



County Development Plan 2022-2028



**Proposed
Material Alterations
to Proposed Variation
No. 1**

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

May 2026

Contents

Section 1 Introduction	5
1.1 Context	5
1.2 How to read the Proposed Material Alterations	5
1.3 Environmental Assessments.....	6
1.4 Your Role – Making a Submission / Observation.....	6
1.5 The Next Steps.....	7
Section 2 Proposed Material Alterations	8
Chapter 2: Core Strategy	14
Proposed Material Alteration No. 1.....	14
Proposed Material Alteration No. 2.....	15
Proposed Material Alteration No. 3.....	15
Chapter 4: Neighbourhood – People, Homes and Places.....	16
Proposed Material Alteration No. 4.....	16
Chapter 5: Transport and Mobility	17
Proposed Material Alteration No. 5.....	17
Proposed Material Alteration No. 6.....	17
Chapter 8: Green Infrastructure and Biodiversity	18
Proposed Material Alteration No. 7.....	18
Chapter 12: Development Management.....	19
Proposed Material Alteration No. 8.....	19
Proposed Material Alteration No.9.....	20
Proposed Material Alteration No.10.....	20
Proposed Material Alteration No.11.....	20
Proposed Material Alterations No.12	21
Proposed Material Alteration No.13.....	22
Proposed Material Alteration No.14.....	23
Proposed Material Alteration No.15.....	23
Proposed Material Alteration No.16.....	25
Proposed Material Alteration No.17.....	25
Chapter 14: Specific Local Objectives (SLO)	26
Map 3:.....	26
Proposed Material Alteration No.18.....	26

Proposed Material Alteration No.19.....	26
Proposed Material Alteration No.20.....	26
Proposed Material Alteration No.21.....	26
Proposed Material Alteration No.22.....	26
Proposed Material Alteration No.23.....	27
Proposed Material Alteration No.24.....	27
Map 7:.....	27
Proposed Material Alteration No.25.....	27
Proposed Material Alteration No.26.....	27
Map 9:.....	27
Proposed Material Alteration No. 27.....	28
Proposed Material Alteration No.28.....	28
Proposed Material Alteration No.29.....	28
Proposed Material Alteration No.30.....	28
Proposed Material Alteration No.31.....	28
Proposed Material Alteration No.32.....	28
Proposed Material Alteration No.33.....	28
Map 14:.....	29
Proposed Material Alteration No. 34.....	29
Proposed Material Alteration No. 35.....	29
Proposed Material Alteration No. 36.....	29
Proposed Material Alteration No. 37.....	29
Proposed Material Alteration No. 38.....	30
Proposed Material Alteration No. 39.....	30
Proposed Material Alteration No. 40.....	30
Proposed Material Alteration No.41.....	30
Proposed Material Alteration No.42.....	30
Proposed Material Alteration No.43.....	31
Proposed Material Alteration No.44.....	31
Proposed Material Alteration No.45.....	31
Proposed Material Alteration No.46.....	31
Proposed Material Alteration No.47.....	32
Appendix 16: Sandyford Urban Framework Plan	33

Proposed Material Alteration No.48..... 33

Proposed Material Alteration No.49..... 33

Proposed Material Alteration No.50..... 33

Mapping..... 35

Land Use Mapping..... 35

Supplementary Mapping..... 35

Proposed Material Alteration No.51..... 35

Section 3. Non-Material Changes that arose as part of the submissions and observations received on Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and Errata presented for information purposes only..... 36

Non-Material Change No. 1 36

Non-Material Change No. 2 36

Non-Material Change No. 3 36

Non-Material Change No. 4 37

Non-Material Change No. 5 37

Section 1: Introduction

1.1 Context

Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 was placed on public display from Thursday 18th December 2025 to Monday 26th January 2026 inclusive.

The Chief Executive's Report on Submissions / Observations received to Proposed Variation No. 1 was submitted to the Elected Members of Dún Laoghaire-Rathdown County Council for their consideration on Friday 6th March 2026.

Having considered Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan and the Chief Executive's Report, it was resolved by the Members at a Special Meeting of Dún Laoghaire-Rathdown County Council held on Tuesday 21st April 2026 to alter Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, and the material alterations listed in this report constitute a material alteration to Proposed Variation No.1.

In accordance with Section 13(6) of the Planning and Development Act 2000 (as amended), the Proposed Material Alterations are hereby published for public consultation for a period of four weeks.

Note: Should any of the Proposed Material Alterations of this report be adopted into Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, consequential changes may occur throughout the approved County Development Plan as a result. These changes will be integrated into Variation No. 1 once adopted.

1.2 How to read the Proposed Material Alterations

The Proposed Material Alterations are referred to as **Proposed Material Alteration No. 1 – No. 51** in Section 2 and are accompanied by associated maps (where relevant).

Section 2 contains the Proposed Material Alterations which affect the Proposed Amendments to the County Development Plan, as contained in Proposed Variation No. 1 published on the 18th of December and further Proposed Material Alterations following a Special Meeting held on Tuesday 21st April 2026 to alter Proposed Variation No. 1.

Proposed Material Alterations affect land use zonings and designations on the Development Plan maps; the same have been identified with a map item number on each Land Use Zoning Map that accompanies this document and form part of these Proposed Material Alterations.

The Proposed Material Alterations listed in this report comprise of:

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

Section 3 of the Report provides a list of Non-Material Changes which arose as part of the submissions and observations received on Proposed Variation No. 1 to the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and Errata that arose during the process. This section is presented for information purposes only.

1.3 Environmental Assessments

In accordance with Section 13(6) of the Planning and Development Act 2000 (as amended), it has been determined that a Strategic Environmental Assessment (SEA) and an Appropriate Assessment is required for the Proposed Material Alterations to Proposed Variation No.1.

In this regard, the following documents are published for inspection and public consultation:

- An SEA Screening Determination for the Proposed Material Alterations.
- An Addendum to the Draft Strategic Environmental Assessment (SEA) Environmental Report for Proposed Variation No. 1 - This will document the SEA Screening/SEA process undertaken for the Proposed Material Alterations; and provides information on potential likely, significant environment effects of the alterations, and mitigation measures to avoid, prevent and reduce effects; pursuant to the European SEA Directive (2001/42/EC) and S.I. No. 436/2004 - Planning and Development (Strategic Environmental Assessment) Regulations 2004.
- An AA Screening Determination for the Proposed Material Alterations.
- An Addendum to the Appropriate Assessment (AA) Draft Natura Impact Report for Proposed Variation No. 1 – This will document the AA Screening/AA process undertaken for the Proposed Material Alterations, and provides information on any potential likely significant/adverse effects on European sites; pursuant to Article 6(3) of the European Habitats Directive (92/43/EEC), and the Planning and Development Act 2000 (as amended).
- An Addendum to the Strategic Flood Risk Assessment (SFRA) for Proposed Variation No. 1, which provides a strategic flood risk assessment of the proposed alterations, carried out in accordance with 'Planning System and Flood Risk Management: Guidelines for Planning Authorities' (DoEHLG/OPW, 2009 – pursuant to Section 28 of the Planning and Development Act 2000 (as altered).

1.4 Your Role – Making a Submission / Observation

A copy of the Proposed Material Alterations and Environmental documents are on display during normal opening hours, for a specified period of not less than four (4) weeks from Thursday 28th May 2026 – Friday 26th June 2026 inclusive as follows:

- The Planning Department, County Hall, Marine Road, Dún Laoghaire, Co Dublin, A96 K6C9, between 10.00am to 4.00pm Monday to Friday, excluding Bank Holidays.
- The Council Offices, Dundrum Office Park, Main Street, Dundrum, Dublin 14, D14 YY00, between 9.30am to 12.30pm and 1.30pm to 4.30pm Monday to Friday, excluding Bank Holidays.
- Via the Proposed Variation No. 1 website https://www.dlrcoco.ie/CDP_proposed-variation-no1
- Via the dlr consultations section on the Council's website homepage <https://www.dlrcoco.ie> and at <https://dlrcoco.citizenspace.com>
- All branches of Dún Laoghaire-Rathdown libraries during library opening hours.

Written submissions or observations with respect to the Proposed Material Alterations and accompanying documents are invited from members of the public and other interested parties and may be made in writing to the Planning Authority not later than Friday 26th June 2026 at 23:59hr as follows:

- Through the online consultation portal at <https://dlrcoco.citizenspace.com/>, on

- In writing to: Proposed Material Alterations to Proposed Variation No. 1, Administrative Officer, Planning Section, Dún Laoghaire-Rathdown County Council, Marine Road, Dún Laoghaire A96 K6C9.
- Your name and address should be stated in your submission and, where relevant, the body or organisation represented.
- Children or groups/associations representing the interests of children are welcome to make submissions.
- Please make your submission in one medium only, i.e., online or hard copy

Submissions and observations cannot be accepted in any other format or to any other online or postal address.

Late submissions, e-mail, or faxed submissions will not be accepted.

All written submissions or observations made in respect of the Proposed Material Alterations to Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 shall be taken into account by the authority before the variation of the development plan is made. Only submissions or observations made in respect of the Proposed Material Alterations will be taken into consideration before the making of any Material Alterations to Proposed Variation No. 1.

Submissions or observations in relation to any other aspect of Proposed Variation No. 1 **cannot be considered** at this stage in the process.

Details of your privacy entitlements and obligations under GDPR can be read at the Proposed Variation No. 1 webpage at <https://dlrcoco.citizenspace.com/>.

1.5 The Next Steps

Following the above public consultation period, a Chief Executive's Report will be prepared on any issues raised in the submissions or observations received with respect to the Proposed Material Alterations of Proposed Variation No. 1 and accompanying SEA, AA and SFRA documents. This report will be submitted to the Elected Members of Dún Laoghaire-Rathdown County Council for their consideration. Members shall consider the Proposed Material Alterations and the Chief Executive's Report and shall make or amend Proposed Variation No.1 as appropriate.

In making Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, the Elected Members must consider the Proposed Material Alterations to Proposed Variation No. 1, the environmental reports and the Chief Executive's Report on any submissions/observations received, and decide whether to make Proposed Variation No. 1 with or without the Proposed Material Alterations.

Section 13(7) of the Planning and Development Act 2000 (as amended) states that the Members of the Council are restricted to:

- Considering the proper planning and sustainable development of the area to which the plan relates;
- The statutory obligations of the local authority; and
- Any relevant policies or objectives for the time being of the Government or any Minister of the Government.

Section 2: Proposed Material Alterations

At the Special Meeting of Dún Laoghaire-Rathdown County Council held on Tuesday 21st April 2026, Proposed Variation Item Nos. 2, 3, 5, 7, 8, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 44, 45, 47, 48, 49, 50 were agreed.

It was resolved to Materially alter Proposed Variation Item Nos. 1, 4, 6, 9, 16, 22, 41, 43, 46, 51, 52, 56, 57, 58.

The table below outlines a summary of the Proposed Alterations to Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028:

Chapter / Section	Material Alteration
Table of Contents	No alterations
Chapter 1 Introduction, Vision and Context	No alterations
Chapter 2 Core Strategy	<ul style="list-style-type: none"> Alter Proposed Variation Item No. 1 - s.2.3A.1 Residential Development Capacity Audit (RDCA) 2025 Alter Proposed Variation Item No. 4 – Table 2: Core Strategy Table Alter Proposed Variation Item No. 6 s.2.4.5 new Section Long-Term Strategic and Sustainable Development Sites / Opportunity Areas (LTSS)
Chapter 3 Climate Action	No alterations
Chapter 4 Neighbourhood – People, Homes and Place	<ul style="list-style-type: none"> Alter Proposed Variation No.9 PHP18 Residential Density to separate car parking from density parameters
Chapter 5 Transport and Mobility	<ul style="list-style-type: none"> Alter Table 5.3: 6-Year Road Objectives by adding an asterisk * relating to Clay Farm Loop Road
Chapter 6 Enterprise and Employment	No alterations
Chapter 7 Towns, Villages and Retail Development	No alterations
Chapter 8 Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Alter Proposed Variation Item 16, s.8.7.1.14, GIB31: Ecological Features and Networks
Chapter 9 Open Space, Parks and Recreation	No alterations
Chapter 10 Environmental Infrastructure and Flood Risk	No alterations
Chapter 11 Heritage and Conservation	No alterations
Chapter 12 Development Management	<ul style="list-style-type: none"> Alter Proposed Variation Item 22 Section 12.3.5.5 Minimum Apartment Floor Areas Amend s. 12.4.5 Car Parking Standards Amend s. 12.4.5.1 Parking Zones Amend s. 12.4.5.1 Parking Zones by deleting Parking Zones 1-4 and replacing with new text Amend s.12.4.5.2 Application of Standards Amend s.12.4.5.6 Residential Parking Amend Table 12.5 Car Parking Standards

Chapter / Section	Material Alteration
Chapter 13 Land Use Zoning	No alterations
Chapter 14 Specific Local Objectives	<p>Map 3</p> <ul style="list-style-type: none"> • New SLO 176 <p>Map 6</p> <ul style="list-style-type: none"> • Replace SLO 64 • New SLO 174 • New SLO 175 • New SLO 177 • New SLO 178 • New SLO 179 <p>Map 7</p> <ul style="list-style-type: none"> • New SLO 180 • New SLO 181 <p>Map 9</p> <ul style="list-style-type: none"> • Alter Proposed Variation Item 43 & 44 by altering SLO158 • New SLO 182 • New SLO 183 • New SLO 184 • New SLO 185 • New SLO 186 • Amend SLO 87 <p>Map 14</p> <ul style="list-style-type: none"> • Alter Proposed Variation Item 46, SLO 160 • Alter Proposed Variation Item 51, SLO 162 • Alter Proposed Variation Item 52, SLO 163 • Alter Proposed Variation Item 54, remove SLO 165 • Alter Proposed Variation Item 56, remove SLO 167 • Alter Proposed Variation Item 57, remove SLO 168 • Alter Proposed Variation Item 58, SLO 169 • New SLO 167 • New SLO 168 • New SLO 170 • New SLO 171 • New SLO 172 • New SLO 173 • New SLO 165
Chapter 15 Implementation, Monitoring and Evaluation	No alterations
Acronyms and Glossary	No alterations
Appendices	<ul style="list-style-type: none"> • Amend Appendix 16 – SUIP • Map 2 – Plot Ratios and Residential Densities, • Policy BH3 • Section 3.5 Design Principles and Character Areas

Chapter / Section	Material Alteration
Mapping changes	<ul style="list-style-type: none"> Amend Map 5 Amend Map 6 Amend Map 9 Amend Map 10 Amend Map 14 Supplementary Maps - Replace Parking Zone Map T2
Non-Material Changes	<ul style="list-style-type: none"> Alter Proposed Variation Item 1, Figure 2.9A: RDCA – Serviced and Serviceable Lands to include plan boundaries Amend Ch.3 Land Use Zoning Objective A1 to refer to Framework Plans Alter Proposed Variation Item 41, SLO 156 Alter Proposed Variation Item 65, Table 5 Statement Demonstrating Compliance with s.28 Guidelines, referring to SPPR 3 – Car Parking Relocate SLO 63, Map 6

The table below summarises alterations to land use zoning objectives, including specific local objectives as set out on maps accompanying Proposed Variation No. 1:

Map Number	Variation map Item	Outcome	Material Alteration	
1	Adopted Dundrum LAP Boundary	Agreed	none	
3	None – Material Alteration	Rezoning	Rezone lands at Stradbrook Road from Objective E to Objective A	
		New SLO	Add SLO 176	
5	Adopted Dundrum LAP Boundary	Agreed	none	
6	1. Change zoning from Objective OE to Objective A2	Agreed	none	
	SLO 153	Agreed	none	
	2. Change zoning from Objective OE to Objective F	Agreed	none	
	3. Change zoning from Objective OE to Objective A2	Agreed	none	
	SLO 155	Agreed	none	
	4. Remove Objective E zoned land anomaly	Agreed	none	
	SLO 154	Agreed	none	
	None – Material Alteration	Rezoning	Rezoning	Rezone 'Via Verde' lands from Objective OE to Objective A2
		New SLO	New SLO	Add SLO 174
		New SLO	New SLO	Add SLO 175
Rezoning		Rezoning	Rezone 'Highfield House' lands from Objective OE to Objective A2	
New SLO	New SLO	Add SLO 178		

Map Number	Variation map Item	Outcome	Material Alteration
		New SLO	Add SLO 179
		Delete and add new SLO 64	Replace objective text
		Rezone	Rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2
		New SLO	Add SLO 177
		Move SLO	<i>Relocate SLO 63 (non-material change)</i>
7	None – Material Alteration	New SLO	Add SLO 180
		New SLO	Add SLO 181
9	Adopted Kiltiernan - Glenamuck LAP Boundary	Agreed	none
	1. & 2. Add LTSS (Enniskerry Road)	Alter LTSS	Reduced LTSS boundary
	SLO 157	Agreed	<i>Relocate SLO 157 (non-material change)</i>
	3. Add LTSS (Glenamuck)	Alter LTSS	Reduced LTSS boundary
	SLO 156	Agreed	none
	4. Add LTSS (Carrickmines)	Agreed	none
	SLO 158	Alter SLO	Change objective text
	None – Material Alteration	Alter SLO 87	Change objective text
		New SLO	Add SLO 182
		New SLO	Add SLO 183
		New SLO	Add SLO 184
New SLO		Add SLO 185	
Rezone	Rezone lands at The Park Carrickmines from Objective E to Objective A		
New SLO	Add SLO 186		
10	Proposed Rathmichael Plan Boundary	Agreed	none
	1. Add LTSS (Carrickmines)	Agreed	none
	SLO 158	Alter SLO	Change objective text
	2. Add LTSS (Ballycorus Road)	Agreed	none
	SLO 159	Agreed	none
13	Adopted Kiltiernan - Glenamuck LAP Boundary	Agreed	none
	Proposed Rathmichael Plan Boundary	Agreed	none
	1. Add LTSS (Ballycorus Road)	Agreed	none
14	A. Boundary adjustment to the proposed Rathmichael Plan	Agreed	none
	B. Removal of Strategic Land Reserve boundary	Agreed	none
	Adopted Old Connaught Local Area Plan Boundary	Agreed	none

Map Number	Variation map Item	Outcome	Material Alteration
	1. & 2. Change zoning from Objective GB to Objective A1	Agreed to zoning change and reduce zoned area.	Reduce A1 zoning with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)
	'ED' Objective	Agreed	none
	SLO 169	Alter SLO	Change objective text
	3. Change zoning from Objective GB to Objective F	Rezoned	Rezoned area from Objective F to Objective A
	SLO 162	Alter & move SLO	Change objective text and relocate to proposed Objective F zoned lands in area 6
	4. Change zoning from Objective GB to Objective A	Agreed	none
	SLO 163	Alter SLO	Change objective text
	5. Change zoning from Objective GB to Objective F	Agreed	none
	6. Change zoning from Objective GB to Objective A	Rezoned	Rezoned 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)
	7. Change zoning from Objective GB to Objective F	Agreed	none
	SLO 160	Alter SLO	Change objective text
	8. Change zoning from Objective GB to Objective A	Agreed and Rezoned	Rezoned lands at junction of Woodbrook Downs and Dublin Road from Objective A to Objective F
	9. Change zoning from Objective GB to Objective F	Agreed	none
	Change zoning from Objective GB to Objective A on lands to the west of area 9	Agreed to zoning change and reduce zoned area.	Reduce Objective A zoning with a setback along M11 to facilitate bus priority scheme reservation
	10. Change zoning from Objective GB to Objective SNI	Agreed to zoning change and reduce zoned area.	Reduce Objective SNI zoning with a setback along M11 to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)
	SLO 161	Agreed	none
	11. Change zoning from Objective GB to Objective A	Agreed to zoning change and reduce zoned area.	Reduce Objective A zoning with a setback along M11 and Wilford junction to facilitate the N11/M11 Bus Priority Interim Scheme (preferred option)
	12. Change zoning from Objective GB to Objective A	Rezoned	Revert to Objective GB (from Objective A) and reduce zoned area with a setback at Wilford junction to facilitate the

Map Number	Variation map Item	Outcome	Material Alteration
			N11/M11 Bus Priority Interim Scheme (preferred option)
	SLO 166	Agreed	none
	SLO 167	Delete SLO	Remove SLO 167 from area 12
	SLO 168	Delete SLO	Remove SLO 168 from area 12
	13. Change zoning from Objective GB to Objective F	Agreed	none
	14. Change zoning from Objective GB to Objective A	Rezone	Revert to Objective GB (from Objective A)
	SLO 164	Agreed	none
	SLO 165	Delete SLO	Remove SLO 165 from area 14
	None – Material Alteration	New SLO	Add SLO 165
		New SLO	Add SLO 167
		New SLO	Add SLO 168
		New SLO	Add SLO 170
		New SLO	Add SLO 171
		New SLO	Add SLO 172
		New SLO	Add SLO 173
		Add new LTSS	Add LTSS to lands zoned Objective E within Corke Abbey

The Proposed Material Alterations to Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 are set out hereunder and numbered sequentially, comprising the following:

- Material Alterations to Proposed Variation No.1 published on 18th December 2025 and following Special Meeting held on Tuesday 21st April 2026 to the Dún Laoghaire-Rathdown County Development Plan 2022-2028.
- Alterations that affect land use zonings and designations on the Development Plan Maps, have been identified on accompanying Land Use Zoning Maps.

Chapter 2: Core Strategy

Proposed Material Alteration No. 1

Revise **Proposed Variation Item No. 1**, 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:

Location	Hectares	Potential Residential Yield	Serviced or Serviceable
Sites under Construction ¹	53.62	3,540	Serviced
Sites with an extant planning permission not commenced ²	87.58	8,788	Serviced
Sites with no planning permission ³	275.41 272.71	21,810 – 22,338 15,197	Serviced and Serviceable
Infill/Windfall	122.20 119.50	10,276 9,559	Serviced and Serviceable
Ballyogan & Environs	44.18	2,562	Serviced and Serviceable
Woodbrook- Shanganagh	48.67 9.95	2,354 857	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	475.90 413.46	30,598 – 31,126 27,525	
Less Actual and Estimated Completions Q1 and Q2 2025 Less units under construction		4,609 3,540	
Adjusted Total		25,989 – 26,517 23,985	
Total Serviced by 2030		23,194	

Proposed Material Alteration No. 2

Revise **Proposed Variation Item No. 4**, 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 ¹	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 ²	119.50	9,559	122.20 130.02	10,276 11,466	Serviced & Serviceable
Ballyogan & Environs	44.18	2,562	44.18 46.27	2,562 2,651	Serviced
Woodbrook-Shanganagh	9.95	857	48.67 37.03	2,354 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	399.77 398.05	23,070—23,598 23,731— 24,259	Serviced & Serviceable
Cherrywood	76.13	7,528	76.13	7,528	Serviced & Serviceable
DLR County Total ³	413.46	27,525	475.90 474.18	30,598—31,126 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. 3

Revise **Proposed Variation Item No. 6**, 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:

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.

¹ Figure excludes 511 'completed' units within active sites.

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

³ Includes Serviced and Serviceable lands.

Chapter 4: Neighbourhood – People, Homes and Places

Proposed Material Alteration No. 4

Revise **Proposed Variation Item No. 9** (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 “&” to “or” describing settlement types as follows:

- ~~• Car parking zones as set out in the County Development Plan 2022-2028.~~

dlr Urban Areas:

Settlement Type	Public Transport Proximity / parking zone	Density Range (dph)
Urban Neighbourhood	1km walk to DART/Luas & or 500m Core Bus Corridor combined with park zones 1 and 2	50-250
Suburban Accessible	500m walk to high frequency bus combined with park zone 2	40-150
Suburban Intermediate	1km walk high frequency bus & or 500m walk to reasonably frequent bus combined with park zone 2	40-150
Suburban / Urban Extension	Remaining areas within the Dublin City and Suburbs within park zone 3	40-80

dlr Metropolitan Town (Bray & environs):

Settlement Type	Public Transport Proximity / parking zone	Density Range (dph)
Urban Neighbourhood	1km walk to DART/Luas & or 500m Core Bus Corridor combined with park zones 1 and 2	50-150
Suburban Intermediate	1km walk to high frequency bus combined with park zone 2 (note – there are currently no reasonably frequent bus routes serving this area)	35-100
Suburban / Urban Extension	Remaining areas outside Bray Metropolitan Town within park zone 3	35-50

~~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.~~

Chapter 5: Transport and Mobility

Proposed Material Alteration No. 5

Amend the County Development Plan Section 5.7.4 Policy Objective T19: Carparking Standards, in Chapter 5, page 113, as follows:

Zone 1 covers the two Major Town Centres of Dún Laoghaire and Dundrum plus Blackrock District Centre **and also includes areas that are close to LUAS and Core Bus Corridors**. Zone 2 covers additional areas that are well served by public transport **characterised by lands within 500 metres of existing or planned high frequency urban bus service** (see Section 12.4.5.1 for detailed parameters pertaining to Zone 2). Zone 3 are intermediate locations while Zone 4 is the **peripheral / rural area**. (see Section 12.4.1.5.1 Parking Zones for characteristics is each Carparking zone)

~~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.~~

Proposed Material Alteration No. 6

Amend the County Development Plan Table 5.3: 6-year Road Objectives/ Traffic management / Active Travel Updates, in Chapter 5, page 115 as follows:

Table 5.3: 6-Year Road Objectives / Traffic Management / Active Travel Upgrades

<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>		✓*

**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.*

Chapter 8: Green Infrastructure and Biodiversity

Proposed Material Alteration No. 7

Amend **Proposed Variation Item No. 16** 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:

- ~~• Include measures for the conservation of architectural and archaeological heritage features present in the area, including the settings of heritage features, as appropriate.~~
- Avoid removal of hedgerow, or where not possible, provide **replacement/additional hedgerow compensatory hedgerow provision** in line with wider nature restoration objectives.

Chapter 12: Development Management

Proposed Material Alteration No. 8

Amend **Proposed Variation Item No. 22** 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:

All apartment developments shall accord with or exceed the minimum floor areas ~~indicated in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities', (2020)~~, as set out in the Table 12.4 below.

~~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)~~

~~*Not applicable to BTR development in accordance with SPPR8.~~

For the purposes of clarity:

- All apartment floor area measurements should be internal wall-to-wall dimensions.
- These standards apply to units on one floor.
- Duplex accommodation shall provide the additional floor area required to provide for stairways and landings.

To promote sustainable, high-quality urban development, developments should ensure a balanced mix of apartment sizes within each scheme:

- 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%.
- This applies to any combination of unit types (studio, 1-bedroom, 2-bedroom, or 3-bedroom etc.).

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:

- Suburban apartment schemes.
- Social housing developments.
- Social and affordable housing delivered under Part V.
- Housing for older persons and/or persons with disabilities.

The 25% requirement does not apply to:

- Developments with fewer than 10 residential units.
- Building refurbishment schemes (any site size).
- Urban infill schemes on sites up to 0.25 hectares.

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.

Table 12.4.1: Recommended minimum widths for the main living / dining rooms

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

*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.

**Combined living /dining/bedspace, also includes circulation.

Table 12.4.2: Recommended minimum bedroom widths

Apartment Type *	Minimum Width	Minimum Floor Areas
Studio	4m	25sqm**
Single bedroom	2.1m	7.1sqm
Double / Twin bedroom	2.8m	11.4sqm

*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.

**Combined living /dining/bedspace.

Proposed Material Alteration No.9

Amend County Development Plan Section 12.4.5 Car Parking Standards in Chapter 12, page 258, as follows:

The standards have also been informed by the ~~'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).~~

Proposed Material Alteration No.10

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:

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.

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).

Proposed Material Alteration No.11

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:

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.

Proposed Material Alterations No.12

Amend County Development Plan by deleting Section 12.4.5.1 Parking Zones (i)-(iv) in Chapter 12, page 258, as follows:

(i) Parking Zone 1

~~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:~~

- ~~• Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.~~
- ~~• A high level of service accessibility, existing and planned, by walking or cycling.~~
- ~~• A capacity to accommodate high density retail, office and residential developments.~~

~~Within parking zone 1 Maximum car parking standards have been set for all uses including residential.~~

(ii) Parking Zone 2

~~This zone generally includes areas, which are within the following walking bands/catchments:~~

- ~~• 10-minute walk of the proposed CBC 13 (Core Bus Corridor) from DCC boundary along the N11 to Kill Lane.~~
- ~~• 5-minute walk of the N11 proposed CBC from Kill Lane Junction to Bray.~~
- ~~• 10-minute walk of the proposed CBC 15 from DCC boundary to Blackrock.~~
- ~~• 5-minute walk of Kill Lane/Avenue/Mounttown bus route.~~
- ~~• 10-minute walk of Dart and Luas stations.~~

~~Note: The N11 Quality Bus Corridor (QBC) and the Rock Road QBC will be replaced by CBC 13 and 15.~~

~~These are areas, which are generally characterised by:~~

- ~~• Access to a good level of existing or planned public transport services.~~
- ~~• A good level of service accessibility, existing and planned, by walking or cycling.~~
- ~~• A capacity to accommodate a higher density of development than surrounding areas.~~

~~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.~~

(iii) Parking Zone 3

~~This zone generally comprises the remainder of the County, excluding rural areas. These are areas, which are generally characterised by:~~

- ~~• Access to a level of existing or planned public transport services.~~
- ~~• A reasonable level of service accessibility, existing and planned, by walking or cycling~~
- ~~• A capacity to accommodate a higher density of development than rural areas.~~

~~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.~~

~~(iv) Parking Zone 4~~

~~This zone comprises the rural areas within the County.~~

~~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.~~

Proposed Material Alteration No.13

Amend County Development Plan by inserting new text in Section 12.4.5.1 Parking Zones in Chapter 12 page 258, as follows:

(i) Parking Zone 1

These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.

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:

- 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
- Lands within 1,000 metres (1km) of high frequency Commuter Rail (10-15 minute peak hour frequency)
- Locations within 500 metres walking distance of an existing or planned-for Bus Connects 'Core Bus Corridor' stop.

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.

(ii) Parking Zone 2

These are accessible locations, which are generally characterised by:

- 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.

Within Park Zone 2, a graduated approach to the maximum standards can apply based on proximity to existing or planned public transport connections.

(iii) Parking Zone 3

These are intermediate locations, which are generally characterised by:

- 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
- Lands within 500 metres of (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.

Car parking requirements for the Old Connaught Local Area Plan area are prescribed in the Plan.

Within Park Zone 3 a graduated approach to the maximum standards can apply based on proximity to existing or planned public transport connections.

(iv) Parking Zone 4

These are considered to be peripheral locations and/or rural in nature, which are generally characterised by:

- Lands that do not meet the proximity or accessibility criteria detailed above.
- Rural areas within the County.

Within Park Zone 4 a graduated approach to the maximum standards can apply based on proximity to existing or planned public transport connections.

Proposed Material Alteration No.14

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:

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 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.

Proposed Material Alteration No.15

Amend County Development Plan Section 12.4.5.2 Application of Standards in Chapter 12, page 259, as follows:

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 ~~or, similar~~ urban ~~and~~ civic & sport improvement initiatives, ~~critical infrastructure including Hospital expansions and major employment expansion initiatives.~~

In certain instances, within all zones, applicants may be required to provide the maximum number of spaces.

In certain instances, in Zones 1 ~~and 2~~ the Planning Authority may allow a deviation from the maximum ~~or standard~~ number of car parking spaces specified ~~or standard number of car parking spaces specified~~ 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 ~~and 2~~ along with some locations in zones 2 ~~3~~ (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:

(i) Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5)

- Proximity to public transport services and level of service and interchange available.
- Walking and cycling accessibility/permeability and any improvement to same.
- The need to safeguard investment in sustainable transport and encourage a modal shift.
- Availability of car sharing and bike / e-bike sharing facilities.
- Existing availability of parking and its potential for dual use.
- Particular nature, scale and characteristics of the proposed development (as noted above deviations may be more appropriate for smaller infill proposals).
- The range of services available within the area.
- Impact on traffic safety and the amenities of the area.
- Capacity of the surrounding road network.
- Urban design, regeneration and civic benefits including street vibrancy.
- Robustness of Mobility Management Plan to support the development.
- The availability of on street parking controls in the immediate vicinity.
- Any specific sustainability measures being implemented including but not limited to:
 - The provision of bespoke public transport services.
 - The provision of bespoke mobility interventions.

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.

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.

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:

- Regeneration areas /projects
- Urban improvement initiatives
- Major sporting improvement initiatives
- New Hospitals / Major Hospital expansion projects
- 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.

Proposed Material Alteration No.16

Amend County Development Plan Section 12.4.5.6 Residential Parking, in Chapter 12 at the end of the 1st paragraph, page 261, as follows:

~~Within Zone 1, eCar parking for residential developments has therefore been set as a maximum.~~

Proposed Material Alteration No.17

Amend County Development Plan Table 12. 5 Car Parking Standards in Chapter 12, page 262, as follows:

Land Use		Zone 1 MTC Area and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural
	Criterion	Maximum	Maximum	Maximum	Maximum
Residential	Unit	1	1.5	2	2
Houses:	Criterion	Maximum	Standard	Standard	Standard
House 1 bed	Unit	1	1	1	Case by Case
House 2 bed	Unit	1	1	1	Case by Case
House 3 bed or more	Unit	1	2	2	Case by Case
Apartments and Sheltered Housing					
Apt 1 bed	Unit	1	1	1*	Case by Case
Apt 2 bed	Unit	1	1	1*	Case by Case
Apt 3 bed+	Unit	1	2	2*	Case by Case

*plus 1 in 10 visitor parking for apartments in zone 3

Chapter 14: Specific Local Objectives (SLO)

Map 3:

Proposed Material Alteration No.18

Add a new SLO to Map 3 on lands at Stradbrook Road as follows:

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.

Map 6:

Proposed Material Alteration No.19

Replace SLO 64, Map 6, as follows:

~~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.~~

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.

Proposed Material Alteration No.20

Add new SLO to “Via Verde” site, Map 6 as follows:

SLO 174 - Any development on the site shall be accompanied by a masterplan which shall:

- 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.
- Address foul drainage capacity and servicing by way of an interim solution to the satisfaction of Uisce Eireann and the dlr Municipal Services Department.

Proposed Material Alteration No.21

Add new SLO to the “Via Verde” site, Map 6 as follows:

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.

Proposed Material Alteration No.22

Add New SLO, Map 6, Leopardstown Park Hospital Site as follows:

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.

Proposed Material Alteration No.23

Add New SLO – Map 6, as follows:

SLO 178 - Any development on the site shall:

- 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.
- Address foul drainage capacity and servicing by way of an interim solution to the satisfaction of Uisce Eireann and the dlr Municipal Services Department.

Proposed Material Alteration No.24

Add New SLO – Map 6, to Highfield House site as follows:

SLO 179 –

- 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.
- 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.

Map 7:

Proposed Material Alteration No.25

Add new SLO, Map 7, as follows:

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.

Proposed Material Alteration No.26

Add new SLO, Map 7, as follows:

SLO 181 - If vehicular access from new housing developments on dlrCoCo lands, (Glen Druid), is required onto the Brennanstown road this access will be restricted to 75 units.

Map 9:

Proposed Material Alteration No. 27

Amend **Proposed Variation Item No. 43**, Map 9, and **Proposed Variation Item 44**, Map 10, by adding two bullets to the end of SLO 158 as follows:

- Utilise sequential approach to address flood zones A and B.
- Include sufficient provision for the protection of existing and planned future strategic utility infrastructure.

Proposed Material Alteration No.28

Add new SLO, Map 9, as follows:

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.

Proposed Material Alteration No.29

Add new SLO, Map 9, as follows:

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.

Proposed Material Alteration No.30

Add new SLO, Map 9, as follows:

SLO 184- A masterplan for Racecourse South lands should be prepared in accordance with the policies of the Ballyogan & 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.

Proposed Material Alteration No.31

Add new SLO to the LTSS lands, Map 9, as follows:

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.

Proposed Material Alteration No.32

Add New SLO at The Park Carrickmines, Map 9, as follows:

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.

Proposed Material Alteration No.33

Amend SLO 87, Stepside Village, Map 9, as follows:

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 **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.**

Map 14:

Proposed Material Alteration No. 34

Amend **Proposed Variation item No. 46** Map 14 SLO as follows:

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:

- Explore links across the M11/N11 to the Old Connaught Local Area Plan lands, eastwards to Shanganagh Park and south eastwards to Woodbrook Glen.
- Provide ~~a pitch~~ **a wetland park area and active sports and recreation** on Allies River Road (see SLO 162).
- Address attenuation measures as required.
- Include appropriate biodiversity protection and enhancement measures **including biodiversity areas and wildlife corridors.**
- **Facilitate limited road crossings to allow access to land for housing subject to not undermining the overall land use zoning objective.**

Proposed Material Alteration No. 35

Amend **Proposed Variation Item No. 51** Map 14 SLO as follows:

162 - To provide ~~a pitch~~ **wetland park area and active sports and recreation** 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. **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.**

Proposed Material Alteration No. 36

Amend **Proposed Variation Item No. 52** Map 14 SLO as follows:

163 - To **retain the rural character of Allies River Road 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.

Proposed Material Alteration No. 37

Amend **Proposed Variation Item No. 54** Remove SLO Map 14 SLO as follows:

~~165 – Any residential development to the north of Woodbrook House shall provide vehicular access from Woodbrook View / Place to the north.~~

Proposed Material Alteration No. 38

Amend **Proposed Variation Item No. 56** Remove SLO Map 14 as follows:

~~167 – Provision of open space associated with any residential development shall include for provision of a quantum of allotments and / or a community garden.~~

Proposed Material Alteration No. 39

Amend **Proposed Variation Item No. 57** Remove SLO 168 Map 14 as follows:

~~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.~~

Proposed Material Alteration No. 40

Amend **Proposed Variation Item No. 58** Map 14 SLO 169, by deleting the 6th bullet point and amending the 7th bullet point, as follows:

- ~~• Include measures for the conservation of architectural and archaeological heritage features present in the area, including the settings of heritage features, as appropriate.~~
- Avoid removal of hedgerow, or where not possible, provide ~~replacement/additional hedgerow~~ **compensatory hedgerow provision** in line with wider nature restoration objectives. (See also Policy Objective GIB31).

Proposed Material Alteration No.41

Add new SLO, Map 14, as follows:

~~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.~~

Proposed Material Alteration No.42

Add New SLO, Map 14, as follows:

SLO 168 –

- 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.
- 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.

- 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.
- 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.

Proposed Material Alteration No.43

Add new SLO Map 14 as follows:

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.

Proposed Material Alteration No.44

Add new SLO Map 14 as follows:

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.

Planning applications relating to structures on the RPS in this area of Woodbrook-Shanganagh shall:

- 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.
- 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.
- 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.
- 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.
- Encourage the creation of new views which respect the setting of the existing Protected Structures.

Proposed Material Alteration No.45

Add new SLO Map 14 as follows:

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.

Proposed Material Alteration No.46

Add new SLO, Map 14, as follows:

SLO 173 - To include a permeability link, north – south, from Wilford House to lands zoned Objective F through SNI lands.

Proposed Material Alteration No.47

Add new SLO, Map 14, as follows:

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.

Appendix 16: Sandyford Urban Framework Plan

Proposed Material Alteration No.48

Amend Map 2 of SUFP as follows:

To Insert an Asterisk *on SUFP Map 2 – Plot Ratios and Residential Densities, of the SUFP pertaining to five specific sites in the SUFP area.

Asterisk and text as follows:

* 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.

Proposed Material Alteration No.49

Amend Policy BH3, page 22 of the SUFP as follows:

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 ~~be limited to an element of the building at this location and only where it does~~ not have a significant adverse impact on adjacent residential properties. ~~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.~~

Proposed Material Alteration No.50

Amend section 3.5. Design Principles and Character Areas, page 25 of the SUFP as follows:

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.

Amend text as follows:

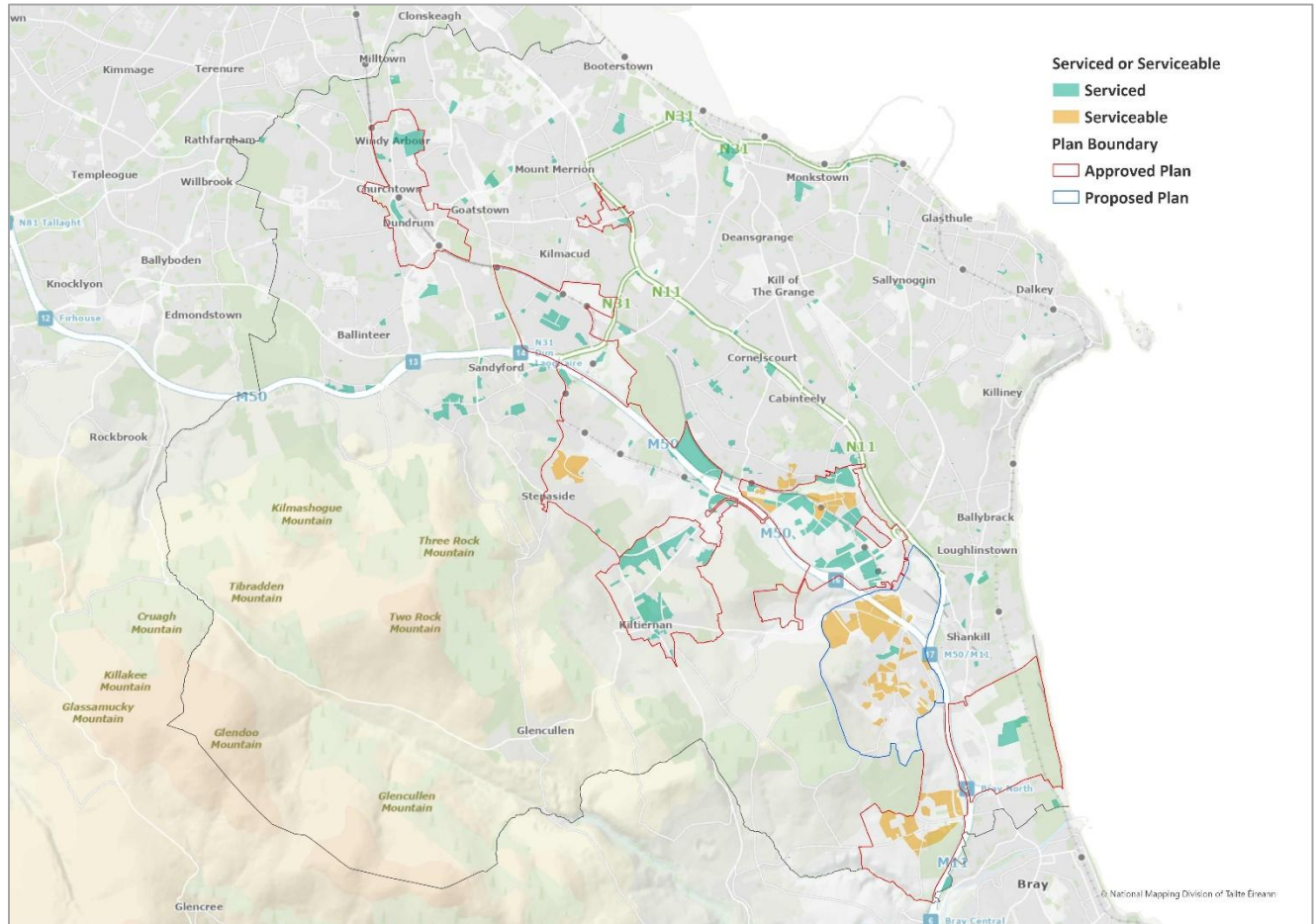
- ~~Facilitate a direct pedestrian / cycle route between the Sandyford Luas stop, Blackthorn Avenue to Burton Hall Road centrally through the site.~~
- ~~Provide a suitably sized publicly accessible open space along the central pedestrian / cycle routes.~~
- ~~Maximise permeability by providing links and connections with the sites surroundings.~~
- ~~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.~~
- **Promote sustainable and efficient movement:** 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.
- **Support a vibrant mixed-use neighbourhood:** 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.

- **Integrate green and blue infrastructure:** 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.
- **Provide a high-quality public realm and open space network:** 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.
- **Establish a coherent and legible urban structure:** 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.
- **Ensure responsive built form and appropriate scale:** 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.
- **Create a distinctive sense of place and identity:** 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.

Section 3: Non-Material Changes that arose as part of the submissions and observations received on Proposed Variation No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and Errata presented for information purposes only.

Non-Material Change No. 1

Amend **Proposed Variation Item No. 1** Figure 2.9A: RDCA 2025 – Serviced and Serviceable Lands to include plan boundaries, as follows:



Non-Material Change No. 2

Amend Chapter 3, Land Use Zoning, Objective for 'Zoning Objective A1' in all instances within the County Development Plan as follows:

'Zoning Objective A1' – "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans or approved Framework Plans."

Non-Material Change No. 3

Amend **Proposed Variation Item No. 41** Chapter 14, Specific Local Objectives, first bullet point, SLO 156, Map 9 as follows:

156 – Any future residential development on these lands (subject to rezoning) should:

- 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.

Non-Material Change No. 4

Amend **Proposed Variation Item No. 65** Table 5, Appendix 13 by deleting and adding the following text in the compliance column against SPPR3 – Car Parking, as follows:

~~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.~~

Variation Number 1 to the dlr County Development Plan 2022 – 2028 updates the County Plan to comply with this SPPR.

Non-Material Change No. 5

Map 6 - relocate SLO 63 To improve, encourage and facilitate the provision and expansion of medical / hospital campus at Beacon and Leopardstown Hospital.

