



# AA Screening & Appropriate Assessment





DESIGNING AND DELIVERING  
A SUSTAINABLE FUTURE

# PROPOSED VARIATION NO. 1 TO THE DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN 2022-2028

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**AA Screening/AA of Proposed Material  
Alterations to Proposed Variation No. 1 to  
the Dún Laoghaire-Rathdown County  
Development Plan 2022 - 2028**

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**Prepared for:**

**Dún Laoghaire-Rathdown County Council**



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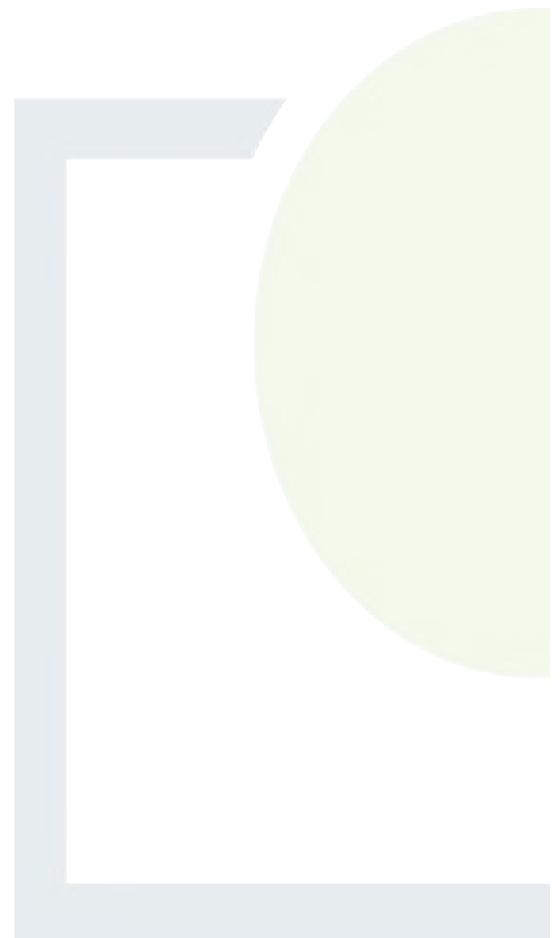
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# AA SCREENING/AA OF PROPOSED MATERIAL ALTERATIONS TO PROPOSED VARIATION NO. 1 TO THE DÚN LAOGHAIRE-RATHDOWN COUNTY DEVELOPMENT PLAN 2022-2028

## REVISION CONTROL TABLE, CLIENT, KEYWORDS AND ABSTRACT

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

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**Abstract:** Fehily Timoney and Company is pleased to submit this AA Screening Report/AA to Dún Laoghaire-Rathdown County Council for the Proposed Material Alterations to the Proposed Variation No. 1 to the Dún Laoghaire-Rathdown County Development Plan 2022-2028



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Appendix 1 - Amended Land Use Zoning Maps



## 1. INTRODUCTION

Appropriate Assessment (AA) Screening of amendments to Proposed Variation No. 1 to the Dún Laoghaire-Rathdown County Development Plan 2022-2028 has been completed. This Screening assessment is presented in Section 2. All amendments screened in for AA have been subject to AA. This assessment is presented in Section 3. These amendments consist of the following:

- Proposed Material Alterations (PMAs)
- Non-Material Changes
- Zoning Objective Proposed Material Alterations

Mitigation measures that mitigate the effects of PMAs on European sites have been identified. It has been assessed that the environmental mitigation measures already integrated into the County Development Plan will prevent any adverse effects on European sites due to the PMAs, alone or in combination with other plans or projects. This evaluation is made in view of the conservation objectives of the habitats or species, for which these sites have been designated.

- Deletions shown in ~~strikethrough red~~.
- Recommended new text in red.

The Zoning Objective Material Alterations are suitably described, in alignment with detail presented in Dún Laoghaire-Rathdown County Council's document on the PMAs, and can also be viewed on amended Land Use Zoning Maps presented in Appendix 1. The following Land Use Zoning Maps have been included in this Appendix.

- Map 3
- Map 6
- Map 7
- Map 9
- Map 14

These Land Use Zoning Maps also depict changes relating to Specific Local Objectives (SLOs) that have been made under the PMAs.



## 2. AA SCREENING OF PROPOSED MATERIAL ALTERATIONS

AA Screening of PMAs/Non-Material Changes to the Proposed Variation is presented in Table 2-1. AA Screening of Zoning Objective Proposed Material Alterations is presented in Table 2-2.

**Table 2-1: AA Screening of Proposed Material Alterations/Non-Material Changes to the Proposed Variation**

Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion												
Proposed Material Alteration No. 1	<p><u><a href="#">Proposed Material Alteration No. 1</a></u></p> <p>Revise <b>Proposed Variation Item No. 1</b>, Section 2.3.A.1 Residential Development Capacity Audit (RDCA) 2025 by revising Table 2.9A dlr Residential Development Capacity Audit – Aggregate Data (as of Q2 2025), as follows:</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Hectares</th> <th>Potential Residential Yield</th> <th>Serviced or Serviceable</th> </tr> </thead> <tbody> <tr> <td>Sites under Construction<sup>1</sup></td> <td>53.62</td> <td>3,540</td> <td>Serviced</td> </tr> <tr> <td>Sites with an extant planning permission not commenced<sup>2</sup></td> <td>87.58</td> <td>8,788</td> <td>Serviced</td> </tr> </tbody> </table>	Location	Hectares	Potential Residential Yield	Serviced or Serviceable	Sites under Construction <sup>1</sup>	53.62	3,540	Serviced	Sites with an extant planning permission not commenced <sup>2</sup>	87.58	8,788	Serviced	This alteration contemporizes data relating to current zoned lands in the Plan area. This alteration does not support/promote development and will not result in any likely, significant effects on European Sites beyond what has already been considered in the AA.	Screen Out.
Location	Hectares	Potential Residential Yield	Serviced or Serviceable												
Sites under Construction <sup>1</sup>	53.62	3,540	Serviced												
Sites with an extant planning permission not commenced <sup>2</sup>	87.58	8,788	Serviced												

<sup>1</sup> Figure excludes 511 'completed' units within active sites.

<sup>2</sup> Infill / Windfall includes lands within the Sandyford Urban Framework Plan (SUFP)



Reference	Proposed Material Alteration/Non-Material Changes				AA Screening	AA Screening Conclusion
	Sites with no planning permission <sup>3</sup>	<del>275.41</del> 272.71	<del>21,810 - 22,338</del> 15,197	Serviced and Serviceable		
	Infill/Windfall	<del>122.20</del> 119.50	<del>10,276</del> 9,559	Serviced and Serviceable		
	Ballyogan & Environs	44.18	2,562	Serviced and Serviceable		
	Woodbrook- Shanganagh	<del>48.67</del> 9.95	<del>2,354</del> 857	Serviced		
	Kiltiernan-Glenamuck	43.42	1,617	Serviced		
	Old Connaught	58.30	3,162 - 3,690	Serviced and Serviceable		
	Rathmichael	83.00	3,100	Serviceable		
	Cherrywood	76.13	7,528	Serviced and Serviceable		
	Total	<del>475.90</del> 413.46	<del>30,598 - 31,126</del> 27,525			
	<del>Less Actual and Estimated Completions Q1 and Q2 2025</del>		4,609			
	Less units under construction		3,540			

<sup>3</sup> Includes Serviced and Serviceable lands.



Reference	Proposed Material Alteration/Non-Material Changes					AA Screening	AA Screening Conclusion																														
	Adjusted Total		<del>25,989</del> 26,517																																		
			23,985																																		
	Total Serviced by 2030		23,194																																		
Proposed Material Alteration No. 2	<p><b>Proposed Material Alteration No. 2</b></p> <p>Revise <b>Proposed Variation Item No. 4</b>, Table 2: Core Strategy Table, as follows:</p> <table border="1"> <thead> <tr> <th>Location</th> <th>RDCA 2025 Existing Zoning (Ha)</th> <th>RDCA 2025 Residential Capacity</th> <th>Variation No.1 Proposed Zoning (Ha)</th> <th>Variation No.1 Proposed Residential Capacity</th> <th>Serviced or Serviceable by 2030</th> </tr> </thead> <tbody> <tr> <td>Permitted and under Construction<sup>1</sup></td> <td>53.62</td> <td>3,540</td> <td>53.62</td> <td>3,540</td> <td>Serviced</td> </tr> <tr> <td>Sites with an extant planning permission not commenced</td> <td>87.58</td> <td>8,788</td> <td>87.58</td> <td>8,788</td> <td>Serviced</td> </tr> <tr> <td>Sites with no planning permission</td> <td>272.71</td> <td>15,197</td> <td>275.41</td> <td>21,810 - 22,338</td> <td>Serviced</td> </tr> <tr> <td>Infill/Windfall<sup>2</sup></td> <td>119.50</td> <td>9,559</td> <td><del>122.20</del> 130.02</td> <td><del>10,276</del> 11,466</td> <td>Serviced &amp; Serviceable</td> </tr> </tbody> </table>					Location	RDCA 2025 Existing Zoning (Ha)	RDCA 2025 Residential Capacity	Variation No.1 Proposed Zoning (Ha)	Variation No.1 Proposed Residential Capacity	Serviced or Serviceable by 2030	Permitted and under Construction <sup>1</sup>	53.62	3,540	53.62	3,540	Serviced	Sites with an extant planning permission not commenced	87.58	8,788	87.58	8,788	Serviced	Sites with no planning permission	272.71	15,197	275.41	21,810 - 22,338	Serviced	Infill/Windfall <sup>2</sup>	119.50	9,559	<del>122.20</del> 130.02	<del>10,276</del> 11,466	Serviced & Serviceable	<p>This alteration serves to clarify and integrate up-to-date data regarding serviced and serviceable lands in the Plan area. This alteration includes increased residential capacity figures and as such supports/promotes residential development beyond what was considered in the AA and may result in likely, significant effects on European Sites.</p>	Screen In.
Location	RDCA 2025 Existing Zoning (Ha)	RDCA 2025 Residential Capacity	Variation No.1 Proposed Zoning (Ha)	Variation No.1 Proposed Residential Capacity	Serviced or Serviceable by 2030																																
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Reference	Proposed Material Alteration/Non-Material Changes						AA Screening	AA Screening Conclusion
	Ballyogan & Environs	44.18	2,562	<del>44.18</del> 46.27	<del>2,562</del> 2,651	Serviced		
	Woodbrook-Shanganagh	9.95	857	<del>48.67</del> 37.03	<del>2,354</del> 1,735	Serviced		
	Kiltiernan-Glenamuck	43.42	1,617	43.42	1,617	Serviced		
	Old Connaught	37.27	2,303	58.30	3,162 - 3,690	Serviced & Serviceable		
	Rathmichael	83.00	3,100	83.00	3,100	Serviceable		
	<b>DLR Total (excluding Cherrywood)</b>	337.33	19,997	<del>399.77</del> 398.05	<del>23,070 - 23,598</del> 23,731 - 24,259	Serviced & Serviceable		
	Cherrywood	76.13	7,528	76.13	7,528	Serviced & Serviceable		
	<b>DLR County Total<sup>3</sup></b>	413.46	27,525	<del>475.90</del> 474.18	<del>30,598 - 31,126</del> 31,259 - 31,787	Serviced & Serviceable		
	<b>Residential Capacity from Serviced Land by 2030</b>				<del>23,194</del> 23,140			
	<b>Total Housing Requirement 2025 to 2030</b>				28,232			



Reference	Proposed Material Alteration/Non-Material Changes		AA Screening	AA Screening Conclusion												
	Housing Requirement (less Q1 & Q2 2025 completions & under construction)	23,112														
Proposed Material Alteration No. 3	<p><b><u>Proposed Material Alteration No. 3</u></b></p> <p>Revise <b>Proposed Variation Item No. 6</b>, new Section 2.4.5 Long-Term Strategic and Sustainable Development Sites / Opportunity Areas and new Policy Objective CS4 – Long Term Strategic and Sustainable Settlement Sites (LTSS), page 36, by adding a new paragraph after the fourth paragraph as follows:</p> <p>Further engagement will be required with the NTA on proposed LTSS sites, to determine if these sites are the most appropriate locations for future housing development, taking account of transport infrastructure proposed in the current Transport Strategy and any future revisions thereof.</p>		This alteration serves to ensure development of LTSS sites is in alignment with the current Transport Strategy and any future revisions. The alteration will not result in any likely, significant effects on European Sites.	Screen Out.												
Proposed Material Alteration No. 4	<p><b><u>Proposed Material Alteration No. 4</u></b></p> <p>Revise <b>Proposed Variation Item No. 9</b> (for clarity, this item relates to change of text under Policy Objective PHP 18: Residential Density) to separate car parking from density parameters by removing the second bullet point from the first section and amending the tables under the density ranges section, and to address a typo “&amp;” to “or” describing settlement types as follows:</p> <p><del>• Car parking zones as set out in the County Development Plan 2022-2028.</del>  <i>dlr Urban Areas:</i></p> <table border="1"> <thead> <tr> <th>Settlement Type</th> <th>Public Transport Proximity <del>/parking zone</del></th> <th>Density Range (dph)</th> </tr> </thead> <tbody> <tr> <td>Urban Neighbourhood</td> <td>1km walk to DART/Luas <del>&amp;</del> or 500m Core Bus Corridor <del>combined with park zones 1 and 2</del></td> <td>50-250</td> </tr> <tr> <td>Suburban Accessible</td> <td>500m walk to high frequency bus <del>combined with park zone 2</del></td> <td>40-150</td> </tr> <tr> <td>Suburban Intermediate</td> <td>1km walk high frequency bus <del>&amp;</del> or 500m walk to reasonably frequent bus <del>combined with park zone 2</del></td> <td>40-150</td> </tr> </tbody> </table>		Settlement Type	Public Transport Proximity <del>/parking zone</del>	Density Range (dph)	Urban Neighbourhood	1km walk to DART/Luas <del>&amp;</del> or 500m Core Bus Corridor <del>combined with park zones 1 and 2</del>	50-250	Suburban Accessible	500m walk to high frequency bus <del>combined with park zone 2</del>	40-150	Suburban Intermediate	1km walk high frequency bus <del>&amp;</del> or 500m walk to reasonably frequent bus <del>combined with park zone 2</del>	40-150	These changes separate car parking from density parameters. This separation promotes adherence to national planning policy and sustainable land use and transport related Strategic Environmental Objectives. This alteration does not drive a greater spatial quantum of development beyond what has already been considered under the AA process, and will not result in any likely, significant effects on European Sites.	Screen Out.
Settlement Type	Public Transport Proximity <del>/parking zone</del>	Density Range (dph)														
Urban Neighbourhood	1km walk to DART/Luas <del>&amp;</del> or 500m Core Bus Corridor <del>combined with park zones 1 and 2</del>	50-250														
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Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion															
	<table border="1" data-bbox="309 320 1211 411"> <tr> <td data-bbox="309 320 517 411">Suburban / Urban Extension</td> <td data-bbox="517 320 1077 411">Remaining areas <del>within the Dublin City and Suburbs within park zone 3</del></td> <td data-bbox="1077 320 1211 411">40-80</td> </tr> </table> <p data-bbox="309 480 719 504"><i>dIr Metropolitan Town (Bray &amp; environs):</i></p> <table border="1" data-bbox="309 539 1211 938"> <thead> <tr> <th data-bbox="309 539 517 630">Settlement Type</th> <th data-bbox="517 539 1077 630">Public Transport Proximity <del>/parking zone</del></th> <th data-bbox="1077 539 1211 630">Density Range (dph)</th> </tr> </thead> <tbody> <tr> <td data-bbox="309 630 517 721">Urban Neighbourhood</td> <td data-bbox="517 630 1077 721">1km walk to DART/Luas <del>&amp; or 500m Core Bus Corridor combined with park zones 1 and 2</del></td> <td data-bbox="1077 630 1211 721">50-150</td> </tr> <tr> <td data-bbox="309 721 517 844">Suburban Intermediate</td> <td data-bbox="517 721 1077 844">1km walk to high frequency bus <del>combined with park zone 2</del> (note – there are currently no reasonably frequent bus routes serving this area)</td> <td data-bbox="1077 721 1211 844">35-100</td> </tr> <tr> <td data-bbox="309 844 517 938">Suburban / Urban Extension</td> <td data-bbox="517 844 1077 938">Remaining areas <del>outside Bray Metropolitan Town within park zone 3</del></td> <td data-bbox="1077 844 1211 938">35-50</td> </tr> </tbody> </table> <p data-bbox="309 946 1429 999"><del>All areas located within parking zone 4 are considered to be peripheral and/or rural in nature and have not been included within any settlement type.</del></p>	Suburban / Urban Extension	Remaining areas <del>within the Dublin City and Suburbs within park zone 3</del>	40-80	Settlement Type	Public Transport Proximity <del>/parking zone</del>	Density Range (dph)	Urban Neighbourhood	1km walk to DART/Luas <del>&amp; or 500m Core Bus Corridor combined with park zones 1 and 2</del>	50-150	Suburban Intermediate	1km walk to high frequency bus <del>combined with park zone 2</del> (note – there are currently no reasonably frequent bus routes serving this area)	35-100	Suburban / Urban Extension	Remaining areas <del>outside Bray Metropolitan Town within park zone 3</del>	35-50		
Suburban / Urban Extension	Remaining areas <del>within the Dublin City and Suburbs within park zone 3</del>	40-80																
Settlement Type	Public Transport Proximity <del>/parking zone</del>	Density Range (dph)																
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Suburban / Urban Extension	Remaining areas <del>outside Bray Metropolitan Town within park zone 3</del>	35-50																
Proposed Material Alteration No. 5	<p data-bbox="309 1038 658 1062"><b><u>Proposed Material Alteration No. 5</u></b></p> <p data-bbox="309 1099 1429 1152">Amend the County Development Plan Section 5.7.4 Policy Objective T19: Carparking Standards, in Chapter 5, page 113, as follows:</p> <p data-bbox="309 1189 1429 1334">Zone 1 covers the two Major Town Centres of Dún Laoghaire and Dundrum plus Blackrock District Centre <b>and also includes areas that are close to LUAS and Core Bus Corridors</b>. Zone 2 covers additional areas that are well served by public transport <b>characterised by lands within 500 metres of existing or planned high frequency urban bus service</b> (see Section 12.4.5.1 for detailed parameters pertaining to Zone 2). Zone 3 are intermediate locations while Zone 4 is the <b>peripheral / rural area</b>. (see Section 12.4.1.5.1 Parking Zones for characteristics is each Carparking zone)</p>	This alteration serves to clarify the extent of parking zones in the Plan area and will not result in any likely, significant effects on European Sites which have not already been considered in the AA.	Screen Out.															



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion						
	<p><del>While a maximum standard is provided for non-residential uses (destination parking), the Planning Authority—in recognition of the fact that car usage may be required for non-peak hour trips, resulting in the need for car storage—have retained a standard for residential car parking in areas outside of Zone 1.</del></p>								
<p>Proposed Material Alteration No. 6</p>	<p><b><u>Proposed Material Alteration No. 6</u></b></p> <p>Amend the County Development Plan Table 5.3: 6-year Road Objectives/ Traffic management / Active Travel Updates, in Chapter 5, page 115 as follows:</p> <p><i>Table 5.3: 6-Year Road Objectives / Traffic Management / Active Travel Upgrades</i></p> <table border="1" data-bbox="309 778 1424 1002"> <thead> <tr> <th data-bbox="309 778 875 874"><i>6 Year Road Objectives / Traffic Management / Active Travel Upgrades</i></th> <th data-bbox="875 778 1193 874"><i>Local Authority Delivery</i></th> <th data-bbox="1193 778 1424 874"><i>Developer Delivery</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="309 874 875 1002"><i>Clay Farm Loop Road</i></td> <td data-bbox="875 874 1193 1002"></td> <td data-bbox="1193 874 1424 1002">√*</td> </tr> </tbody> </table> <p><i>*The Local Authority may intervene in the delivery of the Clay Farm Loop Road in any appropriate way it sees fit, in such a way as to aid delivery while not imposing any obligation to financially contribute towards the delivery of the road.</i></p>	<i>6 Year Road Objectives / Traffic Management / Active Travel Upgrades</i>	<i>Local Authority Delivery</i>	<i>Developer Delivery</i>	<i>Clay Farm Loop Road</i>		√*	<p>This alteration serves to clarify Dún Laoghaire-Rathdown County Council's approach to the delivery of the Clay Farm Loop Road. The alteration will not result in any likely, significant effects on European Sites which have not already been considered in the AA.</p>	<p>Screen Out.</p>
<i>6 Year Road Objectives / Traffic Management / Active Travel Upgrades</i>	<i>Local Authority Delivery</i>	<i>Developer Delivery</i>							
<i>Clay Farm Loop Road</i>		√*							



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 7	<p><b><u>Proposed Material Alteration No. 7</u></b></p> <p>Amend <b>Proposed Variation Item No. 16</b> Policy Objective GIB 31: Ecological Features and Networks associated with lands rezoned under Proposed Variation No. 1 by deleting bullet point 6 and deleting and adding text to bullet point 7 as follows:</p> <ul style="list-style-type: none"> <li>• <del>Include measures for the conservation of architectural and archaeological heritage features present in the area, including the settings of heritage features, as appropriate.</del></li> <li>• Avoid removal of hedgerow, or where not possible, provide <del>replacement/additional hedgerow compensatory hedgerow provision</del> in line with wider nature restoration objectives.</li> </ul>	<p>This alteration introduces changes to development planning considerations. The alteration does not materially reduce the level of mitigation associated with biodiversity protection in the CDP and will not introduce any source of likely, significant effects on European Sites.</p>	Screen Out.
Proposed Material Alteration No. 8	<p><b><u>Proposed Material Alteration No. 8</u></b></p> <p>Amend <b>Proposed Variation Item No. 22</b> County Development Plan Section 12.3.5.5 Minimum Apartment Floor Areas, page 241, by deleting text in the first paragraph, deleting the paragraph after table 12.4: Minimum Overall Apartment Floor Areas, and adding addition text and tables underneath, as follows:</p> <p>All apartment developments shall accord with or exceed the minimum floor areas <del>indicated in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities', (2020)</del>, as set out in the Table 12.4 below.</p> <p><del>In order to safeguard standards, the majority of apartments in any proposed scheme of 10 or more shall exceed the minimum floor area standard for any combination of 1,2, or 3 bed, by a minimum of 10% (excluding studios)</del></p> <p><del>*Not applicable to BTR development in accordance with SPPR8.</del></p> <p>For the purposes of clarity:</p> <ul style="list-style-type: none"> <li>• All apartment floor area measurements should be internal wall-to-wall dimensions.</li> <li>• These standards apply to units on one floor.</li> <li>• Duplex accommodation shall provide the additional floor area required to provide for stairways and landings.</li> </ul>	<p>This alteration introduces a framework of requirements for the development of apartments in the Plan area.</p> <p>Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, it is assessed that this alteration does not have the potential to result in likely significant effects on European Sites.</p>	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>To promote sustainable, high-quality urban development, developments should ensure a balanced mix of apartment sizes within each scheme:</p> <ul style="list-style-type: none"> <li>• At least 25% of all apartments in a development must exceed the minimum floor area standards set out in Table 12. 4 by at least 10%.</li> <li>• This applies to any combination of unit types (studio, 1-bedroom, 2-bedroom, or 3-bedroom etc.).</li> </ul> <p>In certain cases, more than 25% of units may need to exceed the standards set out in Table 12.4 minimum floor areas. This will be assessed on a case-by-case basis, particularly for:</p> <ul style="list-style-type: none"> <li>• Suburban apartment schemes.</li> <li>• Social housing developments.</li> <li>• Social and affordable housing delivered under Part V.</li> <li>• Housing for older persons and/or persons with disabilities.</li> </ul> <p>The 25% requirement does not apply to:</p> <ul style="list-style-type: none"> <li>• Developments with fewer than 10 residential units.</li> <li>• Building refurbishment schemes (any site size).</li> <li>• Urban infill schemes on sites up to 0.25 hectares.</li> </ul> <p>Within Developments with 10–49 Units the 25% rule generally applies. However, to allow flexibility, the requirement may be partially or fully reduced following a case-by-case assessment by the Planning Authority. Any reductions will only be considered where the overall design quality justifies it.</p>		



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion																										
	<p><b>Table 12.4.1: Recommended minimum widths for the main living / dining rooms</b></p> <table border="1" data-bbox="309 379 1176 821"> <thead> <tr> <th>Apartment Type *</th> <th>Minimum Width</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>4m**</td> </tr> <tr> <td>One bedroom</td> <td>3.3m</td> </tr> <tr> <td>Two bedroom (3 persons)</td> <td>3.6m</td> </tr> <tr> <td>Two bedroom (4 persons)</td> <td>3.6m</td> </tr> <tr> <td>Three bedroom (4 person)</td> <td>3.8m</td> </tr> <tr> <td>Three bedroom (5 persons)</td> <td>3.8m</td> </tr> </tbody> </table> <p>*Note: Variation of up to 5% can be applied to widths in all apartment types, subject to overall compliance with required minimum overall apartment floor areas.</p> <p>**Combined living /dining/bedspace, also includes circulation.</p> <p><b>Table 12.4.2: Recommended minimum bedroom widths</b></p> <table border="1" data-bbox="309 1005 1200 1257"> <thead> <tr> <th>Apartment Type *</th> <th>Minimum Width</th> <th>Minimum Floor Areas</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>4m</td> <td>25sqm**</td> </tr> <tr> <td>Single bedroom</td> <td>2.1m</td> <td>7.1sqm</td> </tr> <tr> <td>Double / Twin bedroom</td> <td>2.8m</td> <td>11.4sqm</td> </tr> </tbody> </table> <p>*Note: Variation of up to 5% can be applied to widths in all apartment types, subject to overall compliance with required minimum overall apartment floor areas.</p> <p>**Combined living /dining/bedspace.</p>	Apartment Type *	Minimum Width	Studio	4m**	One bedroom	3.3m	Two bedroom (3 persons)	3.6m	Two bedroom (4 persons)	3.6m	Three bedroom (4 person)	3.8m	Three bedroom (5 persons)	3.8m	Apartment Type *	Minimum Width	Minimum Floor Areas	Studio	4m	25sqm**	Single bedroom	2.1m	7.1sqm	Double / Twin bedroom	2.8m	11.4sqm		
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Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 9	<p><b><u>Proposed Material Alteration No.9</u></b></p> <p>Amend County Development Plan Section 12.4.5 Car Parking Standards in Chapter 12, page 258, as follows:</p> <p>The standards have also been informed by the <i>'Sustainable Urban Housing: Design Standards for New Apartments—Guidelines for Planning Authorities' (2020) including SPPR 8 Sustainable and Compact Settlements, Guidelines for Planning Authorities (2024).</i></p>	This alteration serves to align the CDP with up-to-date guidance documents. This alteration will not result in any likely, significant effects on European Sites which have not already been considered in the AA.	Screen Out.
Proposed Material Alteration No. 10	<p><b><u>Proposed Material Alteration No.10</u></b></p> <p>Amend County Development Plan Section 12.4.5 Car Parking Standards in Chapter 12, page 258, by adding the following paragraphs to the end of the section, as follows:</p> <p><i>It will be necessary to provide a graduated approach to the management of car parking within all new residential development. The approach should take account of proximity to urban centres and sustainable transport options, in order to promote more sustainable travel choices.</i></p> <p><i>Car parking ratios shall be reduced at all urban locations and should be minimised at all locations that have good access to urban services and public transport. See also section 12.4.5.2 Application of Standards and section 12.4.5.2 (i) Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5).</i></p>	This alteration introduces a framework of requirements for car parking in the Plan Area. This alteration will not introduce new sources of environmental impact or result in any likely, significant effects on European Sites, beyond what has already been considered in the AA.	Screen Out.
Proposed Material Alteration No. 11	<p><b><u>Proposed Material Alteration No.11</u></b></p> <p>Amend County Development Plan Section 12.4.5.1 Parking Zones in Chapter 12, page 258, by adding text at the end of the section, as follows:</p> <p><i>A transport node is considered at any point in a transport network such as a bus stop, train station or Luas stop. An interchange is considered a train station with a bus stop and / or Luas connection or a park-and-ride.</i></p>	This alteration serves to clarify the nature of 'transport nodes' and 'interchanges'. This alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Proposed Material Alteration No. 12	<p><b><u>Proposed Material Alteration No.12</u></b></p> <p>Amend County Development Plan by deleting Section 12.4.5.1 Parking Zones (i)-(iv) in Chapter 12, page 258, as follows:</p>	This alteration serves to increase alignment of the CDP with Compact Settlement Guidelines. In and of itself, this alteration, which consists of a deletion of text, will not result in any likely, significant effects on European sites.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p><del>(i) Parking Zone 1</del></p> <p><del>This zone generally comprises the Major Town Centre areas of Dún Laoghaire and Dundrum together with the Blackrock District Centre area. These are areas, which are generally characterised by:</del></p> <ul style="list-style-type: none"> <li><del>• Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.</del></li> <li><del>• A high level of service accessibility, existing and planned, by walking or cycling.</del></li> <li><del>• A capacity to accommodate high density retail, office and residential developments.</del></li> </ul> <p><del>Within parking zone 1 maximum car parking standards have been set for all uses including residential.</del></p> <p><del>(ii) Parking Zone 2</del></p> <p><del>This zone generally includes areas, which are within the following walking bands/catchments:</del></p> <ul style="list-style-type: none"> <li><del>• 10-minute walk of the proposed CBC 13 (Core Bus Corridor) from DCC boundary along the N11 to Kill Lane.</del></li> <li><del>• 5-minute walk of the N11 proposed CBC from Kill Lane Junction to Bray.</del></li> <li><del>• 10-minute walk of the proposed CBC 15 from DCC boundary to Blackrock.</del></li> <li><del>• 5-minute walk of Kill Lane/Avenue/Mounttown bus route.</del></li> <li><del>• 10-minute walk of Dart and Luas stations.</del></li> </ul> <p><del>Note: The N11 Quality Bus Corridor (QBC) and the Rock Road QBC will be replaced by CBC 13 and 15.</del></p> <p><del>These are areas, which are generally characterised by:</del></p> <ul style="list-style-type: none"> <li><del>• Access to a good level of existing or planned public transport services.</del></li> <li><del>• A good level of service accessibility, existing and planned, by walking or cycling.</del></li> <li><del>• A capacity to accommodate a higher density of development than surrounding areas.</del></li> </ul> <p><del>Within parking zone 2 maximum standards shall apply for all uses except for residential where the standard is required. For residential uses reduced provision may be acceptable dependent on criteria set out in Section 12.4.5.2 below.</del></p>		



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>(iii) Parking Zone 3</p> <p>This zone generally comprises the remainder of the County, excluding rural areas. These are areas, which are generally characterised by:</p> <ul style="list-style-type: none"> <li>• Access to a level of existing or planned public transport services.</li> <li>• A reasonable level of service accessibility, existing and planned, by walking or cycling</li> <li>• A capacity to accommodate a higher density of development than rural areas.</li> </ul> <p><del>Within parking zone 3 maximum standards shall apply to uses other than residential where the parking standard shall apply. In zone 3 additional parking shall be provided for visitors in residential schemes at a rate of 1 per 10. In some instances, in zone 3 reduced provision may be acceptable dependent on the criteria set out in 12.4.5.2 (i) below with particular regard to infill/brownfield developments in neighbourhood or district centres.</del></p> <p>(iv) Parking Zone 4</p> <p><del>This zone comprises the rural areas within the County.</del></p> <p><del>Within parking zone 4 maximum standards shall apply for all uses except for residential where developments will be assessed on a case by case basis.</del></p>		
<p>Proposed Material Alteration No. 13</p>	<p><b><u>Proposed Material Alteration No.13</u></b></p> <p>Amend County Development Plan by inserting new text in Section 12.4.5.1 Parking Zones in Chapter 12 page 258, as follows:</p> <p><b>(i) Parking Zone 1</b></p> <p>These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.</p>	<p>This alteration introduces a framework of requirements for car parking in the Plan Area. This alteration will not introduce new sources of environmental impact or result in any likely, significant effects on European Sites, beyond what has already been considered in the AA.</p>	<p>Screen Out.</p>



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>This zone generally comprises the Major Town Centre areas of Dún Laoghaire and Dundrum, together with the Blackrock District Centre area and also areas that are close to LUAS and Core Bus Corridors. It also includes the urban neighbourhood area of Bray Key Town. These are areas, which are generally characterised by:</p> <ul style="list-style-type: none"> <li>• Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART and LUAS</li> <li>• Lands within 1,000 metres (1km) of high frequency Commuter Rail (10-15 minute peak hour frequency)</li> <li>• Locations within 500 metres walking distance of an existing or planned-for Bus Connects 'Core Bus Corridor' stop.</li> </ul> <p>In these areas parking provision should be minimised. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.</p> <p><b>(ii) Parking Zone 2</b></p> <p>These are accessible locations, which are generally characterised by:</p> <ul style="list-style-type: none"> <li>• Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus service.</li> </ul> <p>Within Park Zone 2, a graduated approach to the maximum standards can apply based on proximity to existing or planned public transport connections.</p> <p><b>(iii) Parking Zone 3</b></p> <p>These are intermediate locations, which are generally characterised by:</p> <ul style="list-style-type: none"> <li>• Lands within 500 – 1000 metres (i.e. 10 – 12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services; and</li> <li>• Lands within 500 metres of (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.</li> </ul>		



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>Car parking requirements for the Old Connaught Local Area Plan area are prescribed in the Plan.</p> <p>Within Park Zone 3 a graduated approach to the maximum standards can apply based on proximity to existing or planned public transport connections.</p> <p><b>(iv) Parking Zone 4</b></p> <p>These are considered to be peripheral locations and/or rural in nature, which are generally characterised by:</p> <ul style="list-style-type: none"> <li>Lands that do not meet the proximity or accessibility criteria detailed above.</li> <li>Rural areas within the County.</li> </ul> <p>Within Park Zone 4 a graduated approach to the maximum standards can apply based on proximity to existing or planned public transport connections.</p>		
<p>Proposed Material Alteration No. 14</p>	<p><b><u>Proposed Material Alteration No.14</u></b></p> <p>Amend County Development Plan Section 12.4.5.2 Application of Standards in Chapter 12, page 259, by adding the following text at the beginning of the section as follows:</p> <p>Applicants shall be required to provide a rationale and justification for the number of car parking spaces proposed and to demonstrate to the satisfaction of the Planning Authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards to do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p>	<p>This alteration introduces a framework of requirements for car parking in the Plan Area. This alteration will not introduce new sources of environmental impact or result in any likely, significant effects on European Sites, beyond what has already been considered in the AA.</p>	<p>Screen Out.</p>
<p>Proposed Material Alteration No. 15</p>	<p><b><u>Proposed Material Alteration No.15</u></b></p> <p>Amend County Development Plan Section 12.4.5.2 Application of Standards in Chapter 12, page 259, as follows:</p>	<p>This alteration clarifies the types of exceptional circumstances where proposals exceeding standards will be permissible and introduces parking criteria considerations. The alteration will not result in any likely, significant effects on European Sites.</p>	<p>Screen Out.</p>



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>In relation to the maximum standards, any proposals exceeding these standards will be permissible only in exceptional circumstances, such as where the Planning Authority considers that there is a specific requirement for a higher number of spaces. An example of this would be instances where there are demonstrable benefits for the wider area through regeneration <del>or, similar</del> urban <del>and</del> &amp; civic &amp; sport improvement initiatives, <del>critical infrastructure including Hospital expansions and major employment expansion initiatives.</del></p> <p>In certain instances, within all zones, applicants may be required to provide the maximum number of spaces.</p> <p>In certain instances, in Zones 1 <del>and 2</del> the Planning Authority may allow a deviation from the maximum <del>or standard</del> number of car parking spaces specified <del>or standard number of car parking spaces specified</del> in Table 12.5 or may consider that no parking spaces are required. Small infill residential schemes (up to 0.25 hectares) or brownfield/refurbishment residential schemes in zones 1 <del>and 2</del> along with some locations in zones 2 <del>3</del> (in neighbourhood or district centres) may be likely to fulfil these criteria. In all instances, where a deviation from the maximum or standard specified in Table 12.5 is being proposed, the level of parking permitted and the acceptability of proposals, will be decided at the discretion of the Planning Authority, having regard to criteria as set out below:</p> <p>(i) <b>Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5)</b></p> <ul style="list-style-type: none"> <li>• Proximity to public transport services and level of service and interchange available.</li> <li>• Walking and cycling accessibility/permeability and any improvement to same.</li> <li>• The need to safeguard investment in sustainable transport and encourage a modal shift.</li> <li>• Availability of car sharing and bike / e-bike sharing facilities.</li> <li>• Existing availability of parking and its potential for dual use.</li> <li>• Particular nature, scale and characteristics of the proposed development (as noted above deviations may be more appropriate for smaller infill proposals).</li> <li>• The range of services available within the area.</li> <li>• Impact on traffic safety and the amenities of the area.</li> <li>• Capacity of the surrounding road network.</li> <li>• Urban design, regeneration and civic benefits including street vibrancy.</li> <li>• Robustness of Mobility Management Plan to support the development.</li> <li>• The availability of on street parking controls in the immediate vicinity.</li> <li>• Any specific sustainability measures being implemented including but not limited to:             <ul style="list-style-type: none"> <li>○ The provision of bespoke public transport services.</li> <li>○ The provision of bespoke mobility interventions.</li> </ul> </li> </ul>		



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>Where a development site is located on the boundary of two or more parking zones, the level of parking provision will be decided at the discretion of the Planning Authority having regard to the criteria set out above. In Zones 1 and 2, where a deviation from the parking standards set out in Table 12.5 is being proposed, the applicant should engage with the Council at pre-planning stage regarding the acceptability of the proposal.</p> <p>The maximum standards may be exceeded by the planning authority only in exceptional circumstances, such as where the Planning Authority considers that there is a specific requirement for a higher number of spaces.</p> <p>The level of parking permitted, and the acceptability of proposals, will be decided at the discretion of the Planning Authority, having regard to the list of categories below. Additional categories not included below may be considered at the discretion of the Planning Authority:</p> <ul style="list-style-type: none"> <li>• Regeneration areas /projects</li> <li>• Urban improvement initiatives</li> <li>• Major sporting improvement initiatives</li> <li>• New Hospitals / Major Hospital expansion projects</li> <li>• Employment improvement initiatives including major expansions to existing businesses or new businesses. This would include major employment creation initiatives that show a major countywide benefit.</li> </ul>		
Proposed Material Alteration No. 16	<p><b><u>Proposed Material Alteration No.16</u></b></p> <p>Amend County Development Plan Section 12.4.5.6 Residential Parking, in Chapter 12 at the end of the 1<sup>st</sup> paragraph, page 261, as follows:</p> <p><del>Within Zone 1, eCar</del> parking for residential developments has therefore been set as a maximum.</p>	This alteration constitutes a minor text change and will not result in any likely, significant effects on European Sites.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes					AA Screening	AA Screening Conclusion																																																												
Proposed Material Alteration No. 17	<p><b><u>Proposed Material Alteration No.17</u></b></p> <p>Amend County Development Plan Table 12. 5 Car Parking Standards in Chapter 12, page 262, as follows:</p> <table border="1" data-bbox="309 443 1424 1342"> <thead> <tr> <th data-bbox="309 443 566 595">Land Use</th> <th data-bbox="566 443 723 595"></th> <th data-bbox="723 443 896 595">Zone 1 <del>MTC—Area and Blackrock</del></th> <th data-bbox="896 443 1068 595">Zone 2 <del>Near Public Transport</del></th> <th data-bbox="1068 443 1240 595">Zone 3 <del>Remainder of County (non-rural)</del></th> <th data-bbox="1240 443 1424 595">Zone 4 <del>Rural</del></th> </tr> </thead> <tbody> <tr> <td></td> <td>Criterion</td> <td>Maximum</td> <td>Maximum</td> <td>Maximum</td> <td>Maximum</td> </tr> <tr> <td>Residential</td> <td>Unit</td> <td>1</td> <td>1.5</td> <td>2</td> <td>2</td> </tr> <tr> <td><del>Houses:</del></td> <td>Criterion</td> <td>Maximum</td> <td>Standard</td> <td>Standard</td> <td>Standard</td> </tr> <tr> <td><del>House 1 bed</del></td> <td>Unit</td> <td>1</td> <td>1</td> <td>1</td> <td><del>Case by Case</del></td> </tr> <tr> <td><del>House 2 bed</del></td> <td>Unit</td> <td>1</td> <td>1</td> <td>1</td> <td><del>Case by Case</del></td> </tr> <tr> <td><del>House 3 bed or more</del></td> <td>Unit</td> <td>1</td> <td>2</td> <td>2</td> <td><del>Case by Case</del></td> </tr> <tr> <td><del>Apartments and Sheltered Housing</del></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><del>Apt 1 bed</del></td> <td>Unit</td> <td>1</td> <td>1</td> <td>1*</td> <td><del>Case by Case</del></td> </tr> <tr> <td><del>Apt 2 bed</del></td> <td>Unit</td> <td>1</td> <td>1</td> <td>1*</td> <td><del>Case by Case</del></td> </tr> </tbody> </table>					Land Use		Zone 1 <del>MTC—Area and Blackrock</del>	Zone 2 <del>Near Public Transport</del>	Zone 3 <del>Remainder of County (non-rural)</del>	Zone 4 <del>Rural</del>		Criterion	Maximum	Maximum	Maximum	Maximum	Residential	Unit	1	1.5	2	2	<del>Houses:</del>	Criterion	Maximum	Standard	Standard	Standard	<del>House 1 bed</del>	Unit	1	1	1	<del>Case by Case</del>	<del>House 2 bed</del>	Unit	1	1	1	<del>Case by Case</del>	<del>House 3 bed or more</del>	Unit	1	2	2	<del>Case by Case</del>	<del>Apartments and Sheltered Housing</del>						<del>Apt 1 bed</del>	Unit	1	1	1*	<del>Case by Case</del>	<del>Apt 2 bed</del>	Unit	1	1	1*	<del>Case by Case</del>	This alteration serves to align the CDP with Compact Settlement Guidelines and introduces new requirements for parking at residential developments. This alteration will not introduce new sources of environmental impact or result in any likely, significant effects on European Sites, beyond what has already been considered in the AA.	Screen Out.
Land Use		Zone 1 <del>MTC—Area and Blackrock</del>	Zone 2 <del>Near Public Transport</del>	Zone 3 <del>Remainder of County (non-rural)</del>	Zone 4 <del>Rural</del>																																																														
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Reference	Proposed Material Alteration/Non-Material Changes						AA Screening	AA Screening Conclusion
	<del>Apt 3 bed</del>	Unit	1	2	2*	<del>Case</del> by <del>Case</del>		
Proposed Material Alteration No. 18	<p><u>Map 3: Proposed Material Alteration No.18</u></p> <p>Add a new SLO to Map 3 on lands at Stradbrook Road as follows:</p> <p><del>SLO 176 - Any development on these lands shall be consistent with the prevailing height of surrounding residential buildings in the immediate vicinity in order to protect the established character and residential amenity of the surrounding area.</del></p>						<p>This alteration serves to clarify the need to consider the established character and amenity of lands at Wynberg Park, Rockford Manor and Windsor Park.</p> <p>In and of itself, this alteration does not support/promote development and will not result in any likely, significant effects on European sites</p> <p>This alteration is associated with the proposal to rezone lands at Stradbrook Road from Objective E to Objective A (which is assessed separately).</p>	Screen Out.
Proposed Material Alteration No. 19	<p><u>Map 6: Proposed Material Alteration No.19</u></p> <p>Replace SLO 64, Map 6, as follows:</p> <p><del>SLO 64 - To provide for office based employment uses in accordance with Section 2.3.6 of Appendix 16 and a Masterplan, outside of the campus required for primary and post primary school(s), on the lands known as Legionaries of Christ.</del></p> <p>SLO 64 – That a minimum of 25% of the entire site, as determined by the Planning Authority, be required to be retained as accessible public open space to form a viable public park. That a masterplan for the whole site be prepared setting out the delivery of housing, schools and public open spaces.</p>						<p>This alteration supports the development of a public park and introduces new substantive planning criteria which governs development. This alteration may drive land use change.</p> <p>Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 20	<p><b><u>Map 6: Proposed Material Alteration No.20</u></b></p> <p>Add new SLO to “Via Verde” site, Map 6 as follows:</p> <p><b>SLO 174 - Any development on the site shall be accompanied by a masterplan which shall:</b></p> <ul style="list-style-type: none"> <li>• Include a Site-Specific Flood Risk Assessment with details of the flood zone A and B extents and the Climate Change High-End Future Scenario (HEFS) provided with highly vulnerable uses on first floor and above, subject to access and egress, and appropriate setting of ground floor finished floor levels.</li> <li>• Address foul drainage capacity and servicing by way of an interim solution to the satisfaction of Uisce Eireann and the dlr Municipal Services Department.</li> </ul>	<p>This alteration serves to clarify flood risk and drainage requirements for the subject lands.</p> <p>In and of itself, this alteration does not support/promote development and will not result in any likely, significant effects on European sites.</p> <p>This alteration is associated with the proposal to rezone ‘Via Verde’ lands from Objective OE to Objective A2 (which is assessed separately).</p>	Screen Out.
Proposed Material Alteration No. 21	<p><b><u>Map 6: Proposed Material Alteration No.21</u></b></p> <p>Add new SLO to the “Via Verde” site, Map 6 as follows:</p> <p><b>SLO 175 - A masterplan shall be prepared which shall meet the urban design, placemaking and development principles for site 7 as set out in section 3.5.4 of Appendix 16 Sandyford Urban Framework Plan.</b></p>	<p>This alteration supports the preparation of a masterplan and introduces new substantive planning criteria for development. The alteration will not introduce likely, significant effects on European Sites.</p> <p>This alteration is associated with the proposal to rezone ‘Via Verde’ lands from Objective OE to Objective A2 (which is assessed separately).</p>	Screen Out.
Proposed Material Alteration No. 22	<p><b><u>Map 6: Proposed Material Alteration No.22</u></b></p> <p>Add New SLO, Map 6, Leopardstown Park Hospital Site as follows:</p> <p><b>SLO 177 - That a minimum 30% of the entire site within the red border, as determined by the Planning Authority, be required to be retained as accessible public open space, and that this space be contiguous with the adjacent zoned F lands to the north east of the site, to form a new public park. That a masterplan for the whole site be prepared setting out the delivery of housing, retention and development of the protected structures and delivery of public open spaces.</b></p>	<p>This alteration supports the development of a public park, the preparation of a masterplan and introduces new substantive planning criteria for development.</p> <p>Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region.</p> <p>This alteration is associated with the proposal to rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 23	<p><b><u>Map 6: Proposed Material Alteration No.23</u></b></p> <p>Add New SLO – Map 6, as follows:</p> <p>SLO 178 - Any development on the site shall:</p> <ul style="list-style-type: none"> <li>Be accompanied by a Site – Specific Flood Risk Assessment with details of the flood zone A and B extents and the Climate Change High – End Future Scenario (HEFS) provided with highly vulnerable uses on first floor and above, subject to access and egress, and appropriate setting of ground floor finished floor levels.</li> <li>Address foul drainage capacity and servicing by way of an interim solution to the satisfaction of Uisce Eireann and the dlr Municipal Services Department.</li> </ul>	<p>This alteration serves to clarify flood risk and drainage requirements for subject lands.</p> <p>In and of itself, this alteration does not support/promote development and will not result in any likely, significant effects on European sites.</p> <p>This alteration is associated with the proposal to rezone lands at ‘Highfield House’ from Objective OE to Objective A2 (which is assessed separately).</p>	Screen Out.
Proposed Material Alteration No. 24	<p><b><u>Proposed Material Alteration No.24</u></b></p> <p>Add New SLO – Map 6, to Highfield House site as follows:</p> <p>SLO 179 –</p> <ul style="list-style-type: none"> <li>Deliver a high quality architectural and landscape design approach that reinforces the identity of the site, contributes positively to the character of Sandyford and creates an attractive and well – defined urban environment.</li> <li>To provide for an active ground floor mixed-use or commercial uses along prominent site or building frontages with generous building(s) entrances with floor – ceiling heights of circa 4.5m so as to create a level of animation and vibrancy appropriate for this site.</li> </ul>	<p>This alteration introduces new substantive planning criteria for development at subject lands. This alteration will not result in likely, significant effects on European Sites beyond what has already been considered in the AA.</p> <p>This alteration is associated with the proposal to rezone lands at ‘Highfield House’ from Objective OE to Objective A2 (which is assessed separately).</p>	Screen Out.
Proposed Material Alteration No. 25	<p><b><u>Map 7: Proposed Material Alteration No.25</u></b></p> <p>Add new SLO, Map 7, as follows:</p> <p>SLO 180- To progress the upgrade of two -way traffic on the Brennanstown Road within 18-24 months of implementing the Traffic management scheme (Part 8), subject to required statutory processes and agreements.</p>	<p>This alteration supports the delivery of public infrastructure developments.</p> <p>Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 26	<p><b><u>Map 7: Proposed Material Alteration No.26</u></b></p> <p>Add new SLO, Map 7, as follows:</p> <p>SLO 181 - If vehicular access from new housing developments on Dlrcoo lands, (Glen Druid), is required onto the Brennanstown road this access will be restricted to 75 units.</p>	This alteration introduces new planning criteria for housing developments at subject lands. The alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Proposed Material Alteration No. 27	<p><b><u>Map 9: Proposed Material Alteration No. 27</u></b></p> <p>Amend <b>Proposed Variation Item No. 43</b>, Map 9, and <b>Proposed Variation Item 44</b>, Map 10, by adding two bullets to the end of SLO 158 as follows:</p> <ul style="list-style-type: none"> <li>Utilise sequential approach to address flood zones A and B.</li> <li>Include sufficient provision for the protection of existing and planned future strategic utility infrastructure.</li> </ul>	This alteration serves to clarify flood risk and utility requirements for residential developments at subject lands. This alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Proposed Material Alteration No. 28	<p><b><u>Map 9: Proposed Material Alteration No.28</u></b></p> <p>Add new SLO, Map 9, as follows:</p> <p>SLO 182 – It is an objective that the LTSS between Kiltiernan and Stepside would protect its sensitive topography and the upland and rural backdrop characteristics, including any area of ecological sensitivity.</p>	This alteration clarifies the need to consider sensitive topography/landscape and ecological connectivity at subject lands. This alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Proposed Material Alteration No. 29	<p><b><u>Map 9: Proposed Material Alteration No.29</u></b></p> <p>Add new SLO, Map 9, as follows:</p> <p>SLO 183- The provision of a School site (including adjoining open space provision for school) (24 or 32 classroom school) should be made available to the Dept. of Education and Skills prior to the granting of permission for up to 800 residential units on the wider RCS site. Opening of the school should take place prior to the occupation of 50% of any residential units on the wider RCS site.</p>	<p>This alteration supports the development of a school site at a brownfield site and introduces new substantive planning criteria governing said development.</p> <p>Given the nature and location of said development and the context of subject lands in an already busy and built-up area (i.e. brownfield site surrounded by disturbed greenfield space, located approximately 4.8 km inland), this alteration will not introduce likely, significant effects on European Sites.</p>	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 30	<p><b><u>Map 9: Proposed Material Alteration No.30</u></b></p> <p>Add new SLO, Map 9, as follows:</p> <p>SLO 184- A masterplan for Racecourse South lands should be prepared in accordance with the policies of the Ballyogan &amp; Environs LAP. It shall be a requirement of the masterplan to provide publicly accessible open space and sports pitches for use by local residents and sports clubs.</p>	<p>This alteration supports the development open space and sport pitches. It also introduces new substantive planning criteria governing development.</p> <p>Given the nature and location of said development and the context of subject lands in an already busy and built-up area (i.e. brownfield site surrounded by disturbed greenfield space, located approximately 4.8 km inland), this alteration will not introduce likely, significant effects on European Sites.</p>	Screen Out.
Proposed Material Alteration No. 31	<p><b><u>Map 9: Proposed Material Alteration No.31</u></b></p> <p>Add new SLO to the LTSS lands, Map 9, as follows:</p> <p>SLO 185 - To require a new masterplan for the lands included in the LTSS on the Glenamuck Road. This masterplan should include the provision of community facilities including playing pitches and public access. No new residential communities will be delivered on the LTSS lands until a school is delivered on the ED site on the Glenamuck Road.</p>	<p>This alteration supports development beyond what was considered in the AA.</p> <p>Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region due to the potential loss of greenfield space approximately 5 km from the coast.</p>	Screen In.
Proposed Material Alteration No. 32	<p><b><u>Map 9: Proposed Material Alteration No.32</u></b></p> <p>Add New SLO at The Park Carrickmines, Map 9, as follows:</p> <p>SLO 186 – The opening of Phase 3 of Carrickmines Park should take place prior to the occupation of 50% of any residential units on the site.</p>	<p>This alteration introduces new substantive planning criteria which govern the phasing of residential development at these lands. This alteration will not result in any likely, significant effects on European Sites.</p> <p>This alteration is associated with the proposal to rezone lands at The Park, Carrickmines from Objective E to Objective A (which is assessed separately).</p>	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 33	<p><b><u>Map 9: Proposed Material Alteration No.33</u></b></p> <p>Amend SLO 87, Stepside Village, Map 9, as follows:</p> <p>SLO 87 - To seek the development of a multi-purpose, multi-functional community centre south of Enniskerry Road proximate to the Stepside Village Neighbourhood Centre <b>and have plans advanced during this current CDP which could help address a deficiency in social infrastructure and become a necessary focal point for local activities while supporting "placemaking" and sustainable communities to accord with proper planning and sustainable development.</b></p>	<p>This alteration supports development and the preparation of plans for social infrastructure. This alteration will not introduce sources of environmental impact or result in any likely, significant effects on European Sites, beyond what has already been considered in the AA.</p>	Screen Out.
Proposed Material Alteration No. 34	<p><b><u>Map 14: Proposed Material Alteration No. 34</u></b></p> <p>Amend <b>Proposed Variation item No. 46</b> Map 14 SLO as follows:</p> <p>160 – To provide a park area on lands zoned for open space between the M11 and the Dublin Road and on lands at Woodbrook. Any parkland area shall:</p> <ul style="list-style-type: none"> <li>• Explore links across the M11/N11 to the Old Connaught Local Area Plan lands, eastwards to Shanganagh Park and south eastwards to Woodbrook Glen.</li> <li>• Provide <del>a pitch</del> <b>a wetland park area and active sports and recreation</b> on Allies River Road (see SLO 162).</li> <li>• Address attenuation measures as required.</li> <li>• Include appropriate biodiversity protection and enhancement measures <b>including biodiversity areas and wildlife corridors.</b></li> <li>• <b>Facilitate limited road crossings to allow access to land for housing subject to not undermining the overall land use zoning objective.</b></li> </ul>	<p>This alteration supports development beyond what was considered in the AA.</p> <p>Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, and the nature and context of the subject lands, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region due to the potential alteration of greenfield space approximately 1.4 km from the coast.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 35	<p><a href="#">Map 14: Proposed Material Alteration No. 35</a></p> <p>Amend <b>Proposed Variation Item No. 51</b> Map 14 SLO as follows:</p> <p>162 - To provide <del>a pitch</del> <b>wetland park area and active sports and recreation</b> on lands at Allies River Road to complement the necklace of diverse open spaces running from the coast, Shanganagh Park, along Allies River Road at Woodbrook and connecting in with the Allies River Road Active park in Old Connaught via the active travel link across the M11 corridor. <b>These facilities will be conditioned as part of any grant of planning permission on areas 3, 4, 5 and 6 on proposed variation Map 14, will be delivered at the developer's expense and will be provided in line with the development of those lands.</b></p>	<p>This alteration supports development beyond what was considered in the AA.</p> <p>Given the nature of the proposed development and the context of the subject lands (open greenfield space adjacent to the M11 Motorway), this alteration may introduce likely, significant effects on European Sites beyond what has already been considered in the AA due to the potential loss of greenfield space approximately 1.4 km from the coast.</p>	Screen In.
Proposed Material Alteration No. 36	<p><a href="#">Map 14: Proposed Material Alteration No. 36</a></p> <p>Amend <b>Proposed Variation Item No. 52</b> Map 14 SLO as follows:</p> <p>163 - To <b>retain the rural character of Allies River Road</b> and to progress opportunities for filtered mobility along Allies River Road while maintaining access for existing vehicular users. Sites coming forward for residential development shall explore the opportunity to access sites from Dublin Road and from the south.</p>	<p>This alteration introduces a new planning requirement for developments in the area. The alteration does not introduce sources of environmental impact, or result in likely, significant effects on European Sites, beyond what was previously considered in the AA.</p>	Screen Out.
Proposed Material Alteration No. 37	<p><a href="#">Map 14: Proposed Material Alteration No. 37</a></p> <p>Amend <b>Proposed Variation Item No. 54</b> Remove SLO Map 14 SLO as follows:</p> <p><del>165— Any residential development to the north of Woodbrook House shall provide vehicular access from Woodbrook View / Place to the north.</del></p>	<p>This alteration removes this SLO and is being made as the zoning objective for the land is reverting to GB. It does not introduce sources of environmental impact, and will not result in any likely, significant effects on European sites.</p>	Screen Out.
Proposed Material Alteration No. 38	<p><a href="#">Map 14: Proposed Material Alteration No. 38</a></p> <p>Amend <b>Proposed Variation Item No. 56</b> Remove SLO Map 14 as follows:</p> <p><del>167— Provision of open space associated with any residential development shall include for provision of a quantum of allotments and /- or a community garden.</del></p>	<p>This alteration removes this SLO and is being made as the zoning objective for the land is reverting to GB. It does not introduce sources of environmental impact, and will not result in any likely, significant effects on European sites.</p>	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 39	<p><b>Map 14: Proposed Material Alteration No. 39</b></p> <p>Amend <b>Proposed Variation Item No. 57</b> Remove SLO 168 Map 14 as follows:</p> <p><del>168 — That any residential development shall be sensitive to the domain landscape of Woodbrook House and shall include for a parkland area that complements the existing grounds and structures at Woodbrook House.</del></p>	This alteration reflects that the subject lands are no longer proposed for rezoning under the Proposed Variation. This alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Proposed Material Alteration No. 40	<p><b>Map 14: Proposed Material Alteration No. 40</b></p> <p>Amend <b>Proposed Variation Item No. 58</b> Map 14 SLO 169, by deleting the 6<sup>th</sup> bullet point and amending the 7<sup>th</sup> bullet point, as follows:</p> <ul style="list-style-type: none"> <li><del>• Include measures for the conservation of architectural and archaeological heritage features present in the area, including the settings of heritage features, as appropriate.</del></li> <li>• Avoid removal of hedgerow, or where not possible, provide <del>replacement/additional hedgerow</del> <b>compensatory hedgerow provision</b> in line with wider nature restoration objectives. (See also Policy Objective GIB31).</li> </ul>	This alteration serves to clarify protection requirements pertaining to the provision of hedgerow. The alteration will not result in any likely, significant effects on European Sites beyond what has already been considered in the AA.	Screen Out.
Proposed Material Alteration No. 41	<p><b>Map 14: Proposed Material Alteration No.41</b></p> <p>Add new SLO, Map 14, as follows:</p> <p><del>SLO 167 - Review the Area Based Transport Assessment (ABTA) that was undertaken for the Old Connaught and Rathmichael Local Area Plan Areas. The aim is to ensure that both existing and planned road infrastructure, including a new bridge over the M11 connecting to Dublin Road between Bray and Shankill, will adequately support existing traffic and any increased traffic resulting from current and future developments in Shanganagh, Woodbrook, the Old Connaught Local Area Plan, as well as any of the new re-zonings between the N11 and DART line between Shankill and Bray.</del></p>	This alteration supports a review of the ABTAs undertaken for the Old Connaught and Rathmichael LAP, with a view to ensuring road infrastructure accommodates increased traffic associated with development. The alteration is review-based and will not result in likely, significant effects on European sites, in and of itself.	Screen Out.
Proposed Material Alteration No. 42	<p><b>Map 14: Proposed Material Alteration No.42</b></p> <p>Add New SLO, Map 14, as follows:</p> <p><del>SLO 168 –</del></p>	This alteration introduces a framework of requirements for residential developments in the Plan area. This alteration will not introduce any likely, significant effects on European Sites.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<ul style="list-style-type: none"> <li>Residential development within the Woodbrook–Shanganagh area may, where appropriate, provide for consolidated or perimeter parking arrangements in order to support sustainable mobility and efficient land use. Parking provision may be in accordance with the parking maximum standards set out in Chapter 12 of the Development Plan, as amended by Variation No. 1. All parking areas may be designed and located so as to minimise conflict with surrounding residential areas and may be capable of adaptation or redevelopment over time, having regard to potential reductions in car ownership associated with improved public transport provision.</li> <li>Proposals may demonstrate how parking provision and layout are integrated with the overall movement strategy for the area, including pedestrian, cycle and public transport connectivity.</li> <li>Development proposals may, in appropriate locations, incorporate mobility hubs or shared mobility facilities, including car share spaces, secure cycle parking, micromobility infrastructure and electric vehicle charging provision, to support compliance with reduced parking standards and facilitate a transition to lower car dependency.</li> <li>Accessible parking spaces, including those required for Blue Badge holders, may be provided in accordance with relevant standards and may be located in close proximity to building entrances and designed to ensure safe, convenient and equitable access for all users.</li> </ul>		
Proposed Material Alteration No. 43	<p><b><u>Map 14: Proposed Material Alteration No.43</u></b></p> <p>Add new SLO Map 14 as follows:</p> <p>SLO 170 - All future development within these lands identified as Flood Zone A and B, as well as the High End Future Scenario (HEFS) for climate change, will be restricted to water compatible uses only, as defined in The Planning System and Flood Risk Management Guidelines (2009). Any applications for development in the area must be accompanied by a Site-Specific Flood Risk Assessment with details of the Climate Change High-End Future Scenario (HEFS) provided, ensuring no Highly Vulnerable or Less Vulnerable development is proposed within this zone.</p>	This alteration clarifies the need to consider flood risk at subject lands. This alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Proposed Material Alteration No. 44	<p><b><u>Map 14: Proposed Material Alteration No.44</u></b></p> <p>Add new SLO Map 14 as follows:</p> <p>SLO 171 - Any development relating to protected structures in this area of Woodbrook-Shanganagh shall be of an appropriate scale having regard to the existing Protected Structures.</p> <p>Planning applications relating to structures on the RPS in this area of Woodbrook-Shanganagh shall:</p>	This alteration introduces a framework of planning requirements in relation to protected structures for development in the Woodbrook-Shanganagh area. This alteration has the potential to shape development in relation to protected structures, but will not introduce sources of environmental impact that may result in likely significant effects on European sites.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<ul style="list-style-type: none"> <li>Require a comprehensive landscaping scheme to include details of trees to be retained and replacement planting where required. Replacement trees to be semi-mature native species.</li> <li>Demonstrate how private open space can be successfully achieved without detracting from the wider mature landscape. This can include the use of soft boundaries to demarcate/define private open space.</li> <li>Ensure the relationship between the principal building and any gate lodges, out buildings and associated structures is retained by way of sensitive design and layout.</li> <li>Ensure any route design process for future developments shall be determined with the primary considerations being the protection of the architectural and landscape character of the site.</li> <li>Encourage the creation of new views which respect the setting of the existing Protected Structures.</li> </ul>		
Proposed Material Alteration No. 45	<p><b><u>Map 14: Proposed Material Alteration No.45</u></b></p> <p>Add new SLO Map 14 as follows:</p> <p>SLO 172 - Any residential development should be located to the western side of Wilford House and should be of small-scale sensitive design relative to the Protected Structure. The provisions of SLO 171 shall also apply.</p>	This alteration introduces a framework of planning requirements in relation to protected structures for development in the Woodbrook-Shanganagh area. This alteration has the potential to shape development in relation to protected structures, but will not introduce sources of environmental impact that may result in likely significant effects on European sites.	Screen Out.
Proposed Material Alteration No. 46	<p><b><u>Map 14: Proposed Material Alteration No.46</u></b></p> <p>Add new SLO, Map 14, as follows:</p> <p>SLO 173 - To include a permeability link, north – south, from Wilford House to lands zoned Objective F through SNI lands.</p>	This alteration supports linear development beyond what was considered in the AA. Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, and the nature and context of the subject lands, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region.	Screen In.
Proposed Material Alteration No. 47	<p><b><u>Map 14: Proposed Material Alteration No.47</u></b></p> <p>Add new SLO, Map 14, as follows:</p> <p>SLO 165 - Retain and / or provide an area of open space at least forty meters wide on lands that immediately adjoin the western side of the Dublin Road from Woodbrook College to Crinken Lane.</p>	This alteration supports development which may generate likely, significant effects. Having regard to the nature of the proposed development and the context of the subject lands, it is assessed that this alteration does not have the potential to result in likely significant effects on European Sites.	Screen Out.




Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Proposed Material Alteration No. 48	<p><b><u>Proposed Material Alteration No.48</u></b></p> <p>Amend Map 2 of SUFP as follows:</p> <p>To Insert an Asterisk *on SUFP Map 2 – Plot Ratios and Residential Densities, of the SUFP pertaining to the five specific sites in the SUFP area.</p> <p>Asterisk and text as follows:</p> <p><i>* An indicative density range of up to 250 dwellings per hectare dph, or plot ratio equivalent, may be applied to this site(s), subject to meeting the requirements of the Sustainable Apartment Guidelines, July 2025 (or as may be amended subsequently), having regard also to residential amenity of existing and future residents, and the urban design principles as set out in Section 4.0 of The Sustainable and Compact Settlement Guidelines, 2024 and the Sandyford Urban Framework Plan.</i></p>	This alteration introduces new planning criteria for the development of apartments at subject lands, in alignment with the Sustainable Residential Development and Compact Settlement Guidelines (2024). This alteration will not introduce any likely, significant effects on European Sites beyond what has already been considered in the AA.	Screen Out.
Proposed Material Alteration No. 49	<p><b><u>Proposed Material Alteration No.49</u></b></p> <p>Amend Policy BH3, page 22 of the SUFP as follows:</p> <p>It is an objective of the Council to consider additional height over the height limit as identified on Map 3 annotated by a star symbol, on sites 6 and 9 (Drawing no.10). Increase in building height shall <del>be limited to an element of the building at this location and only where it does</del> not have a significant adverse impact on adjacent residential properties. <i>Any such proposals for additional height shall have regard to Policy BH5 SUFP and shall be assessed under policy objective BHS1, BHS2 and Appendix 5 of the CDP.</i></p>	This alteration serves to clarify planning and development guidelines for proposals for additional height at subject sites. This alteration will not introduce any likely, significant effects on European Sites beyond what has already been considered in the AA.	Screen Out.
Proposed Material Alteration No. 50	<p><b><u>Proposed Material Alteration No.50</u></b></p> <p>Amend section 3.5. Design Principles and Character Areas, page 25 of the SUFP as follows:</p> <p>Move Site 7: Area bounded by Blackthorn Avenue and Sandyford Business Centre/Leopardstown Office Park from section 3.5.2 to section 3.5.4 Zone 5 Sustainable Residential Neighbourhoods.</p>	This alteration supports the delivery of public infrastructure, green/drainage infrastructure and residential developments, beyond what was considered in the AA. The construction and operational phases of this development have the potential to generate likely, significant effects on European sites.	Screen In.




Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
	<p>Amend text as follows:</p> <ul style="list-style-type: none"> <li><del>• Facilitate a direct pedestrian / cycle route between the Sandyford Luas stop, Blackthorn Avenue to Burton Hall Road centrally through the site.</del></li> <li><del>• Provide a suitably sized publicly accessible open space along the central pedestrian / cycle routes.</del></li> <li><del>• Maximise permeability by providing links and connections with the sites surroundings.</del></li> <li><del>• Developments should create a sense of place and enclosure and be of such a scale that would not have a negative impact on neighbouring properties. Provide a substantial set back from Blackthorn Avenue to facilitate tree planting strip.</del></li> <li>• <b>Promote sustainable and efficient movement:</b> Provide a direct and attractive pedestrian and cycle route through the site linking Blackthorn Avenue and Burton Hall Road and improving access to the Sandyford Luas stop. Development should maximise permeability by providing connections to surrounding sites and integrating with the wider pedestrian and cycle network within Sandyford.</li> <li>• <b>Support a vibrant mixed-use neighbourhood:</b> Provide a residential-led development incorporating an appropriate mix of uses, including provision of community, social enterprise or neighbourhood services at ground floor level, particularly along key pedestrian routes and public spaces.</li> <li>• <b>Integrate green and blue infrastructure:</b> Explore opportunities to incorporate the existing north-south culvert corridor as a key landscape feature within the site and explore the potential for partial opening or daylighting of the culvert where feasible (taking into account flood risk). The corridor should form part of a wider green infrastructure network supporting biodiversity, sustainable drainage and visual amenity.</li> <li>• <b>Provide a high-quality public realm and open space network:</b> Provide a publicly accessible open space or civic park element within the site that contributes to the wider network of open spaces identified in the SUFP and provides recreational and social space for residents, workers and visitors.</li> <li>• <b>Establish a coherent and legible urban structure:</b> Organise development around a clear structure of streets, routes and spaces, with buildings framing and overlooking the public realm to create legible routes and identifiable places within the site.</li> <li>• <b>Ensure responsive built form and appropriate scale:</b> Ensure building height, massing and layout respond appropriately to the surrounding urban context, including neighbouring employment buildings and nearby residential areas, and provide appropriate transitions in scale where required.</li> <li>• <b>Create a distinctive sense of place and identity:</b> Deliver a high quality architectural and landscape design approach that reinforces the identity of the site, contributes positively to the character of Sandyford and creates an attractive and well-defined urban environment.</li> </ul>		



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
<p>Proposed Material Alteration No. 51</p>	<p><b><u>Proposed Material Alteration No.51</u></b></p> <p>Replace Parking Zone Map T2 with the following updated map (see accompanying maps for more detail):</p> 	<p>This alteration defines the revised parking zones in map format. The alteration of these parking zone changes has been assessed substantively separately. In and of itself, this mapping change does not result in the introduction of any sources of environmental impact and will not generate any likely, significant effects on European sites.</p>	<p>Screen Out.</p>



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Non-Material Change No. 1	<p><b><u>Non-Material Change No. 1</u></b></p> <p>Amend <b>Proposed Variation Item No. 1</b> Figure 2.9A: RDCA 2025 – Serviced and Serviceable Lands to include plan boundaries, as follows:</p> 	<p>This alteration serves to illustrate Plan boundaries in Figure 2.9A. The alteration does not support/promote development beyond what has been considered in the AA and will not generate any likely, significant effects on European Sites.</p>	<p>Screen Out.</p>



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Non-Material Change No. 2	<p><u><b>Non-Material Change No. 2</b></u></p> <p>Amend Chapter 3, Land Use Zoning, Objective for ‘Zoning Objective A1’ in all instances within the County Development Plan as follows:</p> <p>‘Zoning Objective A1’ – “To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans or approved Framework Plans.”</p>	This alteration constitutes a minor text change to align the CDP with updated requirements and terminology. The alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Non-Material Change No. 3	<p><u><b>Non-Material Change No. 3</b></u></p> <p>Amend <b>Proposed Variation Item No. 41</b> Chapter 14, Specific Local Objectives, first bullet point, SLO 156, Map 9 as follows:</p> <p>156 – Any future residential development on these lands (subject to rezoning) should:</p> <ul style="list-style-type: none"> <li>accord with the Development Plan and any lands in the LTSS which fall within adopted KGLAP should accord with the provisions of the Kiltiernan – Glenamuck LAP 2025, unless subsequently superseded.</li> </ul>	This alteration constitutes a minor text change to align the CDP with the Kiltiernan-Glenamuck Local Area Plan 2025. The alteration will not result in any likely, significant effects on European Sites.	Screen Out.
Non-Material Change No. 4	<p><u><b>Non-Material Change No. 4</b></u></p> <p>Amend <b>Proposed Variation Item No. 65</b> Table 5, Appendix 13 by deleting and adding the following text in the compliance column against SPPR3 – Car Parking, as follows:</p> <p><del>Including SPPR 3 in this variation requires a more comprehensive piece of work. SPPR 3 currently overrides the current provisions of the plan. SPPR 3 will be addressed in full at the CDP review stage.</del></p> <p>Variation Number 1 to the dlr County Development Plan 2022 – 2028 updates the County Plan to comply with this SPPR.</p>	This alteration clarifies the requirement to comply with this SPPR. The alteration will not result in any likely, significant effects.	Screen Out.
Non-Material Change No. 5	<p><u><b>Non-Material Change No. 5</b></u></p> <p>Map 6 - relocate SLO 63 To improve, encourage and facilitate the provision and expansion of medical / hospital campus at Beacon and Leopardstown Hospital.</p>	This alteration re-locates an existing SLO to reflect the zoning objective change at Leopardstown hospital. It does not introduce sources of environmental impact that may result in likely significant effects on European sites.	Screen Out.



**Table 2-2: AA Screening of Zoning Objective Proposed Material Alterations**

Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Map 3	Rezoning lands at Stradbrog Road from Objective E to Objective A	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.
Map 6	Rezoning 'Via Verde' lands from Objective OE to Objective A2	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.
Map 6	Rezoning 'Highfield House' lands from Objective OE to Objective A2	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.
Map 6	Rezoning lands at Leopardstown Park Hospital from Objective SNI to Objective A2	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.
Map 9	Reduced LTSS boundary at lands at Enniskerry Road	This change reduces the LTSS boundary at this location. This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.
Map 9	Reduced LTSS boundary at lands at Glenamuck	This change reduces the LTSS boundary at this location. This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.
Map 9	Rezoning lands at The Park Carrickmines from Objective E to Objective A	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.
Map 14	Reduce A1 zoning at lands at Old Connaught, with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)	This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Map 14	Rezone area from Objective F to Objective A (lands north of Allies River Road at Area 3).	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.
Map 14	Change objective text (SLO 162) and relocate to proposed Objective F zoned lands in Area 6 (lands at Allies River Road).	This alteration supports development beyond what was considered in the AA. Having regard to the 'Precautionary Principle' underpinning EU and Irish Environmental Law, and the nature and context of the subject lands, it is assessed that this alteration has some potential to result in likely significant effects on mobile species related to European sites in the surrounding region due to the potential loss of greenfield space approximately 1.4 km from the coast.	Screen In.
Map 14	Rezone area from Objective A to Objective F and reduce zoned area with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option) (lands between Allies River Road and the M11 at Area 6).	This alteration supports recreational development and activities at lands that are currently open space, and has the potential to potential to generate likely, significant effects on European sites.	Screen In.
Map 14	Rezone lands at junction of Woodbrook Downs and Dublin Road (located at Area 8) from Objective A to Objective F	This alteration supports recreational development and activities at lands that are currently open space, and has the potential to potential to generate likely, significant effects on European sites.	Screen In.
Map 14	Reduce Objective A zoning with a setback along M11 to facilitate bus priority scheme reservation (Area 9 located between Woodbrook Downs and the M11).	This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.
Map 14	Reduce Objective SNI zoning at Woodbrook College (at Area 10) with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)	This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.
Map 14	Reduce Objective A zoning at Wilford House (Area 11). with a setback along M11 and Wilford junction to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)	This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	AA Screening	AA Screening Conclusion
Map 14	Revert to Objective GB (from Objective A) and reduce zoned area at Woodbrook House (Area 12), with a setback at Wilford junction to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)	This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.
Map 14	Revert to Objective GB (from Objective A) at lands north of Woodbrook House (Area 15).	This change does not introduce any sources of environmental impact that could result in likely significant effects on European sites.	Screen Out.
Map 14	Add LTSS to lands zoned Objective E within Corke Abbey (at Area 20).	This change supports/promotes residential development which may result in likely, significant effects on European sites.	Screen In.



### 3. AA OF PROPOSED MATERIAL ALTERATIONS

AA of PMAs/Non-Material Changes which have been screened in for assessment is presented in Table 3-1. AA of Zoning Objective Proposed Material Alterations which have been screened in for assessment is presented in Table 3-2. The AA involved assessing the potential for PMAs to have adverse effects on European sites and identifying measures that mitigate potential adverse effects European sites.

**Table 3-1: AA of Proposed Material Alterations/Non-Material Changes**

Reference	Proposed Material Alteration/Non-Material Change						AA	Measures that mitigate potential adverse effects on European sites
Proposed Material Alteration No. 2	<u>Proposed Material Alteration No. 2</u>						<p>This alteration includes increased residential capacity figures, supports residential development in the functional area generally, and as such may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>Habitat destruction /fragmentation/deterioration.</li> <li>Reduction in species populations/density.</li> <li>Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>Air pollution due to dust and other airborne emissions.</li> <li>Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>Disturbance and potential spread of invasive species.</li> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, E13, E15, E17, E18
	Revise <b>Proposed Variation Item No. 4</b> , Table 2: Core Strategy Table, as follows:							
	Location	RDCA 2025 Existing Zoning (Ha)	RDCA 2025 Residential Capacity	Variation No.1 Proposed Zoning (Ha)	Variation No.1 Proposed Residential Capacity	Serviced or Serviceable by 2030		
	Permitted and under Construction <sup>1</sup>	53.62	3,540	53.62	3,540	Serviced		
	Sites with an extant planning permission not commenced	87.58	8,788	87.58	8,788	Serviced		



Reference	Proposed Material Alteration/Non-Material Change						AA	Measures that mitigate potential adverse effects on European sites
	Sites with no planning permission	272.71	15,197	275.41	21,810 22,338	-	Serviced	
	Infill/Windfall <sup>2</sup>	119.50	9,559	<del>122.20</del> 130.02	<del>10,276</del> 11,466		Serviced & Serviceable	
	Ballyogan & Environs	44.18	2,562	<del>44.18</del> 46.27	<del>2,562</del> 2,651		Serviced	
	Woodbrook-Shanganagh	9.95	857	<del>48.67</del> 37.03	<del>2,354</del> 1,735		Serviced	
	Kiltiernan-Glenamuck	43.42	1,617	43.42	1,617		Serviced	
	Old Connaught	37.27	2,303	58.30	3,162 3,690	-	Serviced & Serviceable	
	Rathmichael	83.00	3,100	83.00	3,100		Serviceable	
	DLR Total (excluding Cherrywood)	337.33	19,997	<del>399.77</del> 398.05	<del>23,070</del> 23,598 23,731- 24,259		Serviced & Serviceable	
	Cherrywood	76.13	7,528	76.13	7,528		Serviced & Serviceable	



Reference	Proposed Material Alteration/Non-Material Change						AA	Measures that mitigate potential adverse effects on European sites
	DLR County Total <sup>3</sup>	413.46	27,525	475.90	30,598 <del>31,126</del> 31,259 31,787	Serviced & Serviceable		
	Residential Capacity from Serviced Land by 2030				23,194 23,140			
	Total Housing Requirement 2025 to 2030				28,232			
	Housing Requirement (less Q1 & Q2 2025 completions & under construction)				23,112			
Proposed Material Alteration No. 19	<p><b>Map 6: Proposed Material Alteration No.19</b></p> <p>Replace SLO 64, Map 6, as follows:</p> <p><del>SLO 64 – To provide for office-based employment uses in accordance with Section 2.3.6 of Appendix 16 and a Masterplan, outside of the campus required for primary and post-primary school(s), on the lands known as Legionaries of Christ.</del></p> <p>SLO 64 – That a minimum of 25% of the entire site, as determined by the Planning Authority, be required to be retained as accessible public open space to form a viable public park. That a masterplan for the whole site be prepared setting out the delivery of housing, schools and public open spaces.</p>						<p>This alteration supports the development of a public park and introduces new substantive planning criteria which governs development. This alteration may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>Habitat destruction /fragmentation/deterioration.</li> <li>Reduction in species populations/density.</li> <li>Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>Air pollution due to dust and other airborne emissions.</li> <li>Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>Disturbance and potential spread of invasive species.</li> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, OSR4, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
Proposed Material Alteration No. 22	<p><b><u>Map 6: Proposed Material Alteration No.22</u></b></p> <p>Add New SLO, Map 6, Leopardstown Park Hospital Site as follows:</p> <p>SLO 177 - That a minimum 30% of the entire site within the red border, as determined by the Planning Authority, be required to be retained as accessible public open space, and that this space be contiguous with the adjacent zoned F lands to the north east of the site, to form a new public park. That a masterplan for the whole site be prepared setting out the delivery of housing, retention and development of the protected structures and delivery of public open spaces.</p>	<p>This alteration supports the development of a public park, the preparation of a masterplan and introduces new substantive planning criteria for development. This alteration may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>Habitat destruction /fragmentation/deterioration.</li> <li>Reduction in species populations/density.</li> <li>Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>Air pollution due to dust and other airborne emissions.</li> <li>Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>Disturbance and potential spread of invasive species.</li> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area. This alteration is associated with the proposal to rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2.</p>	T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, OSR4, EI3, EI5, EI7, EI8
Proposed Material Alteration No. 25	<p><b><u>Map 7: Proposed Material Alteration No.25</u></b></p> <p>Add new SLO, Map 7, as follows:</p> <p>SLO 180- To progress the upgrade of two -way traffic on the Brennanstown Road within 18-24 months of implementing the Traffic management scheme (Part 8), subject to required statutory processes and agreements.</p>	<p>This alteration supports the delivery of traffic and transport infrastructure. This alteration may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>Habitat destruction /fragmentation/deterioration.</li> <li>Reduction in species populations/density.</li> <li>Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>Air pollution due to dust and other airborne emissions.</li> <li>Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>Disturbance and potential spread of invasive species.</li> </ul>	T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
		<ul style="list-style-type: none"> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the surrounding area.</p>	
<p>Proposed Material Alteration No. 31</p>	<p><b><u>Map 9: Proposed Material Alteration No.31</u></b></p> <p>Add new SLO to the LTSS lands, Map 9, as follows:</p> <p><b>SLO 185 - To require a new masterplan for the lands included in the LTSS on the Glenamuck Road. This masterplan should include the provision of community facilities including playing pitches and public access. No new residential communities will be delivered on the LTSS lands until a school is delivered on the ED site on the Glenamuck Road.</b></p>	<p>This alteration supports development which may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>Habitat destruction /fragmentation/deterioration.</li> <li>Reduction in species populations/density.</li> <li>Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>Air pollution due to dust and other airborne emissions.</li> <li>Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>Disturbance and potential spread of invasive species.</li> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area due to the potential loss of greenfield space approximately 5 km from the coast.</p>	<p>T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, OSR4, EI3, EI5, EI7, EI8</p>



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
Proposed Material Alteration No. 34	<p><b><u>Map 14: Proposed Material Alteration No. 34</u></b></p> <p>Amend <b>Proposed Variation item No. 46</b> Map 14 SLO as follows:</p> <p>160 – To provide a park area on lands zoned for open space between the M11 and the Dublin Road and on lands at Woodbrook. Any parkland area shall:</p> <ul style="list-style-type: none"> <li>• Explore links across the M11/N11 to the Old Connaught Local Area Plan lands, eastwards to Shanganagh Park and south eastwards to Woodbrook Glen.</li> <li>• Provide <del>a pitch</del> <b>a wetland park area and active sports and recreation</b> on Allies River Road (see SLO 162).</li> <li>• Address attenuation measures as required.</li> <li>• Include appropriate biodiversity protection and enhancement measures <b>including biodiversity areas and wildlife corridors.</b></li> <li>• <b>Facilitate limited road crossings to allow access to land for housing subject to not undermining the overall land use zoning objective.</b></li> </ul>	<p>This alteration supports development which may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species related to European sites in the surrounding region due to the potential loss of greenfield space approximately 1.4 km from the coast.</p>	T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, OSR4, EI3, EI5, EI7, EI8
Proposed Material Alteration No. 35	<p><b><u>Map 14: Proposed Material Alteration No. 35</u></b></p> <p>Amend <b>Proposed Variation Item No. 51</b> Map 14 SLO as follows:</p> <p>162 - To provide <del>a pitch</del> <b>wetland park area and active sports and recreation</b> on lands at Allies River Road to complement the necklace of diverse open spaces running from the coast, Shanganagh Park, along Allies River Road at Woodbrook and connecting in with the Allies River Road Active park in Old Connaught via the active travel link across the M11 corridor. <b>These facilities will be conditioned as part of any grant of planning permission on areas 3, 4, 5 and 6 on proposed variation Map 14, will be delivered at the developer's expense and will be provided in line with the development of those lands.</b></p>	<p>This alteration supports development which may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul>	T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, OSR4, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
		<p>The impacts have the potential to create adverse effects on mobile species related to European sites in the surrounding region due to the potential loss of greenfield space approximately 1.4 km from the coast.</p>	
<p>Proposed Material Alteration No. 46</p>	<p><a href="#">Map 14: Proposed Material Alteration No.46</a></p> <p>Add new SLO, Map 14, as follows:</p> <p><b>SLO 173 - To include a permeability link, north – south, from Wilford House to lands zoned Objective F through SNI lands.</b></p>	<p>This alteration supports development which may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	<p>T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, OSR4, E13, E15, E17, E18</p>
<p>Proposed Material Alteration No. 50</p>	<p><a href="#">Proposed Material Alteration No.50</a></p> <p>Amend section 3.5. Design Principles and Character Areas, page 25 of the SUFP as follows:</p> <p>Move Site 7: Area bounded by Blackthorn Avenue and Sandyford Business Centre/Leopardstown Office Park from section 3.5.2 to section 3.5.4 Zone 5 Sustainable Residential Neighbourhoods.</p> <p>Amend text as follows:</p>	<p>This alteration supports the delivery of public infrastructure, green/drainage infrastructure and residential development, which may lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants, into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with the proposed project.</li> </ul>	<p>T27, GIB18, GIB19, GIB21, GIB22, GIB24, GIB25, GIB28, E13, E15, E17, E18</p>



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
	<ul style="list-style-type: none"> <li><del>• Facilitate a direct pedestrian / cycle route between the Sandyford Luas stop, Blackthorn Avenue to Burton Hall Road centrally through the site.</del></li> <li><del>• Provide a suitably sized publicly accessible open space along the central pedestrian / cycle routes.</del></li> <li><del>• Maximise permeability by providing links and connections with the sites surroundings.</del></li> <li><del>• Developments should create a sense of place and enclosure and be of such a scale that would not have a negative impact on neighbouring properties. Provide a substantial set back from Blackthorn Avenue to facilitate tree-planting strip.</del></li> <li>• <b>Promote sustainable and efficient movement:</b> Provide a direct and attractive pedestrian and cycle route through the site linking Blackthorn Avenue and Burton Hall Road and improving access to the Sandyford Luas stop. Development should maximise permeability by providing connections to surrounding sites and integrating with the wider pedestrian and cycle network within Sandyford.</li> <li>• <b>Support a vibrant mixed-use neighbourhood:</b> Provide a residential-led development incorporating an appropriate mix of uses, including provision of community, social enterprise or neighbourhood services at ground floor level, particularly along key pedestrian routes and public spaces.</li> <li>• <b>Integrate green and blue infrastructure:</b> Explore opportunities to incorporate the existing north-south culvert corridor as a key landscape feature within the site and explore the potential for partial opening or daylighting of the culvert where feasible (taking into account flood risk). The corridor should form part of a wider green infrastructure network supporting biodiversity, sustainable drainage and visual amenity.</li> <li>• <b>Provide a high-quality public realm and open space network:</b> Provide a publicly accessible open space or civic park element within the site that contributes to the wider network of open spaces identified in the SUIP and provides recreational and social space for residents, workers and visitors.</li> <li>• <b>Establish a coherent and legible urban structure:</b> Organise development around a clear structure of streets, routes and spaces, with buildings framing and overlooking the public realm to create legible routes and identifiable places within the site.</li> </ul>	<ul style="list-style-type: none"> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
	<ul style="list-style-type: none"> <li>• <b>Ensure responsive built form and appropriate scale:</b> Ensure building height, massing and layout respond appropriately to the surrounding urban context, including neighbouring employment buildings and nearby residential areas, and provide appropriate transitions in scale where required.</li> <li>• <b>Create a distinctive sense of place and identity:</b> Deliver a high quality architectural and landscape design approach that reinforces the identity of the site, contributes positively to the character of Sandyford and creates an attractive and well-defined urban environment.</li> </ul>		

**Table 3-2: AA of Zoning Objective Proposed Material Alteration**

Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
Map 3	Rezone lands at Stradbrog Road from Objective E to Objective A	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
Map 6	Rezone 'Via Verde' lands from Objective OE to Objective A2	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8
Map 6	Rezone 'Highfield House' lands from Objective OE to Objective A2	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
		The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.	
Map 6	Rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8
Map 9	Rezone lands at The Park Carrickmines from Objective E to Objective A	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> </ul>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
		<ul style="list-style-type: none"> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	
Map 14	Rezone area from Objective F to Objective A (lands north of Allies River Road at Area 3).	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>Habitat destruction /fragmentation/deterioration.</li> <li>Reduction in species populations/density.</li> <li>Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>Air pollution due to dust and other airborne emissions.</li> <li>Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>Disturbance and potential spread of invasive species.</li> <li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
Map 14	Change objective text (SLO 162) and relocate to proposed Objective F zoned lands in Area 6 (lands at Allies River Road).	<p>This change supports/promotes development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8
Map 14	Rezone area from Objective A to Objective F and reduce zoned area with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option) (lands between Allies River Road and the M11 at Area 6).	<p>This change supports/promotes development/activities which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
		The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.	
Map 14	Rezone lands at junction of Woodbrook Downs and Dublin Road (located at Area 8) from Objective A to Objective F	<p>This change supports/promotes development/activities which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> <li>• Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li> </ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8
Map 14	Add LTSS to lands zoned Objective E within Corke Abbey (at Area 20).	<p>This change supports/promotes residential development which may - in the absence of mitigation - lead to the following range of impacts occurring:</p> <ul style="list-style-type: none"> <li>• Habitat destruction /fragmentation/deterioration.</li> <li>• Reduction in species populations/density.</li> <li>• Surface water run-off carrying suspended silt and contaminants into local watercourses.</li> <li>• Air pollution due to dust and other airborne emissions.</li> <li>• Changes to groundwater quality, yield and/or flow paths associated with proposed development.</li> <li>• Disturbance and potential spread of invasive species.</li> </ul>	GIB1, GIB18, GIB19, GIB20, GIB21, GIB22, GIB24, GIB25, GIB28, EI3, EI5, EI7, EI8



Reference	Proposed Material Alteration/Non-Material Change	AA	Measures that mitigate potential adverse effects on European sites
		<ul style="list-style-type: none"><li>Activities (noise, vibration, lighting, human presence, structures, etc) leading to disturbance/displacement of species.</li></ul> <p>The impacts have the potential to create adverse effects on mobile species connected to European sites in the wider area.</p>	



## APPENDIX 1

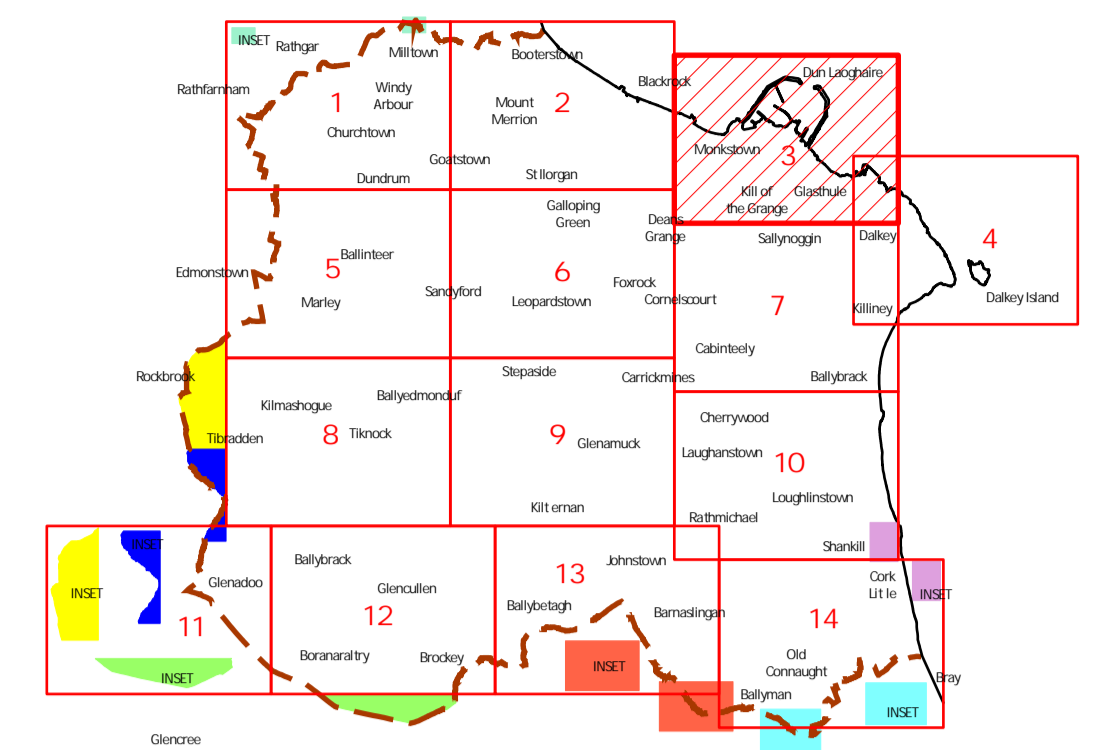
Amended Land Use Zoning  
Maps



# COMHAIRLE CHONTAE DHÚN LAOGHAIRE-RÁTH AN DÚIN DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL COUNTY DEVELOPMENT PLAN 2022-2028



Proposed Material Alterat ons to Proposed Variat on No.1 - May 2026



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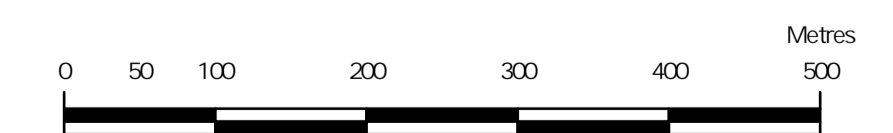
**Land Use Zoning**

Objective A To provide residential development and improve residential amenity while protecting the existing residential amenities

New SLO added

Proposed Material Alterat ons to Proposed Variat on No.1

1. Rezone from Objective E to Objective A
2. Add New SLO 176

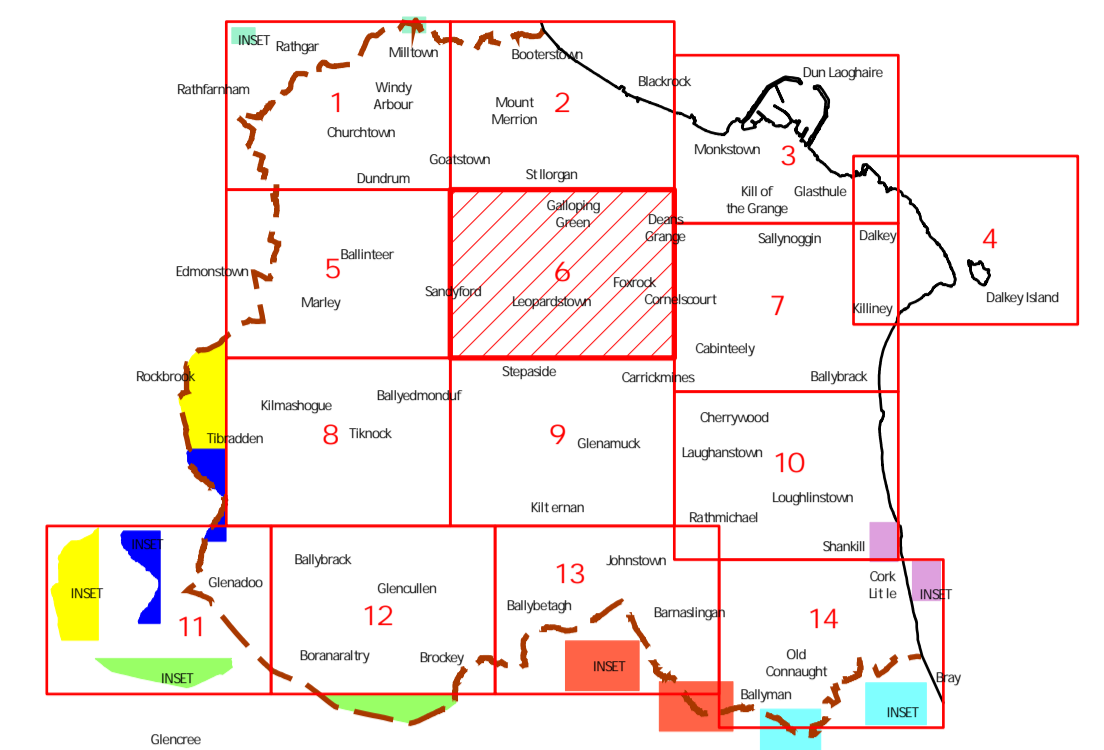


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Senior Planner: L.M.Gauran

# COMHAIRLE CHONTAE DHÚN LAOGHAIRE-RÁTH AN DÚIN DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL COUNTY DEVELOPMENT PLAN 2022-2028



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**Proposed Land Use Zonings**

Object ve A2 To provide for the creat on of sustainable resident al neighbourhoods and preserve and protect resident al amenity.

- New SLO added
- Exist ng SLO relocated
- Proposed Material Alterat ons to Proposed Variat on No.1

1. Rezone from Object ve OE to Object ve A2
2. Add New SLO 174
3. Add New SLO 175
4. Add New SLO 178
5. Rezone from Object ve OE to Object ve A2
6. Add New SLO 179
7. Rezone from Object ve SNI to Object ve A2
8. Add New SLO 177
9. Relocate SLO 63

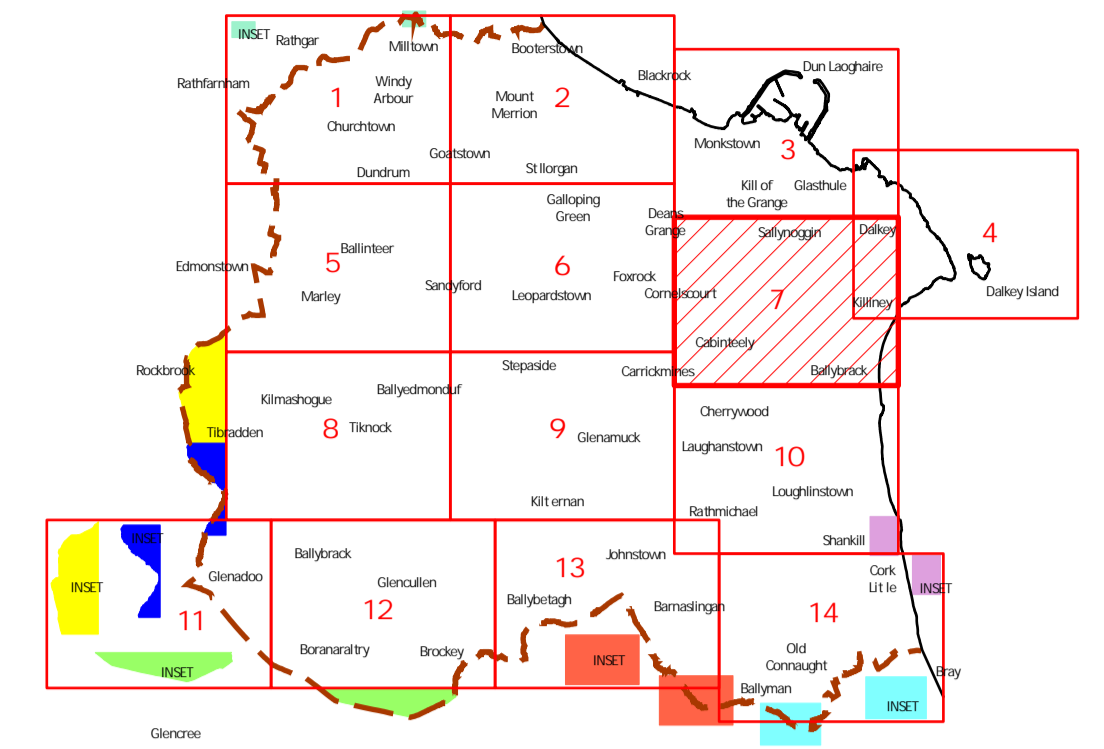


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Refer to the Cherrywood Planning Scheme for objects within its boundary

-  New SLO added
-  Proposed Material Alterat ons to Proposed Variat on No.1
- 1. Add New SLO 180
- 2. Add New SLO 181

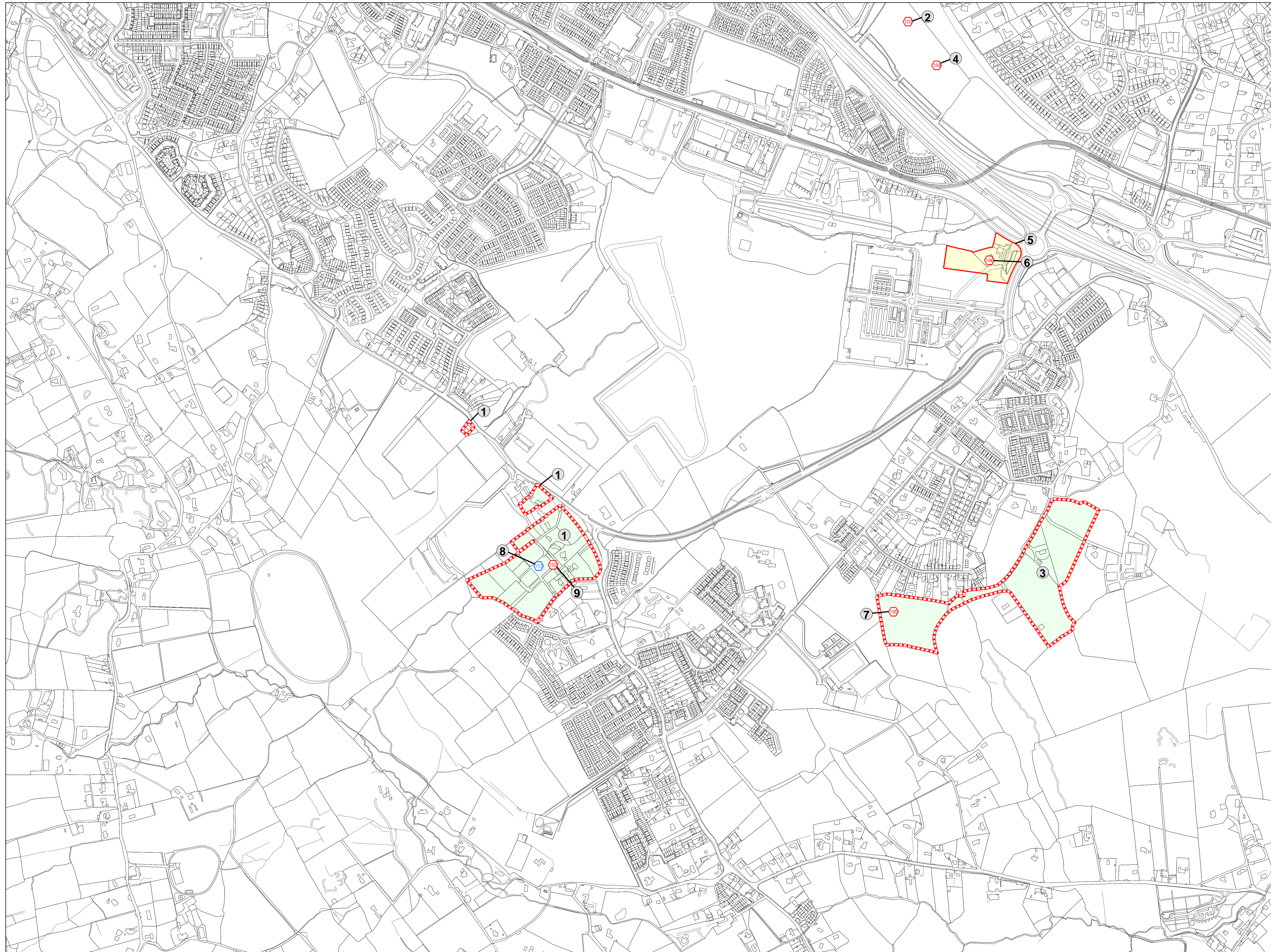
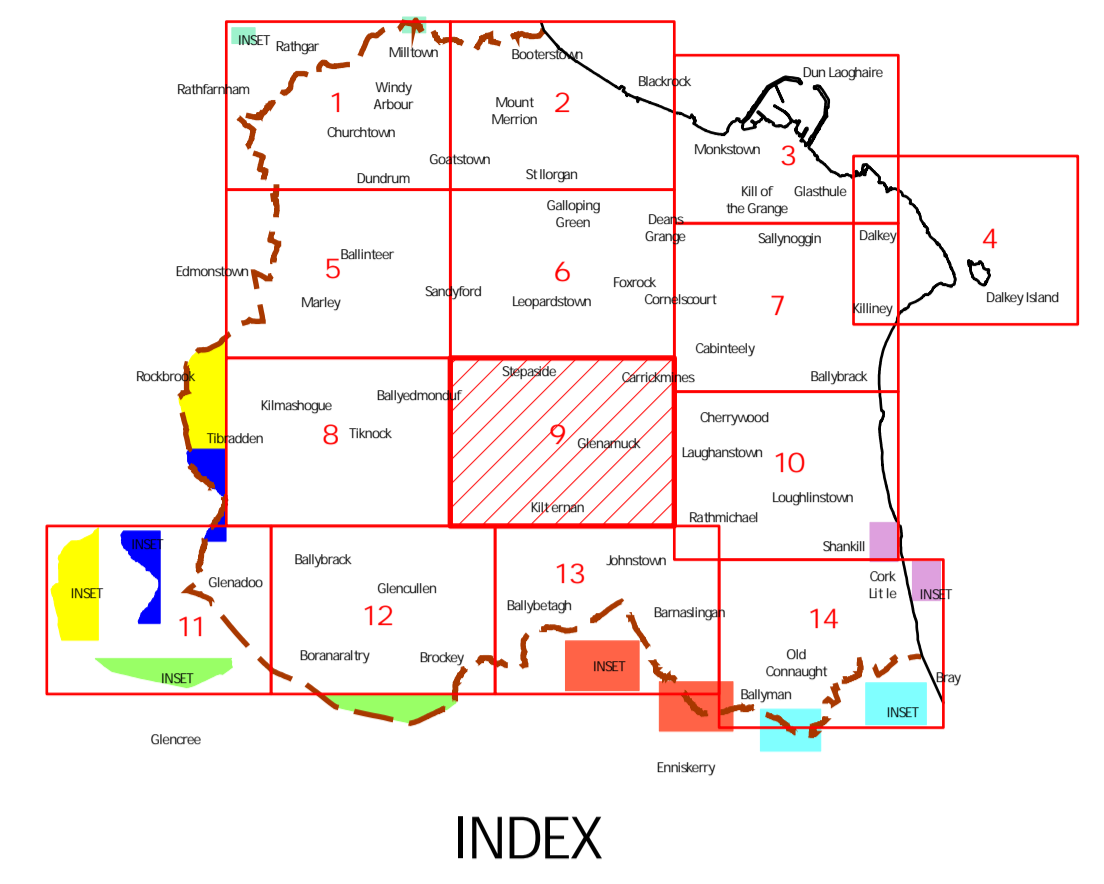


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Proposed Material Alterat ons to Proposed Variat on No.1 - May 2026



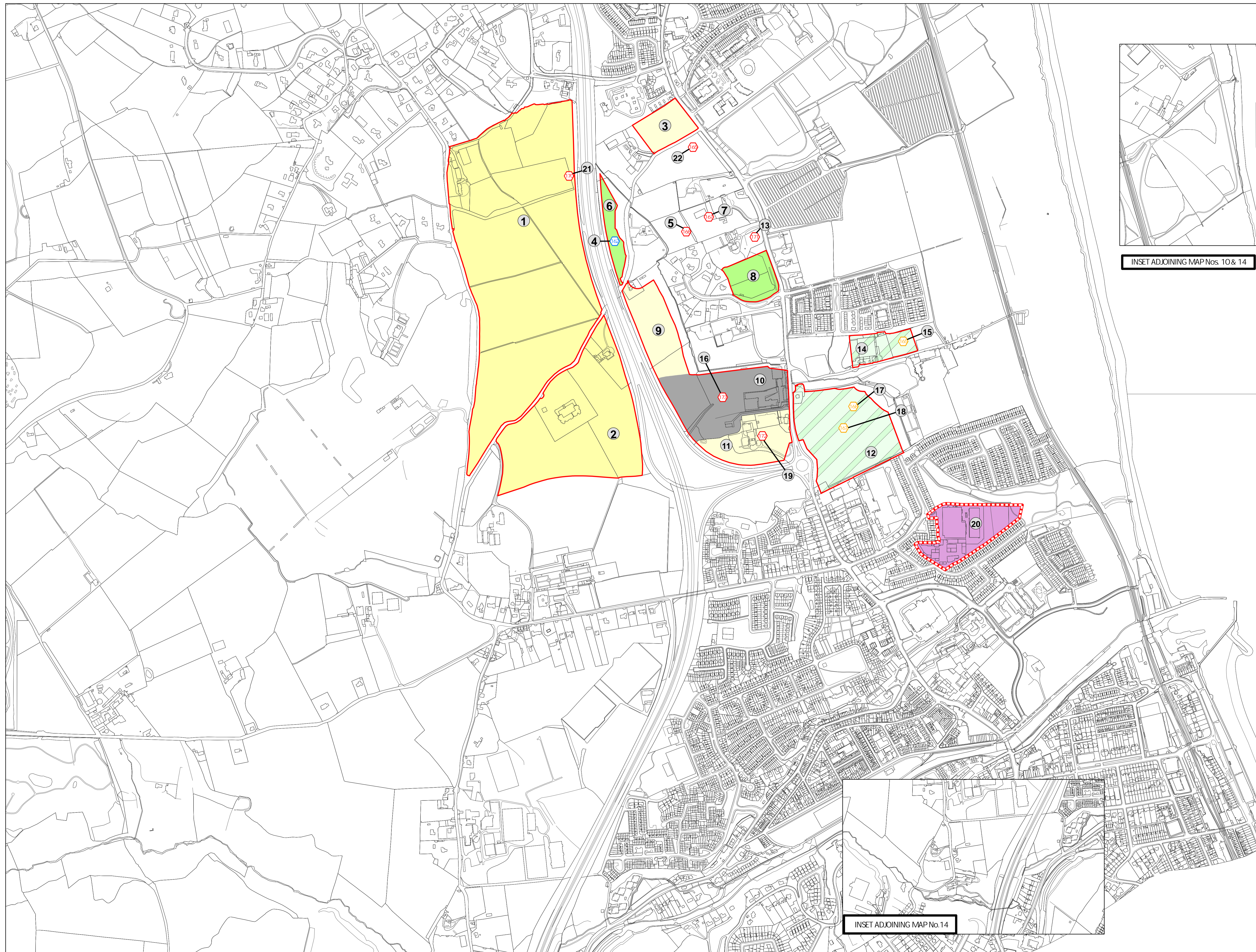
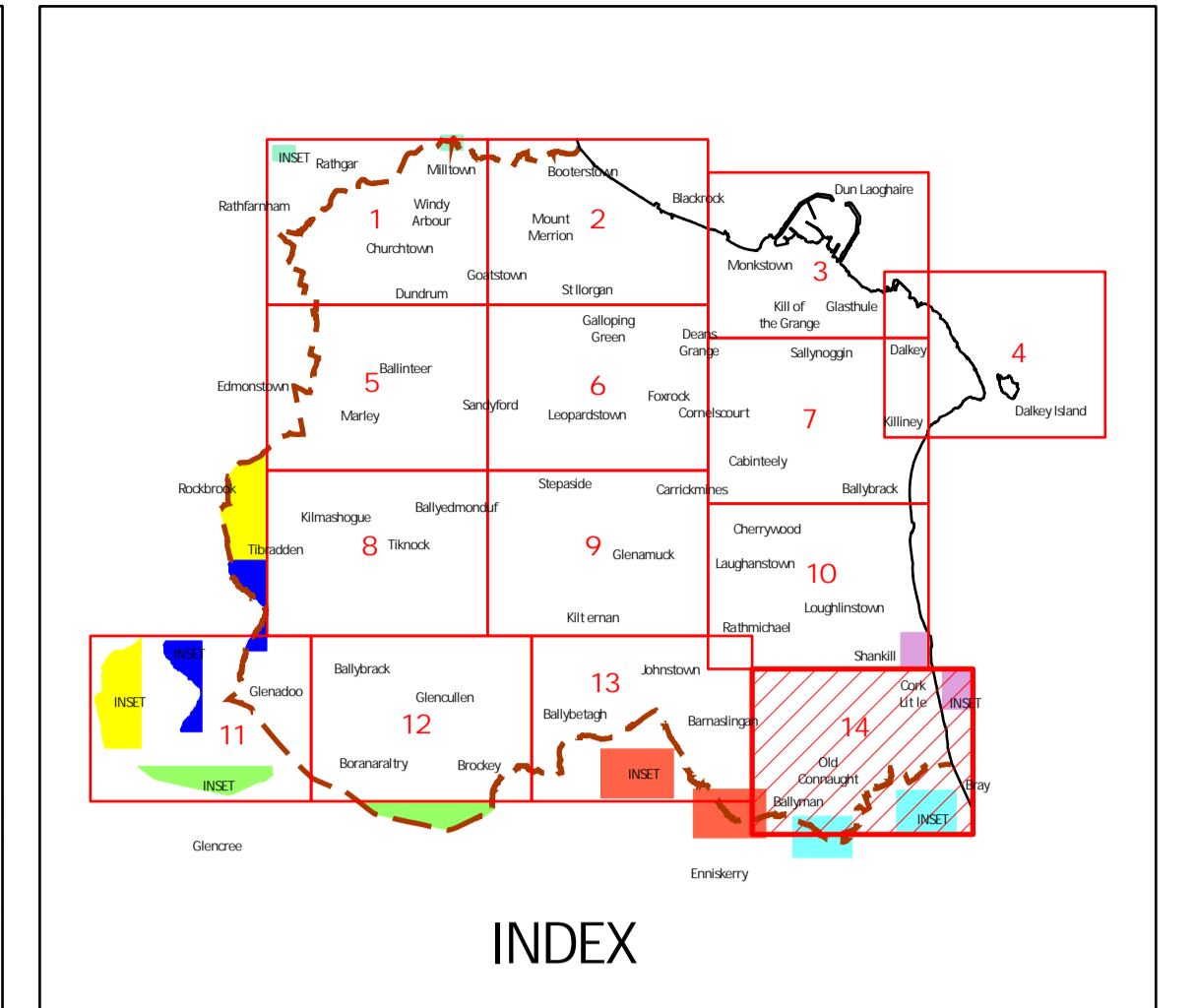
- Existing Land Use Zoning**
- Object ve A To provide residential development and improve residential amenity while protecting the existing residential amenities. ■
  - Object ve B To protect and improve rural amenity and to provide for the development of agriculture. ■
  - Object ve F To preserve and provide for open space with ancillary active recreational amenities. ■
- ⬡ New SLO added
  - ⬡ Existing SLO relocated
  - LTSS Boundary
  - Proposed Material Alterat ons to Proposed Variat on No.1
1. Reduced LTSS boundary
  2. Add New SLO 183
  3. Reduced LTSS boundary
  4. Add New SLO 184
  5. Rezone lands from Object ve E to Object ve A
  6. Add New SLO 186
  7. Add New SLO 185
  8. Relocate SLO 157
  9. Add New SLO 182



# COMHAIRLE CHONTAE DHÚN LAOGHAIRE-RÁTH AN DÚIN DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL COUNTY DEVELOPMENT PLAN 2022-2028



Proposed Material Alterat ons to Proposed Variat on No.1 - May 2026



**Proposed Land Use Zonings**

- Objective A To provide residential development and improve residential amenity while protecting the existing residential amenities. ■
- Objective A1 To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans. ■
- Objective E To provide for economic development and employment. ■
- Objective GB To protect and enhance the open nature of lands between urban areas. ■
- Objective F To preserve and provide for open space with ancillary active recreational amenities. ■
- Objective SNI To protect, improve and encourage the provision of sustainable neighbourhood infrastructure. ■

○ New SLO added  
○ Existing SLO removed  
○ Existing SLO relocated  
  LTSS Boundary  
  Proposed Material Alterat ons to Proposed Variat on No.1

- Reduce Objective A1 zoning with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme.
- Rezone area from Objective F to Objective A
- Relocate SLO 162
- Add New SLO 168
- Rezone area from Objective A to Objective F and reduce zoned area with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme.
- Add New SLO 167
- Rezone lands from Objective A to Objective F
- Reduce Objective A zoning with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme.
- Reduce Objective SNI zoning with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme.
- Reduce Objective A zoning with a setback along M11 and Wilford junction to facilitate the N11/M11 Bus Priority Interim Scheme.
- Revert to Objective GB (from Objective A) and reduce zoned area with a setback at Wilford junction to facilitate the N11/M11 Bus Priority Interim Scheme.
- Add New SLO 171
- Revert to Objective GB (from Objective A)
- Remove SLO 165
- Add New SLO 173
- Remove SLO 168
- Remove SLO 167
- Add New SLO 172
- Add LTSS to lands zoned Objective E
- Add New SLO 170
- Add New SLO 165

0 50 100 200 300 400 500 Metres

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