making and be informed by the Key Indicators of Quality Design and Placemaking set out in the 'Compact Settlement Guidelines' (2024).</p> <p><b>Policy OCLAP4 – Public Realm</b> It is Policy that new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating pedestrian centred environments with active, inviting public spaces and parks.</p> <p><b>Policy OCLAP5 – Provision of Sustainable Neighbourhood Infrastructure Uses and Delivery of the 10-minute Neighbourhood Concept</b> It is Policy to support the delivery of sufficient SNI uses including community and</p>	<p>Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors.</p> <p><b>Policy Objective T27: Traffic Noise</b> It is a Policy Objective to ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.</p> <p><b>Policy Objective E14: Air and Noise Pollution</b> It is a Policy Objective:</p> <ul style="list-style-type: none"> <li>To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)</li> <li>To maintain and manage a Dublin County ambient air quality monitoring network in conjunction with the EPA and TII and to make available to the public the resulting air quality measurements via the EPA website <a href="http://www.epa.ie/air/quality">www.epa.ie/air/quality</a>.</li> <li>To support the implementation of objectives of the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023'.</li> </ul> <p><b>Policy Objective E15: Light Pollution</b> It is a Policy Objective to ensure that the design of external lighting schemes minimise the incidence of light spillage or pollution in the immediate surrounding environment and has due regard to the</p>

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	<p>and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</p> <ul style="list-style-type: none"> <li>Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> <li>Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, such as air and water.</li> </ul>			<p>educational uses that will be required to ensure sustainable living - in line with the 10-minute neighbourhood concept - for existing and future residents of the Draft Plan area, in accordance with Policy Objectives PHP1, PHP2, PHP3 and PHP4 in the dlr County Development Plan 2022-2028.</p> <p><b>Policy OCLAP6 – Co-Location of Sustainable Neighbourhood Infrastructure Uses</b></p> <p>It is Policy to encourage the co-location of existing and future sustainable neighbourhood facilities including community centres, schools, childcare facilities, healthcare services and also co-location of playgrounds and amenity spaces in accordance with Policy Objective PHP5 in the dlr County Development Plan 2022-2028. Such an approach may enable the sharing of facilities such as car and cycle parking.</p>	<p>residential amenity of surrounding areas.</p> <p><b>Policy Objective EI16: Water Pollution</b></p> <p>It is a Policy Objective to implement the provisions of water pollution abatement measures in accordance with national and EU Directives and other legislative requirements in conjunction with other agencies as appropriate.</p> <p><b>Policy Objective CA9: Radon Gas</b></p> <p>It is a Policy Objective, in partnership with other relevant agencies, to promote best practice in the implementation of radon prevention measures.</p>
<b>Soil</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of soils and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> <li>Contribution towards the protection of the</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminate d lands.</li> <li>Potential for riverbank erosion.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces.</li> <li>Riverbank erosion will continue to occur naturally over time and is likely to be enhanced by climate change.</li> </ul>	<p>Also refer to measures under other environmental components including Water.</p>	<p>Also refer to measures under other environmental components including Water.</p> <p><b>Policy Objective GIB26: Geological Sites</b></p> <p>It is a Policy Objective to protect, promote and preserve sites of Geological and Geomorphological importance, in particular the proposed Natural Heritage Areas (NHAs), and any County Geological Sites (CGS), that become designated during the lifetime of the Plan.</p> <p><b>12.9.6 New Development/Change of Use - Environmental Impacts, including:</b></p> <p>Where brownfield redevelopment is proposed, require adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work.</p>



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	environment from contamination.				
<b>Water</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to Old Connaught's central and core areas) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the Plan area and beyond.</li> <li>Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations.</li> <li>Contribution towards flood risk management and appropriate drainage.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.</li> <li>Increase in flood risk and associated effects associated with flood events.</li> </ul>	<ul style="list-style-type: none"> <li>Any increased loadings as a result of development to comply with the River Basin Management Plan.</li> <li>Flood related risks remain due to uncertainty with regard to extreme weather events – however such risks will be mitigated by measures that have been integrated into the Plan.</li> </ul>	<p>Also refer to measures under other environmental components including Soil and Material Assets.</p> <p><b>Objective GIB13 – Watercourses and Riparian Corridors</b> It is an Objective to ensure the protection and where possible the restoration of the biodiversity associated with watercourses and their riparian (bankside) habitats, in line with the overarching objectives set out in the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB14 – De-Culverting</b> It is an Objective in accordance with the Green Infrastructure Strategy of the dlr County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up culverted elements of watercourses, to facilitate weir removal where appropriate and reconnect the riverine habitats. Any such proposals shall have regard to SFRA and Appropriate Assessment requirements.</p> <p><b>Policy OCLAP43 – SuDS and Biodiversity</b> It is Policy to ensure that the design of swales and stormwater attenuation areas and SuDS proposals include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable, with advice and input of a wetland ecologist.</p> <p><b>Objective GIB17 – Attenuation Ponds</b> It is an Objective to require that attenuations ponds are designed as naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity, with advice and input of a wetland ecologist. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity.</p> <p><b>Policy OCLAP55 – Water Framework Directive</b> It is Policy to facilitate compliance with the requirements of the EU Water Framework Directive and any relevant legislation. In this regard, the Council will facilitate compliance with the relevant objectives and measures set out in the ongoing 'River Basin Management Plan' (2022- 2028) and associated Programme of Measures, where relevant. Applications for development under this LAP must demonstrate that the proposal for development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.</p> <p><b>Policy OCLAP57 – Sustainable Urban Drainage Systems</b> It is Policy:  <ul style="list-style-type: none"> <li>To promote the use and maintenance of Sustainable Urban Drainage Systems (SuDS) to manage surface and groundwater regimes sustainably. These should be applied to all developments, including new road and public spaces, in line with Appendix 7 (7.1 and 7.2) of the dlr County Development Plan 2022-2028, to suit individual site layouts and local ground conditions.</li> <li>Design and maintenance of SuDS Systems should be in accordance with the Greater Dublin Strategic Drainage Study (GSDSDS) and the CIRIA SUDS Manual. The proposed networks should be designed in accordance with Appendix 7 (7.1 and 7.2) of the dlr County Development Plan 2022-2028, CIRIA C753 'The SuDS Manual' and the Greater Dublin Strategic Drainage Systems (GSDSDS).</li> <li>The primary regional pond to serve the Old Connaught area shall be provided at lands identified in Figure 10.6. An additional, secondary and smaller attenuation pond should be provided at lands identified in Figure 10.6. These ponds will provide storage to meet attenuation requirements for the 1% AED and provide the final stage of treatment for water runoff prior to discharge to the public network/stream outside of the Old Connaught LAP area. The ponds may provide amenity and biodiversity benefits in accordance with best design practice.</li> <li>To pilot and test new green infrastructure installations in the public realm to boost biodiversity and improve surface water management, including the use of permeable materials for surfaces, green roofs and the provision of storm water tree trenches / pit.</li> <li>To support the development of soft landscaping in public open spaces and parks, where feasible in accordance with the principles of Sustainable Drainage Systems (SuDS).</li> </ul> </p> <p><b>Policy OCLAP58 – Groundwater</b> It is Policy to:  <ul style="list-style-type: none"> <li>Ensure the protection of groundwater resources and associated habitats and species in accordance with the EU Groundwater Directive. All new planning applications within the LAP area shall have regard to the likely impacts the proposed development may have on groundwater resources.</li> <li>Ensure that planning applications take into account any existing groundwater</li> </ul> </p>	<p>Also refer to measures under other environmental components including Soil and Material Assets.</p> <p><b>Policy Objective EI5: River Basin Management Plans (RMBPs)</b> It is a Policy Objective:  <ul style="list-style-type: none"> <li>To ensure the delivery of the relevant policies and objectives of the River Basin Management Plan for Ireland 2018 – 2021 and any subsequent plan, including those relating to protection of water status, improvement of water status, prevention of deterioration and meeting objectives for designated protected sites.</li> <li>To support Irish Water in its implementation of Water Quality Management Plans for ground, surface, coastal and estuarine waters as part of the implementation of the EU Water Framework Directive.</li> <li>To support Irish Water in the development of Drinking Water Protection Plans.</li> </ul> </p> <p><b>Policy Objective EI8: Groundwater Protection and Appropriate Assessment</b> It is a Policy Objective to ensure the protection of the groundwater resources in and around the County and associated habitats and species in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010. In this regard, the Council will support the implementation of Irish Water's Water Safety Plans to protect sources of public water supply and their contributing catchment.</p> <p><b>Policy Objective EI16: Water Pollution</b> It is a Policy Objective to implement the provisions of water pollution abatement measures in accordance with national and EU Directives and other legislative requirements in conjunction with other agencies as appropriate.</p> <p><b>Policy Objective EI22: Flood Risk Management</b> It is a Policy Objective to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (2001/60/EC) on the assessment and management of flood risks, the Flood Risk Regulations (SI No 122 of 2010) and the Department of the Environment, Heritage and Local Government and the Office of Public Works Guidelines on 'The Planning System and Flood Risk Management' (2009) and relevant outputs of the Eastern District Catchment and Flood Risk Assessment and Management Study (ECFRAMS Study). Implementation of the above shall be via the policies and objectives, and all measures to mitigate identified flood risk, including those recommended under part 3 (flood risk considerations) of the Justification Tests, in the Strategic Flood Risk Assessment set out in Appendix 15 of this Plan.</p>

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				<p>protection schemes and groundwater source protection zones and/or the likely impacts that the development may have on groundwater.</p> <p><b>Policy OCLAP59 – Surface Water Regulations</b></p> <p>It is Policy to ensure the implementation of the surface water legislation 'Environmental Objectives (Surface Waters) Regulations 2009' to ensure that development permitted will not have an unacceptable impact on water quality including surface waters, ground water, river corridors, estuarine waters, bathing waters, coastal and transitional waters. Development within the Draft Plan area shall comply with the Policies and Objectives of the dlr County Development Plan relating to protection of existing water and drainage infrastructure.</p> <p><b>Policy OCLAP60 – Flood Risk Assessment</b></p> <p>It is Policy to manage flood risk in the Old Connaught LAP area in accordance with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014) and to require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:</p> <ul style="list-style-type: none"> <li>• The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG/OPW, 2009), as may be revised and/or updated.</li> <li>• The prevailing Dún Laoghaire-Rathdown County Development Plan.</li> <li>• Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level.</li> <li>• The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.</li> </ul> <p><b>Policy OCLAP61 – Flood Risk Considerations</b></p> <p>It is Policy that proposed development in and adjacent to Flood Zone A and B will include for the management of flooding on site, and within the scope of the SSFRA. Use of the sequential approach should be presented in a Masterplan which should demonstrate that there is no highly vulnerable development within Flood Zones A or B. There should be no loss of floodplain storage for the 1% AEP event and the impact of any changes to ground levels and storage areas as part of flood management proposals should be assessed for the 0.1% AEP flood. As overland flow is the primary source of flood risk, it is important that conveyance routes through the site are maintained. The SSFRA will also need to demonstrate there is no impact in flood risk to third party lands.</p>	
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>• Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> <li>• Contribution towards compliance with national and regional water services and waste management policies.</li> <li>• Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>• Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>• Failure to comply with drinking</li> </ul>	<ul style="list-style-type: none"> <li>• Exceedance of capacity in critical infrastructure risks remain, including due to uncertainty with regard to climate – however, such risks will be mitigated by: measures, including those requiring the timely provision of critical infrastructure, and compliance with the Water Framework Directive and associated River Basin Management Plan.</li> <li>• Residual wastes to be disposed of in line with higher-level waste</li> </ul>	<p>Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air and various Land Use Zoning provisions.</p> <p><b>Policy OCLAP54 – Co-ordination with Infrastructure Stakeholders</b></p> <p>It is Policy to promote an active land management approach through on-going co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure at Old Connaught to support the sustainable development of the Draft Plan area.</p> <p><b>Policy OCLAP56 – Wastewater Treatment</b></p> <p>It is Policy to facilitate Uisce Éireann in ensuring that all wastewater generated is collected, treated and discharged after treatment in a safe and sustainable manner, having regard to the standards and requirements set out in EU and national legislation and guidance.</p> <p><b>Policy OCLAP62 – ESB</b></p> <p>It is Policy to safeguard the reservation of lands, as indicated on Figure 10.8, for the provision of a 38Kv ESB station.</p> <p><b>Policy OCLAP63 – Renewable Energy Use</b></p> <p>It is Policy to:</p> <ul style="list-style-type: none"> <li>• Encourage and support the development of solar energy infrastructure, including photo voltaic (PV) in appropriate locations. where it is demonstrated that such development will not introduce significant adverse environmental effects.</li> <li>• Support the development of district heat networks and the utilisation of waste heat recovery having due regard to potential environmental impacts typically associated with district heating development.</li> </ul> <p><b>Policy OCLAP64 – Telecommunications Infrastructure</b></p> <p>It is Policy to promote and facilitate the provision of an appropriate telecommunications infrastructure at Old Connaught, including broadband, fibre optic connectivity and other technologies.</p> <p><b>Policy OCLAP65 – Waste Management</b></p> <p>It is Policy to develop a network of bring centres at Old Connaught to support waste management at the local level. In order to maximise access to the public, it is a requirement to provide bring centres at the neighbourhood centre and lands identified as an active park.</p>	<p>Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air and various Land Use and Phasing provisions.</p> <p><b>Policy Objective T26: Traffic and Transport Assessments and Road Safety Audits</b></p> <p>It is a Policy Objective to require Traffic and Transport Assessments and/or Road Safety Audits for major developments – in accordance with the TII's 'Traffic and Transport Assessment Guidelines' (2014) - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.</p> <p><b>Policy Objective T29: Traffic Management</b></p> <p>It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.</p> <p><b>Policy Objective EI1: Sustainable Management of Water</b></p> <p>It is a Policy Objective to work with Irish Water:</p> <ul style="list-style-type: none"> <li>• To ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water in a manner that supports climate action, the circular economy, a healthy society and protection of the environment. (Consistent with NSO 9 of the NPF, RSO 7, RPO 10.1 of the RSES)</li> <li>• To continue the development and improvement of the water supply and wastewater systems throughout Dún Laoghaire-Rathdown in order to meet the anticipated water and wastewater requirements of the County.</li> <li>• To ensure facilities comply with the Water Framework Directive and the River Basin Management Plan or any updated version of the document, 'Water Quality in Ireland 2013-2018'(2019) or any updated version of the document, Pollution Reduction Programmes for Designated Shellfish Areas, the Urban Waste Water Treatment Directive and the Habitats Directive.</li> </ul> <p><b>Policy Objective EI2: Irish Water Enabling Policies</b></p> <p><b>Irish Water's Plans and Programmes</b></p> <p>It is a Policy Objective - in conjunction with the Eastern and Midland Regional Authority, where appropriate - to work with and support Irish Water in the delivery of the strategic objectives and strategic water and wastewater projects and infrastructure as set out in the 'Water Services Strategic Plan' (2015), any subsequent plan, Irish Water's Capital Investment Plan 2020 – 2024, any subsequent Capital Investment Plans and the forthcoming National Water Resources Plan, so as to ensure provision of infrastructure to service settlements in accordance with the Core Strategy of this Plan, and the settlement strategy of the RSES. (Consistent with RPO 10.2, 10.3, 10.11, 10.16 of the RSES)</p>

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	<p>developments.</p> <ul style="list-style-type: none"> <li>Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.</li> <li>Contribution towards reductions in average energy consumption per capita including promoting sustainable compact growth, sustainable mobility, sustainable design and energy efficiency.</li> </ul>	<p>water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).</p> <ul style="list-style-type: none"> <li>Increases in waste levels.</li> <li>Potential impacts upon public assets and infrastructure.</li> </ul>	<p>management policies.</p> <ul style="list-style-type: none"> <li>Any impacts upon public assets and infrastructure to comply with statutory planning/conse nt-granting framework.</li> </ul>	<p><b>Objective PI2 – Medium/Long Term Infrastructure Upgrades</b> It is an Objective to progress medium/long term infrastructure projects in conjunction with other statutory agencies and stakeholders.</p>	<p><b>Reducing Leakage</b> It is a Policy Objective to work with Irish Water to reduce leakage in accordance with any forthcoming Irish Water Regional Water Conservation Strategy. (Consistent with RPO 10.4 of the RSES) Water and Wastewater Network Design and Construction It is a Policy Objective to support the provision of integrated and sustainable water services through consultation with Irish Water on the layout and design of water services in relation to the selection and planning of development areas and the preparation of plans.</p> <p><b>Promote Water Conservation</b> It is a Policy Objective in conjunction with Irish Water to promote and support water conservation and demand management measures among all water users in existing and new developments. (Consistent with NSO 9 of the NPF, RSO 7 and RPO 10.1 of the RSES)</p> <p><b>Policy Objective EI3: Wastewater Treatment Systems</b> It is a Policy Objective that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, either directly or indirectly. It is a Policy Objective to promote the changeover from septic tanks to collection networks where this is feasible and to strongly discourage the provision of individual septic tanks and domestic wastewater treatment systems in order to minimise the risk of ground and surface water pollution. It is a Policy Objective to prohibit multiple dwelling units discharging to communal wastewater treatment systems. Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated. Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals ('Treatment Systems for Small Communities, Business, Leisure Centres and Hotels')." Wastewater treatment systems shall be located entirely within the site boundary. The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive. See section 12.10.3 Waste Water Treatment Systems for detailed requirements.</p> <p><b>Policy Objective EI4: Water Drainage Systems</b> It is a Policy Objective to require all development proposals to provide a separate foul and surface water drainage system – where practicable. (Consistent with RPO 10.12)</p> <p><b>Policy Objective EI6: Sustainable Drainage Systems</b> It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).</p> <p><b>Policy Objective EI7: Water Supply and Wastewater treatment and Appropriate Assessment</b> It is a Policy Objective to require that all developments relating to water supply and wastewater treatment are subject to screening for Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any Natura 2000 sites and that the requirements of Article 6 of the EU Habitats Directive are met. (Consistent with RPO 10.7 of the RSES).</p> <p><b>Policy Objective EI9: Drainage Impact Assessment</b> It is a Policy Objective to ensure that all new developments prepare a Drainage Impact Assessment that meets the requirements of the Council's Development Management Thresholds Information Document (see Appendix 3) and the Stormwater Management Policy (See Appendix 7.1).</p> <p><b>Policy Objective EI10: Storm Overflows of Sewage to Watercourses</b> It is a Policy Objective to work alongside Irish Water to minimise the number and frequency of storm overflows of sewage to watercourses and to establish, in co-operation with the adjoining Local Authorities and Irish Water, a consistent approach to the design, improvement and management of these intermittent discharges to ensure that the needs of the Region's receiving waters are met in a cost effective manner.</p> <p><b>Section 12.10.3 Waste Water Treatment Systems</b> 12.10.3.1 Single dwelling domestic wastewater treatment systems Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated. A site suitability assessment shall be undertaken in accordance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), for new systems or upgrades of a system on an existing house. In addition, for new development(s) located in areas of "high" to "extreme" groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County) and where the provision of a single wastewater density of Domestic Wastewater Treatment Systems (DWWTS) results in a density of higher than 6 per hectare further assessment is required including:</p> <ul style="list-style-type: none"> <li>The potential impact of the proposed system should be further assessed to show that the accumulative loading would not have a negative impact on groundwater quality, particularly with respect to E. coli and nitrate.</li> <li>In such cases, more detailed hydrogeological investigations should be carried out by a competent and experienced hydrogeologist to demonstrate that the site is suitable for a</li> </ul>
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# Screening for SEA Report for Proposed Material Amendments

					<p>DWWTS.</p> <ul style="list-style-type: none"> <li>Particular attention should also be paid to the potential impact that the proposed DWWTSs may have on watercourses, drains/ditches, ponds/lakes and foreshore, depending on the location of the site.</li> <li>In larger scale residential developments within areas of "high" to "extreme" groundwater vulnerability, the hydrogeological assessment should be conservative and take into consideration the potential impact that the overall proposed development may have on groundwater and surface water.</li> <li>For clarity in determining the 6 per hectare density, only the areas within the immediate site boundaries of dwellings in close proximity to prospective sites shall be calculable.</li> </ul> <p>12.10.2.2 Non-domestic wastewater treatment systems</p> <p>Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals ('Treatment Systems for Small Communities, Business, Leisure Centres and Hotels').</p> <p>In areas of high to extreme groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County), further hydrogeological assessment shall be undertaken by a competent and experienced hydrogeologist, which assessment should demonstrate to the satisfaction of Dún Laoghaire-Rathdown County Council that the proposed treatment system serving the proposed development will not have any detrimental effect on surface water or groundwater quality.</p> <ul style="list-style-type: none"> <li>Should the proposed discharge be greater than 5m<sup>3</sup>/d, a discharge licence to groundwater will be required and a successful assimilative capacity assessment will have to be undertaken in line with the EPA (2011) "Guidance on the Authorisation of Discharges to Groundwater". The tier of assessment (i.e. 2 or 3) required will be dependent on the potential risk of impact and the proposed daily discharge.</li> <li>Should a discharge to surface water be considered or should surface water be considered as a receptor at risk, the assimilative capacity should follow the technical rules established in the "Guidance, Procedures and Training on the Licensing of Discharges to Surface Waters" (Water Services National Training Group, 2011)".</li> </ul> <p>Information on Groundwater data mapping and Groundwater protection responses are available on the GSI website (<a href="https://www.gsi.ie">https://www.gsi.ie</a>) and Appendix E of the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021) and should be used as a resource tool. Wastewater treatment systems shall be located entirely within the site boundary.</p> <p>The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive.</p> <p><b>Policy Objective EI11: Resource Management</b></p> <p>It is a Policy Objective to implement the Eastern-Midlands Region Waste Management Plan 2015-2021 and subsequent plans, in supporting the transition from a waste management economy towards a circular economy, to enhance employment and increase the value recovery and recirculation of resources. Underpinning this objective is the requirement to conform to the European Union and National Waste Management Hierarchy of the most favoured options for waste as illustrated below subject to economic and technical feasibility and Environmental Assessment. (Consistent with RPO 10.25 of the RSES)</p> <p><b>Policy Objective EI12: Waste Management Infrastructure, Prevention, Reduction, Reuse and Recycling (Circular Economy approach)</b></p> <p>It is a Policy Objective:</p> <ul style="list-style-type: none"> <li>To support the principles of the circular economy, good waste management and the implementation of best international practice in relation to waste management in order for the County and the Region to become self-sufficient in terms of resource and waste management and to provide a waste management infrastructure that supports this objective.</li> <li>To aim to provide a supporting waste management infrastructure in the County for the processing and recovery of waste streams such as mixed municipal waste in accordance with the proximity principle.</li> <li>To provide for civic amenity facilities and bring centres as part of an integrated waste collection system in accessible locations throughout the County and promote the importance of kerbside source segregated collection of household and commercial waste as the best method to ensure the quality of waste presented for recycling is preserved.</li> <li>To ensure any waste amenity facilities adhere to the Waste Regional Offices Waste Management Infrastructure siting guidelines.</li> <li>To develop a County wide network of multi material recycling centres, bring centres and a reuse centre and to require the provision of adequately-sized recycling facilities in new commercial and large-scale residential developments, where appropriate.</li> <li>To promote the inclusion of such centres in all large retail developments to maximise access by the public.</li> <li>To ensure new developments are designed and constructed in line with the Council's Guidelines for Waste Storage Facilities (an excerpt of which is contained in Appendix 6).</li> </ul> <p><b>Policy Objective EI13: Hazardous Waste</b></p> <p>It is a Policy Objective to adhere to the recommendations of the 'National Hazardous Waste Management Plan 2014-2020' and any subsequent plan, and to co-operate with other agencies, to plan, organise, authorise and supervise the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects.</p>
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					<p><b>Construction Management Plan</b> requirements under Plan Sections 12.9.4 to 12.9.6</p> <p><b>Policy Objective E18: Rural Development</b></p> <p>It is a Policy Objective to facilitate the development of acceptable rural enterprises and to minimise pollution from agricultural and industrial sources by means of development management and water pollution legislation.</p> <p><b>SLO 108:</b> To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.</p>
<p><b>Air and Climatic Factors</b></p>	<ul style="list-style-type: none"> <li>Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to Old Connaught's central and core areas) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-served lands elsewhere in the Plan area and beyond.</li> <li>In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to: <ul style="list-style-type: none"> <li>Sustainable compact growth;</li> <li>Sustainable mobility, including walking, cycling and public transport;</li> <li>Drainage, flood risk management and resilience;</li> <li>Sustainable design, energy efficiency and green infrastructure.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.</li> <li>Potential conflicts between transport emissions, including those from cars, and air quality<sup>11</sup>.</li> <li>Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors<sup>12</sup>.</li> <li>Potential conflicts with climate adaptation measures including those relating to flood risk management.</li> </ul>	<ul style="list-style-type: none"> <li>An extent of travel related greenhouse gas and other emissions to air. This has been mitigated by provisions which have been integrated into the Plan, including those relating to sustainable compact growth and sustainable mobility.</li> <li>Interactions between noise emissions and sensitive receptors. Various provisions have been integrated into the Plan to ensure that noise levels at sensitive receptors will be minimised.</li> </ul>	<p>Also refer to overall approach to provide for a deliver a sustainable urban village at Old Connaught.</p> <p><b>Policy OCLAP3 – Urban Design</b></p> <p>It is Policy to promote a high standard of urban design throughout Old Connaught in accordance with the relevant policies set out in the County Development Plan, Section 28 Guidelines and other relevant guidance documents including: the 'Compact Settlement Guidelines' (2024), and the Design Manual for Urban Roads and Streets (2019). Development shall be design-led, prioritising place making and be informed by the Key Indicators of Quality Design and Placemaking set out in the 'Compact Settlement Guidelines' (2024).</p> <p><b>Policy OCLAP4 – Public Realm</b></p> <p>It is Policy that new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating pedestrian centred environments with active, inviting public spaces and parks.</p> <p><b>Policy OCLAP5 – Provision of Sustainable Neighbourhood Infrastructure Uses and Delivery of the 10-minute Neighbourhood Concept</b></p> <p>It is Policy to support the delivery of sufficient SNI uses including community and educational uses that will be required to ensure sustainable living - in line with the 10-minute neighbourhood concept - for existing and future residents of the Draft Plan area, in accordance with Policy Objectives PHP1, PHP2, PHP3 and PHP4 in the dlr County Development Plan 2022-2028.</p> <p><b>Policy OCLAP6 – Co-Location of Sustainable Neighbourhood Infrastructure Uses</b></p> <p>It is Policy to encourage the co-location of existing and future sustainable neighbourhood facilities including community centres, schools, childcare facilities, healthcare services and also co-location of playgrounds and amenity spaces in accordance with Policy Objective PHP5 in the dlr County Development Plan 2022-2028. Such an approach may enable the sharing of facilities such as car and cycle parking.</p> <p><b>Policy OCLAP17 – Plan-Led Approach to Residential Density It is Policy to:</b></p> <ul style="list-style-type: none"> <li>Promote and support residential densities in line with Policy Objective PHP18 of the dlr County Development Plan 2022 – 2028 (or any subsequent Plan) and the 'Sustainable Residential Development and Compact Settlements Guidelines', 2024.</li> <li>Provide a plan-led approach to residential density standards within the Draft Plan area. In this regard, residential density shall generally accord with the standards set out in Section 4.2.2 'Residential Density' and Figure 4.2 and further detailed in Section 4.3.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.</li> <li>Minor deviations from the residential density standards set out in Section 4.2.2 'Residential Density' may be considered by the Planning Authority on a case-by-case basis to allow for a range of potential design solutions.</li> <li>Residential density at lands including regeneration and infill sites will be assessed on a case-by-case basis by the Planning Authority. Such sites may define their own density (as agreed by the Planning Authority) in response to inter alia the scale and form of surrounding development.</li> </ul> <p><b>Policy OCLAP23 – Multi-Functional Neighbourhood Centre</b></p> <p>It is Policy to provide an appropriate multifunctional neighbourhood centre at Old Connaught having regard to the findings of the Floorspace Capacity Assessment set out in Section 5.4.4.</p> <ul style="list-style-type: none"> <li>The Neighbourhood Centre located in the Village Core (see Section 4.3.4) will comprise the primary multi-functional centre located within the LAP area and should, at a minimum, provide for the retail and service use needs associated with the current A1 zoned lands.</li> <li>The Neighbourhood Centre shall ensure a high quality and attractive civic</li> </ul>	<p>Also refer to various sustainable mobility and transport provisions in Chapters 5 and 12 of the County Development Plan and the overall approach to compact development and sustainability provided by the Plan.</p> <p><b>Policy Objective CA1: National Climate Action Policy</b></p> <p>It is a Policy Objective to support the implementation of International and National objectives on climate change including the 'Climate Action Plan 2021 Securing Our Future', the 'National Adaptation Framework' 2018, the 'National Energy and Climate Plan 2021-2030', and take account of the 'Climate Action and Low Carbon Development (Alteration) Act 2021', and subsequent updates, other relevant policy, Guidelines and legislation, that support the climate action policies included in the County Development Plan.</p> <p><b>Policy Objective CA2: Regional Climate Action</b></p> <p>It is a Policy Objective to work closely with the Eastern Midland Regional Authority (EMRA) the Dublin Metropolitan Climate Action Regional Office (Dublin CARO), City of Dublin Energy Management Agency (Codema) and the Sustainable Energy Authority of Ireland (SEAI) to achieve the climate action policies and objectives set out in the Eastern and Midland Region Spatial and Economic Strategy (consistent with RPO 3.1, 3.6, 7.4, 7.30, 7.31, 7.32, 7.33, 7.35, 7.38, 7.40, 7.42, 7.43, 7.7 of the RSES).</p> <p><b>Policy Objective CA3: Measuring Greenhouse Gas Impacts</b></p> <p>It is a Policy Objective that spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives. When it is available, the Council will be informed by the work led by the Eastern and Midland Regional Assembly to develop a methodology for quantifying the GHG impacts of spatial planning policies, (QGasSP, an ESPON EU research programme) and the forthcoming Development Plan Guidelines or other national guidance as appropriate. The Council will quantify the GHG impacts for this County Development Plan when EMRA guidelines become available and also ensure the Development Plan is consistent with the approach to climate action recommended in any forthcoming revised Section 28 Development Plan Guidelines or other relevant guidelines and if necessary, vary the development plan "(Consistent with NPO 54 of the NPF and RPO 3.6 of the RSES).</p> <p><b>Policy Objective CA4: Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP)</b></p> <p>It is a Policy Objective to implement and take account of the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 - 2024 (DLR CCAP), to take account of the 'Climate Action and Low Carbon Development (Alteration) Act 2021', and subsequent updates of both and to transition to a climate resilient low carbon County. (Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).</p> <p><b>Policy Objective CA7: Construction Materials</b></p> <p>It is a Policy Objective to support the use of structural materials in the construction industry that have low to zero embodied energy and CO2 emissions. (Consistent with the RPO 7.41 of the RSES)</p> <p><b>Policy Objective T27: Traffic Noise</b></p> <p>It is a Policy Objective to ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.</p> <p><b>Policy Objective EI14: Air and Noise Pollution</b></p> <p>It is a Policy Objective:</p> <ul style="list-style-type: none"> <li>To implement the provisions of national and EU Directives on air and noise pollution and other relevant legislative requirements in conjunction with other agencies as appropriate. (Consistent with RPO 10.10 of the RSES)</li> <li>To maintain and manage a Dublin County ambient air quality monitoring network in conjunction with the EPA and TII and to make available to the public the resulting air quality measurements via the EPA website <a href="http://www.epa.ie/air/quality">www.epa.ie/air/quality</a>.</li> <li>To support the implementation of objectives of the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023'.</li> </ul> <p><b>SLO 108:</b> To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.</p>

<sup>11</sup> Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human health, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Plan area and beyond.

<sup>12</sup> Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human health, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Plan area and beyond.



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environment and provide a sense of both place and vitality which also optimises active travel movement and access to public transport.

- Development of the Neighbourhood Centre shall be generally consistent with the provisions set out in the Site Development Framework for the Old Connaught Village Core – see Chapter 4.
- Having regard to the fluid and evolving nature of retail and service provision, including changing shopping trends, the potential future development of lands identified as a Strategic Land Reserve for residential purposes will be subject to an assessment of additional retail and service floorspace need undertaken through the development management process. The outcome of the assessment will have particular regard to achieving inter alia the 10-minute neighbourhood concept.

**Objective SUV4– Remote Working Hub**  
It is an Objective to facilitate the development of a small-scale remote working hub at the neighbourhood centre lands to support a reduction in commuting distances and provide for workers who may want to gain access to office space outside of the home.

Policy OCLAP24 – N11/M11 Upgrades  
It is a Policy to co-ordinate and co-operate with Transport Infrastructure Ireland, the Department of Transport, the National Transport Authority and Wicklow County Council to progress the N11/M11 Junction 4 to Junction 14 Improvement Scheme and/or the N11/M11 Bus Priority Interim Scheme, as appropriate.

**Policy OCLAP25 – Motorway and National Routes**  
It is Policy to protect motorways and national routes and associated junctions in accordance with the Section 28 Guidelines ‘Spatial Planning and National Roads’ (2012). The Council will protect the preferred route corridor of the N11/M11 Junction 4 to Junction 14 Improvement Scheme and prohibit development that could prejudice its future delivery.

**Policy OCLAP26 – Spatial Planning and National Roads**  
It is Policy that future transport development in the Draft Plan area shall have regard to the requirements of the Spatial Planning and National Roads Guidelines to protect the National Road Network.

**Policy OCLAP27 – Luas Green Line Extension**  
It is Policy to support the extension of the Luas Green Line southwards in order to serve the Bray and Environs area.

**Policy OCLAP28 – Co-ordination with Transport Agencies**  
It is Policy to continue to co-ordinate and co-operate, as appropriate, with Wicklow County Council and the relevant transport agencies to facilitate the delivery of key enabling transport infrastructure and services to support the sustainable development of Old Connaught.

**Policy OCLAP29 – Integration of Land Use and Transport**  
It is Policy to actively support sustainable modes of transport at Old Connaught and ensure that land uses are aligned with the provision and development of high-quality public transport systems.

**Policy OCLAP30 – 10 Minute Neighbourhood Concept**  
It is Policy to promote and facilitate the ‘10-minute’ settlement concept at Old Connaught where a range of facilities and services are accessible in a short walking and cycling timeframe from homes or are accessible by high quality public transport located within a short walk from home.

**Policy OCLAP31 – Modal Shift**  
It is Policy to provide an environment which supports moving people from the private car to more sustainable modes.

**Policy OCLAP32 – Delivery of Enabling Transport Infrastructure**  
It is Policy to support the delivery of enabling transport infrastructure in a planned and sequential manner in accordance with the Phasing Strategy set out in Chapter 11 – Phasing and Implementation.

**Policy OCLAP33 – Environmental Assessment of Transport Infrastructure**  
It is Policy that, where appropriate, proposed transport infrastructure projects, that are not already permitted or provided for by existing plans/programmes/etc. which have been subject to environmental assessment, will be subject to the undertaking of a Corridor and Route Selection Process in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection. The detail associated with such projects referred to in this Plan is non-binding and indicative.

**Objective TM1 – Universal and Inclusive Design**  
It is an Objective to ensure that future transport infrastructure within the Draft Plan area is designed to be accessible to all. The following guidance in particular should be referred to:

- Design Manual for Urban Roads and Streets (DMURS).
- Centre for Excellence in Universal Design (National Disability Authority).

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				<ul style="list-style-type: none"> <li>Age-Friendly Ireland.</li> <li>Safe Routes to School.</li> <li>Child Friendly Cities and Communities Handbook. Objective TM2 – Old Connaught Transport Strategy</li> </ul> <p>It is an Objective to implement the proposed transport infrastructure illustrated in Figure 6.13 and 6.14 to facilitate access to and within the area by all travel modes.</p> <p><b>Objective TM3 – Active Travel Network</b></p> <p>It is an Objective:</p> <ul style="list-style-type: none"> <li>To provide a plan-led approach to the delivery of a connected active travel network across the Draft Plan area. Subject to detailed design, the intended routing, function and purpose of the active travel network (as illustrated in Figure 6.12) shall, where practicable, be achieved. Further details with regards to the proposed active travel network is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks, and Chapter 11 – Phasing and Implementation.</li> <li>That as part of the development management process, proposals for new development in the Draft Plan area must demonstrate how the proposal positively contributes to the proposed network of pedestrian and cycle linkages within the Draft Plan area.</li> <li>That deviations from the proposed active travel network, as illustrated in Figure 6.12, may be considered by the Planning Authority on a case-by-case basis to allow for flexibility in scheme design.</li> </ul> <p><b>Objective TM4 – Walking and Cycling</b></p> <p>It is an Objective:</p> <ul style="list-style-type: none"> <li>To prioritise walking and cycling in the internal route hierarchy, to create a network of walking and cycling routes within the Plan area and to improve circulation and permeability.</li> <li>That all proposed access points, routes and streets must connect logically with the existing/proposed street network to aid legibility, permeability and walkability and also must complement local user desire lines.</li> <li>To ensure that active travel network provides attractive, legible and direct links to the neighbourhood centre, schools, public transport, parks, amenities and services, and the wider area outside the Draft Plan boundary.</li> </ul> <p><b>Objective TM5 – Pedestrian and Cycle Safety</b></p> <p>It is an Objective to enhance pedestrian and cycle safety through the provision of safe road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary.</p> <p><b>Objective TM6 – Filtered Permeability</b></p> <p>It is an Objective to progress opportunities for filtered permeability across the Old Connaught area which support improvements in active travel whilst maintaining access for existing vehicular users. Proposals for filtered permeability interventions will be subject to detailed design and development and will incorporate public engagement as part of the process.</p> <p><b>Objective TM7 – Active Travel Permeability</b></p> <p>It is an Objective that new development or significant re-development proposals will be required to maximise permeability and connectivity for pedestrians and cyclists where practicable and appropriate.</p> <p><b>Policy OCLAP34 – Cycle Parking</b></p> <p>It is Policy to provide high quality cycle parking and cycle storage facilities across the Old Connaught LAP area in accordance with inter alia the provisions of the dlr County Development Plan 2022-2028 and the Sustainable Residential Development and Compact Settlements Guidelines (2024).</p> <p><b>Objective TM8 – Cycle Parking</b></p> <p>It is an Objective to:</p> <ul style="list-style-type: none"> <li>Provide for safe and secure cycle parking at appropriate locations within the Draft Plan area and in particular close to the neighbourhood centre, schools, parks, recreation and community facilities and residential units.</li> <li>Provide for the integration of cycle parking at public transport stops across the Draft Plan area.</li> </ul> <p><b>Objective TM9 – Public Right of Way</b></p> <p>It is an Objective to secure the retention of the established Public Right of Way connecting Crinken Lane and Ferndale Road, in accordance with Policy Objective GIB14 of the dlr County Development Plan 2022-2028. Public Transport Infrastructure</p> <ul style="list-style-type: none"> <li>Bus Gates.</li> <li>High frequency bus route to serve the Draft Plan area.</li> <li>Extension of the Luas Green Line southwards in order to serve the Bray and Environs area.</li> <li>Potential future Luas spur connecting Old Connaught and Fassaroe.</li> <li>Potential future busway bridge connecting Old Connaught and Fassaroe across</li> </ul>
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			<p>the Ballyman Glen.</p> <p><b>Objective TM10 – Public Transport Strategy</b> It is an Objective to support and facilitate the development of an integrated public transport network at Old Connaught, in association with relevant transport providers, agencies and stakeholders.</p> <p><b>Objective TM11 – Bus Infrastructure</b> It is an Objective to engage with the NTA, as the responsible statutory body, to facilitate the extension of the bus network to provide high frequency bus services to support planned population growth in the Old Connaught area.</p> <p><b>Policy OCLAP35 – Bus Priority Measures</b> It is an Objective to facilitate and promote bus priority measures, where required, across the Draft Plan area.</p> <p><b>Objective TM12– Bus Stop Provision</b> It is an Objective to work with the NTA to determine the location and siting of bus stops and/or shelters within the Plan area in a manner that:</p> <ul style="list-style-type: none"> <li>• Minimises walking distances between primary origin and destination land uses and bus stops.</li> <li>• Is fully accessible to all users and is aligned with safe, secure and well-lit routes and crossing points on desire lines.</li> <li>• Incorporates additional place-making opportunities and wayfinding signage where appropriate.</li> </ul> <p>Objective TM13– Green Line Luas Extension It is an Objective to seek the extension of the Luas Green Line to serve the Old Connaught area and to actively seek the provision of Luas stops within the Draft Plan area.</p> <p><b>Objective TM14 – Transport Orientated Development</b> It is an Objective to promote the role of Old Connaught as a location suitable for Transport Orientated Development, supported by the planned extension of the Luas Green Line.</p> <p><b>Objective TM15 – Light Rail Reservation Corridors</b> It is an Objective of the Council that proposed light rail reservation corridors identified in Figure 6.13 are reserved for the purpose of public transport infrastructure. Potential interim uses for the reservation corridors, which do not serve as a substitute for necessary permanent infrastructure, will be considered on a case by case basis.</p> <p><b>Objective TM16 – Public Transport Interchange</b> It is an Objective to support and facilitate potential opportunities at Old Connaught for public transport interchange between light rail and the bus network.</p> <p><b>Objective TM17 – Mobility Hubs</b> It is an Objective to liaise with relevant stakeholders to establish the feasibility of providing Mobility Hubs at Old Connaught. Vehicular Transport Infrastructure</p> <ul style="list-style-type: none"> <li>• New link roads in the periphery of Old Connaught Village which allow for the removal of through traffic along Old Connaught Avenue. New link roads include: <ul style="list-style-type: none"> <li>o Old Connaught Avenue to Ferndale Road</li> <li>o Old Connaught Avenue to Thornhill Road</li> <li>o Thornhill Road to Ballyman Road</li> <li>o Ballyman Road to Ferndale Road</li> </ul> </li> <li>• New road and bridge linking Old Connaught to the Dublin Road (M11 overbridge to Dublin Road or the N11/M11 Junction 4 to Junction 14 Improvement Scheme in this vicinity) subject to compliance with TII Publications.</li> <li>• New road running north-south, connecting Ballybride Road/Crinken Lane with Old Connaught Avenue. New link road connecting Ferndale Road and the new north-south link road.</li> <li>• Area wide road upgrades.</li> <li>• New residential streets.</li> <li>• Introduction of a one way northbound system on a portion of the southern section of the existing Ferndale Road close to the village core.</li> </ul> <p><b>Objective TM18 – Vehicular Transport Network</b> It is an Objective to provide a plan-led approach to the delivery of a connected vehicular transport network across the Draft Plan area. Subject to detailed design, the intended routing, function and purpose of the vehicular transport network (as illustrated in Figure 6.13) shall, where practicable, be achieved and shall be subject to compliance with TII Publications where applicable. Further details with regards to the proposed vehicular transport network is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks, and Chapter 11 – Phasing and Implementation.</p> <p><b>Objective TM19 – Roads and Streets</b> It is an Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the local road</p>	
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				<p>network at Old Connaught whilst ensuring that the priority is still sustainable transport modes, subject to compliance with TII Publications where applicable.</p> <p><b>Objective TM20 – Road Schemes</b> It is an Objective that road schemes will be designed, as appropriate, to provide safe and appropriate arrangements to facilitate walking, cycling and public transport provision, including as applicable, the delivery of walking and cycling facilities off-line where this is considered to be a more attractive solution for these modes.</p> <p><b>Objective TM21 – Reallocation of Existing Road Space</b> It is an Objective to progress opportunities for the re-allocation of existing road space for sustainable transport, active travel and/or public realm improvements.</p> <p><b>Objective TM22 – Local Junction Improvements</b> It is an Objective to upgrade local junctions throughout the Draft Plan area, where required, through the development management process and other appropriate mechanisms, to support integrated transport proposals catering for all road users and to make a positive contribution to the public realm.</p> <p><b>Objective TM23 – Traffic Calming</b> It is an Objective to create multi-functional streets, where appropriate, that balance 'movement' and 'place' and safety for all users within a traffic calmed environment.</p> <p><b>Objective TM24– Speed Limits</b> It is an Objective to support a low-speed environment, where appropriate, across the Draft Plan area. The road layout of new residential, commercial, and/or mixed-use developments shall be designed in accordance with DMURS which seeks to create self-enforcing 30km/h zones.</p> <p><b>Objective TM25 – Transition Zones and Gateways</b> It is an Objective to review and assess the need for Transition Zones and Gateways at Old Connaught, subject to compliance with TII Publications.</p> <p><b>Objective TM26 – Low Traffic Neighbourhoods</b> It is an Objective to seek to implement low traffic neighbourhoods in residential areas across the Old Connaught area.</p> <p><b>Objective TM27 – Home Zones</b> It is an Objective to seek to provide home zones in residential areas across the Old Connaught area.</p> <p><b>Objective TM28 – Safe Routes to School</b> It is an Objective to support the Safe Routes to School initiative and deliver walking and cycling infrastructure on key access routes from residential areas to schools and to provide 'front of school' treatments which will enhance access to school grounds.</p> <p><b>Objective TM35 – EV Charging Infrastructure</b> It is an Objective to support the provision of publicly accessible charge points and infrastructure across the Draft Plan area in accordance with the development management standards set out in Section 12.4.11 of the dlr County Development Plan 2022-2028.</p> <p><b>Objective OPR2 – Public Open Space – Accessibility and Permeability</b> It is an Objective that all proposals for open space promote active travel and demonstrate connectivity and permeability with the wider network of sustainable movement routes across the Draft Plan area.</p>	
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area.</li> <li>Contributes towards protection of cultural heritage within the Plan area by facilitating regeneration.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on known architectural and archaeological heritage and unknown archaeology however, these will occur in compliance with legislation.</li> </ul>	<p><b>Policy OCLAP18 – Building Height</b> It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.2.3 'Building Heights' and further detailed in Section 4.3.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks. Having regard to SPPR3 in the Section 28 Building Height Guidelines (2018), there may be instances where an argument can be made for increased height. In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Draft Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028).</p> <p><b>Policy OCLAP46 – Built Heritage</b> It is Policy to conserve, protect and enhance (as appropriate) the built heritage of Old Connaught including Protected Structures and attendant grounds, in accordance with best conservation practice and policy objectives set out in Chapter 11 and Section 12.11 of the dlr County Development Plan, 2022-2028.</p> <p><b>Policy OCLAP47 – Alterations to Protected Structures</b> It is Policy to support proposals that enhance, extend or change the use of Protected Structures which result in a viable modern use, subject to appropriate</p>	<p><b>Policy Objective HER1: Protection of Archaeological Heritage</b> It is a Policy Objective to protect archaeological sites, National Monuments (and their settings), which have been identified in the Record of Monuments and Places and, where feasible, appropriate and applicable to promote access to and signposting of such sites and monuments.</p> <p><b>Policy Objective HER2: Protection of Archaeological Material in Situ</b> It is a Policy Objective to seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places, and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the Council will have regard to the advice and/or recommendations of the Department of Culture, Heritage and the Gaeltacht (DCHG).</p> <p><b>Policy Objective HER5: Historic Burial Grounds</b> It is a Policy Objective to protect historical and/or closed burial grounds within the County and encourage their maintenance in accordance with good conservation practice and to promote access to such sites where possible.</p> <p><b>Policy Objective HER6: Underwater Archaeology</b> It is a Policy Objective for all developments, which have potential to impact on riverine, intertidal and sub-tidal environments to require an archaeological assessment prior to works being carried out.</p> <p><b>Architectural Heritage</b> <b>Policy Objective HER7: Record of Protected Structures</b> It is a Policy Objective to include those structures that are considered in the opinion of the Planning</p>

## Screening for SEA Report for Proposed Material Amendments

design, materials and construction methods. All such proposals shall accord with Policy Objective HER8 and Section 12.11 of the County Development Plan 2022-2028.

### **Policy OCLAP48 – Re-use of Protected Structures**

It is Policy to consider positively the change of use of Protected Structures where it can be shown that the structure, character, appearance and setting will not be adversely affected and where its reuse for an alternative purpose is necessary to ensure a viable future for the building(s).

### **Objective HC1 – Victorian Walled Gardens**

It is an Objective to:

- Support the continued use and/or potential adaptive re-use of the Victorian Walled Gardens in line with its underlying Objective 'F' zoning status.
- Enhance and extend the public realm setting of the Walled Gardens through the integration of strategic public open space immediately to the north (see section 8.4.1.3 – Walled Gardens Park).
- Ensure that any development in proximity of the Walled Gardens, including improvements to the public realm, protects, conserves and enhances its setting.

### **Objective HC2 – Jubilee Hall**

It is an Objective to:

- Seek the regeneration of Jubilee Hall as part of the wider redevelopment of the Western Character Area and consider positively proposals that improve, extend or change the use of Jubilee Hall that results in a viable modern use, subject to appropriate design, materials and construction methods.
- To ensure a holistic approach to the regeneration of Jubilee Hall, proposals for the protected structure must form part of an application for the wider redevelopment of the area.
- Enhance and extend the public realm setting of Jubilee Hall through the integration of the Protected Structure with strategic public open space surrounding the structure (see section 8.4.1.6 – Jubilee Hall Park).
- Integrate the former walled gardens of Jubilee Hall as a heritage feature as part of Jubilee Hall Park.

### **Policy OCLAP49 – Old Connaught Village Core**

It is a Policy that future development at or in proximity to the Historic Old Connaught Village Core (see Figure 9.8) has regard to the distinct character and intrinsic qualities based on the areas historic built form and layout.

### **Objective HC3 – Cumulative Heritage Interest**

It is an Objective to protect, enhance and promote Old Connaught's built heritage through the possible designation of the village core as a candidate / Architectural Conservation Area as part of the forthcoming review of the dlr County Development Plan. An indicative boundary is shown in Figure 9.8.

### **Policy OCLAP50 – Historic Character**

It is Policy to ensure the protection of the historical character of Old Connaught and ensure that future development / redevelopment is carried out in a manner sympathetic to its special character, thus ensuring that the distinct character and intrinsic heritage qualities of the Old Connaught area are recognised.

### **Policy OCLAP51 – Character**

It is a policy to encourage an interesting and eclectic mix of the old and the new, to strengthen the sense of place, character and identity of the Old Connaught area.

### **Policy OCLAP52 – High Quality Architecture**

It is Policy to support appropriate development of high quality both in terms of design and materials which enhances the visual richness and character of the area.

### **Policy OCLAP53 – Archaeological Heritage**

It is Policy to manage the development of the Plan area in a manner that protects and conserves the archaeological heritage of the area and fully recognises its role in protecting this resource for future generations to enjoy.

### **Objective HC4 – Old Connaught Church and Graveyard**

It is an Objective to:

- Explore the potential of facilitating, in a sustainable manner, increased public access to the medieval church and graveyard, to provide on-site interpretation and improve the management of the grounds consistent with its conservation as a national monument.
- Ensure that any development in proximity to the medieval church and graveyard, including improvements to the public realm, protects and enhances the setting.

### **Objective HC5 – Communicating Heritage through the Public Realm**

It is an Objective to:

- Communicate the heritage of Old Connaught through its sensitive integration with the public realm including the area-wide open space and active travel networks.
- Facilitate, provide and/or retain where appropriate, plaques, signage and maps communicating an interpretation of the historical and natural heritage of Old

Authority to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest in the Record of Protected Structures.

### **Policy Objective HER8: Work to Protected Structures**

It is a Policy Objective to:

- i. Protect structures included on the RPS from any works that would negatively impact their special character and appearance;
- ii. Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities' published by the Department of the Arts, Heritage and the Gaeltacht;
- iii. Ensure that all works are carried out under supervision of a qualified professional with specialised conservation expertise;
- iv. Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout, and materials;
- v. Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or views and vistas from within the grounds of the structure are respected;
- vi. Respect the special interest of the interior, including its plan form, hierarchy of spaces, architectural detail, fixtures and fittings and materials;
- vii. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure;
- viii. Protect the curtilage of protected structures and to refuse planning permission for inappropriate development within the curtilage and attendant grounds that would adversely impact on the special character of the Protected Structure;
- ix. Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features;
- x. Ensure historic landscapes and gardens associated with Protected Structures are protected from inappropriate development (consistent with NPO 17 of the NPF and RPO 9.30 of the RSES).

### **Policy Objective HER9: Protected Structures Applications and Documentation**

It is a Policy Objective to require all planning applications relating to Protected Structures to contain the appropriate level of documentation in accordance with Article 23 (2) of the Planning Regulations and Chapter 6 and Appendix B of the 'Architectural Heritage Protection Guidelines for Planning Authorities', or any variation thereof.

### **Policy Objective HER10: Protected Structures and Building Regulations**

It is a Policy Objective to protect the character and special interest of Protected Structures when considering or carrying out interventions to comply with the requirements of the Building Regulations - with particular reference to Part B and Part M.

### **Policy Objective HER11: Energy Efficiency of Protected Structures**

It is a Policy Objective to have regard to the Department of Environment, Heritage and Local Government's publication on 'Energy Efficiency in Traditional Buildings' (2010) and the Irish Standard IS EN 16883:2017 'Conservation of cultural heritage - guidelines for improving the energy performance of historic buildings' (2017) and any future advisory documents in assessing proposed works on Protected Structures.

### **Policy Objective HER12: National Inventory of Architectural Heritage (NIAH)**

It is a Policy Objective to review and update the RPS on foot of any Ministerial recommendations. The 'Ministerial Recommendations', made under Section 53 of the Planning Acts, will be taken into account when the Planning Authority is considering proposals for development that would affect the historic or architectural interest of these structures.

### **Policy Objective HER19: Protection of Buildings in Council Ownership**

It is a Policy Objective to:

- i. Continue to demonstrate best practice with regard to Protected Structures, Recorded Monuments and other elements of architectural heritage in its ownership and care.
- ii. Ensure any works are undertaken having regard to the Department of Culture, Heritage and the Gaeltacht 'Advice Series' publications on how best to carry out repairs and maintain historic buildings and ensure the use of specialist practitioners in the field of conservation.

### **Policy Objective HER20: Buildings of Vernacular and Heritage Interest**

It is a Policy Objective to:

- i. Retain, where appropriate, and encourage the rehabilitation and suitable reuse of existing older buildings/structures/features which make a positive contribution to the character and appearance of the area and streetscape in preference to their demolition and redevelopment and to preserve surviving shop and pub fronts of special historical or architectural interest including signage and associated features.
- ii. Encourage the retention and/or reinstatement of original fabric of our historic building stock such as windows, doors, roof coverings, shopfronts, pub fronts and other significant features.
- iii. Ensure that appropriate materials be used to carry out any repairs to the historic fabric.

### **Policy Objective HER21: Nineteenth and Twentieth Century Buildings, Estates and Features:**

It is a Policy Objective to:

- i. Encourage the appropriate development of exemplar nineteenth and twentieth century buildings, and estates to ensure their character is not compromised.



## Screening for SEA Report for Proposed Material Amendments

				<p>Connaught.</p> <p><b>Objective HC6 – Historic Paths</b> It is an Objective to seek to preserve mass paths throughout Old Connaught, where possible.</p>	<p>ii. Encourage the retention and reinstatement of features that contribute to the character of exemplar nineteenth and twentieth century buildings, and estates such as roofscapes, boundary treatments and other features considered worthy of retention.</p> <p>iii. Ensure the design of developments on lands located immediately adjacent to such groupings of buildings addresses the visual impact on any established setting.</p> <p><b>Policy Objective HER22: Protection of Historic Street Furniture and Public Realm</b> It is a Policy Objective to:</p> <p>i. Preserve the retention of historic items of street furniture where these contribute to the character of the area including items of a vernacular or local significance.</p> <p>ii. Promote high standards for design, materials and workmanship in public realm improvements within areas of historic character.</p> <p><b>Policy Objective HER23: Industrial Heritage</b> It is a Policy Objective to:</p> <p>i. Have regard to those items identified in the Industrial Heritage Survey listed in Appendix 4 when assessing any development proposals.</p> <p>ii. Identify further sites of industrial heritage significance with a view to assessing them for inclusion in the Record of Protected Structures.</p> <p><b>Policy Objective HER26: Historic Demesnes and Gardens</b> It is a Policy Objective that historic demesnes and gardens should be identified and protected to reflect and acknowledge their significance as part of our National Heritage. The following houses and gardens are listed: Cabinteely House, Marlay House, Fernhill and Old Conna.</p> <p><b>Requirements under Chapter 12: Development Management, including those under the headings of:</b></p> <ul style="list-style-type: none"> <li>• Heritage</li> <li>• Archaeological Heritage</li> <li>• Architectural Heritage - Protected Structures</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.</li> </ul>	<ul style="list-style-type: none"> <li>• Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Landscapes will change overtime as a result of natural changes in vegetation cover combined with new developments that will occur with the Plan's landscape protection measures.</li> </ul>	<p>Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage.</p> <p><b>Policy OCLAP18 – Building Height</b> It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.2.3 'Building Heights' and further detailed in Section 4.3.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks.</p> <p>Having regard to SPPR3 in the Section 28 Building Height Guidelines (2018), there may be instances where an argument can be made for increased height. In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Draft Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028).</p> <p><b>Policy OCLAP36 – Green Infrastructure</b> It is a Policy, where practicable and possible, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the creation, management, restoration and enhancement of our natural and semi natural areas.</p> <p><b>Objective GIB1 – Landscape Character Areas</b> It is an Objective that development within the Draft Plan Area has regard to, where relevant, the findings of the Landscape Character Assessment for Ballyman (no. 11) and Rathmichael (no. 10), as set out in Appendix 8 of the dlr County Development Plan 2022-2028, and any future County Landscape Character Assessments.</p> <p><b>Objective GIB2 – Historic Landscape Character Assessment</b> It is an Objective that development within the Draft Plan area has regard to the Old Connaught Historic Landscape Character Assessment (2007).</p> <p><b>Policy OCLAP37 – Views and Prospects</b> It is a Policy to ensure the preservation of the views and prospects at Old Connaught, as designated in the dlr County Development Plan 2022-2028.</p> <p><b>Objective GIB3 – Views and Prospects</b> It is an Objective that views and prospects within landholdings are further assessed as part of the development management process for planning applications in the Draft Plan area. Where possible, the Planning Authority will seek to integrate the viewing potential of existing views and/or prospects.</p>	<p>Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage.</p> <p><b>Policy Objective GIB2: Landscape Character Areas</b> It is a Policy Objective to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County's landscapes, townscapes and seascapes in accordance with the recommended strategies as originally outlined in the Landscape Character Assessment (2002 and since updated), in accordance with the 'Draft Guidelines for Landscape and Landscape Assessment' (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with 'A National Landscape Strategy for Ireland – 2015-2025'. The Council shall implement any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht's National Landscape Strategy for Ireland, 2015 - 2025.</p> <p><b>Policy Objective GIB5: Historic Landscape Character Areas</b> In assessing development proposals and in the preparation of plans, it is a Policy Objective to have regard to the recommendations and findings of the Historic Landscape Character Assessments (HLCA), already undertaken for a number of the urban-rural fringe areas of the County most likely to come under development pressure.</p> <p><b>Policy Objective GIB6: Views and Prospects</b> It is a Policy Objective to preserve, protect and encourage the enjoyment of views and prospects of special amenity value or special interests, and to prevent development, which would block or otherwise interfere with Views and/or Prospects.</p>

## 2.5 Schedule 2A

### PART 1

**1. *The characteristics of the plan having regard, in particular, to: the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources***

The Old Connaught Draft Local Area Plan 2025 sets out a spatial framework for the future development of lands surrounding and including the existing settlement of Old Connaught. The overarching vision for Old Connaught is to support the growth of the area as a sustainable urban village with a strong sense of place and integrating both the existing and planned new communities. It is to incrementally grow the area to attract a variety of residents and families, providing opportunities to avail of good access to neighbourhood facilities, transport options, social infrastructure and recreational and amenity assets. The Alterations propose a number of text and map-based changes to the Draft Plan.

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report.

Taking the above and the examination of the Proposed Material Alterations provided under Sections 2.2 to 2.4 into account, arising from the degree to which the Proposed Material Alterations and the Draft Local Area Plan set a framework for projects and other activities, the other Proposed Material Alterations would not be likely to result in significant environmental effects.

**2. *The characteristics of the plan having regard, in particular, to: the degree to which the plan influences other plans, including those in a hierarchy***

The Old Connaught Draft Local Area Plan 2025 has been guided by the National Planning Framework, the Regional Spatial and Economic Strategy for the Eastern and Midland Region and the Development Plan. In turn, the Plan will guide any lower-tier plans and future proposals for land use developments and activities. The Alterations are being proposed to the Draft Plan.

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report.

Taking the above and the examination of the Proposed Material Alterations provided under Sections 2.2 to 2.4 into account, arising from the degree to which the Proposed Material Alterations and the Draft Plan influence other plans, the other Proposed Material Alterations would not be likely to result in significant environmental effects.

**3. *The characteristics of the plan having regard, in particular, to: the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development***

The Old Connaught Draft Local Area Plan 2025, to which the Proposed Material Alterations relate, has undergone SEA. This process integrated environmental considerations into the Plan and found that the Plan contributes to environmental protection and management and sustainable development.

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report.

Taking the above and the examination of the Proposed Material Alterations provided under Sections 2.2 to 2.4 into account, arising from the degree to which the Proposed Material Alterations and the Draft Plan are relevant for the integration of environmental considerations with a view to promoting sustainable development, the other Proposed Material Alterations would not be likely to result in significant environmental effects.

**4. *The characteristics of the plan having regard, in particular, to: environmental problems relevant to the plan***

Environmental problems arise where there is a conflict between current environmental conditions and legislative targets. Through its provisions relating to environmental protection and management, the Old Connaught Draft Local Area Plan 2025 contributes towards ensuring that environmental conditions do not get worse and, where possible, they contribute towards its amelioration.

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report.

Taking the above and the examination of the Proposed Material Alterations provided under Sections 2.2 to 2.4 into account, arising from environmental problems relevant to the Proposed Material Alterations and the Draft Plan, the other Proposed Material Alterations would not be likely to result in significant environmental effects.

**5. *The characteristics of the plan having regard, in particular, to: the relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection)***

The Old Connaught Draft Local Area Plan 2025 relates to the land use and town planning sector and has fulfilled requirements in relation to SEA. This process integrated considerations with regard to EU and national legislation on the environment, including those relating to the waste management and the Water Framework Directive.

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report.

Taking the above and the examination of the Proposed Material Alterations provided under Sections 2.2 to 2.4 into account, arising from the relevance of the Proposed Material Alterations and the Draft Plan for the implementation of European Union legislation on the environment, the other Proposed Material Alterations would not be likely to result in significant environmental effects.

## **PART 2**

### **1. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the probability, duration, frequency and reversibility of the effects**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

### **2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the cumulative nature of the effects**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

### **3. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the transboundary nature of the effects**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

### **4. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the risks to human health or the environment (e.g. due to accidents)**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

### **5. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

**6. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the value and vulnerability of the area likely to be affected due to:**

**a) special natural characteristics or cultural heritage;**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

**b) exceeded environmental quality standards or limit values, and;**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

**c) intensive land-use.**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).

**7. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the effects on areas or landscapes which have a recognised national, European Union or international protection status**

Proposed Material Alterations No's. 20 and 26 are identified as requiring full SEA (refer to Table 2.2) and these will be considered in a SEA Environmental Report. Other Proposed Material Alterations would not necessitate SEA as they would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various Proposed Material Alterations provided under Section 2.4).



## **Section 3 Conclusion**

Taking into account the measures that have been already integrated into the Draft Plan and the existing Dún Laoghaire-Rathdown County Development Plan that provides for and contribute towards environmental protection, environmental management and sustainable development, this Screening for SEA Report demonstrates that all potential effects arising from most Proposed Material Alterations: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely added clarifications or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, most Proposed Material Alterations are advised as not requiring SEA.

This Screening for SEA Report also demonstrates that Proposed Material Alterations No's. 20 and 26 have the potential for likely significant effects and require SEA and consideration in an SEA Environmental Report.

# **SEA ENVIRONMENTAL REPORT APPENDIX III – NON-TECHNICAL SUMMARY**

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**FOR**

**PROPOSED MATERIAL ALTERATIONS**

**TO THE**

**DRAFT OLD CONNAUGHT LOCAL AREA PLAN  
2025**

**for: Dún Laoghaire-Rathdown County Council**



**by: CAAS Ltd.**



**JULY 2025**

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## Section 1 Introduction and Terms of Reference

This is the Non-Technical Summary of the Environmental Report for Proposed Material Alterations to the Old Connaught Draft Local Area Plan (LAP) 2025. The purpose of the Environmental Report is to provide a clear understanding of the likely environmental consequences of decisions regarding certain Proposed Material Alterations. The Environmental Report has been prepared as part of a Strategic Environmental Assessment (SEA) process for the Plan and associated Proposed Material Alterations.

The Proposed Material Alterations were screened for the need to undertake SEA. Certain Alterations were determined as requiring full SEA. The SEA Screening Determination accompanies the main SEA Environmental Report and the Proposed Material Alterations document. Appendix II to the main SEA Environmental Report comprises the SEA Screening Report that was prepared to inform the SEA Screening Determination.

### What is SEA?

SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan, or other strategic action, in order to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic, social and other considerations.

### Why is SEA needed? The Benefits

SEA is the Council's and the public's guide to what are generally the best areas for development in the Plan area.

SEA enables the planning authority to direct development towards robust parts of the Plan area that are planned to be well-serviced and connected – thereby facilitating the general avoidance of incompatible development in the most sensitive, least well-serviced and least well-connected areas, in the Plan area and beyond.

SEA provides greater certainty to the public and to developers. Plans are more likely to be adopted without delays or challenges and planning applications are more likely to be granted permission. Environmental mitigation is more likely to cost less.

An overlay of individual environmental sensitivities (those summarised under Section 3 of this report) for the Plan area is shown at Figure 1.1. The mapping shows that environmental sensitivities are not evenly distributed throughout the Plan area. Most of the Plan area is identified as having low to moderate levels of sensitivity.

The most sensitive areas in the Plan area include:

The most sensitive areas within and in close proximity to the Plan area include:

- Various locations and areas within the existing built-up footprint of Old Connaught, on account of cultural heritage designations, including entries to the Record of Monuments and Places, Entries to the Record of Protected Structures;
- Rivers, streams and adjacent areas, on account of water status, ecological sensitivities and elevated levels of flood risk; and
- Ballyman Glen, to the south of the Plan area, on account of ecological sensitivities, landscape/visual sensitivities, geological sensitivities and groundwater vulnerability.

The Draft Plan, to which the Proposed Material Alterations relate, directs incompatible development away from the most sensitive areas in the Plan area and focuses on directing compact, sustainable development within and adjacent to Old Connaught's central and core areas. Development of these robust parts of the

Plan area that are planned to be well-serviced and well-connected will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation.

Compact development can be accompanied by placemaking initiatives to enable the Plan area to become a more desirable place to live, work and visit.

Compatible sustainable development in sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

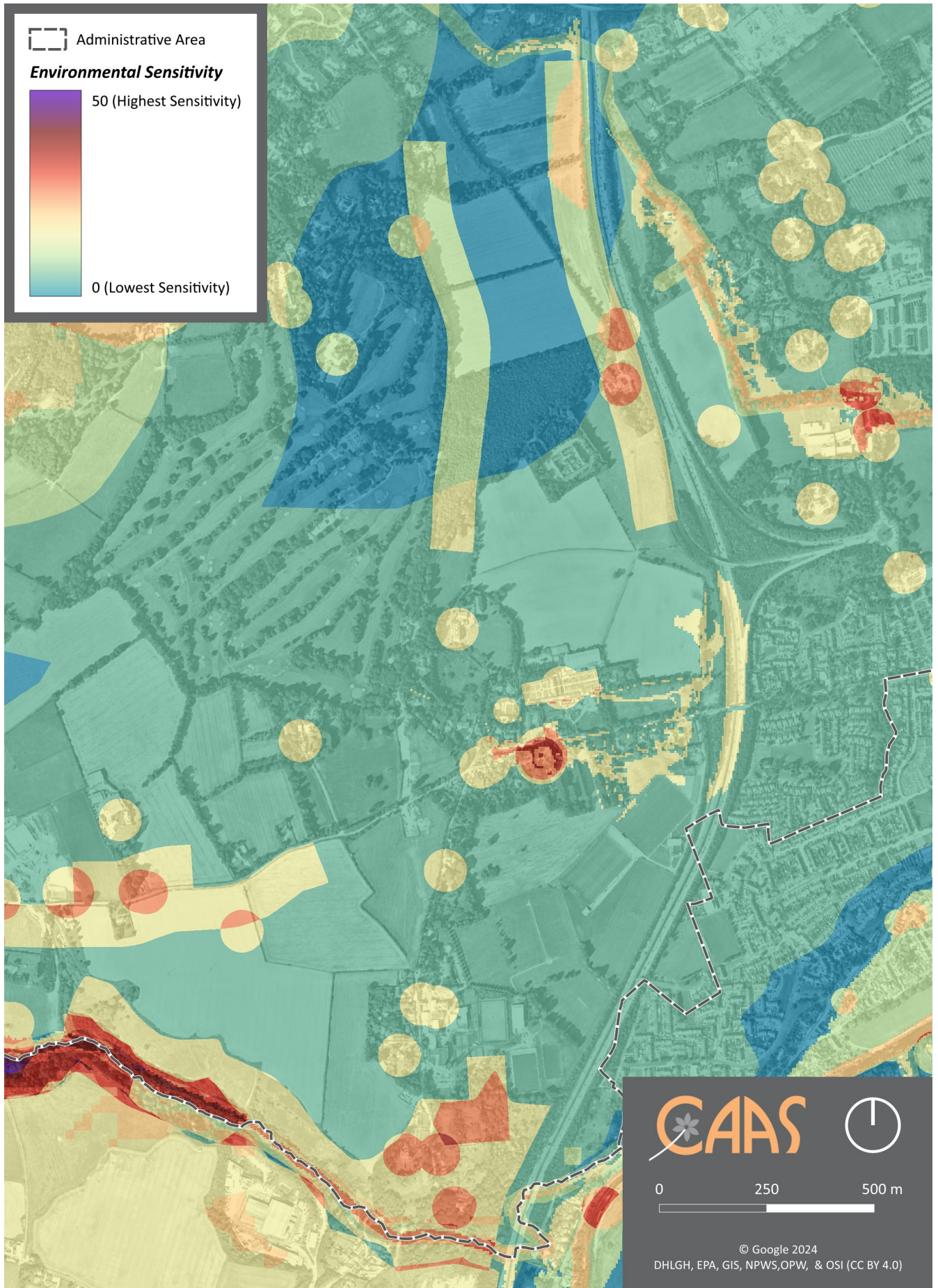
### **Difficulties Encountered during the SEA process**

No significant difficulties have been encountered during the undertaking of the assessment to date.

### **What happens at the end of the process?**

The SEA Environmental Report prepared for the Draft Plan will be finalised in advance of adoption of the Plan taking into account, among other things, the content of the SEA Environmental Report for the Proposed Material Alterations to which this Non-Technical Summary relates. An SEA Statement will also be prepared which will summarise, inter alia, how environmental considerations have been integrated into the Plan.





**Figure 1.1 Overlay of Environmental Sensitivities**

## **Section 2 The Draft Plan and associated Proposed Material Alterations**

### **2.1 Introduction and Content**

The Draft Local Area Plan, to which the Proposed Material Alterations relate, sets out a spatial framework for the future development of lands surrounding and including the existing settlement of Old Connaught. The Dún Laoghaire-Rathdown County Development Plan 2022-2028, the statutory land-use document for the whole County, contains a Specific Local Objective to prepare a LAP for the Old Connaught area. The Council has prepared the Old Connaught Draft Plan, in accordance with that objective and the requirements of the Planning and Development Act 2000, as amended.

### **2.2 Draft Plan Format**

The Draft Plan is set out in twelve chapters as follows:

1. Introduction and Local Area Context
2. Strategic Planning Framework
3. Climate Action
4. Spatial Strategy and Site Development Frameworks
5. Sustainable Urban Village
6. Transport and Movement
7. Green Infrastructure and Biodiversity
8. Open Space, Parks and Recreation
9. Heritage and Conservation
10. Infrastructure, Utilities and Flood Risk
11. Phasing and Implementation
12. Monitoring and Evaluation

### **2.3 Draft Plan Vision and Strategic Objectives**

The overarching vision for Old Connaught is to support the growth of the area as a sustainable urban village with a strong sense of place and integrating both the existing and planned new communities. It is to incrementally grow the area to attract a variety of residents and families, providing opportunities to avail of good access to neighbourhood facilities, transport options, social infrastructure and recreational and amenity assets. This vision is underpinned by the following strategic objectives which are designed to provide a level of focus and direction to the policies and objectives within the Draft Plan:

- Sustainable Urban Village – To deliver a sustainable urban village at Old Connaught and provide a range of facilities and services so that the existing and new residents can access most of their day-to-day living needs within the area including housing, schools, childcare, local shops, community facilities, amenity and recreational facilities.
- Character and Heritage – To protect and enhance the existing character and heritage of Old Connaught and to integrate and manage new development in a manner which respects the areas unique historical and natural setting, whilst acknowledging the development of new communities.
- Sustainable Transport and Movement – To manage existing and future transport demand at Old Connaught in a sustainable manner by developing an integrated transport network with a focus on active travel, permeability and connectivity, public transport facilities and a coherent vehicular movement network.
- Sustainable Neighbourhoods and Quality Housing – To create and maintain successful urban neighbourhoods with distinct character and identity which fosters a sense of community and active citizenship, framed in a quality-built environment which provides a choice of quality new housing options.
- Healthy Placemaking and Liveability – To underpin the spatial design of Old Connaught with a coherent and connected network of strategic public open spaces to promote activity, health, wellbeing, social interaction and community engagement, in order to support the existing and planned new communities.
- Climate and Ecosystems – To progress the development of Old Connaught as a low carbon and climate resilient community and provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

## **2.4 Strategic work undertaken by the Council to ensure evidence-based planning**

In preparing the Draft Plan, information relating to various sectors, from different Departments within the Councils and from different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led Plan provisions. This work included preparing the following studies and assessments: an Infrastructure Capacity Assessment Study; an Area Based Transport Assessment; a Community Infrastructure Audit; a Strategic Environmental Assessment, the findings of which are provided in this Environmental Report; an Appropriate Assessment; and a Strategic Flood Risk Assessment.

## **2.5 Proposed Material Alterations**

The Proposed Material Alterations are outlined in detail in the accompanying Proposed Material Alterations document. The Alteration Numbers provided in this report can be used to locate the associated detail in the accompanying Proposed Material Alterations document. Alterations proposed include those relating to maps, including land use zoning, and text. The Proposed Material Alterations were screened for the need to undertake SEA and Alterations No's. 20 and 26 were determined as requiring full SEA. The SEA Screening Determination accompanies the SEA Environmental Report and the Proposed Material Alterations document. Appendix II to the SEA Environmental Report comprises the SEA Screening Report that was prepared to inform the Determination.

## **2.6 Relationship with other relevant Plans and Programmes**

The provisions set out in the current Dún Laoghaire-Rathdown County Development Plan 2022-2028, or any subsequent variation or review, shall apply as appropriate to development within the Plan area. Furthermore, the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 cited as mitigatory measures in the SEA Environmental Report shall be complied with throughout the implementation of the LAP.

The Draft Plan, to which the Proposed Material Alterations relate, sits within a hierarchy of statutory documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management. The Plan must comply with relevant higher-level strategic actions and will, in turn, guide lower-level strategic actions. These documents have been subject to their own environmental assessment processes, as relevant.

The First Revision to the National Planning Framework (2025) sets out Ireland's planning policy direction up to 2040. The National Planning Framework is to be implemented through Regional Spatial and Economic Strategies and lower tier Development Plans and Local Area Plans. The Regional Spatial and Economic Strategy for the Eastern and Midland Region sets out objectives for land use planning, tourism, infrastructure, sustainable development, environmental protection and environmental management that have been subject to environmental assessment and must, as relevant and appropriate, be implemented through the Dún Laoghaire-Rathdown County Development Plan, that sets out the overarching development strategy for the County, and the Local Area Plan.

In order to be realised, projects included in the Local Area Plan (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

## Section 3 The Environmental Baseline

### 3.1 Introduction

The summary of the environmental baseline of the Plan area is described in this section. This baseline together with the Strategic Environmental Objectives, which are identified in Section 3.11, is used in order to identify, describe and evaluate the likely significant environmental effects of implementing the Draft Plan and in order to determine appropriate monitoring measures.

### 3.2 Likely Evolution of the Environment in the Absence of the Draft Plan and associated Proposed Material Alterations

In the absence of a new Local Area Plan, to which the Proposed Material Alterations relate, the framework for development across the Plan area would be provided by the County Development Plan and other related documents. There would be no Local Area Plan to provide additional detail beyond that provided already through the existing planning framework as how to achieve sustainable development and environmental protection and management in the Plan area.

As a result, there would be both:

- A decreased likelihood in the extent, magnitude and frequency of the positive environmental effects identified by this assessment occurring; and;
- An increased likelihood in the extent, magnitude and frequency of the adverse environmental effects identified by this assessment occurring.

### 3.3 Biodiversity and Flora and Fauna

Key ecological sensitivities within and surrounding the Plan area include:

- **Designated European sites within, adjacent or surrounding the Plan area:**
  - Ballyman Glen Special Area of Conservation<sup>1</sup> (situated partially within the south-west of the Plan area). Sensitivities of this site include petrifying springs with tufa formation<sup>2</sup> and alkaline fens.
- **Non-statutorily proposed sites within, adjacent or surrounding the Plan area:**
  - Ballyman Glen proposed Natural Heritage Area (situated partially within the south-west of the Plan area).
- **Locally important, non-designated habitats within and surrounding the Plan area**, including **various woodlands and mature trees**<sup>3</sup>, parks, **gardens**<sup>4</sup>, **hedgerows**<sup>5</sup>, wetlands, semi-natural grasslands, urban green spaces, rivers, streams, old buildings/stone walls and lands used for agriculture within and surrounding the Plan area, providing habitats for flora and fauna and facilitating linkages and corridors to the surrounding countryside for the wildlife. Potential species present may include birds, bats, stoat, pine martin, badger, otter and deer.<sup>6</sup>
- **Aquatic and riverine ecology** associated with rivers and streams and their tributaries and riparian buffer zones. The most significant river habitat in the Old Connaught area is the County Brook Stream, located in the Ballyman Glen in the south of the Draft Plan area. The waters of this river are alkaline (high pH) and nutrient rich. The Crinken Stream flows from the upland area of Carrickgollogan through the Rathmichael area and traverses the northern extents of the Plan area. The Old

<sup>1</sup> Draft Old Connaught LAP 2025: The Glen is orientated in an east-west direction with a stream running through the centre and is located at the southern extent of the Plan area, traversing the administrative boundary between Dún Laoghaire-Rathdown and Wicklow. The Glen contains a small strip of alkaline fen which is associated with petrifying spring/seepage areas that have given rise to thick deposits of marl. The fen vegetation at this site is well developed, with an unusually large number of sedge species present. The presence of alkaline fen and of petrifying spring/seepage areas is also particularly notable, as these habitats are listed, the latter with priority status, on Annex I of the E.U. Habitats Directive. The site is also particularly notable for its range of orchids.

<sup>2</sup> These formations vary from: immature recently formed tuffa as the result of recent earthworks exposing shallow perched groundwater tables and spring/seepage along new embankments; to mature, high quality tuffa springs with active groundwater flow and calcareous carbonate precipitation with associated plant communities; to lower quality tuffa spring formations located along small drainage channels (with associated plant communities less dominant).

<sup>3</sup> Draft Old Connaught LAP 2025: A variety of woodlands and individual trees throughout the Draft Plan area are designated for preservation and protection under the Dún Laoghaire-Rathdown County Development Plan 2022-2028. These are identified by symbols on the County Development Plan Land Use Zoning Maps with the objective – “to protect and preserve trees and woodlands”. The location of these trees and woodlands across the Old Connaught area are identified in the Draft Plan.

<sup>4</sup> Draft Old Connaught LAP 2025: The size and maturity of many of the residential gardens in the Old Connaught area contribute positively to the landscape and biodiversity of the area and facilitate movement of birdlife between the built and more rural environments. There are many high value trees particularly within residential gardens which make a positive contribution to the biodiversity and treescape of the Old Connaught area.

<sup>5</sup> Draft Old Connaught LAP 2025: Hedgerows are important habitats across the Old Connaught Draft Plan area. There are extensive hedgerows along the boundaries of open spaces/fields, which have ecological value and provide ecological corridors. Hedgerows are protected under the County Development Plan Policy GIB25, which states that: “It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them...”

<sup>6</sup> As set out in the Dún Laoghaire-Rathdown County Development Plan 2022-2028, a precautionary approach should be taken to all proposals in environmentally sensitive areas and/or to sites that may be in use by, or contain, protected species.

Connaught tributary is a watercourse which runs to the rear of existing residential properties in the centre of the Draft Plan area.

Special Areas of Conservation<sup>7</sup> (SACs) and Special Protection Areas<sup>8</sup> (SPAs) within 15 km of the Plan area are mapped at Figure 3.1.

Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface. The CORINE 2018<sup>9</sup> mapping (shown on Figure 3.2) identifies the land cover of the Plan area as non-irrigated arable land, pastures and areas of complex cultivation patterns with adjacent areas of sport and leisure facilities, broad-leaved forest and road and rail networks and associated land. The surrounding lands are identified as urban and green urban areas, industrial or commercial units and transitional woodland-shrub. One category from the CORINE mapping that may indicate areas with the potential for Annex I habitats is situated partially within and adjacent to the Plan area; broad leaved forest.

### Existing Problems

Ireland's Article 17 report on the Status of EU Protected Habitats and Species in Ireland (DCHG, 2019) identifies various Irish, EU-protected habitats and species to be of unfavourable status and many to be still declining, although it also identifies that a range of positive actions are underway. Ireland's Article 12 Birds Directive Reports and the 6<sup>th</sup> National Report under the Convention of Biological Diversity identify similar issues.

The Plan includes measures to contribute towards the protection of biodiversity and flora and fauna and associated ecosystem services.

Previous changes in land uses arising from human development have resulted in a loss of biodiversity and flora and fauna; however, legislative objectives governing biodiversity and fauna were not identified as being conflicted with. The Plan includes measures to contribute towards the protection of biodiversity and flora and fauna and associated ecosystem services.

## 3.4 Population and Human Health

The Census 2022 Small Area data provides a population figure for the Old Connaught and wider environs area as 683 persons.<sup>10</sup>

As identified in the Draft Plan, the focus on Old Connaught as a future growth area has been highlighted in the Eastern and Midlands Region Spatial and Economic Strategy (RSES). The RSES indicates that 'Key Towns' have potential to accommodate commensurate levels of population and employment growth. The three Metropolitan 'Key Towns' in the region are Bray, Maynooth and Swords. In this context, it is noted that Old Connaught, which falls within the administrative boundary of Dún Laoghaire-Rathdown, is included in the growth targets for the Key Town of Bray. The Core Strategy contained in the current County Development Plan anticipates the zoned residential lands in the LAP delivering on a phased basis and over a period of time, circa. 2,005 residential units. The Dún Laoghaire-Rathdown County Development Plan further identifies lands referred to as a 'Strategic Land Reserve', which are located at Greenbelt zoned lands in the north of the LAP area and which have a potential residential yield of c. 1,050

<sup>7</sup> SACs have been selected for protection under the European Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) due to their conservation value for habitats and species of importance in the European Union. The Habitats Directive seeks to establish Natura 2000, a network of protected areas throughout the EU. It is the responsibility of each member state to designate SACs to protect habitats and species, which, together with the SPAs designated under the 1979 Birds Directive, form Natura 2000. The European Communities (Birds and Natural Habitats) Regulations 2011 consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010. The Regulations have been prepared to address several judgments of the Court of Justice of the European Union (CJEU) against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.

<sup>8</sup> SPAs have been selected for protection under the 1979 European Council Directive on the Conservation of Wild Birds (79/409/EEC) - referred to as the Birds Directive - due to their conservation value for birds of importance in the EU.

<sup>9</sup> The CORINE (Co-ordinated Information on the Environment) land cover data series was devised as a means of compiling geo-spatial environmental information in a standardised and comparable manner. CORINE has become a key data source for informing environmental and planning policy on a national and European level. The main land cover type in Ireland is agricultural land including forestry, which accounts for two-thirds of the national landmass. Most of this is permanent grassland pastures. Peatlands and wetlands are the second most widespread land cover type, covering almost one-fifth of the country. While forested areas cover about one-tenth of the country. Despite rapid development in the past two decades, Ireland's landscape is predominantly rural and agricultural.

<sup>10</sup> Draft Old Connaught LAP 2025: Census small area data is not available for the exact geographic area of the Old Connaught LAP. The Census Small Areas selected for analysis most closely co-inside with the Old Connaught LAP area but extend beyond its boundary. The data therefore reflects general trends in the Old Connaught and wider environs area rather than solely reflecting the current population within the LAP boundary.



homes. While the Strategic Land Reserve lands are not currently zoned for residential development, regard will be had to this reserve in the Old Connaught Local Area Plan.

The population provided for in the Plan will interact with various environmental components. Potential interactions include:

- Recreational and development pressure on habitats and landscapes;
- Contribution towards increase in demand for waste water treatment at the municipal level;
- Contribution towards increase in demand for water supply and associated potential impact of water abstraction;
- Potential interactions in flood-sensitive areas; and
- Potential effects on water quality.

Human health has the potential to be impacted upon by environmental vectors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors arising from incompatible adjacent land uses for example. These factors have been considered with regard to the description of: the baseline of each environmental component; and the identification and evaluation of the likely significant environmental effects of implementing the Plan.

### Existing Problems

The number of homes within the Plan area with radon levels above the reference level is within the normal range experienced in other locations across the country.

Parts of the Plan area are vulnerable to adverse effects from changes in the occurrence of severe rainfall events and associated flooding from surface water. Flooding in certain circumstances could pose a risk to human health.

## 3.5 Soil

Main soil types<sup>11</sup> surrounding the built-up areas<sup>12</sup> of Old Connaught are: brown earths (well-drained mineral soils, associated with high levels of natural fertility); luvisol soils (generally fertile, widely used for agriculture and associated with significant accumulation of clay); and alluvial soils (associated with alluvial clay, silt or sand river deposits).

Geological Survey Ireland coordinate the Irish Geological Heritage Programme, whereby an objective has been set to identify and select sites of geological interest within each county across the country. County Geological Sites (CGSs) do not receive statutory protection like Natural Heritage Areas but receive an effective protection from their inclusion in the planning system. The audit of CGSs in Dún Laoghaire-Rathdown was completed in 2014, which identified 12 CGSs. There are no County Geological Sites occurring within the Plan area, however there is one designated County Geological Site situated adjacent to the southern boundary of the Plan area, the Enniskerry Delta CGS (Site Code: WW020)<sup>13</sup>.

The term "landslide" describes a wide variety of processes that result in the downward and outward movement of materials such as rock, debris, earth, mud and peat under the force of gravity. Issues such as existing ground conditions, slope stability and storage of excavated material have the potential to influence susceptibility to landslides/bog bursts. The potential impacts of landslides include loss of human life/injury, flooding, pollution of watercourses and impacts upon aquatic biodiversity. There has been no previous landslide events recorded within the Plan area.<sup>14</sup> The GSI have identified<sup>15</sup> the Plan area as having mainly low and moderately low levels of landslide susceptibility throughout the Plan area.

In the absence of mitigation, contaminated materials have the potential to adversely impact upon human health, water quality and habitats and species. As is the case with other developed areas across the

<sup>11</sup> All soil types belong to a Sub-Group and so in turn to one of the 11 soil Great Groups. Great Groups and Sub-Groups are a hierarchical arrangement of soils used for taxonomical classification (<http://gis.teagasc.ie/soils/soilguide.php>).

<sup>12</sup> The built-up areas are mainly made up of urban soils. Urban soils are soils, which have been disturbed, transported or manipulated by human activity in the urban environment and are often overlain by a non-agricultural, man-made surface layer that has been produced by mixing, filling or by contamination of land surfaces in urban and suburban areas.

<sup>13</sup> The Enniskerry Delta CGS includes a large accumulation of sands and gravels which has been quarried extensively historically, just outside Enniskerry town. ([https://gsi.geodata.gov.ie/downloads/Geoheritage/Reports/WW020\\_Enniskerry\\_Delta.pdf](https://gsi.geodata.gov.ie/downloads/Geoheritage/Reports/WW020_Enniskerry_Delta.pdf))

<sup>14</sup> There are two events recorded to the south and south-east of the Plan area: Hazelwood Crescent Landfill (c. 2016) and River Dargle Bray (c. 1998).

<sup>15</sup> <https://www.gsi.ie/en-ie/programmes-and-projects/geo-hazards/projects/Pages/Landslide-Susceptibility-Mapping.aspx>

country, there is potential for contamination at sites within the Plan area, especially where land uses occurred in the past, in the absence of environmental protection legislation.

### 3.6 Water

Since 2000, Water Management in the EU has been directed by the Water Framework Directive 2000/60/EC (WFD). The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters with the aim of achieving *good status*. All public bodies are required to coordinate their policies and operations so as to maintain the *good status* of water bodies that are currently unpolluted and improve polluted water bodies to *good status*.

Surface water at and around Old Connaught is channelled by the River Dargle and its tributaries flowing from west to east through the north and south of the Plan area and towards the Irish Sea.

The most significant river habitat in the Old Connaught area is the County Brook Stream, located in the Ballyman Glen in the south of the Draft Plan area. The Crinken Stream flows from the upland area of Carrickgollogan through the Rathmichael area and traverses the northern extents of the Plan area. The Old Connaught tributary is a watercourse which runs to the rear of existing residential properties in the centre of the Draft Plan area. A bifurcation running along Old Connaught Avenue was constructed to ease flows along the original stream. The bifurcation rejoins the tributary just before the crossing of the M11.<sup>16</sup>

The current WFD (2016-2021) status<sup>17</sup> of the rivers and streams draining the Plan area is *good*, identified by the EPA as 'Dargle\_030' and 'Dargle\_040'.

The surface water bodies draining the Plan area are currently identified in the combined 2016-2021 data as not being at risk of not meeting the WFD's objectives due to damage caused by significant pressures. Figure 3.3 illustrates the WFD surface water status within and surrounding the Plan area.

The WFD status (2016-2021) of groundwater underlying the Plan area is currently identified as being of *good status*, meeting the objectives of the WFD.

Strategic Flood Risk Assessment (SFRA) is being undertaken as part of the preparation of the Local Area Plan and associated Proposed Material Alterations. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. Flood risk management and drainage provisions are already in force through the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and related provisions have been integrated into the Draft Plan.

The most significant source of flood risk within the Plan area is from fluvial sources (from rivers and streams). There are other sources of flooding present, including from pluvial (rainwater) and from surface drainage systems sources.

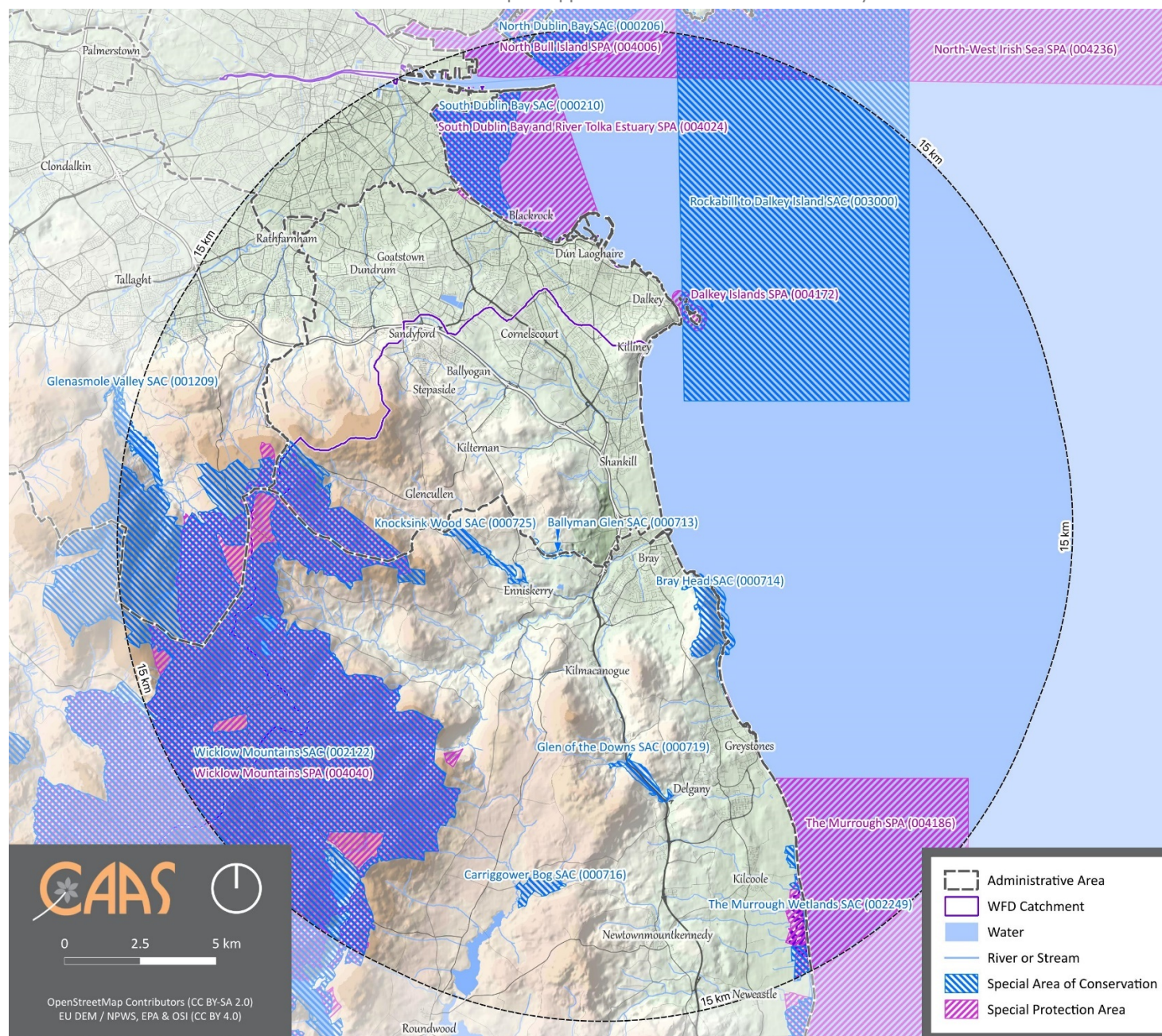
Most of the Plan area is identified by the SFRA as being of low flood risk, with some relatively minor areas of moderate and high flood risk.

#### Existing Problems

There is elevated levels of flood risk from fluvial sources at various locations within the Plan area. The preparation of the Plan, SEA and SFRA has taken place concurrently and the findings of the SFRA have informed both the Plan and the SEA.

<sup>16</sup> Draft Old Connaught LAP 2025

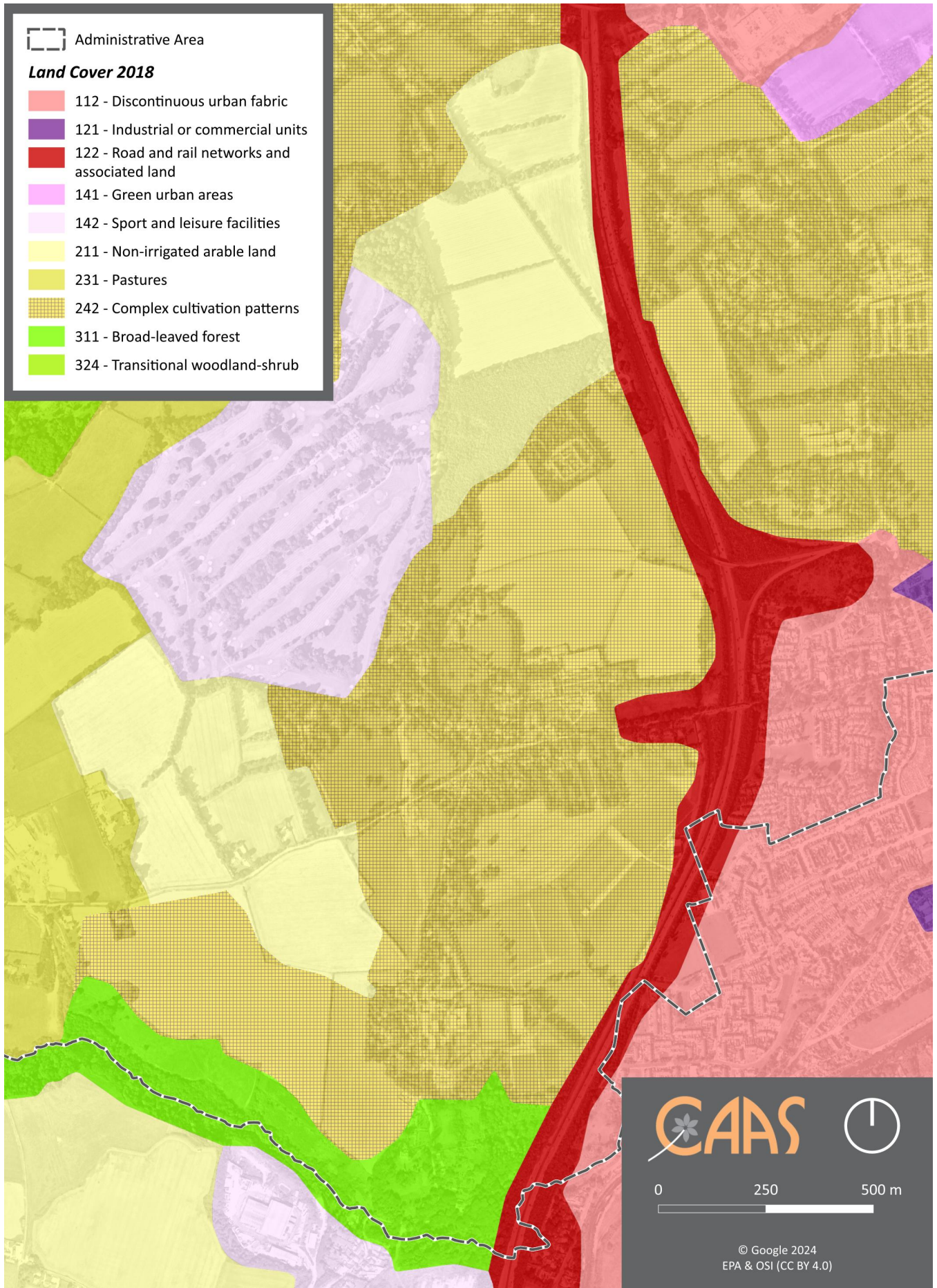
<sup>17</sup> As per EPA's WFD Status 2016-2021 classification (<https://gis.epa.ie/EPAMaps/>).



**Figure 3.1 European Sites within and within 15 km buffer of the Plan area**

CAAS for Dún Laoghaire-Rathdown County Council





**Figure 3.2 CORINE Land Cover Mapping 2018**





**Figure 3.3 Surface Water Status (2016-2021)**



### 3.7 Air and Climatic Factors

Total emissions of greenhouse gases by humans come from various sectors including transport, agriculture, energy industries, manufacturing combustion, industrial processes, residential developments, commercial services developments, waste management processes and fluorinated gases equipment (such as refrigeration and fire protection systems).

In 2023, Ireland's greenhouse gas emissions are estimated to be 55.01 million tonnes carbon dioxide equivalent (Mt CO<sub>2</sub> eq), which is 6.8% lower (or 4.00 Mt CO<sub>2</sub> eq) than emissions in 2022 (59.00 Mt CO<sub>2</sub> eq) and follows a 2.0% decrease in emissions reported for 2022. Emissions are 1.2% below the historical 1990 baseline for the first time in 33 years. In 2023, emissions in the stationary EU Emissions Trading System emissions (covering emissions from sectors including Agriculture, Transport, Energy, Industries, Residential, Manufacturing Combustion and Industrial Processes) decreased by 17%. When land use, land-use change and forestry is included, total national emissions decreased by 3.8%. Emissions under the Effort Sharing Regulation (covering emissions from the electricity and heat generation, industrial manufacturing and aviation sectors) decreased by 3.4%. Decreased emissions in 2023 compared to 2022 were observed in the largest sectors except for transport which showed an increase of 0.3%.

Climate mitigation describes the action to reduce the likelihood of climate change occurring or reduce the impact if it does occur. This can include reducing the causes of climate change (e.g. emissions of greenhouse gases) as well as reducing future risks associated with climate change. The National Climate Action Plan 2024 is the second statutory update to the plan since the Climate Action and Low Carbon Development (Alteration) Act 2021 was signed into law, committing Ireland to 2030 and 2050 targets for reducing greenhouse gas emissions. It builds on Climate Action Plan 2023, outlining how Ireland will accelerate the actions required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development.

The Climate Action Plan 2025 is the third statutory annual update to the Climate Action Plan. Climate Action Plan 2025 lays out a roadmap of actions that are intended to lead to meeting the national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with legally binding economy-wide carbon budgets and sectoral emissions ceilings. Climate Action Plan 2025 builds upon the Climate Action Plan 2024 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and achieve climate neutrality by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Alteration) Act 2021.

Climate adaptation is a change in natural or human systems in response to the impacts of climate change. These changes moderate harm or exploit beneficial opportunities and can be in response to actual or expected impacts. The National Adaptation Framework (2024) aims to create a unified approach involving both government and society to adapt to climate change. It outlines how various sectors and local authorities can implement adaptation measures to minimise Ireland's vulnerability to climate change's adverse effects while taking advantage of any beneficial impacts. The Framework emphasises the importance of integrating adaptation strategies into all levels of policy making, infrastructure development, and local planning.

The Dún Laoghaire-Rathdown Climate Action Plan 2024-2029 sets out how the local authority can promote a range of mitigation, adaptation and other climate action measures, to help deliver on the national climate obligations and the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

The Plan sets out to achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral County. Aligned to the Government's National Climate Objective (as set out in the National Climate Action Plan 2024), the new Plan outlines mitigation and adaptation climate action measures across the following six thematic areas - Energy and Buildings, Transport, Flood Resilience, Nature Based Solutions, Circular Economy and Resource Management and Citizen Engagement.

The EPA's (2024) *Air Quality in Ireland 2023 Report* identifies that:

- Ireland's latest monitoring shows we are in compliance with current EU standards.
- Ireland is not on track to achieve its ambition, set out in the National Clean Air Strategy, to meet the health-based WHO air quality guideline limits in 2026.
- Main pollutants of concern are fine particulate matter (PM<sub>2.5</sub>) from solid fuel combustion and nitrogen dioxide (NO<sub>2</sub>) from vehicle emissions/traffic.
- Air pollution can be a major environmental risk to people's health, with approximately 1,600 premature deaths annually in Ireland due to poor air quality.

The report further identifies the critical role of local authorities in the enforcement and implementation of existing plans and investment in infrastructure to encourage cleaner and healthier air quality choices, including:

- Local authorities must provide more resources to implement the new solid fuel regulations and full implementation of air quality plans.
- Local authorities must prioritise resource allocation of resources to advance enforcement.
- Investment in clean public transport infrastructure across the country must be maintained and increased.
- More safe footpaths and cycle lanes must be created to continue to increase active travel as a viable and safe alternative to car use and associated NO<sub>2</sub> emissions.

### Existing Problems

Significant progress is being made in the reduction of Ireland's greenhouse gas emissions. The EPA's 2024 publication Ireland's Greenhouse Gas Emission Projections 2023-2040 identifies that Ireland's emissions, under the Emissions in the 'Planned Additional Measures' scenario, which includes most 2024 Climate Action Plan measures, are projected to be 29% lower in 2030 (compared with 2018). However, this would not meet the 51% emissions reduction target (by 2030 compared to 2018) based on these projections.

In the Climate Change Advisory Council's *Annual Review 2024*, the findings of an assessment of the degree to which progress is being made solely in the implementation of adaptation policy and increasing resilience for the period April 2023 to March 2024 is provided. The Review details that four sectors (Transport, Flood Risk Management, Built and Archaeological Heritage and Local Government) demonstrated good overall progress, six showed moderate progress (Agriculture, Forestry and Seafood, National Adaptation Framework, Communications Networks, Water Quality and Water Services Infrastructure, Health and Electricity and Gas Networks) and one (Biodiversity) showed no progress and supplied insufficient evidence. This was a slight improvement compared with the results in 2023.

Air quality and noise can present challenges, especially in urban areas, as detailed under the relevant sub-sections above. With regard to air quality, air pollution from transport is dominated by NO<sub>x</sub> emissions. Of these, NO<sub>2</sub> is particularly impactful from a health perspective. The Draft Plan will help to facilitate reductions in emissions and a transition from dependence on fossil fuel combustion powered transport.

## 3.8 Material Assets

Other material assets, in addition to those referred to below, covered by the SEA include archaeological and architectural heritage (see Section 3.9) natural resources of economic value, such as water and air (see Sections 3.6 and 3.7).

### Infrastructure Capacity Assessment Study

The Draft Plan is informed by an Infrastructure Capacity Assessment Study (ICAS). The purpose of the ICAS was to analyse the existing infrastructural deficiencies in the Old Connaught area and to identify the proposed high level strategic enabling infrastructure required to facilitate plan-led development.

The range of strategic enabling infrastructure elements considered in the ICAS included transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

In terms of utilities infrastructure, the project stakeholder board which supported the preparation of the ICAS included representatives from many of the main bodies associated with the provision and/or delivery of utilities infrastructure including inter alia: Uisce Éireann, ESB Networks and EirGrid.

### Green Infrastructure

Parks and open space promote health and well-being, provide recreational facilities and range of habitats for various species. Green infrastructure is also a crucial component in building resilient communities capable of adapting to the consequences of climate change with trees, woodlands and wetlands providing carbon capture and slowing water flows while improving air quality

### Transport

An Area Based Transport Assessment (ABTA) was undertaken to inform the preparation of this Draft Plan, as an integral part of the overall ICAS. The key purpose of the ABTA is to guide the future transport and mobility needs of the Old Connaught area, taking into account the transport demand arising from existing and projected development.

### Minerals and Aggregates

The GSI have a suite of data sources available that would be useful in planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets. These include:

- Aggregate Potential Mapping;
- Bedrock mapping;
- Quaternary and Physiographic mapping; and
- National Aquifer and Recharge mapping.

The Enniskerry Delta County Geological Site, adjacent to the southern boundary of the Plan area, includes a large accumulation of sands and gravels which has been quarried extensively historically, just outside Enniskerry town.

### Waste Water

The Old Connaught Plan area is currently not serviced with strategic wastewater infrastructure, and at present, existing residents own and maintain their own septic tanks. As identified through the ICAS, the preferred strategy for the Draft Plan area is to develop a new gravity wastewater network to facilitate new development and the future connection of existing dwellings. A pumping station and trenchless rising main crossing of the M11, in the vicinity of Old Connaught Avenue, are required to connect the Draft Plan area to the existing wastewater network. Preliminary discussions with Uisce Éireann have determined that a wastewater crossing of the M11 is feasible, subject to detailed design and technical agreement between the relevant parties, including Transport Infrastructure Ireland. All wastewater will eventually flow towards the Shanganagh Wastewater Treatment Plant which has surplus capacity to cater for the foul drainage requirements of the area.

### Water Supply

Old Connaught is located within the Greater Dublin Area Water Resource Zone<sup>18</sup> and, as identified by Uisce Éireann, it has a potential spare capacity available to meet targeted population growth by 2033, although an improvement in level of service is required.<sup>19</sup>

Discussions with Uisce Éireann indicate that the water supply network is generally adequate, and the existing network can be expanded in order to serve the future development of the area. While additional local network infrastructure will be required, it is not anticipated that any additional significant water infrastructure will be required to enable development in the area.

### Waste Management

The National Waste Management Plan for a Circular Economy (Regional Waste Management Planning Offices, 2024) sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030. The Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.

### Existing Problems

The provisions of the Plan will contribute towards protection of the environment with regard to impacts arising from material assets. The provision of infrastructure and supporting services for development, particularly water and wastewater services, is critical.

<sup>18</sup> A Water Resource Zone (WRZ) is an independent water supply system serving a region, city, town or village and is governed by topography or the extent of the water distribution network in an area. A WRZ may include multiple Water Treatment Plants and/or sources.

<sup>19</sup> Capacity constraints exist and additional analysis of pre-connection enquiries and connection applications will be undertaken as required by UÉ on an individual basis considering their specific load requirements. Improvement proposals will include, but are not limited to leakage reduction and/or capital investment. These proposals will be required to maintain/improve levels of service as demand increases. These proposals will be developed and prioritised through the National Water Resources Plan and investment planning process. Source: <https://www.water.ie/connections/developer-services/capacity-registers/water-supply-capacity-register/dublin> (Published in December 2024).

## 3.9 Cultural Heritage

### Archaeological Heritage

The Record of Monuments and Places (RMP) is an inventory, put on a statutory basis by amendment to the National Monuments Act 1994, of sites and areas of archaeological significance, numbered and mapped. A recorded monument is a monument included in the list and marked on the map which comprises the RMP set out county by county under Section 12 of the National Monuments (Alteration) Act, 1994 by the Archaeological Survey of Ireland. The definition includes Zones of Notification within which requirements for notifications of proposed works apply.

There are three known Recorded Monuments located within the Draft Plan area: a medieval church (RMP No. 026-066001) and surrounding graveyard (RMP No. 026-066002) both situated on the southern side of Old Connaught Avenue and a ring ditch (RMP No. 026-065) situated on agricultural lands south of Ballyman Road in the west of the Plan area. There are a number of other sites outside the Draft Plan boundary, such as the cluster of sites at Ballyman Church to the west of the Draft Plan area.<sup>20</sup>

### Architectural Heritage

Protected structures are defined in the Planning and Development Act 2000 as amended as structures, or parts of structures that are of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

There are 16 entries in the RPS within the Draft Plan area, as set out in Appendix 4 of Dún Laoghaire-Rathdown County Development Plan 2022-2028, as listed below:

- RPS No. 1885 - Thornhill (Saint Gerard's School)
- RPS No. 1976 - Thornhill
- RPS No. 1882 - Graigueconna
- RPS No. 1881 - Old Bawn
- RPS No. 1875 - Old Connaught House
- RPS No. 1880 - Graveyard
- RPS No. 1886 - Vallambrosa
- RPS No. 1883 - Knocklinn
- RPS No. 1985 - Knocklinn Gate Lodge
- RPS No. 1879 - Jubilee Hall
- RPS No. 1876 - Cuilin House
- RPS No. 2075 - Cuilin Gateway
- RPS No. 1876 - Palermo
- RPS No. 1964 - Glenfield
- RPS No. 1977 - The Ochra Gate Lodge
- RPS No. 1982 - The Ochra House

The Victorian Walled Gardens to the north of Old Connaught Avenue date back to the 1780's and comprise a focal point for community activity and engagement with local heritage and landscape.

### Existing Problems

The context of archaeological and architectural heritage has changed over time however no existing conflicts with legislative objectives governing archaeological and architectural heritage have been identified.

## 3.10 Landscape

The Draft Plan area is bounded to the east by the M11 motorway; to the west by Ferndale Road and 'GB' – Green Belt zoned lands which incorporate primarily agricultural, recreational and educational land uses; to the north by Crinken Lane and Rathmichael; and to the south by the steep-sided County Brook river valley (Ballyman Glen) and the administrative boundary between the Counties of Dún Laoghaire and Wicklow.

The area of Old Connaught consists predominantly of intensive agricultural lands which are dissected and punctuated with mature treelines, hedgerows and woodland areas, all of which have a high local value in terms of biodiversity. The existing landscape within the Draft Plan area is distinctly rural in form and character with an open landscape and agricultural activities and a rural type of road system. The landscape in the Old Connaught area is strongly influenced by the undulating form of underlying granite. The area is in a transition zone between the uplands to the west and the lowlands to the east. This gives the area a

<sup>20</sup> Draft Old Connaught LAP 2025

distinct physical character connected to the local environment. The topography of Old Connaught slopes generally downwards from west to east, with relatively steep levels along the Ballyman and Ferndale Roads. The lands closer in proximity to the M11 are relatively flat. The majority of the flat and gently sloping lands consist of undulating farmland, laid out in large pasture fields, and delineated by low hedges and trees. The open upland habitats to the west of Old Connaught merge with small scale fields of low intensity agriculture, to provide suitable habitats for a range of flora and fauna. The area has a number of woodland areas and hedgerows which are a strong element of the landscape and have a habitat value.<sup>21</sup>

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 includes Policy Objective GIB6: Views and prospects – “...to preserve, protect and encourage the enjoyment of views and prospects of value.” Locations within the Plan area with the Development Plan objective “to preserve views” include views north and south along part of Ballyman Road, views from Love Lane off Thornhill Road, views eastwards from Ferndale Road and views westwards from the M11. The area also contains important prospects i.e. prominent landscapes or areas of special amenity value, or special interest which are widely visible from the surrounding area. Prospects, identified in the Dún Laoghaire-Rathdown County Development Plan 2022-2028 for protection, which are relevant to the Plan area, are Carrickgollogan from Bray Road (Shankill to Bray area) and Carrickgollogan from Ballyman Road.

### Existing Problems

New developments have resulted in changes to the visual appearance of lands within the Plan area however legislative objectives governing landscape and visual appearance were not identified as being conflicted with.

## 3.11 Strategic Environmental Objectives

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies that generally govern environmental protection objectives established at international, Community or Member State level e.g. the environmental protection objectives of various European Directives that have been transposed into Irish law and which are required to be implemented. The SEOs are set out under a range of topics (see Table 3.1) and are used as standards against which the provisions of the Plan, the alternatives and the Proposed Material Alterations, are evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if – in the case of adverse effects – unmitigated.

**Table 3.1 Strategic Environmental Objectives**

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Biodiversity, Flora and Fauna</b>	<b>BFF</b>	No net contribution to biodiversity losses or deterioration	<ul style="list-style-type: none"> <li>To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species</li> <li>Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function</li> <li>Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species</li> <li>Enhance biodiversity in line with the National Biodiversity Strategy and its targets</li> <li>To protect, maintain and conserve natural capital</li> </ul>
<b>Population and Human Health</b>	<b>PHH</b>	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	<ul style="list-style-type: none"> <li>Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management</li> <li>Ensure that existing population and planned growth is matched with the required public infrastructure and the required services</li> <li>Safeguard citizens from environment-related pressures and risks to health and well-being</li> </ul>
<b>Soil (and Land)</b>	<b>S</b>	Ensure the long-term sustainable management of land	<ul style="list-style-type: none"> <li>Protect soils against pollution, and prevent degradation of the soil resource</li> <li>Promote the sustainable use of infill and brownfield sites over the use of greenfield</li> <li>Safeguard areas of prime agricultural land and designated geological sites</li> </ul>

<sup>21</sup> Draft Old Connaught LAP 2025



## SEA Environmental Report Appendix III: Non-Technical Summary

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
<b>Water</b>	<b>W</b>	Protection, improvement and sustainable management of the water resource	<ul style="list-style-type: none"> <li>• Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive</li> <li>• Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments</li> <li>• Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion</li> <li>• Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals</li> </ul>
<b>Material Assets</b>	<b>MA</b>	Sustainable and efficient use of natural resources	<ul style="list-style-type: none"> <li>• Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure</li> <li>• Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels</li> <li>• Promote the circular economy, reduce waste, and increase energy efficiencies</li> <li>• Ensure there is adequate sewerage and drainage infrastructure in place to support new development</li> <li>• Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes</li> <li>• Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart- buildings, cities and grids</li> </ul>
<b>Air</b>	<b>A</b>	Support clean air policies that reduce the impact of air pollution on the environment and public health	<ul style="list-style-type: none"> <li>• To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture</li> <li>• Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency</li> <li>• Promote continuing improvement in air quality</li> <li>• Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution</li> <li>• Meet Air Quality Directive standards for the protection of human health — Air Quality Directive</li> <li>• Significantly decrease noise pollution and move closer to WHO recommended levels</li> </ul>
<b>Climatic Factors</b>	<b>C</b>	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	<ul style="list-style-type: none"> <li>• To minimise emissions of greenhouse gasses</li> <li>• Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure)</li> <li>• Contribute towards the reduction of greenhouse gas emissions in line with national targets</li> <li>• Promote development resilient to the effects of climate change</li> <li>• Promote the use of renewable energy, energy efficient development and increased use of public transport</li> </ul>
<b>Cultural Heritage</b>	<b>CH</b>	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
<b>Landscape</b>	<b>L</b>	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention

## Section 4 Alternatives

### 4.1 Introduction

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme) are identified, described and evaluated for their likely significant effects on the environment. Summaries of the alternatives for the Plan and their assessment are provided below. The Proposed Material Alterations do not significantly affect the strategic alternatives for the Draft Plan.

### 4.2 Limitations in Available Alternatives

The preparation of a Local Area Plan for Old Connaught is a provision of the existing, already in force, Dún Laoghaire-Rathdown County Development Plan 2022-2028 which specifies various types of objectives which must be provided for by the Plan. The County Development Plan was prepared and adopted in accordance with the Planning and Development Act 2000 (as amended).

The alternatives available for the Plan are limited by the provisions of higher-level planning objectives, including those of the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region, the County Development Plan and various Ministerial Guidelines. These higher tier policy documents and guidelines set out various requirements for the content of the Local Area Plan.

### 4.3 Alternatives Description and Assessment Summary

#### 4.3.1 Local Area Plan Boundary Alternatives

Alternatives under this heading relate to consideration of the appropriate boundary to be brought forward for the Draft Local Area Plan. An indicative boundary for the Old Connaught Local Area Plan is set out in the County Development Plan 2022-2028. As part of work undertaken in preparation of the Draft LAP, an alternative to this boundary emerged that would include lands to the north of the Plan area. Alternatives considered relating to the Plan boundary comprise:

- **Local Area Plan Boundary - Alternative 1:** The first LAP boundary alternative is the implementation of the indicative boundary for the Old Connaught Local Area Plan as set out in the County Development Plan 2022-2028.
- **Local Area Plan Boundary - Alternative 2:** The second alternative comprises a revised boundary for the Local Area Plan which extends the indicative boundary to the north.

Under **Local Area Plan Boundary - Alternative 1** would not extend the indicative LAP boundary to the north to link with the southern part of Rathmichael at Crinken Lane. This would mean less integration of proposed Infrastructure Capacity Assessment Study's (ICAS's) Area Based Transport Assessment (ABTA) transport infrastructure into the south of the Rathmichael area. As a result, certain strategic transport infrastructure would not be incorporated into the Local Area Plan. Implementation of the indicative boundary for the Local Area Plan set out in the County Development Plan would provide less planning clarity and coherence for the delivery of potential long term transport infrastructure to support the planned growth of both Old Connaught and Rathmichael. This alternative would not benefit the integration of transport and land use planning to the same degree as "Local Area Plan Boundary - Alternative 2", with realisation of the sustainable urban village vision for Old Connaught, and associated benefits with respect to sustainable mobility, compact development, emissions and energy use, less likely to be achieved.

Under **Local Area Plan Boundary - Alternative 2** would link with the southern part of Rathmichael at Crinken Lane. This would better provide for the integration of proposed Infrastructure Capacity Assessment Study's (ICAS's) Area Based Transport Assessment (ABTA) transport infrastructure into the south of the Rathmichael area. As a result, certain strategic transport infrastructure could be incorporated under a single Local Area Plan. An extended Local Area Plan boundary would ensure greater planning clarity for the

delivery of potential long term transport infrastructure to support the planned growth of both Old Connaught and Rathmichael. This alternative would benefit the integration of transport and land use planning to a greater degree than would be the case under "Local Area Plan Boundary - Alternative 2", with realisation of the sustainable urban village vision for Old Connaught, and associated benefits with respect to sustainable mobility, compact development, emissions and energy use, more likely to be achieved.

#### Selected Local Area Plan Boundary for the Plan: Alternative 2

### 4.3.2 Ecosystem Services Approach Alternatives

The importance of fulfilling natural capital<sup>22</sup> and ecosystem<sup>23</sup> service obligations has increasingly emerged in recent years. An Ecosystems Services Approach would provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. An Ecosystems Services Approach would include the integration of ecological considerations at a local level across the Plan area.

- **Ecosystem Services Approach - Alternative 1:** A Plan that follows an Ecosystems Services Approach to a greater degree.
- **Ecosystem Services Approach - Alternative 2:** A Plan that that does not follow, or follows to a lesser degree, an Ecosystems Services Approach.

**Ecosystem Services Approach - Alternative 1** would integrate a strategy throughout the Plan for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way. Principles that would be integrated throughout the Plan, in a coordinated and comprehensive manner, would include:

- Consideration of natural systems - by using knowledge of interactions in nature and how ecosystems function;
- Taking into account of the services that ecosystems provide - including those that underpin social and economic well-being, such as flood and climate regulation or recreation, culture and quality of life; and
- Involving people - those who benefit from the ecosystem services and those managing them need to be involved in decisions that affect them.

This would mean that there would be:

- An increased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues, such as the management of air quality, noise pollution, light pollution, pollination, flood risk, water bodies and river basins and natural resources supporting energy production and recreation; and
- A decreased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

**Ecosystem Services Approach Alternative 2** would not integrate a strategy throughout the Plan for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

An amount of natural capital and ecosystem service issues would be integrated into individual Plan policies and objectives and into decision making at lower tiers of development management. However, this approach would be less coordinated and comprehensive than would be the case under an Alternative 1.

This would mean that there would be:

- A decreased likelihood in the extent, magnitude and frequency of positive effects occurring with regard to natural capital and ecosystem service issues; and
- An increased likelihood in the extent, magnitude and frequency of adverse effects on natural capital and ecosystem services.

<sup>22</sup> Renewable and non-renewable resources (e.g. plants, animals, air, water, soils, minerals).

<sup>23</sup> Ecosystems are multifunctional communities of living organisms interacting with each other and their environment. Ecosystems provide a series of services for human well-being (ecosystem services) either directly or indirectly contributing towards human well-being.

Selected Ecosystem Services Approach Alternative for the Plan: Alternative 1**4.3.3 Sustainable Urban Village – Services and Facilities - Alternatives**

The sustainable urban village concept is based on the premise that people should be able to access most of their living requirements within easy reach, preferably within walking distance of their homes. It involves the provision of primary schools, childcare, local shops and community and recreational facilities in conjunction with housing.

- **Sustainable Urban Village – Services and Facilities - Alternative 1:** Plan the build out of Old Connaught based on the concept of the sustainable urban village. Plan for a range of facilities and services to support so that people are able to access most of their day-to-day living requirements within the area including schools, childcare, local shops, community facilities, amenity and recreational facilities, whilst still acknowledging that not all services and facilities can be catered and would require travel to higher order centres.
- **Sustainable Urban Village - Services and Facilities – Alternative 2:** Plan for a minimal range of services and facilities in the local area and rely on people having to travel outside of the area to avail of day-to-day living requirements including schools, childcare, local shops, community facilities, amenity and recreational facilities.

Under **Sustainable Urban Village – Services and Facilities - Alternative 1** people would be able to access most of their living requirements within easy reach, within walking distance of their homes. Alternative 1 would contribute to the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with reduced car dependency and an increase in active travel, with associated positive benefits for the health and wellbeing of local communities. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water as a result of developing services and facilities would need to be adequately mitigated at project level – at locations within the Plan area.

Under **Sustainable Urban Village - Services and Facilities – Alternative 2** capacity would need to be found in existing or new facilities outside of Old Connaught. Alternative 2 would hinder the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with increased car dependency and stymied active travel and associated positive benefits for the health and wellbeing of local communities. This approach would reduce the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water as a result of developing services and facilities would need to be adequately mitigated at project level – in areas outside of the Plan area.

Selected Sustainable Urban Village – Services and Facilities Alternative for the Plan: Alternative 1**4.3.4 Approach to Site Development Frameworks Alternatives**

The land use zoning objectives for the Plan area are set out in the County Development Plan 2022-2028. The LAP lands extend in total to circa. 219 hectares comprising 68 hectares of land zoned Objective 'A1', *"To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans"*; 134 hectares of land zoned Objective 'GB', *"To protect and enhance the open nature of lands between urban areas"*; 12 hectares of land zoned Objective 'F', *"To preserve and provide for open space with ancillary active recreational amenities"* and 0.44 hectares of land zoned Objective 'SNI', *"To protect, improve and encourage the provision of sustainable neighbourhood infrastructure"*. In addition, lands to the north and south of Allies River Road are identified in the CDP as a 'Strategic Land Reserve'. The Strategic Land Reserve lands are zoned Objective 'GB' and not currently zoned for residential development.

The alternatives under this heading relate to the incorporation of Site Development Frameworks that would provide guidance for future planning applications across the LAP area.

- **Approach to Site Development Frameworks - Alternative 1:** Do not include Site Development Frameworks that would provide location specific guidance for future planning

applications across the LAP lands. Development would be market-led and would seek to comply with relevant planning provisions in the absence of additional guidance.

- **Approach to Site Development Frameworks - Alternative 2:** Include Site Development Frameworks that would provide location specific guidance for future planning applications across the LAP area, that would be specific enough to secure certain objectives (land use / density / active travel etc.) while flexible enough to allow for a range of acceptable design solutions (detailed design / materials / form).
- **Approach to Site Development Frameworks - Alternative 3:** Include Site Development Frameworks that would outline overly prescriptive criteria which would not allow for flexibility in final design for future planning applications across entirety of LAP lands.

A Local Area Plan for Old Connaught, would help to facilitate development in an area that has capacity for development and can be better serviced and better connected than other lands elsewhere in the County and beyond, thereby contributing towards environmental protection and sustainable development, including climate mitigation and adaptation. Compact development would be accompanied by placemaking initiatives to enable Old Connaught to become a more desirable place to live – so it can sustainably accommodate new residents and maintain and improve services to existing and future communities.

Not including Site Development Frameworks that would provide location specific guidance for future planning applications at Key Development Sites (**Approach to Site Development Frameworks - Alternative 1**) would reduce the likelihood of sustainable development. Development would be market-led and would seek to comply with relevant planning provisions in the absence of additional guidance. The sustainable development of the Plan area would be less likely than under Alternative 2.

By including Site Development Frameworks that would provide location specific guidance for future planning applications across the LAP area, that would be specific enough to secure certain objectives (land use / density / active travel etc.) while flexible enough to allow for a range of acceptable design solutions (detailed design / materials / form), **Approach to Site Development Frameworks - Alternative 2** would increase the likelihood of sustainable development.

Including Site Development Frameworks that would outline overly prescriptive criteria which would not allow for flexibility in final design for future planning applications across entirety of LAP lands (**Approach to Site Development Frameworks - Alternative 3**) would increase the potential to hinder compliance with rigid criteria in the longer term, in a context of evolving market needs and planning requirements.

Selected Approach to Site Development Frameworks Alternative for the Plan: Alternative 2

### 4.3.5 Residential Density - Alternatives

Density is defined as the intensity of development on any given area of land. It can have a significant influence on the quality of a development and successful placemaking. Alternatives identified in relation to residential density include:

- **Residential Density - Alternative 1:** Application of a market-led approach where residential density is assessed at planning application stage having regard to relevant planning provisions in the absence of additional area-specific guidance.
- **Residential Density - Alternative 2:** Application of a single standard density across the whole Plan area to calculate the potential residential yield relating to land zoned for residential purposes for the Core Strategy.
- **Residential Density - Alternative 3:** Application of a coherent plan-led approach to the assessment of residential density and identify different densities at different locations throughout the LAP area, as appropriate, having regard to the environmental considerations of the Plan area (e.g. cultural heritage / topography), the planned development of the area (proximity to planned public transport and services), policy provision of the County Development Plan and the Compact Settlement Guidelines.

Under **Residential Density - Alternative 1** individual proposals for development would be assessed against the existing provisions from the County Development Plan, including the taking into account of



environmental considerations of the Plan area (e.g. cultural heritage / topography), the planned development of the area (proximity to planned public transport and services) and the Compact Settlement Guidelines. There would be reduced coherence in comparison to Alternative 3, for example, and an absence of village specific density guidance and requirements for Old Connaught. High quality development and successful placemaking would be more dependent on the market and more challenging to achieve.

The Application of a single standard density across the whole Plan area in order to calculate the potential residential yield relating to land zoned for residential purposes for the Core Strategy (**Residential Density - Alternative 2**) could lead to the potential over or undersupply of land for primarily residential purposes. The application of a singular low net residential density could fundamentally undermine the efficient use of land, compact growth and the transition towards a low carbon and more climate resilient society. This would have the potential to push new development towards more environmentally sensitive lands outside of the Plan area that are less well-served and less well-connected, resulting in unnecessary potentially significant adverse effects on all environmental components. The application of a singular high net residential density could result in a potential mis-alignment between the supply of zoned land to meet the projected demand for new housing. This could result in a misalignment between new development and essential services provision with associated potential for adverse effects on environmental components. Residential development occurring would likely to be of a lower quality and successful placemaking would be more challenging to achieve.

**Residential Density - Density Alternative 3** would provide for the application of a coherent plan-led approach to the assessment of residential density and identification of different densities at different locations throughout the LAP area, as appropriate, having regard to the environmental considerations of the Plan area (e.g. cultural heritage / topography), the planned development of the area (proximity to planned public transport and services), policy provision of the County Development Plan and the Compact Settlement Guidelines. This alternative would contribute towards environmental protection and management to the greatest degree, with a higher quality of development and successful placemaking more likely to be achieved. Higher densities would be provided where sustainable transport mode opportunities are planned and lower densities would be provided where constraints are presented by, for example, cultural heritage designations or topography. This approach would contribute towards the efficient use of land, compact growth and the transition towards a low carbon and more climate resilient society. Alternative 3 would help to ensure compact, sustainable development within and adjacent to the existing built-up footprint and would conflict with the protection and management of environmental components the least. Alignment between new development and essential services provision would be most likely under Alternative 3.

Selected Residential Density Alternative for the Plan: Alternative 3

#### 4.3.6 Built Heritage - Alternatives

Old Connaught is rich in heritage that contributes positively to the identity and unique sense of place in the area. Heritage includes both built heritage and archaeological heritage. The conservation and preservation of this heritage is important for the County in terms of protecting the existing heritage and ensuring that new development respects the historic grain of the built environment and archaeology that currently exists. These alternatives consider the degree to which built heritage and conservation are provided for at a local level in Old Connaught.

- **Built Heritage - Alternative 1:** A Plan that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage.
- **Built Heritage - Alternative 2:** A Plan that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage, relying solely on existing provisions, including those set out in the County Development Plan.

A Plan that adds detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage (**Built Heritage Alternative 1**) would further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By integrating heritage considerations into the Plan, Alternative 1 would be most likely to

ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

A Plan that does not add detailed, local-level provisions to the existing planning framework relating to the conservation of built heritage and archaeological heritage, relying solely on existing provisions, including those included as part of the County Development Plan (**Built Heritage Alternative 2**) would not further contribute the protection of existing heritage that is already contributed towards by the existing planning framework. By not integrating built and archaeological heritage considerations into the Plan, Alternative 2 would be least likely to ensure that new development respects the historic grain of the built environment and archaeology that currently exists.

Selected Built Heritage Alternative for the Plan: Alternative 1

#### 4.3.7 Area Based Transport Assessment Alternatives

- **Area Based Transport Assessment - Alternative 1:** Inform the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes.
- **Area Based Transport Assessment - Alternative 2:** Do not inform the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, relying solely on existing provisions, including those included as part of the County Development Plan. The Development Plan policy objectives are also focused on the ASI - Avoid Improve and Shift approach, but specific interventions such as those proposed in the LAP are not set out.

Informing the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes (Area Based Transport Assessment 1), would provide a more coordinated and more orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, more likely. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water would need to be adequately mitigated at project level.

Area Based Transport Assessment Alternative 1 would:

- Support greater alignment between and integration of land use planning and transport planning;
- Ensure the assessment of transport demand and its associated impact informs the scale of development proposals, including location, density, required transport infrastructure etc.;
- Facilitate a greater shift towards a more sustainable, healthy, and low carbon-built environment;
- Prioritise of active travel measures and considerations in the formulation of development proposals, including the consideration of suitable land for development;
- Promote and encourage a modal shift from the private car to walking and cycling, particularly for short to medium distance trips;
- Prioritise walking, cycling and public transport accessibility;
- Result in improvements in the built environment for the safety and security of those walking and cycling; and
- Potentially reduce traffic congestion at peak traffic times, improving road network reliability.

Alternative 1 would be more likely to result in more connected and accessible built environments, with associated positive benefits for the health and wellbeing of local communities. Alternative 1 would contribute to the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with reduced car dependency and an increase in sustainable travel such as walking and cycling.

Not informing the Plan with an Area Based Transport Assessment, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes (Area Based Transport Assessment Alternative 2), would provide a less coordinated and less orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, less likely. This approach would be less likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse

impacts arising from more coherently planned transport developments on environmental components, including ecology and water, could be mitigated at both Plan and project level.

Area Based Transport Assessment Alternative 2 would:

- Increase the potential for land use planning and developments aspects of the Plan to be considered in isolation of transport planning considerations;
- Mean that the assessment of existing traffic, transport, and movement conditions within the Plan area would not be taken into account in the formulation of policies and objectives;
- Undermine ability to plan for efficient movement of people and services within the Plan area;
- Limit the ability and scope to plan for required transport interventions in the Plan area;
- Not inform site specific transport assessment for development proposals with a Local Transport Plan; and
- Reduce support for modal shift from private car travel to active travel, including walking and cycling.

There would be greater potential for the existing pattern of car dependency to continue and increase under Alternative 2. Alternative 2 would undermine policies and objectives supporting climate action and the transition to a more low-carbon urban environment. There would be potential for negative impacts on the health and wellbeing of local communities due to absence of measures for targeted active travel infrastructure.

Selected Area Based Transport Assessment Alternative for the Plan: Alternative 1

### 4.3.8 Infrastructure Capacity Assessment Study Alternatives

The lands at Old Connaught are identified as tier 2 zoned lands – lands that are not considered sufficiently serviced to support new development. An Infrastructure Capacity Assessment Study (ICAS) identifies the strategic enabling infrastructure to facilitate the plan-led development of Old Connaught. The range of strategic enabling infrastructure elements considered in the ICAS include transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

- **Infrastructure Capacity Assessment Study - Alternative 1:** Inform the Plan with an Infrastructure Capacity Assessment Study, which identifies the proposed high-level strategic enabling infrastructure required to facilitate plan-led development of Old Connaught and includes a phasing programme so that key elements of strategic infrastructure are delivered in tandem with development.
- **Infrastructure Capacity Assessment Study - Alternative 2:** Do not inform the Plan with an Infrastructure Capacity Assessment Study and rely solely on existing provisions, including those included as part of the County Development Plan, assessing strategic enabling infrastructure requirements at the planning application stage.

**Infrastructure Capacity Assessment Study - Alternative 1** would benefit the efficient provision of infrastructure (including transport, green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure and utilities) and the protection and management of the environment (including water, human health, ecology and air/climate) the most and would provide the highest levels of certainty and coherence to both decision makers and stakeholders, including residents and potential developers. Applications for developments would be more likely to be successful, and residual adverse effects would be least likely. This approach would also contribute towards compliance with the objectives of the National Planning Framework, the RSES and the County Development Plan.

**Infrastructure Capacity Assessment Study - Alternative 2** would benefit the efficient provision of infrastructure (including transport, green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure and utilities) and the protection and management of the environment (including water, human health, ecology and air/climate) the least and would provide reduced levels of certainty and coherence to both decision makers and stakeholders, including residents and potential developers. Applications for developments would be less likely to be successful, and residual adverse effects would be more likely. This approach would hinder the achievement of policies and objectives contained in the National Planning Framework, the RSES and the County Development Plan.

Selected Infrastructure Capacity Assessment Study Alternative for the Plan: Alternative 1**4.3.9 Strategic Infrastructure Alternatives**

In integrating provisions relating to strategic infrastructure into the Plan, the following alternatives were considered:

- **Strategic Infrastructure - Alternative 1:** Provide new strategic infrastructure with all additional environmental mitigation left to be defined until project level.
- **Strategic Infrastructure - Alternative 2:** Provide new strategic infrastructure, subject to environmental constraints, including those related to habitats and potential impacts such as disturbance from lighting – including minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques.

Under **Strategic Infrastructure Alternative 1**, new strategic infrastructure would be considered subject to environmental constraints, including those related to habitats and potential impacts (e.g. disturbance from lighting). This would include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques. By focusing on mitigation at both plan and project levels, Alternative 1 would offer the most certainty for environmental protection and management and would be more likely to result in important individual projects (relating to sustainable mobility and emissions/energy objectives) receiving permission.

Under **Strategic Infrastructure Alternative 2**, all additional environmental mitigation would be left to be defined in the future, at project level. This would offer the least certainty for environmental protection and management and would be more likely to result in important individual projects (relating to sustainable mobility and emissions objectives) not been given permission.

Selected Strategic Infrastructure Alternative for the Plan: Alternative 1**4.3.10 ICAS/ABTA Transport Package Alternatives<sup>24</sup>**

The Infrastructure Capacity Assessment Study's (ICAS's) Area Based Transport Assessment (ABTA) methodology involved an initial options development process, for which transport options were developed. These 'Long List' transport options and high-level land use scenarios were screened to form a short list of options which were packaged into scenarios that seek to address the transportation requirements of the LAP areas. These transportation packages were then assessed using a Multi-Criteria Assessment process to establish the merits and drawbacks of each scenario and to identify a preferred transport strategy.

The transport packages are elaborated upon further in the ICAS/ABTA documentation and are summarised as follows:

- **Transport Package 1:** This option focuses on the provision of new connections to surrounding areas for different modes. Three additional active travel only connections are proposed, one north of the M11 junction 6 connecting Old Connaught to Woodbrook and the proposed DART station, one to the south of Old Connaught Avenue and one to the south-east of the LAP area, connecting to Fassaroe.
- **Transport Package 2:** This package removes the proposed new north-south road along the eastern edge of the LAP area, instead relying on the upgrading of Ferndale Road and Old Connaught Avenue. This package maintains the proposed public transport/active travel priority zone in the centre of Old Connaught Village, along with the proposed active travel bridges across the M11 and proposed busway to Fassaroe.
- **Transport Package 3:** This package proposes the elimination of through traffic along Old Connaught Avenue, likely in the form of bus gates positioned adjacent to the junction of Ferndale Road and Thornhill Road, as well as along the M11 bridge. This would create a public transport and active travel priority route along the length of Old Connaught Avenue. Vehicular traffic would instead be shifted to the periphery of Old Connaught, through a new link created to the north of M11 Junction 5.

<sup>24</sup> Informed by the information from the Infrastructure Capacity Assessment Study for Old Connaught and Rathmichael Reports (Dún Laoghaire-Rathdown County Council, 2024)

- **Transport Package 4:** As with Package 3, this package proposes the elimination of through-traffic along Old Connaught Avenue, likely in the form of a bus gate along the M11 bridge. In this package, no new road connection would be constructed, and vehicular traffic would be diverted either to Crinken Lane in the north, or south to Fassaroe, where the previously proposed busway would instead also take general vehicular traffic.
- **Transport Package 5:** This package proposes to utilise Old Connaught Avenue as the primary circulation route for general traffic, as opposed to the use of circulation routes around the periphery of Old Connaught Village. This would require upgrading of Old Connaught Avenue along its length, along with the provision of a new active travel bridge alongside the existing bridge over the M11.

The Transport Package Alternatives were ranked against Key Performance Indicators (KPIs) on a five-point coloured scale. Table 4.1 describes the KPI criteria used, along with the rationale for each scoring colour for each criterion. Table 4.2 provides a summary of the Multi Criteria Assessment (MCA) of ICAS/ABTA Transport Package Alternatives against Transport KPI Criteria.

Most of the packages generally score well in terms of the Transport KPIs. Packages 3 and 4 score particularly well in terms of pedestrian and cycle network connectivity, largely as a result of the proposed active travel and public transport only link proposed along Old Connaught Avenue, providing for the most direct connection between Old Connaught and Bray. Package 4 scores better in terms of the expected mode split favouring sustainable modes, this is due to the lack of direct vehicular road provision across the M11, which is expected to favour sustainable modes to a greater degree than other options still allow for a direct vehicular link. Package 4 however, scores worse in terms of the network accommodating the expected demand, due to a lack of direct road connection between Old Connaught and Bray. Package 1 generally performs well across the transport criteria, with no negative categorisation given to any of the criteria, although no dark green given either. Package 2 similarly is given no red classifications but is given fewer green scores than package 1.

In terms of environmental criteria, due to the proposed construction of a new bridge across the Ballyman Glen in close proximity to the SAC, each of the options are marked as having a potential significant impact on biodiversity. Package 5 scores particularly poorly on protection and enhancement of archaeology and cultural heritage due to the required road upgrades along Old Connaught Avenue.

From these results, Package 3 is seen as the preferred scenario, with package 4 being the next preferred option, followed by Package 1. Package 3 is combined with the preferred package for Rathmichael and adjustments will be made to further integrate the proposed measures into the overall LAP area strategy, accounting for the spatial requirements of other infrastructural and housing proposals in the areas.



**Table 4.1 KPI Criteria and Scoring Rationale for ICAS/ABTA Transport Package Alternatives**

		Scoring Colour				
Criteria						
Transport	Availability of an attractive and safe pedestrian network linked to internal and external opportunities	No services within 10-minute walking distance	Few services within 10-minute walking distance	Some services within 10-minute walking distance	Many services within 10-minute walking distance	All necessary services within 10-minute walking distance
	Availability of a safe cycle route network linked to internal and external opportunities	No services within 10-minute cycling distance	Few services within 10-minute cycling distance	Some services within 10-minute cycling distance	Many services within 10-minute cycling distance	All necessary services within 10-minute cycling distance
	High level of permeability and reduction of walking and cycling distance and time	Cycling and walking catchments very restricted	Cycling and walking catchments restricted	Cycling and walking catchments somewhat restricted	Cycling and walking catchments less restricted	Cycling and walking catchments unrestricted
	LAP areas linked to adjacent centres and key transport interchanges through Public Transport	LAP areas not connected to any adjacent centres/key public transport interchanges	LAP areas each connected to only one adjacent centres/key public transport interchanges	LAP areas each connected to 2 adjacent centres/key public transport interchanges	LAP areas each connected to 3 adjacent centres/key public transport interchanges	LAP areas directly connected to all adjacent centres/key public transport interchanges
	Public transport stops within 10-minute walking distance	<50% of residential area within 10-minute walking distance of a public transport stop	50-60% of residential area within 10-minute walking distance of a public transport stop	60-70% of residential area within 10-minute walking distance of a public transport stop	70-80% of residential area within 10-minute walking distance of a public transport stop	>80% of residential area within 10-minute walking distance of a public transport stop
	Mode split which favours sustainable modes over car usage when compared to the existing situation	Expected increase in car mode share	No expected change in car mode share	Minor expected decrease in car mode shift (<10%)	Moderate expected decrease in car mode shift (10-30%)	Major expected decrease in car mode shift (>30%)
	Proposed road network accommodates expected demand for sustainable transport modes	Demand greatly outweighs capacity	Demand somewhat outweighs capacity	Demand and Capacity are equal	Capacity somewhat outweighs demand	Capacity greatly outweighs demand
Environmental	Protection and enhancement of biodiversity	Significant negative impact on biodiversity expected	Slight-moderate negative impact on biodiversity expected	No impact on biodiversity expected	Slight-Moderate positive impact on biodiversity expected	Significant positive impact on biodiversity expected
	Protection of water quality and water resources (e.g. aquifers, groundwater, streams and rivers)	Significant negative impact on water quality/water resources expected	Slight-moderate negative impact on water quality/water resources expected	No impact on water quality/water resources expected	Slight-Moderate positive impact on water quality/water resources expected	Significant positive impact on water quality/water resources expected
	Improvement of air quality and reduction in noise pollution	Significant negative air/noise impact expected	Slight-moderate air/noise impact expected	No significant air/noise impact expected	Slight-Moderate positive impact on air/noise environment	Significant positive impact on air/noise environment
	Reduction in Emissions	Significant increase in emissions expected	Slight-moderate increase in emissions expected	No significant emissions impact expected	Slight-Moderate decrease in emissions expected	Significant decrease in emissions expected
	Protection and enhancement of archaeology and cultural heritage	Significant negative impact on archaeology, architectural or cultural heritage expected	Slight-moderate negative impact on archaeology, architectural heritage or cultural heritage expected	No impact on archaeology, architectural or cultural heritage expected	Slight-Moderate positive impact on archaeology, architectural or cultural heritage expected	Significant positive impact on archaeology, architectural or cultural heritage expected

**Table 4.2 Summary of MCA of Transport Package Alternatives against KPI Criteria**

	KPIs	Package 1	Package 2	Package 3	Package 4	Package 5
Transport	Availability of an attractive and safe pedestrian network linked to internal and external opportunities					
	Journey time and distance reduction for sustainable modes of transport					
	Availability of a safe cycle route network linked to internal and external opportunities					
	High level of permeability and reduction of walking and cycling distance and time					
	LAP areas linked to adjacent centres and key transport interchanges through Public Transport					
	Public transport stops within 10-minute walking distance					
	Mode split which favours sustainable modes over car usage when compared to the existing situation					
	Impact on National Road Network					
	Proposed road network accommodates expected demand					
Environmental	Protection and enhancement of biodiversity					
	Protection of environmentally sensitive areas (e.g. aquifers, groundwater, streams and rivers)					
	Improvement of air quality and reduction in noise pollution					
	Protection and enhancement of archaeology and cultural heritage					
	Impact on Emissions					

## 4.4 Selected Alternative for the Plan

Selected alternatives for the Draft Plan, to which the Proposed Material Alterations relate, from each of the types of alternatives that emerged from the planning/SEA process are indicated above.

These alternatives have been chosen for the Draft Plan having regard to both:

1. The environmental effects that are identified by the SEA and are summarised above; and
2. Planning – including social and economic – effects that also are considered.

## Section 5 Summary of Effects arising from Plan

A summary of the likely significant environmental effects arising from the Proposed Material Alterations that were subject to SEA is provided on Table 5.1.

Furthermore, Appropriate Assessment (AA) Screening and Stage 2 AA are being undertaken alongside the preparation of the Plan.

AA is an impact assessment process concerning *Natura 2000*, or *European*, sites - these sites have been designated or proposed for designation by virtue of their ecological importance. The Habitats Directive<sup>25</sup>, its transposing Birds and Natural Habitats Regulations 2011 (as amended) and the Planning and Development Act 2000 (as amended) provide the requirement to screen for likely significant effects on European Sites. As the Screening for AA process undertaken on the Draft Plan determined that the Draft Plan has the potential to have likely significant effects on European sites, a Stage 2 AA was required. The findings of the Stage 2 AA are detailed in an AA Natura Impact Report that was placed on public display alongside the Draft Plan.

Screening for AA has been undertaken on the Proposed Material Alterations and this process has demonstrated that Stage 2 AA for the Proposed Material Alterations is not required – the Screening for AA for Proposed Material Alterations to the Old Connaught Draft Local Area Plan 2025 contains this information, has informed this SEA and accompanies the Proposed Material Alterations.

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Local Area Plan. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014.

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<sup>25</sup> Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora  
CAAS for Dún Laoghaire-Rathdown County Council

**Table 5.1 Overall Findings – Summary of Effects arising from Proposed Material Alterations that are subject to SEA**

<b>Proposed Material Alterations No.<sup>26</sup></b>	<b>Commentary</b>
MA 20	<p>This Alteration proposes “that arrangements are put in place to upgrade the Wilford roundabout on the R119 to a standard which is suitable for existing and projected traffic volumes in the area and that this work commences <u>before</u> the modal filter is put in place on Old Connaught Avenue”.</p> <p>Old Connaught is currently relying on a single east-west transport bridge at Old Connaught Avenue for all modes. The increase in traffic volume at Old Connaught would lead to a situation where it would be unsafe to mix traffic and cycling along Old Connaught Avenue without designated cycling infrastructure or alternative transport intervention. The proposed bus gate at Old Connaught Avenue bridge comprises an important transport intervention to support the provision of all transport modes.</p> <p>Under the transport strategy for Old Connaught, east-west vehicular movement across the N11 is proposed to shift from the existing route along Old Connaught Avenue to a new road and bridge. This would allow for a public transport and active travel priority street to be formed along Old Connaught Avenue, through the introduction of a bus gate at Old Connaught Avenue bridge. The proposed bus gate would reduce traffic volume on Old Connaught Avenue and allow for the safer mixing of vehicles and bicycles along Old Connaught Avenue and improve bus efficiency from Old Connaught to Bray.</p> <p>As stated in Section 6.6.3 of the Draft Plan, it is intended that the bus gates at Old Connaught will only be introduced subsequent to the delivery of the requisite road infrastructure to support their implementation. Furthermore, as provided under Draft Plan Objective TM6, “Proposals for filtered permeability interventions will be subject to detailed design and development and will incorporate public engagement as part of the process.”</p> <p>It is considered that the Draft Plan already includes the appropriate framework and consultation strategy for phasing the introduction of the proposed bus gates at Old Connaught. As noted, the proposed bus gate is fundamental to achieving the overarching transport strategy for all modes at Old Connaught. <u>It is considered that the proposed alteration would introduce uncertainty regarding the phasing of the proposed bus gate which could affect the optimal sequencing of transport interventions.</u></p> <p>Taking all of the above into account, the Proposed Material Alteration would not provide the most evidence-based framework for development and has the potential to undermine sustainable development and proper planning.</p> <p>The Proposed Material Alteration would make the achievement of the public transport and active travel objectives in the Plan less likely thereby hindering increased use in associated modes and conflicting with targets relating to reducing greenhouse gas emissions. There would be a greater potential for the capacity of the local transport network to be exceeded, leading to traffic (and associated emissions to air and potential interactions with human health).</p> <p>The Proposed Material Alteration would therefore be contrary to the ‘ten-minute neighbourhood’ concept upon which the Draft Plan is based. This ‘ten-minute neighbourhood’ concept incorporates the principle of a sustainable urban village, in terms of being able to walk or cycle or use public transport to neighbourhood support facilities within a ten-minute timeframe.</p>
MA 26	<p>The Draft Plan’s overarching phasing strategy for Old Connaught comprises three phases/geographic areas - Phases A, B and C. The necessary infrastructure required to support residential development in these areas is not limited by these boundaries and in many cases extends or is located outside of the boundaries. The phasing strategy is broadly summarised as follows:</p> <ul style="list-style-type: none"> <li>Phase A – These lands are considered sequentially preferable for the first phase of development at Old Connaught, with potential to deliver c. 850-1,000 new homes. Phase A incorporates two sub-phases: sub-phase 1 and sub-phase 2.</li> <li>Phase B – These lands are considered sequentially preferable for the second phase of development at Old Connaught with potential to deliver c. 1,300-1,400 new homes.</li> <li>Phase C – These lands are considered sequentially preferable for a potential third phase of residential development at Old Connaught with potential to deliver c. 1,050 new homes.</li> </ul>

<sup>26</sup> For detail on Proposed Material Alterations please refer to Proposed Material Alterations document.

This Alteration proposes that the phasing of the lands in the Southern Character Area and required infrastructure is changed from Phase B to Phase A (sub-phase A2) in the Phasing and Implementation section of the Plan.

Based on proposed densities in the Draft Plan, the residential yield of the Southern Character Area would comprise an additional approx. 454-605 new homes. The Proposed Material Alteration would therefore allow for the progression of c. 1,304-1,605 new homes under Phase A (instead of the c. 850-1,000 new homes provided for by the Draft Plan).

All residential yield figures provided would be affected by the adoption of other Proposed Material Alterations and/or further modifications, such as those relating to densities and land uses; foreseeable changes would not change the outcome of the qualitative assessment provided.

A key difference arises in the infrastructural phasing requirements for new homes in the Southern Character Area between the Draft Plan and the Proposed Material Alteration:

- Under the Draft Plan, new homes in the Southern Character Area would be within Phase B. In order for permission to be granted for these new homes under the Draft Plan, works would need to have commenced on the new road and bridge over the N11 to Dublin Road (including link road connections to Old Connaught Avenue and Ferndale Road) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme (as per Table 11.2 "Old Connaught Phase B – Infrastructure Phasing Table").
- Under the Proposed Material Alteration, new homes in the Southern Character Area would be within Phase A (sub-phase A2). In order for permission to be granted for these new homes, planning permission would merely need to be in place for the new road and bridge over the N11 to the Dublin Road (including link connections) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme (as per Table 11.1 "Old Connaught Phase A – Infrastructure Phasing Table").

As detailed in the Draft Plan: "Of particular importance to support the sustainable development of the Old Connaught LAP area is the progression of the proposed new road and bridge over the N11 to the Dublin Road (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme). This comprises an important step towards delivering the overarching vehicular movement strategy for the area. The 'early stage' progression of this strategic transport infrastructure is fundamental to ensure the proper planning and sustainable development of Phase A 'sub-phase 2', and subsequent development phases across the Draft Plan area."

Taking all of the above into account, this Proposed Material Alteration would not provide the most evidence-based framework for development and has the potential to undermine sustainable development and proper planning.

There would be a greater likelihood that the construction and occupation of new homes would occur:

- earlier than the important new road and bridge over the N11 to the Dublin Road (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme); or
- in the absence of any development of any such new road or bridge.

This would mean that there would be a greater demand on the existing road network to accommodate higher numbers of journeys from cars generated by the new homes. A higher number of journeys by car and delayed implementation of active travel measures would: contribute towards increases in greenhouse gas emissions; and have greater potential to exceed the capacity of the local transport network, leading to traffic (and associated emissions to air and potential interactions with human health).

The Proposed Material Alteration would therefore be contrary to the 'ten-minute neighbourhood' concept upon which the Draft Plan is based. This 'ten-minute neighbourhood' concept incorporates the principle of a sustainable urban village, in terms of being able to walk or cycle or use public transport to neighbourhood support facilities within a ten-minute timeframe.



## Section 6 Mitigation and Monitoring Measures

### 6.1 Mitigation

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing the Plan. Various environmental sensitivities and issues have been communicated to the Council through the SEA, Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) processes. These measures also apply to Proposed Material Alterations. By integrating related recommendations into the Draft Plan, the Council has ensured that both the beneficial environmental effects of implementing the Plan have been and will be maximised and that potential adverse effects have been and will be avoided, reduced or offset.

Mitigation was achieved through:

- Strategic work undertaken by the Council to ensure evidence-based planning <sup>27</sup>;
- Considering alternatives for the Plan, to which the Proposed Material Alterations relate<sup>28</sup>;
- The integration of individual SEA, AA and SFRA provisions into the text of the Plan, to which the Proposed Material Alterations relate; and
- The integration of individual provisions into the text of the existing, already in force, County Development Plan.

### 6.2 Monitoring

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. Monitoring is based around indicators that allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified at Table 3.1 and used in the evaluation. Monitoring indicators, targets, sources and remedial action is provided at Table 6.1 overleaf.

<sup>27</sup> In preparing the Draft Plan, information relating to various sectors, from different Departments within the Councils and from different bodies and organisations, was gathered and analysed, contributing towards the development of evidence-led Plan provisions. This work included preparing the following studies and assessments: an Infrastructure Capacity Assessment Study; an Area Based Transport Assessment; a Community Infrastructure Audit; a Strategic Environmental Assessment, the findings of which are provided in this Environmental Report; an Appropriate Assessment; and a Strategic Flood Risk Assessment.

<sup>28</sup> Although strategic alternatives in relation to the content of the Plan were significantly limited for the Plan (see Section 4), as part of the Plan preparation/SEA process alternatives for the Plan were considered. These alternatives were assessed by the SEA process and the findings of this assessment informed the selection of alternatives for the Plan, facilitating an informed choice with respect to the type of Plan that was prepared and placed on public display.

**Table 6.1 Indicators, Targets, Sources and Remedial Action**

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>29</sup>
<b>Biodiversity, Flora and Fauna</b>	BFF	<ul style="list-style-type: none"> <li>Condition of European sites</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species</li> <li>Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources</li> </ul>	<ul style="list-style-type: none"> <li>DHLGH report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive (every 6 years)<sup>30</sup></li> <li>DHLGH National Birds Directive Monitoring Report for the under Article 12 (every 6 years)<sup>31</sup></li> <li>Internal review of local land use plans</li> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where condition of European sites is found to be deteriorating this will be investigated with the Regional Assembly and the DHLGH to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.</li> </ul>
		<ul style="list-style-type: none"> <li>Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of local land use plans</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
		<ul style="list-style-type: none"> <li>SEAs and AAs as relevant for new Council policies, plans, programmes etc.</li> </ul>	<ul style="list-style-type: none"> <li>Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of new Council policies, plans, programmes etc. under the County Development Plan</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
		<ul style="list-style-type: none"> <li>Status of water bodies</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>	<ul style="list-style-type: none"> <li>Included under Water below</li> </ul>
		<ul style="list-style-type: none"> <li>Compliance of planning permissions with Plan measures providing for the protection of Biodiversity and flora and fauna – see County Development Plan Chapter 8 “Green Infrastructure and Biodiversity” and Local Area Plan Chapter 7 “Green Infrastructure and Biodiversity”</li> </ul>	<ul style="list-style-type: none"> <li>For planning permission to be only granted when applications demonstrate that they comply with all Plan measures providing for the protection of biodiversity and flora and fauna – see County Development Plan Chapter 8 “Green Infrastructure and Biodiversity” and Local Area Plan Chapter 7 “Green Infrastructure and Biodiversity”</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>

<sup>29</sup> Where remedial action is required, consultations with government agencies (e.g. DECC, DT, EPA, HSE, NPWS, Regional Assembly, Uisce Éireann) may be undertaken in order to confirm causes of any identified changes in the environment and in order to develop appropriate responses.

<sup>30</sup> Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

<sup>31</sup> Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

## SEA Environmental Report Appendix III: Non-Technical Summary

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>29</sup>
<b>Population and Human Health</b>	PHH	<ul style="list-style-type: none"> <li>Implementation of Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 6 "Enterprise and Employment Strategy"</li> </ul>	<ul style="list-style-type: none"> <li>Progress in successfully implementing Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 6 "Enterprise and Employment Strategy"</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> <li>Consultations with DCEE</li> </ul>
		<ul style="list-style-type: none"> <li>Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>No spatial concentrations of health problems arising from environmental factors as a result of implementing the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Review of published information from the Health Service Executive and EPA</li> <li>Internal consultations with the Council's Environment Department</li> </ul>	<ul style="list-style-type: none"> <li>Consultations with the Health Service Executive and EPA</li> </ul>
		<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.</li> </ul>
		<ul style="list-style-type: none"> <li>Number of spatial plans that include specific green infrastructure mapping</li> </ul>	<ul style="list-style-type: none"> <li>Require all local level land use plans to include specific green infrastructure mapping</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of local land use plans</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
<b>Soil (and Land)</b>	S	<ul style="list-style-type: none"> <li>Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)</li> </ul>	<ul style="list-style-type: none"> <li>Maintain built surface cover nationally to below the EU average of 4% as per the NPF</li> <li>In accordance with National Policy Objectives 2a of the National Planning Framework, achieve the 50% target for all new homes within and adjacent to the existing built-up footprint of Dún Laoghaire-Rathdown</li> <li>To map brownfield and infill land parcels</li> </ul>	<ul style="list-style-type: none"> <li>EPA Geoportal</li> <li>Compilation of greenfield and brownfield development for the DHLGH</li> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where the proportion of growth on infill and brownfield sites is not keeping pace with the targets set in the NPF and the RSES, the Council will liaise with the Regional Assembly to establish reasons and coordinate actions to address constraints to doing so.</li> </ul>
		<ul style="list-style-type: none"> <li>Instances where contaminated material generated from brownfield and infill must be disposed of</li> </ul>	<ul style="list-style-type: none"> <li>Dispose of contaminated material in compliance with EPA guidance and waste management requirements</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission where contaminated material must be disposed of</li> </ul>	<ul style="list-style-type: none"> <li>Consultations with the EPA and Development Management</li> </ul>
		<ul style="list-style-type: none"> <li>Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission</li> </ul>	<ul style="list-style-type: none"> <li>Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>

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Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>29</sup>
<b>Water</b>	<b>W</b>	<ul style="list-style-type: none"> <li>Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD</li> </ul>	<ul style="list-style-type: none"> <li>Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status'</li> <li>Implementation of the objectives of the River Basin Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>EPA Monitoring Programme for WFD compliance <sup>32</sup></li> </ul>	<ul style="list-style-type: none"> <li>Where water bodies are failing to meet at least good status this will be investigated with the DHLGH Water Section, the EPA Catchment Unit, the Regional Assembly and, as relevant, Uisce Éireann to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.</li> <li>Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.</li> </ul>
		<ul style="list-style-type: none"> <li>Number of incompatible developments permitted within flood risk areas</li> </ul>	<ul style="list-style-type: none"> <li>Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where planning applications are being permitted on flood zones, the Council will ensure that such grants are in compliance with the Flood Risk Management Guidelines and include appropriate flood risk mitigation and management measures.</li> </ul>
<b>Material Assets</b>	<b>MA</b>	<ul style="list-style-type: none"> <li>Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated</li> <li>Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Plan</li> </ul>	<ul style="list-style-type: none"> <li>All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Plan</li> <li>Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive</li> <li>Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure</li> <li>See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.</li> </ul>
		<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.</li> </ul>

<sup>32</sup> Including monitoring of water quality and nitrogen deposition due to bioenergy and agricultural projects where available

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Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>29</sup>
<b>Air</b>	<b>A</b>	<ul style="list-style-type: none"> <li>Proportion of journeys made by private fossil fuel-based car compared to previous levels</li> <li>NO<sub>2</sub> (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O<sub>3</sub> (Ozone) as part of Ambient Air Quality Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in proportion of journeys made by car compared to previous levels</li> <li>Improvement in Air Quality trends, particularly in relation to transport related emissions</li> <li>Progress in successfully implementing Plan measures relating to sustainable mobility and travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>EPA Air Quality Monitoring</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, Council will coordinate with the Regional Assembly, DHLGH, DCEE and NTA to develop a tailored response. See also entry under Population and human health above</li> </ul>
<b>Climatic Factors</b>	<b>C</b>	<ul style="list-style-type: none"> <li>Implementation of Plan measures relating to climate reduction targets</li> </ul>	<ul style="list-style-type: none"> <li>For review of progress on implementing Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Review internal systems</li> </ul>
		<ul style="list-style-type: none"> <li>A competitive, low-carbon, climate-resilient and environmentally sustainable economy</li> </ul>	<ul style="list-style-type: none"> <li>Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050</li> </ul>	<ul style="list-style-type: none"> <li>Confirmation of progress in implementing of Dún Laoghaire-Rathdown County Council's Climate Action Plan 2024-2029</li> </ul>	<ul style="list-style-type: none"> <li>Where targets are not achieved, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.</li> </ul>
		<ul style="list-style-type: none"> <li>Share of renewable energy in transport</li> </ul>	<ul style="list-style-type: none"> <li>Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)</li> </ul>	<ul style="list-style-type: none"> <li>EPA Greenhouse Gas Emissions reporting</li> </ul>	
		<ul style="list-style-type: none"> <li>Greenhouse gas emissions</li> </ul>	<ul style="list-style-type: none"> <li>Contribute towards the target of aggregate reduction in carbon dioxide (CO<sub>2</sub>) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of implementation of Plan provisions relating to renewable energy in transport, including facilitating the development of electricity charging and transmission infrastructure</li> </ul>	
		<ul style="list-style-type: none"> <li>Energy consumption, the uptake of renewable options and solid fuels for residential heating</li> </ul>	<ul style="list-style-type: none"> <li>To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating</li> </ul>		
		<ul style="list-style-type: none"> <li>Proportion of journeys made by private fossil fuel-based car compared to previous levels</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in the proportion of journeys made by residents of the settlement using private fossil fuel-based car compared to previous levels</li> <li>Progress in successfully implementing Plan measures relating to sustainable mobility and travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where trends toward carbon reduction are not recorded, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.</li> </ul>
		<ul style="list-style-type: none"> <li>Proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> </ul>	<ul style="list-style-type: none"> <li>Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures</li> <li>Progress in successfully implementing Plan measures relating to active travel</li> </ul>	<ul style="list-style-type: none"> <li>CSO data</li> <li>Internal review of progress on implementing Plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DCEE and NTA to develop a tailored response.</li> </ul>



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Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action <sup>29</sup>
<b>Cultural Heritage</b>	CH	<ul style="list-style-type: none"> <li>Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where monitoring reveals visitor or development pressure is causing negative effects on designated archaeological or architectural heritage, the Council will work with Regional Assembly, Fáilte Ireland and the National Monuments Service and other stakeholders, as relevant, to address pressures through additional mitigation.</li> </ul>
		<ul style="list-style-type: none"> <li>Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	
<b>Landscape</b>	L	<ul style="list-style-type: none"> <li>Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Internal review of development management / grants of permission</li> </ul>	<ul style="list-style-type: none"> <li>Where monitoring reveals developments permitted which result in avoidable adverse visual impacts on the landscape, the Council will re-examine Plan provisions and the effectiveness of their implementation</li> </ul>