



**SEA Screening
& Strategic
Environmental
Assessment**



DESIGNING AND DELIVERING
A SUSTAINABLE FUTURE

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

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

Prepared for:

Dún Laoghaire-Rathdown County Council



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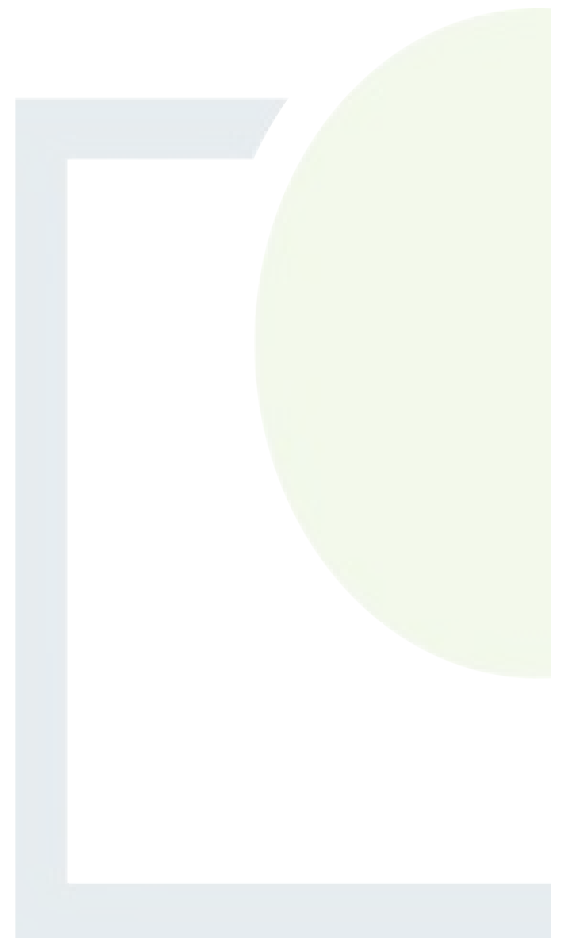
P25283-FT-EGN-XX-RP-EN-0003

Unit 3/4, Northwood House, Northwood Crescent,
Northwood, Dublin, D09 X899, Ireland

T: +353 1 658 3500 | E: info@ftco.ie

CORK | DUBLIN | CARLOW

www.fehilytimoney.ie





SEA SCREENING/SEA 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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Abstract: Fehily Timoney and Company is pleased to submit this SEA Screening/SEA Report 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

Strategic Environmental Assessment (SEA) 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 SEA have been subject to SEA. This assessment is presented in Section 3. These amendments consist of the following:

- Proposed Material Alterations
- Non-Material Changes
- Zoning Objective Material Alterations

Mitigation measures that mitigate the effects of the amendments on the environment have been identified. It has been assessed that the environmental mitigation measures already integrated into the County Development Plan will suitably prevent and minimise negative environmental effects due to the amendments

The Proposed Material Alterations/Non-Material Changes listed in this report comprise of:

- 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. SEA SCREENING OF PROPOSED MATERIAL ALTERATIONS

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

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

Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion																												
Proposed Material Alteration No. 1	<p>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:</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 Construction¹</td> <td>53.62</td> <td>3,540</td> <td>Serviced</td> </tr> <tr> <td>Sites with an extant planning permission not commenced²</td> <td>87.58</td> <td>8,788</td> <td>Serviced</td> </tr> <tr> <td>Sites with no planning permission³</td> <td>275.41 272.71</td> <td>21,810—22,338 15,197</td> <td>Serviced and Serviceable</td> </tr> <tr> <td>Infill/Windfall</td> <td>122.20 119.50</td> <td>10,276 9,559</td> <td>Serviced and Serviceable</td> </tr> <tr> <td>Ballyogan & Environs</td> <td>44.18</td> <td>2,562</td> <td>Serviced and Serviceable</td> </tr> <tr> <td>Woodbrook- Shanganagh</td> <td>48.67 9.95</td> <td>2,354 857</td> <td>Serviced</td> </tr> </tbody> </table>	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	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 environmental effects beyond what has already been considered in the SEA.	Screen Out.
Location	Hectares	Potential Residential Yield	Serviced or Serviceable																												
Sites under Construction ¹	53.62	3,540	Serviced																												
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Woodbrook- Shanganagh	48.67 9.95	2,354 857	Serviced																												

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.



Reference	Proposed Material Alteration/Non-Material Changes				SEA Screening	SEA Screening Conclusion																		
	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		4,609																					
	Less units under construction		3,540																					
	Adjusted Total		25,989 - 26,517 23,985																					
	Total Serviced by 2030		23,194																					
Proposed Material Alteration No. 2	<p>Proposed Material Alteration No. 2 Revise Proposed Variation Item No. 4, 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 Construction¹</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> </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 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	<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 development beyond what was considered in the SEA and may result in cumulative likely, significant environmental effects.</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																			
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																			



Reference	Proposed Material Alteration/Non-Material Changes						SEA Screening	SEA Screening Conclusion
	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		



Reference	Proposed Material Alteration/Non-Material Changes		SEA Screening	SEA Screening Conclusion
	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	This alteration serves to ensure development of LTSS sites is in alignment with the current Transport Strategy and any future revisions. The alteration is in alignment with Strategic Environmental Objectives for the CDP, and will not result in any likely, significant environmental effects.	Screen Out.
Proposed Material Alteration No. 3	<p><u>Proposed Material Alteration No. 3</u></p> <p>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:</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>			



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion															
Proposed Material Alteration No. 4	<p><u>Proposed Material Alteration No. 4</u></p> <p>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:</p> <p>• Car parking zones as set out in the County Development Plan 2022-2028. <i>dlr Urban Areas:</i></p> <table border="1" data-bbox="300 628 1207 1094"> <thead> <tr> <th>Settlement Type</th> <th>Public Transport Proximity / parking zone</th> <th>Density Range (dph)</th> </tr> </thead> <tbody> <tr> <td>Urban Neighbourhood</td> <td>1km walk to DART/Luas & or 500m Core Bus Corridor combined with park zones 1 and 2</td> <td>50-250</td> </tr> <tr> <td>Suburban Accessible</td> <td>500m walk to high frequency bus combined with park zone 2</td> <td>40-150</td> </tr> <tr> <td>Suburban Intermediate</td> <td>1km walk high frequency bus &—or 500m walk to reasonably frequent bus combined with park zone 2</td> <td>40-150</td> </tr> <tr> <td>Suburban / Urban Extension</td> <td>Remaining areas within the Dublin City and Suburbs within park zone 3</td> <td>40-80</td> </tr> </tbody> </table>	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	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 may support higher residential densities, resulting in likely, significant effects due to more intensified development.	Screen In.
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																
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Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion												
	<p><i>dlr Metropolitan Town (Bray & environs):</i></p> <table border="1" data-bbox="300 384 1207 786"> <thead> <tr> <th data-bbox="300 384 510 475">Settlement Type</th> <th data-bbox="510 384 1072 475">Public Transport Proximity / parking zone</th> <th data-bbox="1072 384 1207 475">Density Range (dph)</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 475 510 566">Urban Neighbourhood</td> <td data-bbox="510 475 1072 566">1km walk to DART/Luas & or 500m Core Bus Corridor combined with park zones 1 and 2</td> <td data-bbox="1072 475 1207 566">50-150</td> </tr> <tr> <td data-bbox="300 566 510 692">Suburban Intermediate</td> <td data-bbox="510 566 1072 692">1km walk to high frequency bus combined with park zone 2 (note – there are currently no reasonably frequent bus routes serving this area)</td> <td data-bbox="1072 566 1207 692">35-100</td> </tr> <tr> <td data-bbox="300 692 510 786">Suburban / Urban Extension</td> <td data-bbox="510 692 1072 786">Remaining areas outside Bray Metropolitan Town within park zone 3</td> <td data-bbox="1072 692 1207 786">35-50</td> </tr> </tbody> </table> <p>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.</p>	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		
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													
Proposed Material Alteration No. 5	<p><u>Proposed Material Alteration No. 5</u></p> <p>Amend the County Development Plan Section 5.7.4 Policy Objective T19: Carparking Standards, in Chapter 5, page 113, as follows:</p> <p>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)</p> <p>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.</p>	This alteration serves to clarify the extent of parking zones in the Plan area and will not result in any likely, significant environmental effects which have not already been considered in the SEA.	Screen Out.												



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion						
Proposed Material Alteration No. 6	<p><u>Proposed Material Alteration No. 6</u></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="300 536 1496 758"> <thead> <tr> <th data-bbox="300 536 913 628">6 Year Road Objectives / Traffic Management / Active Travel Upgrades</th> <th data-bbox="913 536 1254 628">Local Authority Delivery</th> <th data-bbox="1254 536 1496 628">Developer Delivery</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 628 913 758">Clay Farm Loop Road</td> <td data-bbox="913 628 1254 758"></td> <td data-bbox="1254 628 1496 758">√*</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>	6 Year Road Objectives / Traffic Management / Active Travel Upgrades	Local Authority Delivery	Developer Delivery	Clay Farm Loop Road		√*	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 environmental effects which have not already been considered in the SEA.	Screen Out.
6 Year Road Objectives / Traffic Management / Active Travel Upgrades	Local Authority Delivery	Developer Delivery							
Clay Farm Loop Road		√*							
Proposed Material Alteration No. 7	<p><u>Proposed Material Alteration No. 7</u></p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	This alteration introduces changes to development planning considerations. The alteration does not materially reduce the level of mitigation associated with heritage and biodiversity protection in the CDP and will not introduce any source of likely, significant impacts.	Screen Out.						



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 8	<p><u>Proposed Material Alteration No. 8</u></p> <p>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:</p> <p>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.</p> <p>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)</p> <p>*Not applicable to BTR development in accordance with SPPR8.</p> <p>For the purposes of clarity:</p> <ul style="list-style-type: none"> 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. <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"> 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.). <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"> Suburban apartment schemes. Social housing developments. Social and affordable housing delivered under Part V. Housing for older persons and/or persons with disabilities. 	This alteration introduces a framework of requirements for the development of apartments. This alteration will serve to guide and shape apartment development, and has the potential to result in likely, significant effects.	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion														
	<p>The 25% requirement does not apply to:</p> <ul style="list-style-type: none"> • Developments with fewer than 10 residential units. • Building refurbishment schemes (any site size). • Urban infill schemes on sites up to 0.25 hectares. <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> <p>Table 12.4.1: Recommended minimum widths for the main living / dining rooms</p> <table border="1" data-bbox="300 719 1167 1161"> <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>	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																
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Three bedroom (5 persons)	3.8m																



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion												
	<p>Table 12.4.2: Recommended minimum bedroom widths</p> <table border="1"> <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	Minimum Floor Areas	Studio	4m	25sqm**	Single bedroom	2.1m	7.1sqm	Double / Twin bedroom	2.8m	11.4sqm		
Apartment Type *	Minimum Width	Minimum Floor Areas													
Studio	4m	25sqm**													
Single bedroom	2.1m	7.1sqm													
Double / Twin bedroom	2.8m	11.4sqm													
Proposed Material Alteration No. 9	<p><u>Proposed Material Alteration No.9</u></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 ‘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).</p>	This alteration serves to align the CDP with up-to-date guidance documents. This alteration will not result in any likely, significant environmental effects which have not already been considered in the SEA.	Screen Out.												
Proposed Material Alteration No. 10	<p><u>Proposed Material Alteration No.10</u></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>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.</p> <p>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).</p>	This alteration introduces a framework of requirements for car parking in the Plan area. This alteration serves to guide and shape development, and may result in likely, significant effects.	Screen In.												



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 11	<p><u>Proposed Material Alteration No.11</u></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>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.</p>	This alteration serves to clarify the nature of ‘transport nodes’ and ‘interchanges’. This alteration will not result in any likely, significant environmental effects which have not already been considered in the SEA.	Screen Out.
Proposed Material Alteration No. 12	<p><u>Proposed Material Alteration No.12</u></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> <p>(i) Parking Zone 1</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Within parking zone 1 Maximum car parking standards have been set for all uses including residential.</p> <p>(ii) Parking Zone 2</p> <p>This zone generally includes areas, which are within the following walking bands/catchments:</p> <ul style="list-style-type: none"> • 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. <p>Note: The N11 Quality Bus Corridor (QBC) and the Rock Road QBC will be replaced by CBC 13 and 15.</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 environmental effects.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
	<p>These are areas, which are generally characterised by:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <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"> • 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. <p>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.</p> <p>(iv) Parking Zone 4</p> <p>This zone comprises the rural areas within the County.</p> <p>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.</p>		



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 13	<p><u>Proposed Material Alteration No.13</u></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>(i) Parking Zone 1</p> <p>These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.</p> <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"> 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. <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>(ii) Parking Zone 2</p> <p>These are accessible locations, which are generally characterised by:</p> <ul style="list-style-type: none"> 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. <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>This alteration replaces text under Section 12.4.5.1. The alteration introduces a framework of requirements for parking in the Plan area in alignment with Compact Settlement Guidelines. This alteration will guide and shape planning and development by introducing revised requirements, and may result in likely, significant effects.</p>	<p>Screen In.</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
	<p>(iii) Parking Zone 3</p> <p>These are intermediate locations, which are generally characterised by:</p> <ul style="list-style-type: none"> • 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. <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>(iv) Parking Zone 4</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"> • Lands that do not meet the proximity or accessibility criteria detailed above. • Rural areas within the County. <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>		



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 14	<p><u>Proposed Material Alteration No.14</u></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 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>	This alteration introduces a framework of requirements for parking in the Plan area. This alteration will guide and shape development, and may result in likely, significant effects.	Screen In.
Proposed Material Alteration No. 15	<p><u>Proposed Material Alteration No.15</u></p> <p>Amend County Development Plan Section 12.4.5.2 Application of Standards in Chapter 12, page 259, as follows:</p> <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 or, similar urban and civic & sport improvement initiatives, critical infrastructure including Hospital expansions and major employment expansion initiatives.</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 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:</p> <p>(i) Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5)</p> <ul style="list-style-type: none"> • 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. 	This alteration clarifies the types of exceptional circumstances where proposals exceeding standards will be permissible and introduces parking criteria considerations. It may have implications for development, resulting in likely, significant effects.	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
	<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> o The provision of bespoke public transport services. o The provision of bespoke mobility interventions. <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"> • 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. 		



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion																																																
Proposed Material Alteration No. 16	<p>Proposed Material Alteration No.16</p> <p>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:</p> <p>Within Zone 1, eCar 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.	Screen Out.																																																
Proposed Material Alteration No. 17	<p>Proposed Material Alteration No.17</p> <p>Amend County Development Plan Table 12. 5 Car Parking Standards in Chapter 12, page 262, as follows:</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th></th> <th>Zone 1 MTC Area and Blackrock</th> <th>Zone 2 Near Public Transport</th> <th>Zone 3 Remainder of County (non-rural)</th> <th>Zone 4 Rural</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>Houses:</td> <td>Criterion</td> <td>Maximum</td> <td>Standard</td> <td>Standard</td> <td>Standard</td> </tr> <tr> <td>House 1 bed</td> <td>Unit</td> <td>1</td> <td>1</td> <td>1</td> <td>Case by Case</td> </tr> <tr> <td>House 2 bed</td> <td>Unit</td> <td>1</td> <td>1</td> <td>1</td> <td>Case by Case</td> </tr> <tr> <td>House 3 bed or more</td> <td>Unit</td> <td>1</td> <td>2</td> <td>2</td> <td>Case by Case</td> </tr> <tr> <td>Apartments and Sheltered Housing</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	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						This alteration serves to align the CDP with Compact Settlement Guidelines and introduces new requirements for parking at residential developments. This alteration will guide and shape planning and development by introducing revised requirements, and may result in likely, significant effects.	Screen In.
Land Use		Zone 1 MTC Area and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural																																														
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House 3 bed or more	Unit	1	2	2	Case by Case																																														
Apartments and Sheltered Housing																																																			



Reference	Proposed Material Alteration/Non-Material Changes						SEA Screening	SEA Screening Conclusion
	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							
Proposed Material Alteration No. 18	<p>Map 3: Proposed Material Alteration No.18</p> <p>Add a new SLO to Map 3 on lands at Stradbrook Road as follows:</p> <p>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.</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 environmental effects which have not already been considered in the SEA.</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.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
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>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.</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 will govern development. This alteration may drive land use change and has the potential to generate likely, significant effects.</p>	Screen In.
Proposed Material Alteration No. 20	<p><u>Map 6: Proposed Material Alteration No.20</u></p> <p>Add new SLO to “Via Verde” site, Map 6 as follows:</p> <p>SLO 174 - Any development on the site shall be accompanied by a masterplan which shall:</p> <ul style="list-style-type: none"> • 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. 	<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 environmental effects which have not already been considered in the SEA.</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.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 21	<p><u>Map 6: Proposed Material Alteration No.21</u></p> <p>Add new SLO to the “Via Verde” site, Map 6 as follows:</p> <p>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.</p>	<p>This alteration supports the preparation of a masterplan and introduces new substantive planning criteria for development. The alteration may result in likely, significant effects beyond what has already been assessed in the SEA, i.e. land use change and environmental implications.</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 In.
Proposed Material Alteration No. 22	<p><u>Map 6: Proposed Material Alteration No.22</u></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. The alteration may result in likely, significant effects beyond what has already been assessed in the SEA, i.e. land use change and environmental implications.</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	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 23	<p><u>Map 6: Proposed Material Alteration No.23</u></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"> • 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. 	<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 environmental effects which have not already been considered in the SEA.</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><u>Proposed Material Alteration No.24</u></p> <p>Add New SLO – Map 6, to Highfield House site as follows:</p> <p>SLO 179 –</p> <ul style="list-style-type: none"> • 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. 	<p>This alteration introduces new substantive planning criteria for development at subject lands. This alteration may result in likely, significant environmental effects beyond what has already been considered in the SEA, i.e. land use change and environmental implications.</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 In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 25	<p><u>Map 7: Proposed Material Alteration No.25</u></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. The construction and operation phases of this development has the potential to generate likely, significant effects beyond what has already been assessed in the SEA.</p>	Screen In.
Proposed Material Alteration No. 26	<p><u>Map 7: Proposed Material Alteration No.26</u></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>	<p>This alteration introduces new planning criteria for housing developments at subject lands. The alteration will guide and shape development, and may result in likely, significant environmental effects.</p>	Screen In.
Proposed Material Alteration No. 27	<p><u>Map 9: Proposed Material Alteration No. 27</u></p> <p>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:</p> <ul style="list-style-type: none"> • Utilise sequential approach to address flood zones A and B. • Include sufficient provision for the protection of existing and planned future strategic utility infrastructure. 	<p>This alteration serves to clarify flood risk and utility requirements for residential developments the at subject lands. This alteration will not result in any likely, significant environmental effects.</p>	Screen Out.
Proposed Material Alteration No. 28	<p><u>Map 9: Proposed Material Alteration No.28</u></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>	<p>This alteration clarifies the need to consider sensitive topography / landscape and ecological connectivity at the subject lands. This alteration will not result in any likely, significant effects beyond what has already been considered in the SEA.</p>	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 29	<p><u>Map 9: Proposed Material Alteration No.29</u></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 development and introduces new substantive planning criteria governing said development.</p> <p>The construction and operational phases of this development have the potential to generate likely, significant effects beyond what has already been assessed in the SEA.</p>	Screen In.
Proposed Material Alteration No. 30	<p><u>Map 9: Proposed Material Alteration No.30</u></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 & 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. It has the potential to generate likely, significant effects.</p>	Screen In.
Proposed Material Alteration No. 31	<p><u>Map 9: Proposed Material Alteration No.31</u></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 the development of community infrastructure. It also introduces new substantive planning criteria governing development. It has the potential to generate likely, significant effects.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 32	<p><u>Map 9: Proposed Material Alteration No.32</u></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. The alteration may generate likely, significant effects beyond what has already been considered in the SEA.</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 In.
Proposed Material Alteration No. 33	<p><u>Map 9: Proposed Material Alteration No.33</u></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 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.</p>	<p>This alteration supports development and the preparation of Plans for development. This alteration has the potential to drive development and may generate likely, significant effects beyond what has already considered in the SEA.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 34	<p><u>Map 14: Proposed Material Alteration No. 34</u></p> <p>Amend Proposed Variation item No. 46 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"> • 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. 	This alteration supports a range of developments. The alteration has the potential to generate likely, significant effects, beyond what has already been considered in the SEA.	Screen In.
Proposed Material Alteration No. 35	<p><u>Map 14: Proposed Material Alteration No. 35</u></p> <p>Amend Proposed Variation Item No. 51 Map 14 SLO as follows:</p> <p>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.</p>	This alteration supports a range of developments. The alteration has the potential to generate likely, significant effects, beyond what has already been considered in the SEA.	Screen In.
Proposed Material Alteration No. 36	<p><u>Map 14: Proposed Material Alteration No. 36</u></p> <p>Amend Proposed Variation Item No. 52 Map 14 SLO as follows:</p> <p>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.</p>	This alteration introduces a new planning requirement for developments in the area. The alteration has the potential to drive and shape traffic conditions, resulting in environmental implications, and may result in likely, significant effects beyond what was previously considered in the SEA.	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 37	<p><u>Map 14: Proposed Material Alteration No. 37</u></p> <p>Amend Proposed Variation Item No. 54 Remove SLO Map 14 SLO as follows:</p> <p>165— Any residential development to the north of Woodbrook House shall provide vehicular access from Woodbrook View/ Place to the north.</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.	Screen Out.
Proposed Material Alteration No. 38	<p><u>Map 14: Proposed Material Alteration No. 38</u></p> <p>Amend Proposed Variation Item No. 56 Remove SLO Map 14 as follows:</p> <p>167— Provision of open space associated with any residential development shall include for provision of a quantum of allotments and / or a community garden.</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.	Screen Out.
Proposed Material Alteration No. 39	<p><u>Map 14: Proposed Material Alteration No. 39</u></p> <p>Amend Proposed Variation Item No. 57 Remove SLO 168 Map 14 as follows:</p> <p>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.</p>	This alteration reflects that the subject lands are no longer proposed for rezoning under the Proposed Variation. The alteration will not result in any likely, significant effects.	Screen Out.
Proposed Material Alteration No. 40	<p><u>Map 14: Proposed Material Alteration No. 40</u></p> <p>Amend Proposed Variation Item No. 58 Map 14 SLO 169, by deleting the 6th bullet point and amending the 7th bullet point, as follows:</p> <ul style="list-style-type: none"> ● — 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). 	This alteration serves to clarify protection requirements pertaining to the provision of hedgerow. The alteration does not support/promote development beyond what has already been considered in the SEA. The alteration will not result in any likely, significant effects.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 41	<p><u>Map 14: Proposed Material Alteration No.41</u></p> <p>Add new SLO, Map 14, as follows:</p> <p>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.</p>	<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, In and of itself.</p>	Screen Out.
Proposed Material Alteration No. 42	<p><u>Map 14: Proposed Material Alteration No.42</u></p> <p>Add New SLO, Map 14, as follows:</p> <p>SLO 168 –</p> <ul style="list-style-type: none"> • 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. 	<p>This alteration introduces a framework of requirements for residential developments. This alteration will guide and shape development, and may result in likely, significant effects.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 43	<p><u>Map 14: Proposed Material Alteration No.43</u></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>	<p>This alteration clarifies the need to consider flood risk at subject lands. This alteration will not result in any likely, significant effects beyond what has already been considered in the SEA.</p>	Screen Out.
Proposed Material Alteration No. 44	<p><u>Map 14: Proposed Material Alteration No.44</u></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> <ul style="list-style-type: none"> • 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. 	<p>This alteration introduces a framework of planning requirements for development in relation to protected structures in the Woodbrook-Shanganagh area, and has the potential to shape development, and result in likely significant effects.</p>	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 45	<p><u>Map 14: Proposed Material Alteration No.45</u></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 for development in relation to protected structures in the Woodbrook-Shanganagh area, and has the potential to shape development, and result in likely significant effects.	Screen In.
Proposed Material Alteration No. 46	<p><u>Map 14: Proposed Material Alteration No.46</u></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 development that may impact a range of environmental receptors in the vicinity. This alteration may generate likely, significant effects.	Screen In.
Proposed Material Alteration No. 47	<p><u>Map 14: Proposed Material Alteration No.47</u></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.	Screen In.
Proposed Material Alteration No. 48	<p><u>Proposed Material Alteration No.48</u></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>* 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.</p>	This alteration introduces new planning criteria for the development of apartments, in alignment with the Sustainable Residential Development and Compact Settlement Guidelines (2024). This alteration may result in likely, significant effects beyond what has already been considered in the SEA.	Screen In.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Proposed Material Alteration No. 49	<p><u>Proposed Material Alteration No.49</u></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 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.</p>	<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 beyond what has already been considered in the SEA.</p>	<p>Screen Out.</p>
Proposed Material Alteration No. 50	<p><u>Proposed Material Alteration No.50</u></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> <ul style="list-style-type: none"> • 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. 	<p>This alteration supports the delivery of public infrastructure, green/drainage infrastructure and residential developments beyond what has already been considered in the SEA. The construction and operational phases of this development have the potential to generate likely, significant effects.</p>	<p>Screen In.</p>

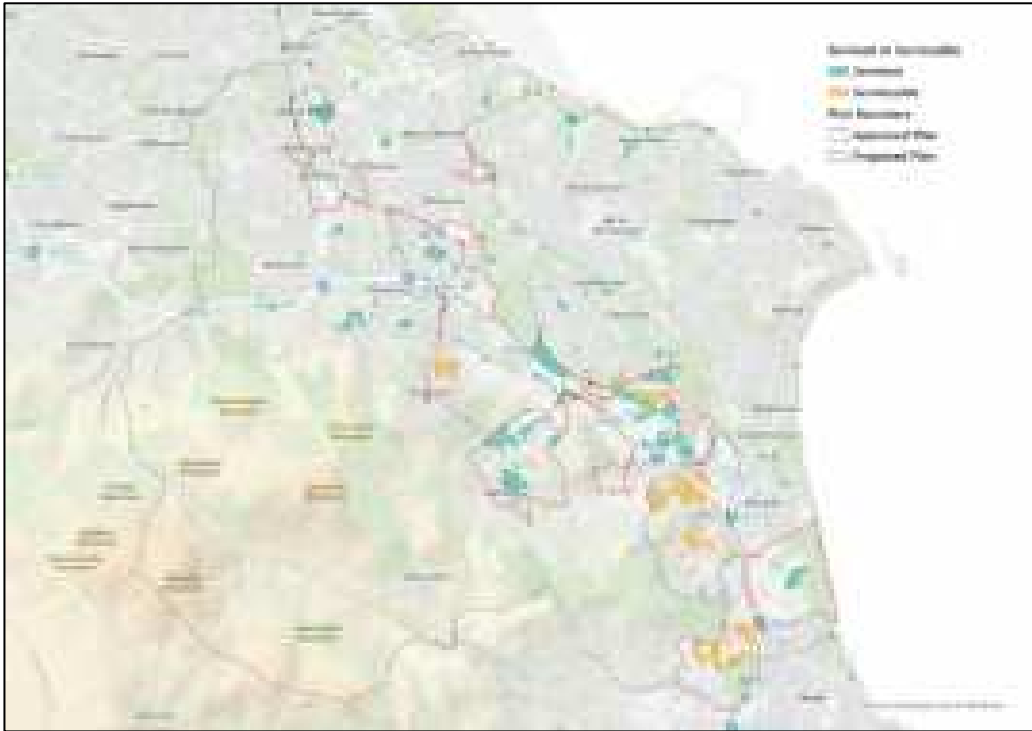


Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
	<ul style="list-style-type: none"> • Integrate green and blue infrastructure: Explore opportunities to incorporate the existing north–south culvert corridor as a key landscape feature within the site and 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 SUIP 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. 		
Proposed Material Alteration No. 51	<p><u>Proposed Material Alteration No.51</u> Replace Parking Zone Map T2 with the following updated map (see accompanying maps for more detail):</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 the environment.	Screen Out.



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Non-Material Change No. 1	<p><u>Non-Material Change No. 1</u></p> <p>Amend Proposed Variation Item No. 1 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 SEA and will not generate any likely, significant effects.</p>	<p>Screen Out.</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA Screening	SEA Screening Conclusion
Non-Material Change No. 2	<p><u>Non-Material Change No. 2</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.	Screen Out.
Non-Material Change No. 3	<p><u>Non-Material Change No. 3</u></p> <p>Amend Proposed Variation Item No. 41 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"> • 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. 	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.	Screen Out.
Non-Material Change No. 4	<p><u>Non-Material Change No. 4</u></p> <p>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:</p> <p>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.</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>Non-Material Change No. 5</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.	Screen Out.



Table 2-2: SEA Screening of Zoning Objective Proposed Material Alterations

Reference	Zoning Objective Proposed Material Alterations	SEA Screening	SEA Screening Conclusion
Map 3	Rezone lands at Stradbrook Road from Objective E to Objective A	This change supports/promotes residential development which may result in likely, significant environmental effects.	Screen In.
Map 6	Rezone 'Via Verde' lands from Objective OE to Objective A2	This change supports/promotes residential development which may result in likely, significant environmental effects.	Screen In.
Map 6	Rezone 'Highfield House' lands from Objective OE to Objective A2	This change supports/promotes residential development which may result in likely, significant environmental effects.	Screen In.
Map 6	Rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2	This change supports/promotes residential development which may result in likely, significant environmental effects.	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 the environment.	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 the environment.	Screen Out.
Map 9	Rezone lands at The Park Carrickmines from Objective E to Objective A	This change supports/promotes residential development which may result in likely, significant environmental effects.	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 the environment.	Screen Out.
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 environmental effects.	Screen In.



Reference	Zoning Objective Proposed Material Alterations	SEA Screening	SEA Screening Conclusion
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 SEA. The alteration has the potential to generate likely, significant effects further than what was previously considered in the SEA.	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 generate likely, significant effects.	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 generate likely, significant effects.	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 the environment.	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 the environment.	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 the environment.	Screen Out.
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 the environment.	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 the environment.	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 environmental effects.	Screen In.



3. SEA OF PROPOSED MATERIAL ALTERATIONS

SEA of PMAs/Non-Material Changes which have been screened in for assessment is presented in Table 3-1. SEA of Zoning Objective Proposed Material Alterations which have been screened in for assessment is presented in Table 3-2.

The SEA involved assessing the potential environmental effects of PMAs/Non-Material Changes/Zoning Objective Proposed Material Alterations, identifying the interaction with Strategic Environmental Objectives, and identifying measures that mitigate potential adverse effects on the environment or enhance potential positive effects associated with PMAs.

The following codes have been used denote SEOs relating to Environmental Components: Population and Human Health (PHH); Biodiversity, Flora and Fauna (BFF); Landscape (L); Cultural Heritage (CH); Soils (S); Land Use (LU); Air Quality and Noise (AQN); Water (W); Material Assets (MA); Tourism and Recreation (TR); Climate Change (CC). The interactions between PMAs and SEO Environmental Components are indicated through the following:

- Potential Negative or adverse effects on SEOs are indicated in **red text**.
- Potential Positive effects on SEOs are indicated in **green text**.
- Potential Positive and Negative effects on SEOs are indicated in **amber text**.
- Neutral, No or Insignificant effects on SEOs are indicated in **grey text**.



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

Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects																								
Proposed Material Alteration No. 2	<p><u>Proposed Material Alteration No. 2</u></p> <p>Revise Proposed Variation Item No. 4, 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 Construction¹</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> </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 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	<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 development which may generate a range of effects, including cumulative effects, such as dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna, habitat loss etc.</p> <p>The increased capacity figures included in this alteration supports the creation of sustainable housing developments in the Plan area. This is likely to have positive effects on population and human health, climate and material assets.</p>	<p>PHH, MA, CC, LU L, S, AQN, W, TR, BFF, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, T27, GIB19, GIB22, E13, E14, E16, E19</p>
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																							



Reference	Proposed Material Alteration/Non-Material Changes						SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	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			



Reference	Proposed Material Alteration/Non-Material Changes						SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	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. 4	<p><u>Proposed Material Alteration No. 4</u></p> <p>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:</p> <p>• Car parking zones as set out in the County Development Plan 2022-2028. dlr Urban Areas:</p>						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 may result in the carrying out of higher density development, resulting in additional effects on material assets or population and human health.	PHH, MA CC, LU S, AQN, W, TR, BFF, CH	CA1, CA2, CA3, CA4, PHP 1, PHP3, PHP4, PHP20, PHP 27, PHP35, CS11 T4, T16, T17, T19, T23, T26, T27



Reference	Proposed Material Alteration/Non-Material Changes			SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects															
	<table border="1"> <thead> <tr> <th data-bbox="327 451 517 571">Settlement Type</th> <th data-bbox="517 451 1032 571">Public Transport Proximity /parking-zone</th> <th data-bbox="1032 451 1151 571">Density Range (dph)</th> </tr> </thead> <tbody> <tr> <td data-bbox="327 571 517 667">Urban Neighbourhood</td> <td data-bbox="517 571 1032 667">1km walk to DART/Luas & or 500m Core Bus Corridor combined with park zones 1 and 2</td> <td data-bbox="1032 571 1151 667">50-250</td> </tr> <tr> <td data-bbox="327 667 517 762">Suburban Accessible</td> <td data-bbox="517 667 1032 762">500m walk to high frequency bus combined with park zone 2</td> <td data-bbox="1032 667 1151 762">40-150</td> </tr> <tr> <td data-bbox="327 762 517 858">Suburban Intermediate</td> <td data-bbox="517 762 1032 858">1km walk high frequency bus &-or 500m walk to reasonably frequent bus combined with park zone 2</td> <td data-bbox="1032 762 1151 858">40-150</td> </tr> <tr> <td data-bbox="327 858 517 962">Suburban / Urban Extension</td> <td data-bbox="517 858 1032 962">Remaining areas within the Dublin City and Suburbs within park zone 3</td> <td data-bbox="1032 858 1151 962">40-80</td> </tr> </tbody> </table>	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					
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Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects												
	<p><i>dlr Metropolitan Town (Bray & environs):</i></p> <table border="1" data-bbox="331 507 1151 938"> <thead> <tr> <th data-bbox="331 507 517 632">Settlement Type</th> <th data-bbox="517 507 1032 632">Public Transport Proximity /parking zone</th> <th data-bbox="1032 507 1151 632">Density Range (dph)</th> </tr> </thead> <tbody> <tr> <td data-bbox="331 632 517 724">Urban Neighbourhood</td> <td data-bbox="517 632 1032 724">1km walk to DART/Luas & or 500m Core Bus Corridor combined with park zones 1 and 2</td> <td data-bbox="1032 632 1151 724">50-150</td> </tr> <tr> <td data-bbox="331 724 517 849">Suburban Intermediate</td> <td data-bbox="517 724 1032 849">1km walk to high frequency bus combined with park zone 2 (note – there are currently no reasonably frequent bus routes serving this area)</td> <td data-bbox="1032 724 1151 849">35-100</td> </tr> <tr> <td data-bbox="331 849 517 938">Suburban / Urban Extension</td> <td data-bbox="517 849 1032 938">Remaining areas outside Bray Metropolitan Town within park zone 3</td> <td data-bbox="1032 849 1151 938">35-50</td> </tr> </tbody> </table> <p data-bbox="331 1002 1151 1062"><i>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.</i></p>	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			
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Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 8	<p><u>Proposed Material Alteration No. 8</u></p> <p>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:</p> <p>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.</p> <p>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)</p> <p>*Not applicable to BTR development in accordance with SPPR8.</p> <p>For the purposes of clarity:</p> <ul style="list-style-type: none"> 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. 	<p>This alteration introduces a framework of requirements for the development of apartments in the Plan area. It will serve to shape and guide the development of apartments, and may intensify development densities to some degree.</p> <p>The intensification of development may lead to negative effects on material assets or population and human health.</p> <p>Positive effects may include increased/optimised sustainable housing; benefiting population and human health, climate and materials assets.</p>	<p>LU, CC, MA, PHH BFF, L, S, W, CH, AQN TR</p>	<p>CA1, CA2, CA3, CA4, PHP 1, PHP3, PHP4, PHP20, PHP 27, PHP35, CS11 T4, T16, T17, T19, T23, T26, T27</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	<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"> • 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.). <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"> • Suburban apartment schemes. • Social housing developments. • Social and affordable housing delivered under Part V. • Housing for older persons and/or persons with disabilities. <p>The 25% requirement does not apply to:</p> <ul style="list-style-type: none"> • Developments with fewer than 10 residential units. • Building refurbishment schemes (any site size). • Urban infill schemes on sites up to 0.25 hectares. <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	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects														
	<p>Table 12.4.1: Recommended minimum widths for the main living / dining rooms</p> <table border="1" data-bbox="331 507 1155 948"> <thead> <tr> <th data-bbox="331 507 725 568">Apartment Type *</th> <th data-bbox="725 507 1155 568">Minimum Width</th> </tr> </thead> <tbody> <tr> <td data-bbox="331 568 725 632">Studio</td> <td data-bbox="725 568 1155 632">4m**</td> </tr> <tr> <td data-bbox="331 632 725 695">One bedroom</td> <td data-bbox="725 632 1155 695">3.3m</td> </tr> <tr> <td data-bbox="331 695 725 759">Two bedroom (3 persons)</td> <td data-bbox="725 695 1155 759">3.6m</td> </tr> <tr> <td data-bbox="331 759 725 823">Two bedroom (4 persons)</td> <td data-bbox="725 759 1155 823">3.6m</td> </tr> <tr> <td data-bbox="331 823 725 887">Three bedroom (4 person)</td> <td data-bbox="725 823 1155 887">3.8m</td> </tr> <tr> <td data-bbox="331 887 725 948">Three bedroom (5 persons)</td> <td data-bbox="725 887 1155 948">3.8m</td> </tr> </tbody> </table> <p data-bbox="331 954 1155 1008">*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 data-bbox="331 1043 1155 1072">**Combined living /dining/bedspace, also includes circulation.</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			
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Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects												
	<p>Table 12.4.2: Recommended minimum bedroom widths</p> <table border="1" data-bbox="331 507 1160 778"> <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	Minimum Floor Areas	Studio	4m	25sqm**	Single bedroom	2.1m	7.1sqm	Double / Twin bedroom	2.8m	11.4sqm			
Apartment Type *	Minimum Width	Minimum Floor Areas														
Studio	4m	25sqm**														
Single bedroom	2.1m	7.1sqm														
Double / Twin bedroom	2.8m	11.4sqm														
Proposed Material Alteration No. 10	<p>Proposed Material Alteration No.10</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>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.</p> <p>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).</p>	<p>This alteration introduces a framework of requirements for car parking in the Plan area.</p> <p>This may act as an enabler for certain development and will serve to shape development. This development will not be outside the scope of what has already been considered and assessed spatially, however, development may be more intensified to a degree, resulting in potential greater effects on material assets (roads and transport infrastructure, utilities etc.)</p>	<p>MA, PHH, LU, TR AQN, BFF, L, CH, S, W</p>	<p>CA1, CA2, CA3, CA4, PHP3, PHP4, PHP20, PHP35, T4, T16, T17, T19, T23</p>												



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
		<p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p> <p>The alteration has the potential to have positive effects on climate, land use etc. – through the promotion of sustainable travel and transport.</p>		
<p>Proposed Material Alteration No. 13</p>	<p><u>Proposed Material Alteration No.13</u></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>(i) Parking Zone 1</p> <p>These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.</p> <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"> 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. 	<p>This alteration introduces a framework of requirements for car parking in the Plan area.</p> <p>This may act as an enabler for certain development and will serve to shape development. This development will not be outside the scope of what has already been considered and assessed spatially, however, development may be more intensified to a degree, resulting in potential greater effects on material assets (roads and transport infrastructure, utilities etc.)</p> <p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p> <p>The alteration has the potential to have positive effects on climate, land use etc. –</p>	<p>MA, PHH, LU, TR AQN, BFF, L, CH, S, W</p>	<p>CA1, CA2, CA3, CA4, PHP3, PHP4, PHP20, PHP35, T4, T16, T17, T19, T23</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	<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>(ii) Parking Zone 2</p> <p>These are accessible locations, which are generally characterised by:</p> <ul style="list-style-type: none"> 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. <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>(iii) Parking Zone 3</p> <p>These are intermediate locations, which are generally characterised by:</p> <ul style="list-style-type: none"> 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. <p>Car parking requirements for the Old Connaught Local Area Plan area are prescribed in the Plan.</p>	<p>through the promotion of sustainable travel and transport.</p>		



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	<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>(iv) Parking Zone 4</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"> • Lands that do not meet the proximity or accessibility criteria detailed above. • Rural areas within the County. <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>			
Proposed Material Alteration No. 14	<p><u>Proposed Material Alteration No.14</u></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 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.</p> <p>This may act as an enabler for certain development and will serve to shape development. This development will not be outside the scope of what has already been considered and assessed spatially, however, development may be more intensified to a degree, resulting in potential greater effects on material assets (roads and transport infrastructure, utilities etc.)</p>	<p>MA, PHH, LU, TR AQN, BFF, L, CH, S, W</p>	<p>CA1, CA2, CA3, CA4, PHP3, PHP4, PHP20, PHP35, T4, T16, T17, T19, T23</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
		<p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p> <p>The alteration has the potential to have positive effects on climate, land use etc. – through the promotion of sustainable travel and transport.</p>		
<p>Proposed Material Alteration No. 15</p>	<p><u>Proposed Material Alteration No.15</u></p> <p>Amend County Development Plan Section 12.4.5.2 Application of Standards in Chapter 12, page 259, as follows:</p> <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 or, similar urban and & civic & sport improvement initiatives, critical infrastructure including Hospital expansions and major employment expansion initiatives.</p> <p>In certain instances, within all zones, applicants may be required to provide the maximum number of spaces.</p>	<p>This alteration clarifies the types of exceptional circumstances where proposals exceeding standards will be permissible and introduces parking criteria considerations. This may act as an enabler for certain development and will serve to shape development. The construction and operational phases of this development may generate a range of environmental effects.</p> <p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p>	<p>PHH, TR, LU BFF, L, CH, S, W, MA, CC AQN, MA</p>	<p>CA3, PHP35, T26, T27, GIB19, GIB22, EI3, EI4, EI6, EI9</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	<p>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:</p> <p>(ii) Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5)</p> <ul style="list-style-type: none"> • 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. 			



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	<ul style="list-style-type: none"> • Any specific sustainability measures being implemented including but not limited to: <ul style="list-style-type: none"> ○ The provision of bespoke public transport services. ○ The provision of bespoke mobility interventions. <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"> • 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. 			



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Proposed Material Alteration No. 17	<p><u>Proposed Material Alteration No.17</u></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="331 598 1155 1305"> <thead> <tr> <th data-bbox="331 598 533 810">Land Use</th> <th data-bbox="533 598 645 810"></th> <th data-bbox="645 598 770 810">Zone 1 MTC Area and Blackrock</th> <th data-bbox="770 598 896 810">Zone 2 Near Public Transport</th> <th data-bbox="896 598 1021 810">Zone 3 Remainder of County (non-rural)</th> <th data-bbox="1021 598 1155 810">Zone 4 Rural</th> </tr> </thead> <tbody> <tr> <td data-bbox="331 810 533 900"></td> <td data-bbox="533 810 645 900">Criterion</td> <td data-bbox="645 810 770 900">Maximum</td> <td data-bbox="770 810 896 900">Maximum</td> <td data-bbox="896 810 1021 900">Maximum</td> <td data-bbox="1021 810 1155 900">Maximum</td> </tr> <tr> <td data-bbox="331 900 533 963">Residential</td> <td data-bbox="533 900 645 963">Unit</td> <td data-bbox="645 900 770 963">1</td> <td data-bbox="770 900 896 963">1.5</td> <td data-bbox="896 900 1021 963">2</td> <td data-bbox="1021 900 1155 963">2</td> </tr> <tr> <td data-bbox="331 963 533 1053">Houses:</td> <td data-bbox="533 963 645 1053">Criterion</td> <td data-bbox="645 963 770 1053">Maximum</td> <td data-bbox="770 963 896 1053">Standard</td> <td data-bbox="896 963 1021 1053">Standard</td> <td data-bbox="1021 963 1155 1053">Standard</td> </tr> <tr> <td data-bbox="331 1053 533 1177">House 1 bed</td> <td data-bbox="533 1053 645 1177">Unit</td> <td data-bbox="645 1053 770 1177">1</td> <td data-bbox="770 1053 896 1177">1</td> <td data-bbox="896 1053 1021 1177">1</td> <td data-bbox="1021 1053 1155 1177">Case by Case</td> </tr> <tr> <td data-bbox="331 1177 533 1305">House 2 bed</td> <td data-bbox="533 1177 645 1305">Unit</td> <td data-bbox="645 1177 770 1305">1</td> <td data-bbox="770 1177 896 1305">1</td> <td data-bbox="896 1177 1021 1305">1</td> <td data-bbox="1021 1177 1155 1305">Case by Case</td> </tr> </tbody> </table>	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	<p>This alteration serves to align the CDP with Compact Settlement Guidelines and introduces new requirements for parking at residential developments.</p> <p>This may act as an enabler for certain development and will serve to shape development. This development will not be outside the scope of what has already been considered and assessed spatially, however, development may be more intensified to a degree, resulting in potential greater effects on material assets (roads and transport infrastructure, utilities etc.)</p> <p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p> <p>The alteration has the potential to have positive effects on climate, land use etc. - through the promotion of sustainable travel and transport.</p>	<p>MA, PHH, LU, TR AQN, BFF, L, CH, S, W</p>	<p>CA1, CA2, CA3, CA4, PHP3, PHP4, PHP20, PHP35, T4, T16, T17, T19, T23</p>
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Reference	Proposed Material Alteration/Non-Material Changes						SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	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								



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
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>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.</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. Works associated with such development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc. Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. Such development has the potential to generate positive effects on Population and Human Health, Material Assets and Landscape.</p>	<p>TR PHH, MA, L BFF, S, LU, AQN, W, CC CH</p>	<p>CA3, PHP1, PHP2, PHP3, PHP35, T26, T27, GIB19, GIB22, OSR3, OSR4, EI3, EI4, EI6, EI9,</p>
Proposed Material Alteration No. 21	<p><u>Map 6: Proposed Material Alteration No.21</u></p> <p>Add new SLO to the “Via Verde” site, Map 6 as follows:</p> <p>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.</p>	<p>This alteration supports the preparation of a masterplan and introduces new substantive planning criteria for development. The alteration may result in likely, significant effects beyond what has already been assessed in the SEA, i.e. land use change and environmental implications. The preparation and implementation of a masterplan, as proposed, has the potential to result in positive effects on a range of SEOs as it will provide for more focused planning and development.</p>	<p>PHH, TR, LU, MA BFF, L, CH, S, AQN, W, CC</p>	<p>CA3, CS11, PHP1, PHP2, PHP3, PHP4</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
		This alteration is associated with the proposal to rezone 'Via Verde' lands from Objective OE to Objective A2 (which is assessed separately).		
Proposed Material Alteration No. 22	<p><u>Map 6: Proposed Material Alteration No.22</u></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. Works associated with such development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc.</p> <p>Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. The development of a public park has the potential to generate positive effects on population and human health, material assets and landscape.</p> <p>The preparation and implementation of a masterplan, as proposed, has the potential to result in positive effects on a range of SEOs as it will provide for more focused planning and development.</p>	<p>TR PHH, MA, L, LU BFF, S, AQN, W, CC CH</p>	<p>CA3, PHP1, PHP2, PHP35, T26, T27, GIB19, GIB22, OSR3, OSR4, EI3, EI4, EI6, EI9</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
		This alteration is associated with the proposal to rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2.		
Proposed Material Alteration No. 24	<p>Proposed Material Alteration No.24</p> <p>Add New SLO – Map 6, to Highfield House site as follows:</p> <p>SLO 179 –</p> <ul style="list-style-type: none"> • 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. 	<p>This alteration introduces new substantive planning criteria for development at subject lands. This alteration may result in likely, significant environmental effects beyond what has already been considered in the SEA, i.e. land use change and environmental implications. The alteration supports the development of commercial units in the Plan area and may support positive effects for employment in the area, in addition to positive effects on landscape. Construction effects associated with such development may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna.</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>	<p>L, LU, TR, CH PHH BFF, S, AQN, W, MA, CC</p>	<p>GIB2, EI3, EI4, EI6, EI9, HER15, T26, T27</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 25	<p><u>Map 7: Proposed Material Alteration No.25</u></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. The construction and operation phases of this development has the potential to generate likely, significant effects beyond what has already been assessed in the SEA.</p> <p>A range of construction phase effects may occur due to this development, such as dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna.</p> <p>The alteration may result in unintended consequences if not appropriately implemented, such as increased traffic congestion and traffic noise.</p> <p>Upgrades to the Brennanstown Road, as proposed, has the potential to generate positive effects on material assets and population and human health. Positive effects may also include reduced congestion at the Brennanstown Road.</p>	<p>PHH, MA LU, BFF, S, AQN, CC, L, CH, W, TR</p>	<p>CA3, PHP35, T23, T24, T26, T27, GIB19, GIB22, E16, PHP1, PHP2, OSR3, OSR4, E13, E14, E16, E19</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 26	<p>Map 7: Proposed Material Alteration No.26</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>	<p>This alteration introduces new planning criteria for housing developments at the subject lands. The alteration supports alignment between housing provision and infrastructure provision, and has the potential to generate positive effects on material assets and population and human health.</p>	<p>MA, PHH, LU PHH, BFF, S, AQN, CC, CH, W, TR</p>	<p>PHP35, GIB19, GIB22, EI3, EI4, EI6, EI9</p>
Proposed Material Alteration No. 29	<p>Map 9: Proposed Material Alteration No.29</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 development and introduces new substantive planning criteria governing said development. Such development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc.</p> <p>Operational phase effects may include operational noise, changes in traffic and transport dynamics at peak hours etc.</p> <p>Positive effects may include increased employment and access to educational facilities, benefiting population and human health.</p>	<p>PHH, LU, MA BFF, L, CH, S, AQN, W, CC TR</p>	<p>CA3, PHP3, PHP35, T26, T27, GIB19, GIB22, EI3, EI4, EI6, EI9</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 30	<p><u>Map 9: Proposed Material Alteration No.30</u></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 & 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 development beyond what was considered in the SEA for the Ballyogan & Environs Local Area Plan 2019-2025. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc.</p> <p>Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. The preparation and implementation of a masterplan, as proposed, has the potential to result in positive effects as it will provide for more focused planning and development.</p>	<p>PHH, MA, LR, TR BFF, L, CH, S, AQN, W, CC</p>	<p>CA3, PHP2, PHP3, PHP35, T26, T27, GIB19, GIB22, E13, E14, E16, E19</p>
Proposed Material Alteration No. 31	<p><u>Map 9: Proposed Material Alteration No.31</u></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 at and the preparation of a masterplan for lands at the Glenamuck Road. Construction effects associated with potential development supported by the masterplan may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc.</p>	<p>PHH, MA, LR, TR BFF, L, CH, S, AQN, W, CC</p>	<p>CA3, PHP2, PHP3, PHP35, T26, GIB19, GIB22, E13, E14, E16, E19</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
		Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. The preparation and implementation of a masterplan, as proposed, has the potential to result in positive effects as it will provide for more focused planning and development.		
Proposed Material Alteration No. 32	<p>Map 9: Proposed Material Alteration No.32</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. The alteration is likely to have positive effects across a range of environmental components – through appropriate phasing of housing and supporting infrastructure.</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>	TR, MA, PHH, LU CH, S, W, AQN, L, CC, BFF	PHP1, PHP3, GIB19, GIB22



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Proposed Material Alteration No. 33	<p><u>Map 9: Proposed Material Alteration No.33</u></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 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.</p>	<p>This alteration supports development and the preparation of Plans for development. Such potential development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc. Operational phase effects may include operational noise, changes in traffic and transport dynamics etc.</p>	<p>PHH, LU, MA BFF, L, CH, S, AQN, W, CC TR</p>	<p>CA3, php1, PHP2, PHP3, PHP35, T26, T27, E10, GIB19, GIB22, E13, E14, E16, E19</p>
Proposed Material Alteration No. 34	<p><u>Map 14: Proposed Material Alteration No. 34</u></p> <p>Amend Proposed Variation item No. 46 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"> • 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. 	<p>This alteration supports the development of a public park, biodiversity areas and wildlife corridors. Works associated with such development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc. Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. The creation of a wetland park area, biodiversity areas and wildlife areas has the potential to generate positive effects on Biodiversity, Flora and Fauna, Climate Change, Landscape and Tourism and Recreation.</p>	<p>PHH, LU, MA, BFF L, CC, TR CH, S, AQN, W</p>	<p>PHP1, PHP2, PHP3, PHP35, T12, T26, GIB18, GIB19, GIB22, OSR3, OSR4, E13, E14, E16, E19</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 35	<p>Map 14: Proposed Material Alteration No. 35</p> <p>Amend Proposed Variation Item No. 51 Map 14 SLO as follows:</p> <p>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.</p>	<p>This alteration supports the development of a public park, biodiversity areas and wildlife corridors. Works associated with such development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc.</p> <p>Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. The creation of a wetland park area and recreation areas has the potential to generate positive effects on Biodiversity, Flora and Fauna, Climate Change, Landscape and Tourism and Recreation.</p>	<p>PHH, LU, MA, BFF L, CC, TR CH, S, AQN, W</p>	<p>PHP1, PHP2, PHP3, PHP35, T12, T26, GIB18, GIB19, GIB22, OSR3, OSR4, EI3, EI4, EI6, EI9</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 36	<p>Map 14: Proposed Material Alteration No. 36</p> <p>Amend Proposed Variation Item No. 52 Map 14 SLO as follows:</p> <p>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.</p>	<p>This alteration introduces a new planning requirement for developments at the subject site. The alteration may support positive effects for Landscape and Land Use.</p> <p>This alteration introduces a new planning requirement for developments in the area. The alteration has the potential to drive and shape traffic and transport conditions, resulting in adverse effects on material assets (traffic and transport conditions) and population and human health, in the absence of proper design and planning.</p> <p>This alteration may create positive effects on population and human health, air quality, material assets, climate change, landscape and land use - through the promotion of good transport planning and active travel.</p>	<p>BFF, CH, S, W, TR PHH, AQN, MA, CC, L, LU</p>	<p>PHP24, GIB2</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 42	<p><u>Map 14: Proposed Material Alteration No.42</u></p> <p>Add New SLO, Map 14, as follows:</p> <p>SLO 168 –</p> <ul style="list-style-type: none"> 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. 	<p>This alteration introduces a framework of requirements for residential developments and supports development of parking spaces/areas.</p> <p>This may act as an enabler for certain development and will serve to shape development. This development will not be outside the scope of what has already been considered and assessed spatially, however, development may be more intensified to a degree, resulting in potential greater effects on material assets (roads and transport infrastructure, utilities etc.).</p> <p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p> <p>The alteration has the potential to have positive effects on climate, land use etc. – through the promotion of sustainable travel and transport.</p>	<p>MA, PHH, LU, TR AQN, BFF, L, CH, S, W</p>	<p>CA1, CA2, CA3, CA4, PHP3, PHP4, PHP20, PHP35, T4, T16, T17, T19, T23</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 44	<p><u>Map 14: Proposed Material Alteration No.44</u></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> <ul style="list-style-type: none"> 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. 	<p>This alteration introduces a framework of planning requirements for development in relation to protected structures in the Woodbrook-Shanganagh area. It will provide a robust level of protection for protected structures and has the potential to generate positive effects on cultural heritage, tourism and recreation and landscape - through the promotion of heritage protection, protection of landscape character, the creation of views of scenic importance, and increased amenity value.</p>	<p>PHH, BFF, S, LU, AQN, W, MA, CC CH, TR, L</p>	<p>GIB2, HER1, HER8, HER13</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 45	<p>Map 14: Proposed Material Alteration No.45</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>	<p>This alteration introduces a framework of planning requirements for development in relation to protected structures in the Woodbrook-Shanganagh area. It will provide a robust level of protection for protected structures and has the potential to generate positive effects on cultural heritage, tourism and recreation and landscape - through the promotion of heritage protection, protection of landscape character, the creation of views of scenic importance, and increased amenity value.</p>	<p>PHH, BFF, S, LU, AQN, W, MA, CC CH, TR, L</p>	<p>GIB2, HER1, HER8, HER13</p>
Proposed Material Alteration No. 46	<p>Map 14: Proposed Material Alteration No.46</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>	<p>This alteration supports linear development that may impact a range of environmental receptors in the vicinity. Construction effects may include dust noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna, habitat loss etc. Operational phase effects may include changes to traffic and transport dynamics etc.</p> <p>Such development has the potential to generate a range of effects, including positive effects on material assets and tourism and recreation.</p>	<p>MA, TR, PHH, LU BFF, L, CH, S, AQN, W, PHH, LU, CC</p>	<p>PHP3, PHP35, T23, T24, T25, T26, T27, GIB4, GIB12, GIB18, GIB19, GIB22, EI6, EI9, HER21</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Proposed Material Alteration No. 47	<p><u>Map 14: Proposed Material Alteration No.47</u></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>	<p>This alteration generally aligns with SEOs for the CDP. It has the potential to have positive interactions on various SEOs. It may produce positive effects on environmental components.</p>	<p>MA, TR, BFF, L, CH, PHH, LU S, AQN, W, CC</p>	<p>PHP35, T26, GIB19, GIB22, E16, E19</p>
Proposed Material Alteration No. 48	<p><u>Proposed Material Alteration No.48</u></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>* 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.</p>	<p>This alteration introduces a framework of requirements for residential developments and supports development of parking spaces/areas.</p> <p>This may act as an enabler for certain development and will serve to shape development. This development will not be outside the scope of what has already been considered and assessed spatially, however, development may be more intensified to a degree, resulting in potential greater effects on material assets (roads and transport infrastructure, utilities etc.).</p> <p>The alteration of parking criteria may result in unintended consequences, if such criteria are not properly or appropriately used (e.g. increased traffic congestion and traffic noise).</p>	<p>MA, PHH, LU, TR AQN, BFF, L, CH, S, W</p>	<p>CA1, CA2, CA3, CA4, PHP3, PHP4, PHP20, PHP35, T4, T16, T17, T19, T23</p>



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
		The alteration has the potential to have positive effects on climate, land use etc. – through the promotion of sustainable travel and transport.		
Proposed Material Alteration No. 50	<p><u>Proposed Material Alteration No.50</u></p> <p>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.</p> <p>Amend text as follows:</p> <ul style="list-style-type: none"> ● 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. 	This alteration supports the delivery of public infrastructure, green/drainage infrastructure and residential developments which may generate a range of effects. Construction effects may include dust noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna, habitat loss etc. Operational phase effects may include changes in traffic and transport dynamics etc. The provision of sustainable transport/green infrastructure may generate positive effects on climate change, population and human health, material assets and air quality and noise.	PHH, LU, MA, CC BFF, L, CH, S, W, LU TR	PHP1, PHP2, PHP3, PHP35, T12, T13, T26, T27, GIB18, GIB19, GIB22, E13, E14, E16, E19



Reference	Proposed Material Alteration/Non-Material Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
	<ul style="list-style-type: none"> • 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. 			



Table 3-2: SEA of Zoning Objective Proposed Material Alterations

Reference	Zoning Objective Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Map 3	Rezone lands at Stradbrook Road from Objective E to Objective A	<p>This change supports/promotes residential development which may - in the absence of mitigation - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA</p> <p>L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26, Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</p>
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 - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA</p> <p>L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26, Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</p>
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 - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA</p> <p>L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26, Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</p>



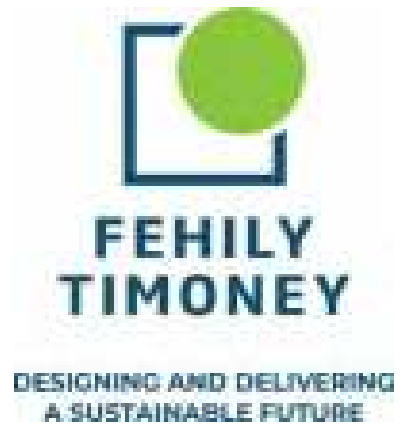
Reference	Zoning Objective Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
Map 6	Rezone lands at Leopardstown Park Hospital from Objective SNI to Objective A2	<p>This change supports/promotes residential development which may - in the absence of mitigation - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA</p> <p>L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26, Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</p>
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 - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA</p> <p>L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26,</p> <p>Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</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 - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA</p> <p>L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26, Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</p>



Reference	Zoning Objective Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
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 alteration supports the development of a public park, biodiversity areas and wildlife corridors. Works associated with such development has the potential to generate a range of effects. Construction effects may include dust, noise, visual effects, construction traffic, construction waste generation, land-take, effects on biodiversity, flora and fauna etc.</p> <p>Operational phase effects may include operational noise, changes in traffic and transport dynamics etc. The creation of a wetland park area, biodiversity areas and wildlife areas has the potential to generate positive effects on Biodiversity, Flora and Fauna, Climate Change, Landscape and Tourism and Recreation.</p>	<p>PHH, LU, MA BFF, L, CC, TR CH, S, AQN, W</p>	SLO 161, SLO 162, SLO 163, SLO 166, SLO 167, SLO 168, php1, PHP2, PHP3, PHP35, T12, T26, GIB18, GIB19, GIB22, OSR3, OSR4, EI3, EI4, EI6, EI9
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 recreational development and activities which may - in the absence of mitigation - generate a range of negative effects on the environment, including noise, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>These developments/activities will generate positive effects on material assets and population and human health – through the provision of recreation and amenity value.</p>	<p>PHH, MA L, S, AQN, W, TR, CC, BFF, LU, CH</p>	GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22.
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 recreational development and activities which may - in the absence of mitigation - generate a range of negative effects on the environment, including noise, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>These developments/activities will generate positive effects on material assets and population and human health – through the provision of recreation and amenity value.</p>	<p>PHH, MA L, S, AQN, W, TR, CC, BFF, LU, CH</p>	GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22.



Reference	Zoning Objective Changes	SEA	Interaction with Strategic Environmental Objectives	Measures that mitigate potential adverse effects on the environment or enhance potential positive effects
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 - generate a range of negative effects on the environment, including dust, noise, visual effects, construction traffic, construction waste generation, effects on biodiversity, flora and fauna, habitat loss, effects on material assets etc.</p> <p>This residential development will generate positive effects on material assets and population and human health – through the provision of sustainable housing.</p>	<p>PHH, MA L, S, AQN, W, TR, CC, BFF, LU, CH</p>	<p>CS11, CA3, CA5, PHP1, PHP35, PHP36, T26, GIB19, GIB21, GIB22, GIB23, EI3, EI4, EI6, EI9, EI12, EI14, EI16, EI22, HER1, HER8, T1, T3, T4, T11, T17, T26, Development Management Standards (e.g., for Neighbourhood - People, Homes and Place).</p>



APPENDIX 1

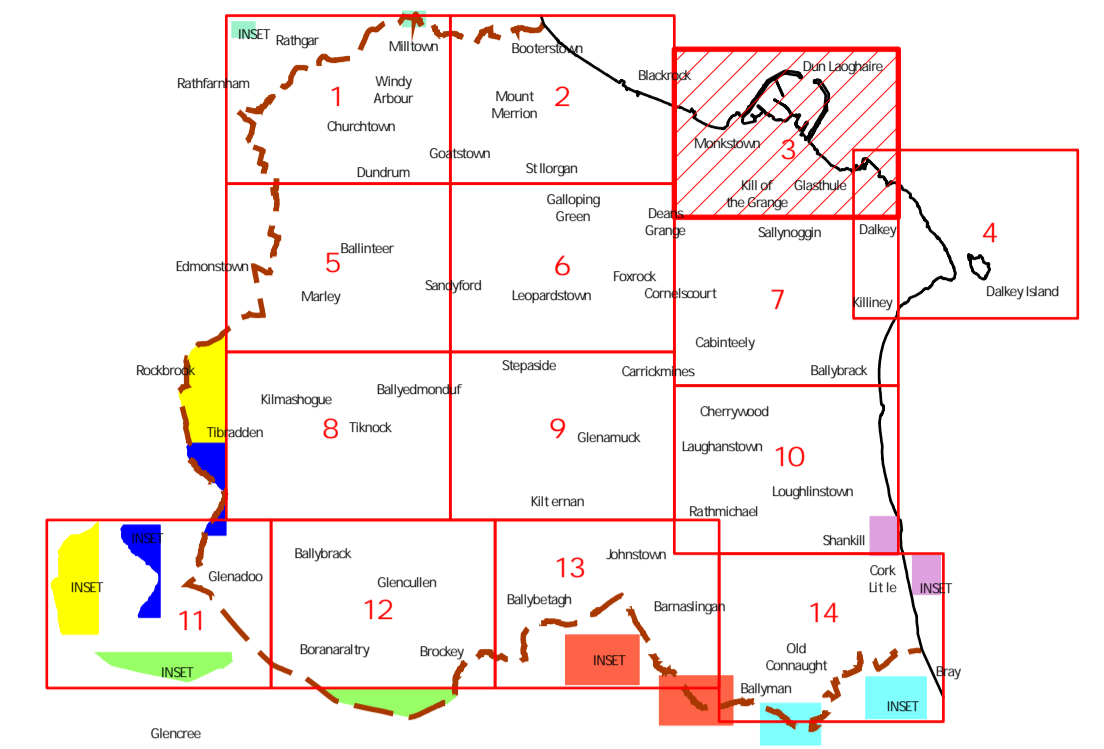
Amended Land Use Zoning Maps



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



INDEX



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

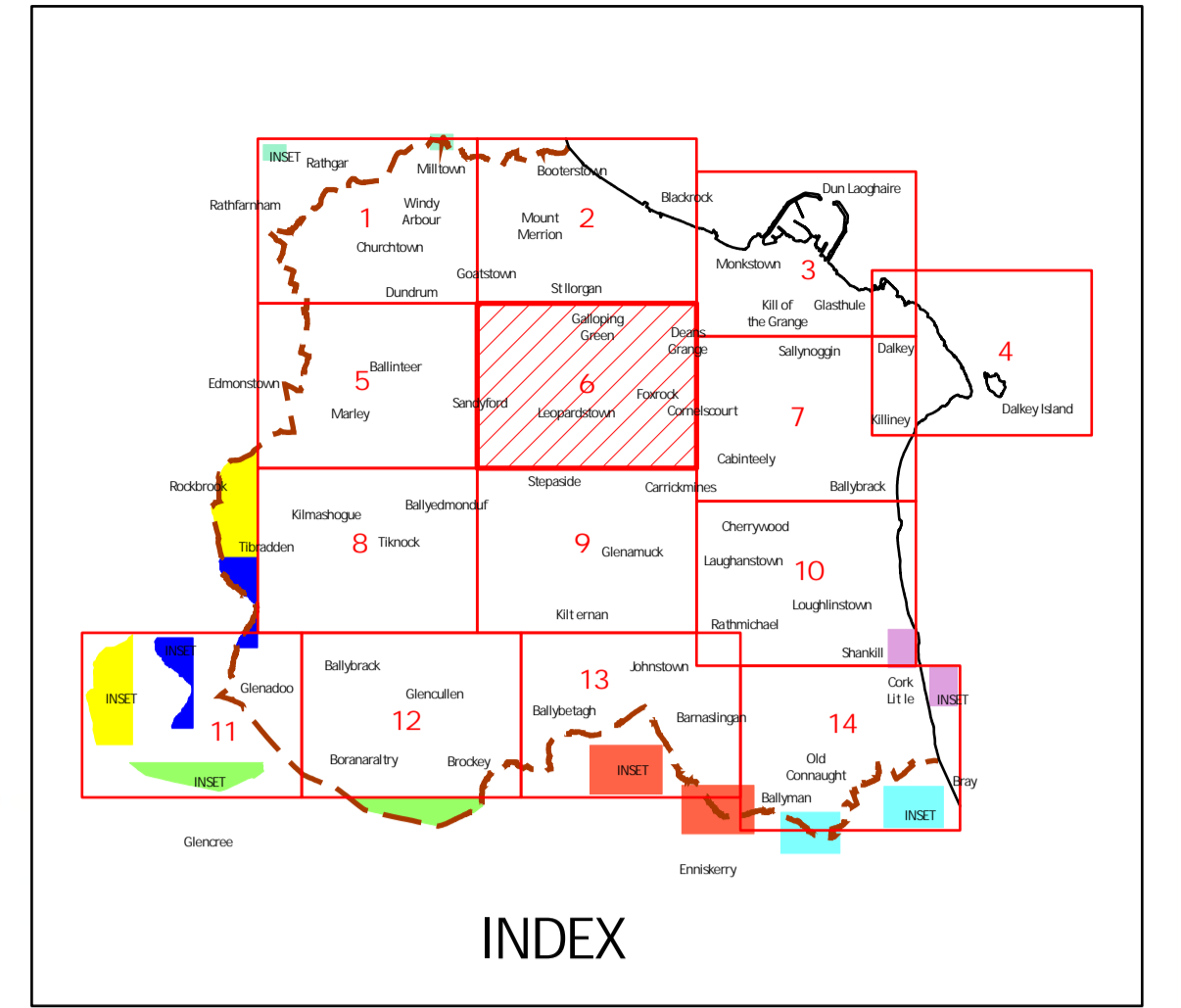


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Proposed Material Alterat ons to Proposed Variat on No.1 - May 2026



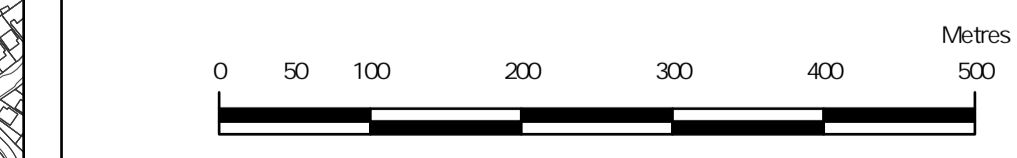
Proposed Land Use Zonings

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

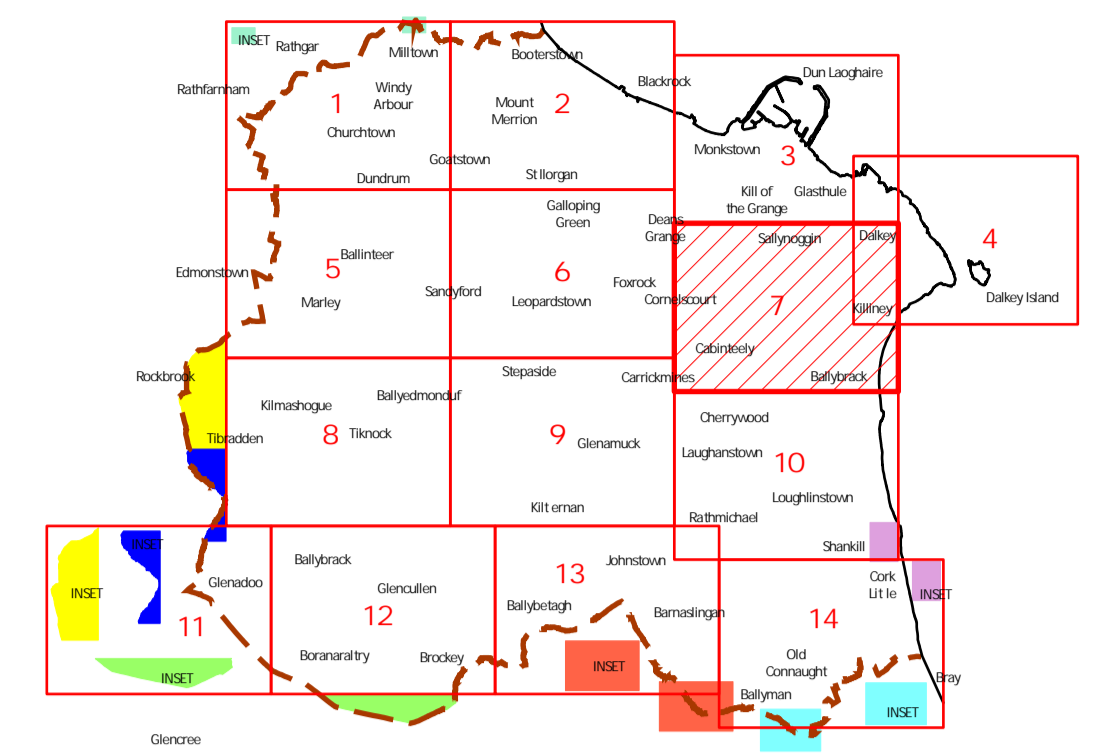


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Proposed Material Alterat ons to Proposed Variat on No.1 - May 2026



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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 NewSLO 180
- 2. Add NewSLO 181

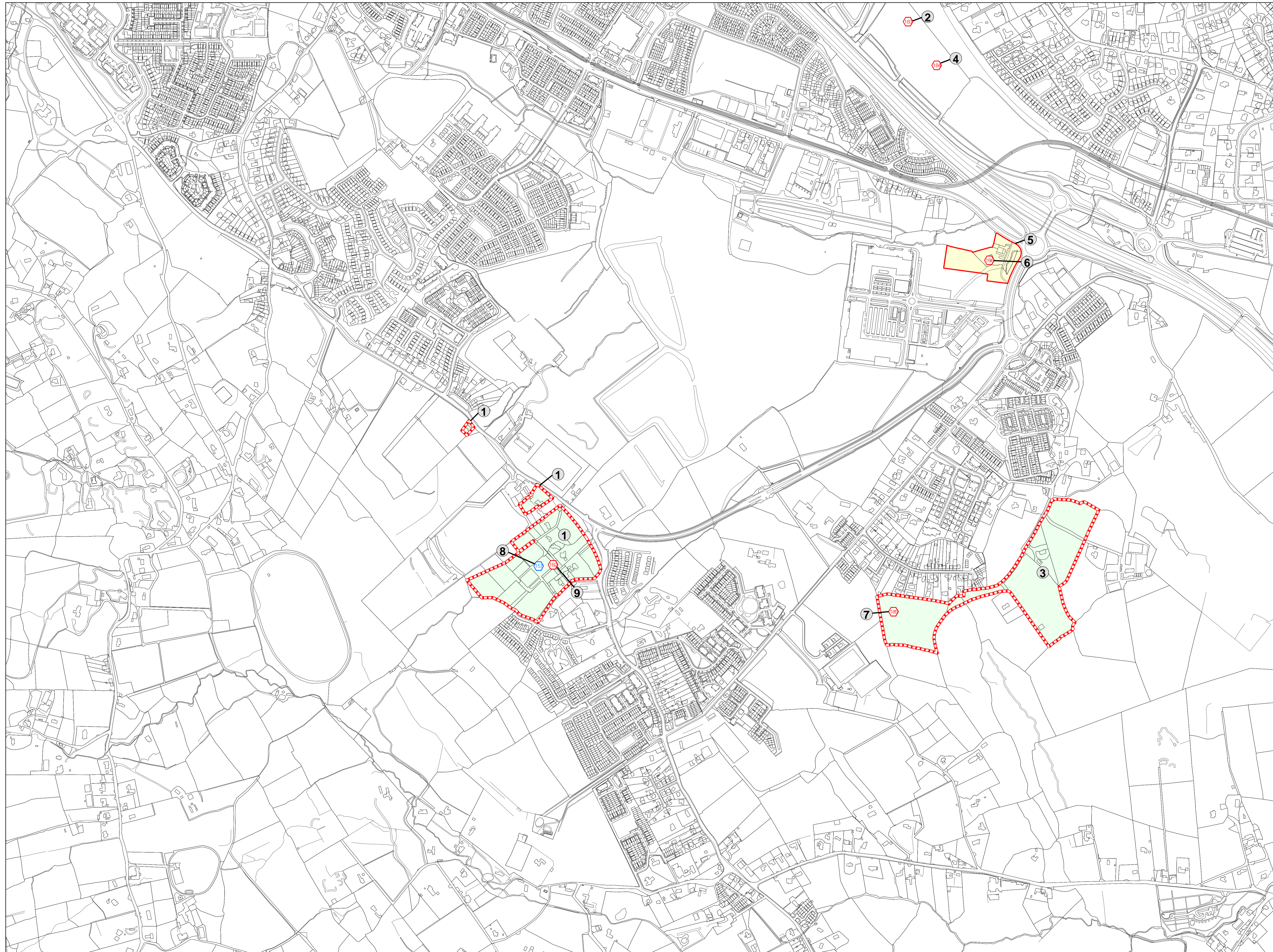
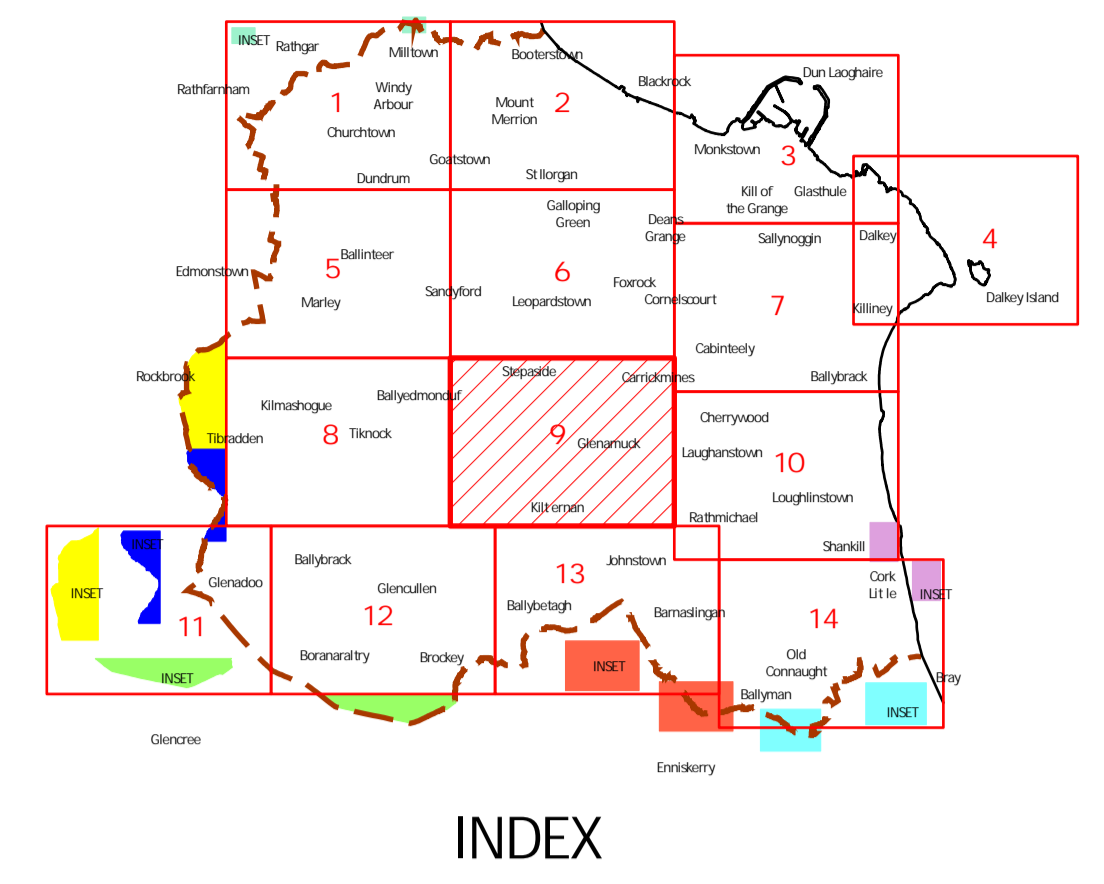


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Proposed Material Alterat ons to Proposed Variat on No.1 - May 2026

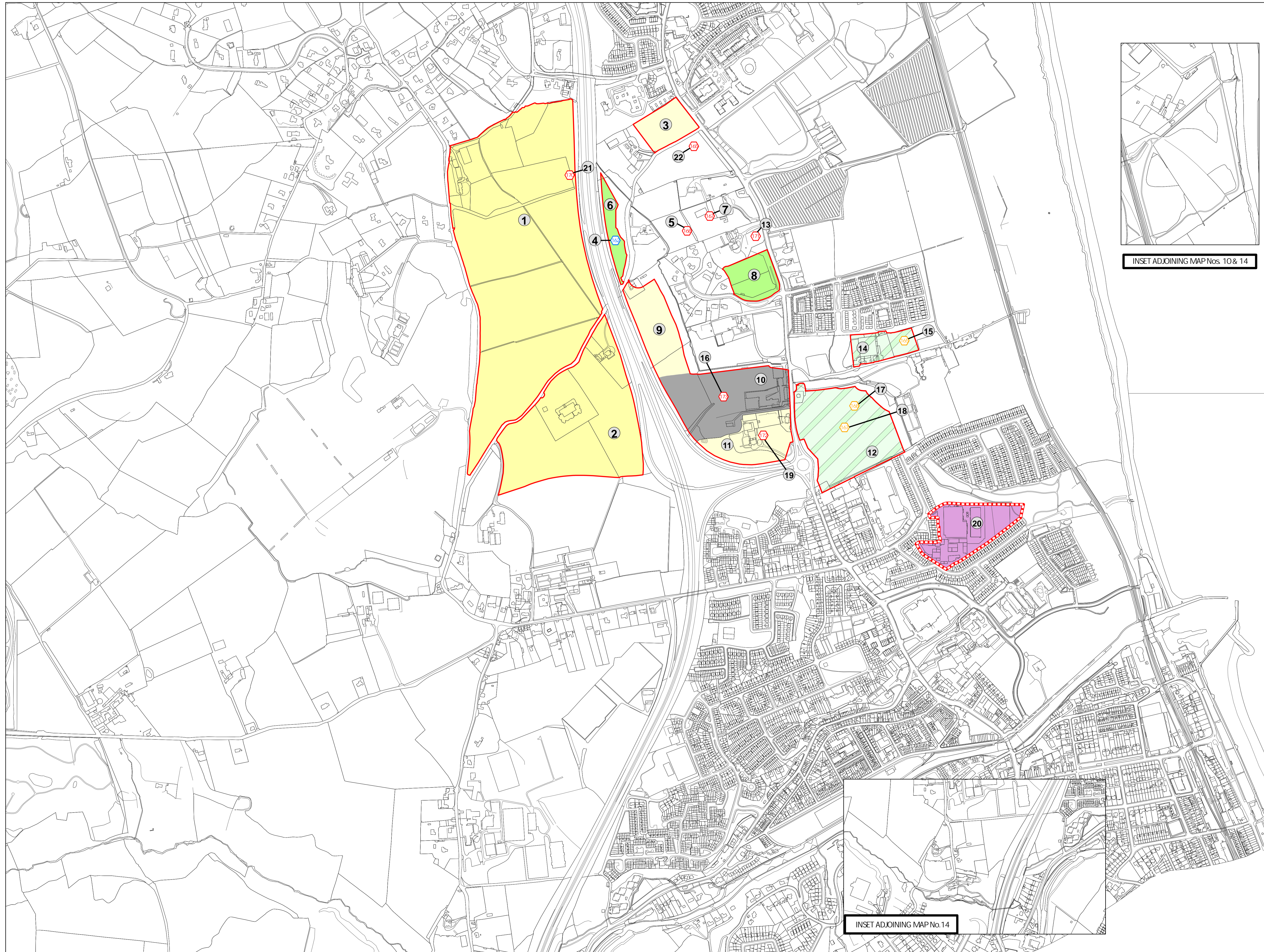
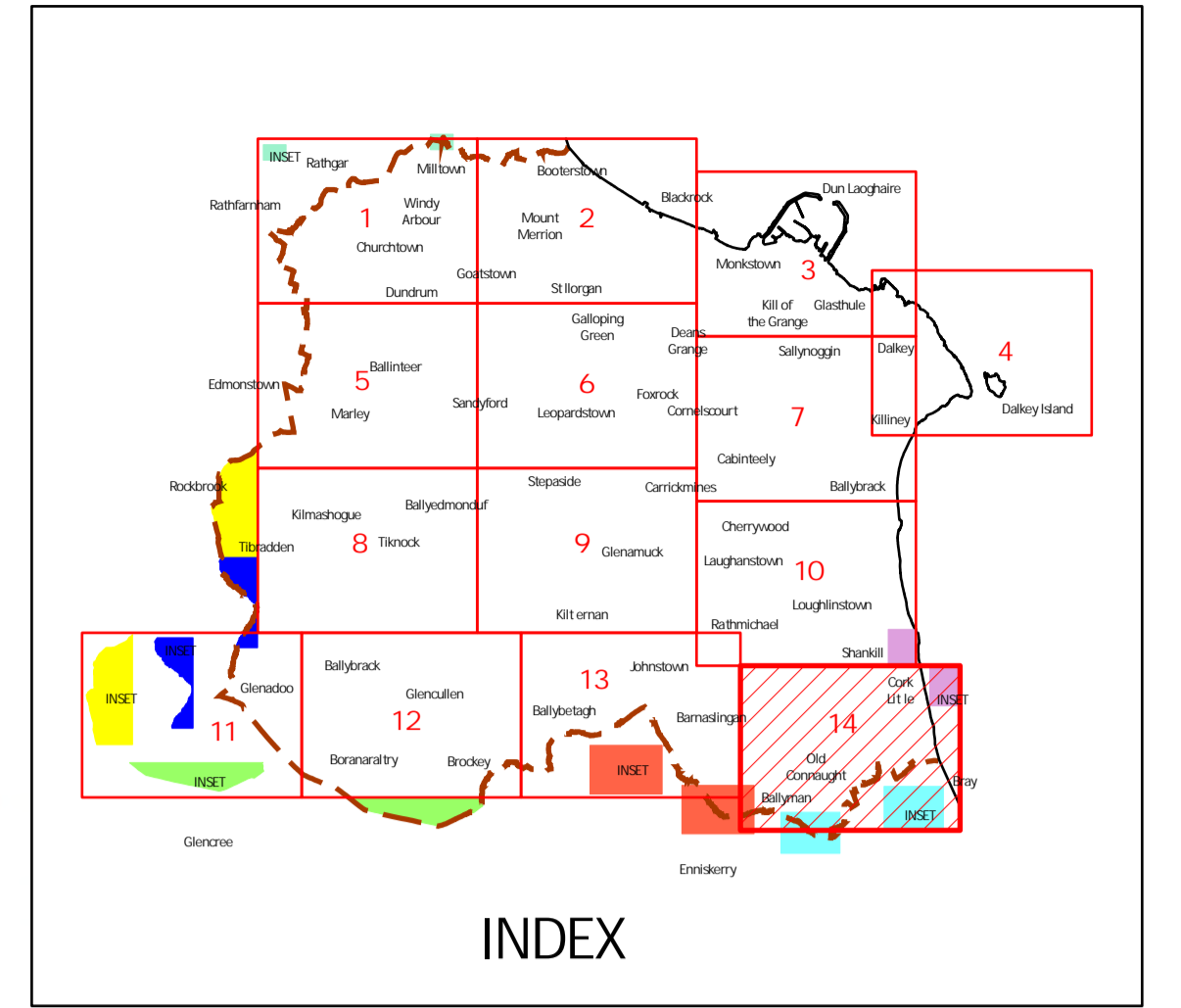


- Existing Land Use Zoning**
- Object ve A To provide residential development and improve residential amenity while protecting the existing residential amenities. ■
 - Object ve B To protect and improve rural amenity and to provide for the development of agriculture. ■
 - Object ve F To preserve and provide for open space with ancillary active and 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

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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.
- Rezoned area from Objective F to Objective A
- Relocate SLO 162
- Add New SLO 168
- 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.
- Add New SLO 167
- Rezoned 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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