

Strategic Environmental Assessment Screening Report-
Proposed Amendments to Clonburris Strategic Development
Zone Planning Scheme

Prepared under the Planning and Development
(Strategic Environmental Assessment)
Regulations 2004. (S.I. 436/2004) and (S.I.
201/2011)

July 2025

This report has been prepared by MEC Ltd with all reasonable skill, care and diligence. Information report herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is prepared for South Dublin County Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

1 Contents

1	Introduction.....	1
1.1	Strategic Environmental Assessment.....	1
1.2	Background and context to Proposed Amendments to the Clonburris Planning Scheme	1
1.2.1	Proposed non-material amendments and text inclusions to planning scheme.....	3
1.3	SEA Screening	3
1.4	Appropriate Assessment.....	4
2	Clonburris Planning Scheme.....	5
2.1.1	Overview	5
2.1.2	Population and Human Health.....	5
2.1.3	Biodiversity, Flora and Fauna	6
2.1.4	Water Resources including flood risk	10
2.1.5	Soil and Geology.....	14
2.1.6	Landscapes.....	16
2.1.7	Cultural Heritage.....	17
2.1.8	Material Assets	17
2.1.9	Climatic Factors	18
3	3 SEA Screening Assessment	19
3.1	Introduction.....	19
3.2	3.2 Screening Decision	22
	Annex A Individual proposed amendments and in -combination Assessment	25

List of Figures

Figure 1-1 Clonburris location.....	2
Figure 2-1 Special Areas of Conservation	7
Figure 2-2 Special Protection Areas	8
Figure 2-3 Proposed Natural Heritage Areas.....	9
Figure 2-4 Planning scheme and catchment data	11
Figure 2-5 surface water quality in and around planning scheme	12
Figure 2-6 groundwater vulnerability in and around planning scheme	13
Figure 2-7 Planning Scheme and bedrock geology	15
Figure 2-8 Planning scheme and soil data	16

1 INTRODUCTION

South Dublin County Council, as the specified Development Agency for Clonburris Strategic Development Zone (SDZ) (Figure 1), designated under Government Order S.I. 604 of 2015, make this application to An Bord Pleanála, to amend the approved Clonburris Planning Scheme 2019 (as amended) under Section 170A (Non-Material) of the Planning and Development Act 2000 (as amended). The proposed non-material amendments relate to the further alignment of the Planning Scheme with National Government policy relating to National Strategic Objectives (compact growth), as well as the rationalisation of existing wordings to provide clarifications and certainty around key deliverables, as currently set out in the scheme.

1.1 STRATEGIC ENVIRONMENTAL ASSESSMENT

Under Directive 2001/42/EC - *Assessment of Effects of Certain Plans and Programmes on the Environment*, certain plans and programmes require an environmental assessment. This is known as the Strategic Environmental Assessment (SEA) Directive. Article 1 of this Directive states that its objective is:

‘to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.’

The purpose of this SEA Screening report and accompanying Determination is to evaluate the requirement for SEA to be undertaken on the Proposed Amendments to the Clonburris Planning Scheme.

In deciding whether the amendments are likely to have significant environmental effects, regard must be had to the criteria set out in Annex II of the SEA Directive. The approach to this screening assessment is to assess each material amendment for potential environmental effects. Section Three of this report assesses these amendments against the criteria contained in Schedule 2a of the Planning and Development (Strategic Environmental Assessment) Regulations SI 436 of 2004

1.2 BACKGROUND AND CONTEXT TO PROPOSED AMENDMENTS TO THE CLONBURRIS PLANNING SCHEME

On 15th December 2015, the Government ordered the designation of 280 hectares of land at Balgaddy – Clonburris, as a site for the establishment and extension of the designated area for the Clonburris Strategic Development Zone (SDZ) for the purpose of delivering residential development and associated infrastructure and facilities in tandem. The effect of the 2015 Government Order is to revoke the 2006 Government Order S.I 442 of 2006 that designated 180 hectares of land for the Clonburris SDZ and incorporate the Clonburris Local Area Plan (LAP) lands. The phasing of housing and requisite infrastructure is essential for delivery of services for existing and future residents in the SDZ.

Figure 1.1. presents the location and boundary of the Planning Scheme.

FIGURE 1-1 CLONBURRIS LOCATION



South Dublin County Council prepared a draft Planning Scheme for the site in 2017, which was adopted by the Elected Members in June 2018 with material alterations. The Scheme was approved by An Bord Pleanála, on appeal, in May 2019.

The planning scheme of the Clonburris SDZ aims to become an exemplar and distinctive new community, centred on the provision of a choice of high-quality homes and access to a range of local services and amenities, together with the delivery of reliable public transport options. Open spaces and parks will be an important feature of this sustainable community. The public realm to be created at Clonburris will be critical in place making and ensuring that pedestrians and cyclists have maximum access to a range of local facilities and amenities. Convenient and attractive routes will connect the area to surrounding neighbourhoods and villages, and the wider South Dublin County beyond. The careful consideration of development adjacent to the Canal side setting and Griffen Valley Park will

make Clonburris an amenity destination in South Dublin County. The Clonburris SDZ will be an exemplar in sustainable community development, including the provision of green infrastructure, sustainable urban drainage and the consideration of energy and climate change mitigation options. The development of the entire Planning Scheme is expected to deliver a target of 9,416, new homes, a minimum of 7,300 sq.m gross community floorspace, approximately 22,520 sq.m gross retail floorspace and in the range of 30,000 to 40,000 sq.m employment floorspace.

The Clonburris planning scheme is split into 6 phases which links housing occupation to infrastructure provision in order to ensure a balanced and sustainable neighbourhood delivery. In general, phasing bands of 2,000 units are incorporated into the Phasing Programme for the Planning Scheme. This phasing band aims to achieve a balanced delivery of infrastructure and community services in tandem with proportionate population increase to create critical mass and economic headroom. Furthermore, the bands provide a flexible schedule to aid development sequencing and incorporate lead in time for infrastructure.

1.2.1 PROPOSED NON-MATERIAL AMENDMENTS AND TEXT INCLUSIONS TO PLANNING SCHEME

The following are the proposed non-material amendments and text inclusions to the Planning Scheme. Full details and descriptions are found in the accompanying report prepared by South Dublin County Council.

1. Implement the Compact Guidelines by removing Minimum Space Standards for Houses
2. Amend and relocate a proposed Pedestrian Bridge over Canal
3. Amend the proposed vehicular bridge over railway to a pedestrian and cycle bridge and amend streets from Link Street to Local Street
4. Remove the requirements for Park Hubs at Gallanstown & Cappagh and add new Park Hub at Canal Park
5. Pedestrian bridge – relocation to Urban centre in conjunction with railway
6. Clarification on the Green Bridge
7. Provide limited flexibility of the urban design parameters to respond to site constraints
8. Amend the EV charging requirements
9. Clarify Catchment Areas
10. Clarification in relation to the 'Roll Over' provision
11. Provide clarity in relation to assessment of domestic extensions
12. Amend the Retail Frontage parameters
13. Potential unit movement from south to north (Cairn)
14. Associated changes/references
15. Allow rooftop telecommunications infrastructure, exempt from SDZ height limits, if sensitively designed, set back, and minimised in height to reduce visual impact.
16. Deletion of North-South Avenue/Links Objective

1.3 SEA SCREENING

The screening process is the first stage of the Strategic Environmental Assessment process and the purpose of this screening report is to determine whether the proposed amendments will or will not, lead to significant environmental effects for the Planning Scheme area and if it will require a full Strategic Environment Assessment. The following Regulations transpose this Directive into Irish law:

- The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004),
- The Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004) and further amended by
- S.I. No. 200 of 2011 (European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011) and S.I. No. 201 of 2011 (Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

In deciding whether a plan is likely to have significant environmental effects, regard must be had to the criteria set out in Annex II of the SEA Directive and listed in Schedule 2A of S.I 436/2004. The approach to this screening assessment is to assess the proposed amendments against these criteria and determine if the proposed amendments require a Strategic Environmental Assessment (SEA). The Clonburris Planning Scheme was amended and subject to full SEA and AA Screening. The Strategic Environmental Objectives of the SEA ER (2015) are used as a means to assess the proposed amendments above and this can be found in Annex A of this SEA Screening report.

This Screening report is structured as follows:

- Section Two provides an overview of the known environmental baseline in and around the Clonburris Planning Scheme Area.
- Section Three of this report assesses these against the criteria contained in Schedule 2A of the Regulations.
- Annex A provides a commentary on the proposed amendments to the Clonburris Planning Scheme

This SEA screening report has been prepared in conjunction with a screening under Article 6 (3) of the EU Habitats Directive and has informed the preparation of this Screening report. This report has been prepared by Ruth Minogue, MCIEEM.

1.4 APPROPRIATE ASSESSMENT

The Habitats Directive (92/43/EEC) requires that proposed plans and programmes (including amendments) undergo screening for likely or potential effects on European Sites (Natura 2000 sites) arising from their implementation. A Screening of the Amendments for Appropriate Assessment has been undertaken and determined that a Full Stage 2 AA of the amendments will not be required. An Appropriate Assessment Screening Report accompanies this document.

2 CLONBURRIS PLANNING SCHEME

2.1.1 OVERVIEW

The SDZ lands, consisting of approximately 280 hectares, are located to the west of Dublin City Centre and the M50 - within the triangle between Lucan, Clondalkin and Liffey Valley. The lands are bisected from east to west by the Kildare railway and by the Grand Canal to the south, and by two strategic roads – the Grange Castle Road (also referred to as the Outer Ring Road) in the centre of the site and the Fonthill Road to the east. The R120 Lock Road forms part of the western boundary of the lands. Grange Castle Business Park is located to the south of the SDZ lands. The Adamstown SDZ is located adjacent to the north-west boundary of the SDZ lands. There are two train stations constructed within the SDZ, the Clondalkin-Fonthill station and newly operational Kishoge station.

2.1.2 POPULATION AND HUMAN HEALTH

The total population of South Dublin County in 2022 census was 301,075 people and Tallaght is the county town. The Clonburris SDZ site is located in the Electoral Division (ED) of Lucan St. Helen's. The ED comprises established residential areas to west and south west of Lucan Village, the Clonburris SDZ site and surrounding agricultural lands.

In terms of housing delivery, the overall number of residential units permitted to date within Clonburris is **2,963** (Q4 2024). There is a total of **1,540** units under construction (Q4 2024).

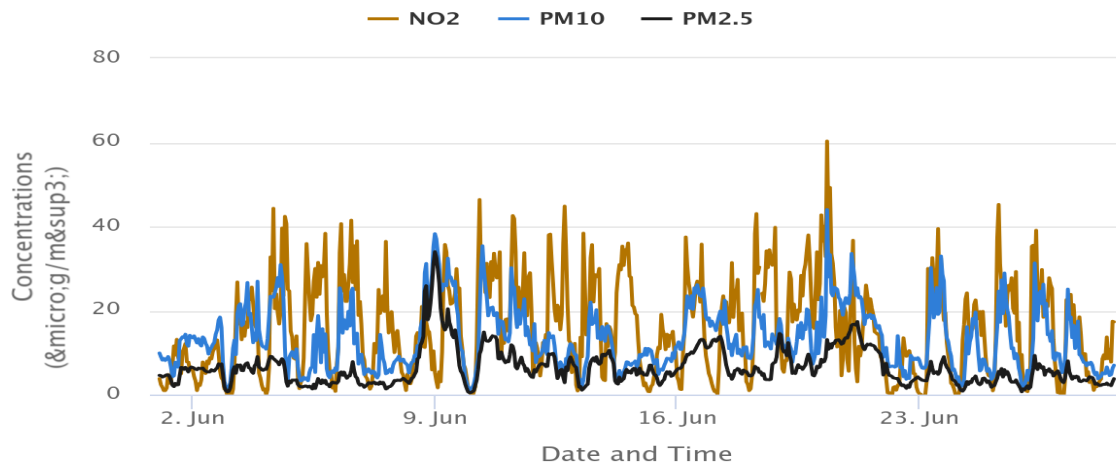
2.1.2.1 Human Health

Human health has the potential to be impacted upon by environmental vectors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors arising from a variety of factors, e.g. incompatible adjacent land uses.

The closest noise monitoring station to Clonburris is to the southeast at Moy Glas Way, Grange Castle Road. The primary source of environmental noise here is the N4 route and the R136. Data from May 2025, the most recent monthly report available recorded sound levels between 61.7db to 62.8db.

Air Quality data is monitored at Lucan, west of the planning scheme lands. The station records nitrogen dioxide and particulate matter (PM₁₀ and PM_{2.5}). These results remain within the Good 1 to 3 classification of Air quality index for health (EPA, 1 being good to 10 being very poor).

Air Quality Levels at Lucan, Co. Dublin



2.1.3 BIODIVERSITY, FLORA AND FAUNA

There are no designated biodiversity areas within the SDZ lands which have a recognised National, European Union or International protection status. There are no Natura 2000 sites located either within or directly adjacent to the SDZ lands. There are three Natura 2000 sites within South Dublin County (Glenasmole valley SAC, Wicklow Mountains SAC, and Wicklow Mountains SPA). The impacts of the plan lands on these Natura sites, as well as other Natura 2000 sites in adjoining counties, has been addressed in the Appropriate Assessment screening report. See **Figures 2.1 to 2.3** for SACs, SPAs and pNHAs in relation to Clonburris SDZ. The Grand Canal proposed Natural Heritage Area (pNHA) is located along the southern boundary of the site, a significant east west corridor with a variety of habitats and species, it flows east before discharging into the Liffey Estuary close to Ballsbridge

Habitats present within the planning scheme include Freshwater, Grassland, Woodland, Disturbed Ground and Built Land habitats. Freshwater habitats include the Griffeen Stream that flows north to south towards the western end of the SDZ lands. This is an example of a lowland depositing stream.

FIGURE 2-1 SPECIAL AREAS OF CONSERVATION

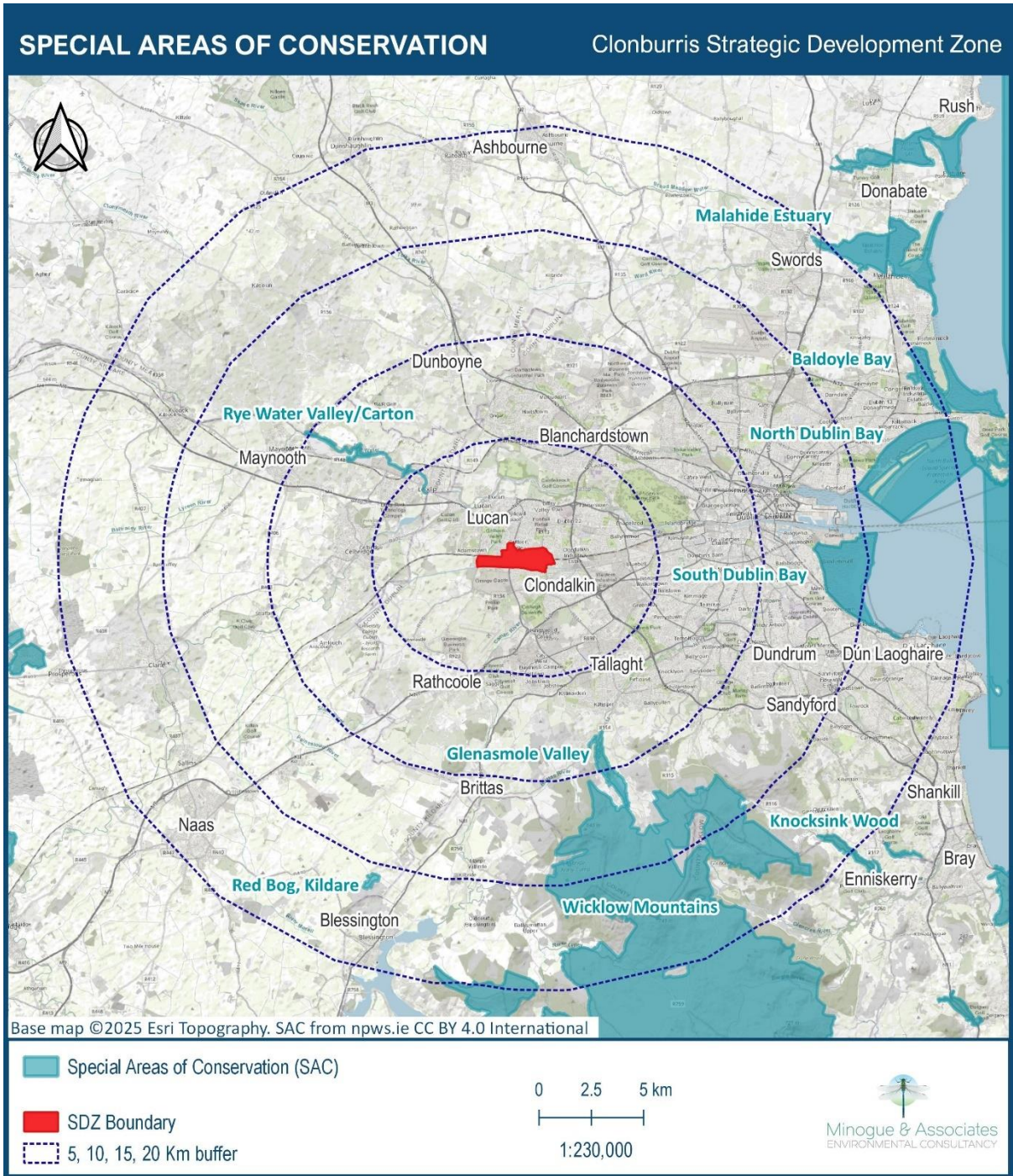
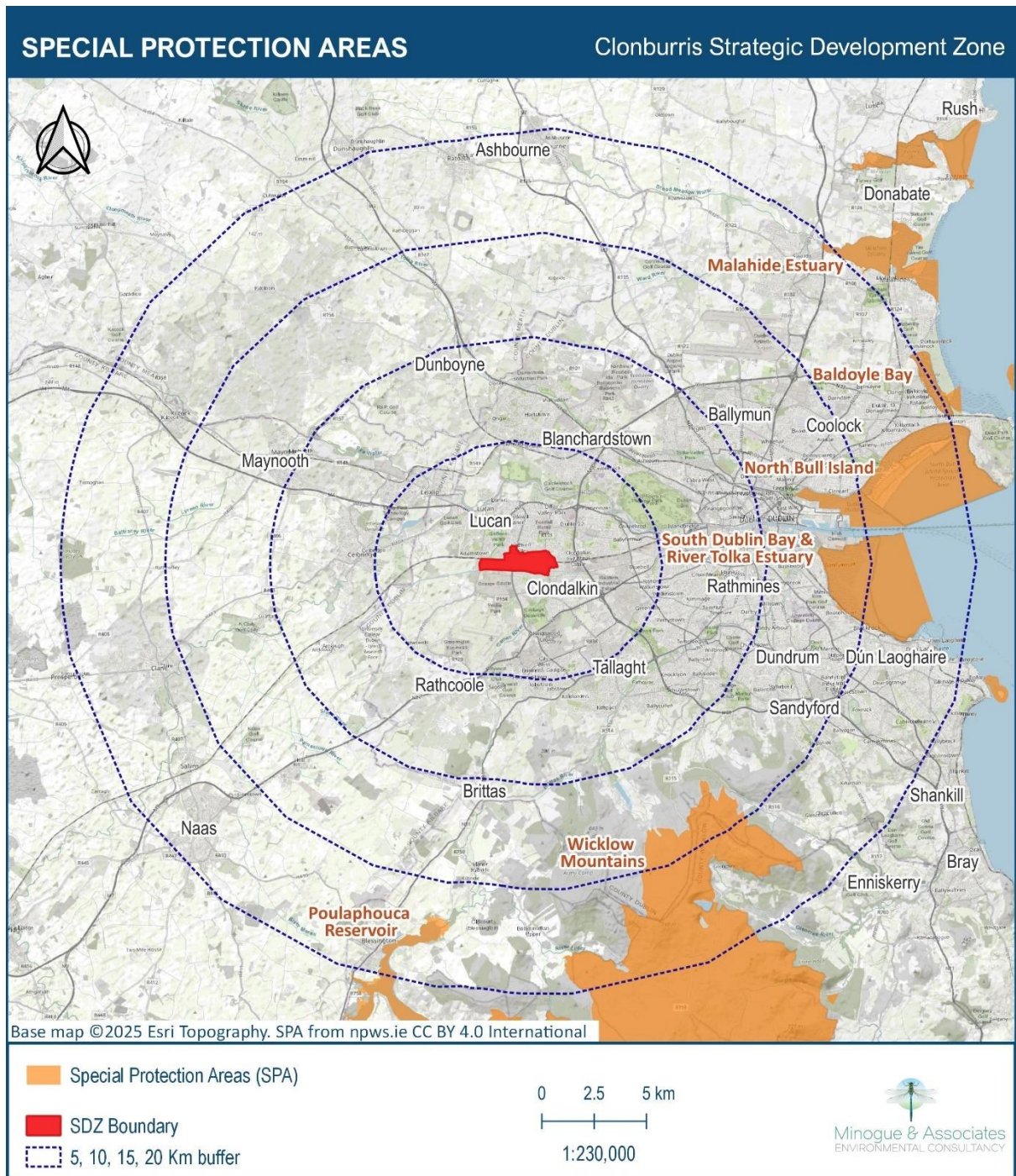


FIGURE 2-2 SPECIAL PROTECTION AREAS



NATURAL HERITAGE AREAS

Clonburris Strategic Development Zone

Base map © 2025 Esri Topography. pNHA from npws.ie CC BY 4.0 International

Legend:

- Proposed Natural Heritage Areas (pNHA)
- SDZ Boundary
- 5, 10, 15, 20 Km buffer

Scale: 0 2.5 5 km
1:230,000

Minogue & Associates
ENVIRONMENTAL CONSULTANCY

2.1.4 WATER RESOURCES INCLUDING FLOOD RISK

Water resources and their quality have a clear interaction and impacts with other environmental parameters, therefore its protection and enhancement is of particular importance.

The Water Framework Directive (WFD) is a key initiative aimed at improving water quality throughout the EU. It applies to rivers, lakes, groundwater, estuarine and coastal waters. The Directive requires an integrated approach to managing water quality on a river basin basis; with the aim of maintaining and improving water quality.

2.1.4.1 *Water Quality*

The project sites are all located within the Liffey and Dublin Bay (09) catchment and the Liffey sub catchment (SC 090).

The Griffeen River flows in a northerly direction to the west of the SDZ area boundary. The stream is culverted under the Grand Canal. A short distance downstream the channel splits in two parallel channels, before traversing Hayden's Lane. It continues northwards where it passes under the railway line in two culverts, northern boundary of the SDZ before both branches re-join and it flows northward through Griffeen Park. The Kilmahuddrick Stream, runs in a north-west direction through the western part of the subject site (west of the Outer Ring Road) and is culverted underneath the railway line and discharges into the Griffeen River. It is primarily fed by the surface attenuation pond to the south of the canal, which itself is subject to restricted outflow.

A review of EPA water quality data shows the Griffeen River as it flows through the planning scheme of 'poor' quality (Q3). The River Liffey is classified as Moderate (Q3-4) after the Griffeen River joins it near Lucan. The transitional waterbody of the Liffey is classified as eutrophic until City Quay and then is classified as unpolluted. The coastal waterbody of Dublin Bay is classified as unpolluted.

The Water Framework Directive (WFD) Transitional Waterbody risk score for the section of Liffey and Dublin Bay closest to the development site known as Liffey Estuary Lower Estuary has been assessed as "Intermediate".

The project sites are located within the Dublin groundwater body (IE EA G 008); this is classified as poorly productive bedrock and the project sites are located within overall high groundwater vulnerability. Groundwater status is classified as 'good', see Figures overleaf for catchment data, surface water quality and groundwater vulnerability.

FIGURE 2-4 PLANNING SCHEME AND CATCHMENT DATA

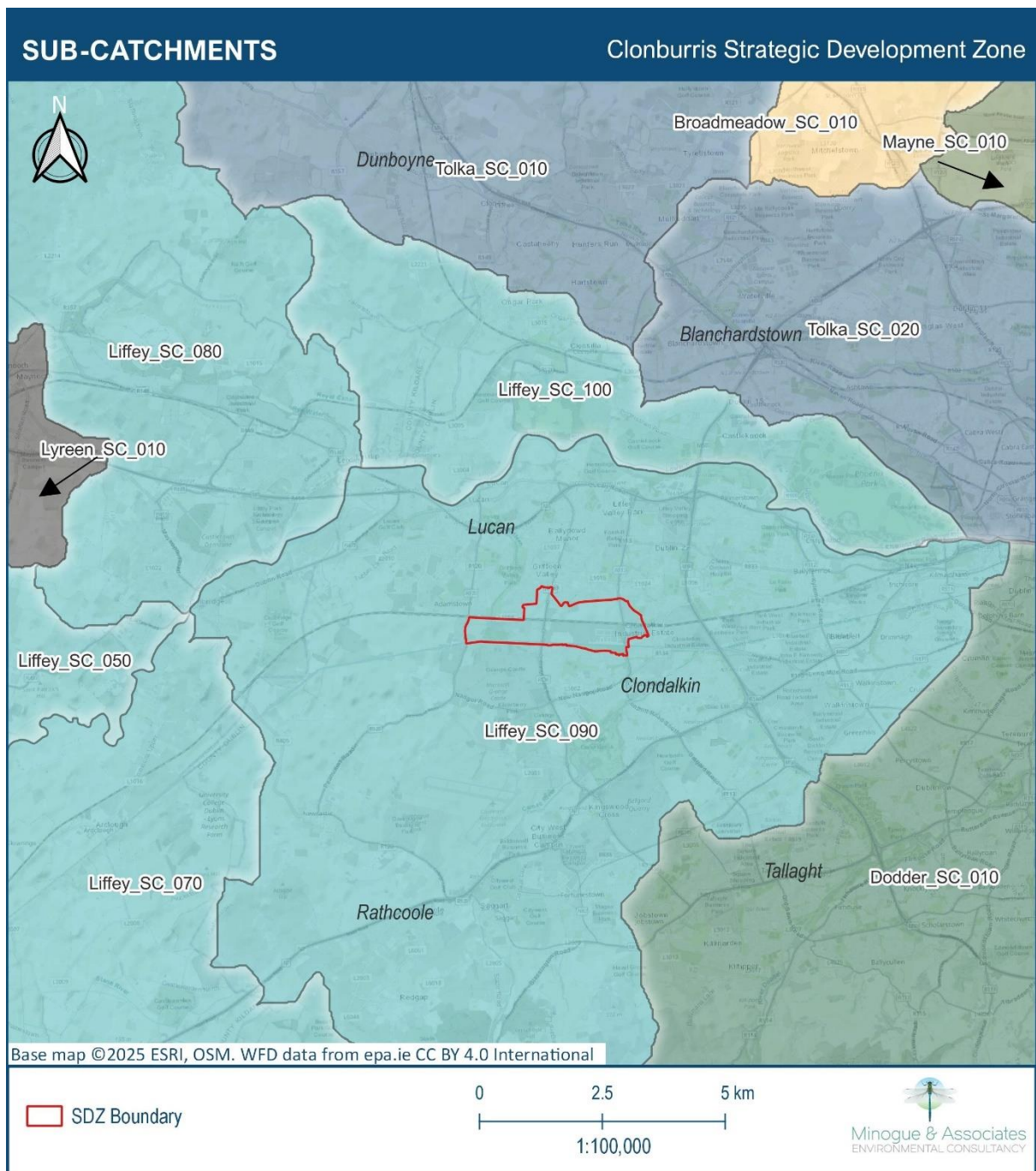


FIGURE 2-5 SURFACE WATER QUALITY IN AND AROUND PLANNING SCHEME

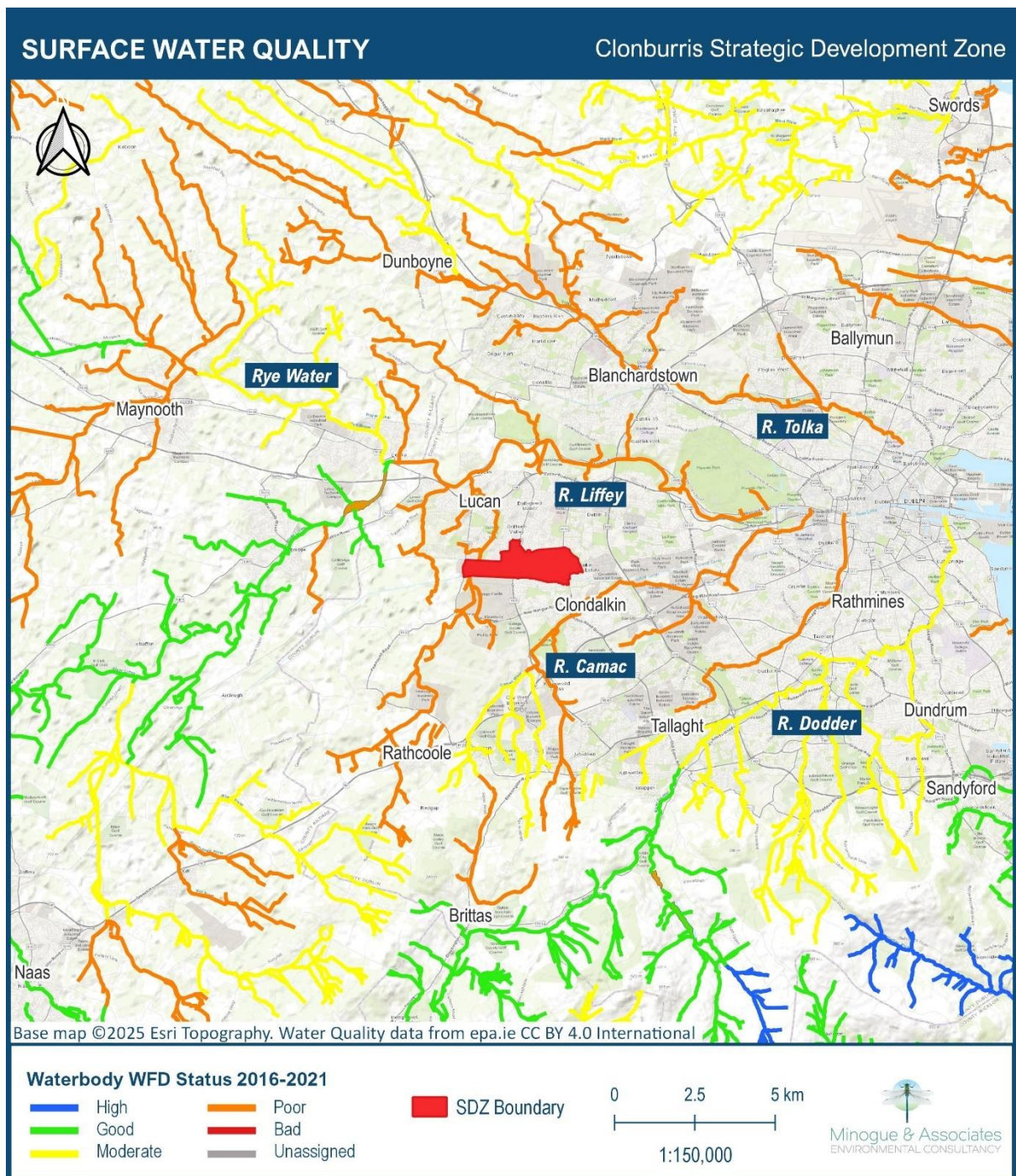
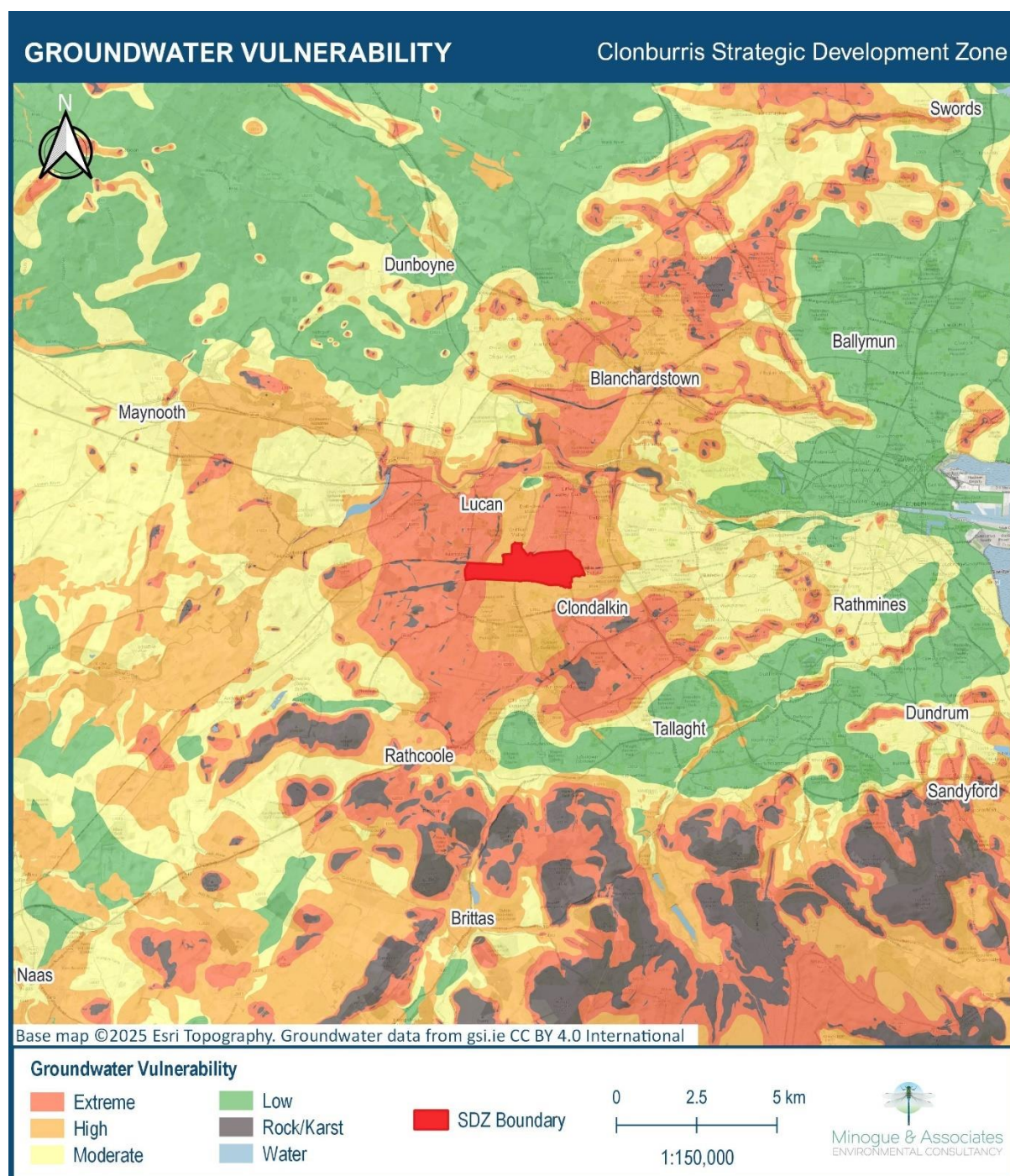


FIGURE 2-6 GROUNDWATER VULNERABILITY IN AND AROUND PLANNING SCHEME



2.1.4.2 Strategic Flood Risk Assessment

As part of the preparation of the Planning Scheme a SFRA was completed for the subject lands. A summary from the SFRA (2019) is provided below¹:

The main source of historic and potential flood risk to development in Clonburris is the River Griffeen which flows northwards through the western side of the settlement. It is joined by the Kilmahuddrick Stream south of the railway line. The River Griffeen is covered in the Eastern CFRAM. The

¹ SFRA for Clonburris Planning Scheme, SDCC, 2019

Kilmahuddrick Stream is unmodelled, however, it is fed by the surface drainage attenuation pond from Grange Castle Business Park which is controlled by a hydrobrake and will limit any onward flow. Furthermore, the remaining catchment area will be managed by the SDZ Surface Water Masterplan (SWMP), the risk to flooding is currently low and will be reduced further by the SDZ. Although there are historic events of flooding for the River Griffeen, , most of these events are limited in consequence and occurred prior to mitigation works. Remaining flooding to the lands is only predicted to occur at the 0.1% AEP event and impacts agricultural lands that have been maintained as open space in the Urban Design Masterplan for the SDZ.

New development or redevelopment of existing sites adhering to the policies on the management of surface water will ensure the risk will be adequately managed. A Surface Water Strategy (SWS) has been developed for Clonburris that outlines these policies.

The draft PFRA groundwater flood maps² , which entailed an evidence-based approach and considered the hydro-geological environment, such as the presence of turloughs, shows no risk within the Clonburris Settlement. The Geological Survey Ireland (GSI) actively maintain and develop national and project based spatial datasets derived from internal programmes relating to Land Mapping, Groundwater, Geotechnical, Landslides, Quaternary, Geological Heritage, Minerals, INFOMAR and Tellus. The SDZ site is within a catchment where the groundwater vulnerability is considered Extreme and/or High. The impact from any development of the subject site will need to consider the groundwater impacts at detailed design stage.

2.1.5 SOIL AND GEOLOGY

The Geology of the Clonburris area is characterised by the presence of Carboniferous limestone bedrock overlain by glacial till deposits common to the Greater Dublin Area. Reference to the Bedrock Maps of the “Geological Survey of Ireland” indicates that bedrock in the Clonburris area is underlain by Visean Limestone and calcareous shale and is part of a formation known as the Lucan Formation.

The geological survey of Ireland online mapping service indicated the quaternary deposits underlying the subject site are comprised of clay- dominant tills derived from limestones. The Teagasc Soils and subsoils map from the online Geological Survey of Ireland mapping service shows the sites are underlain with “deep well drained material” soils and “mineral poorly drained” soils.

See figures below for bedrock geology and soil data.

FIGURE 2-7 PLANNING SCHEME AND BEDROCK GEOLOGY

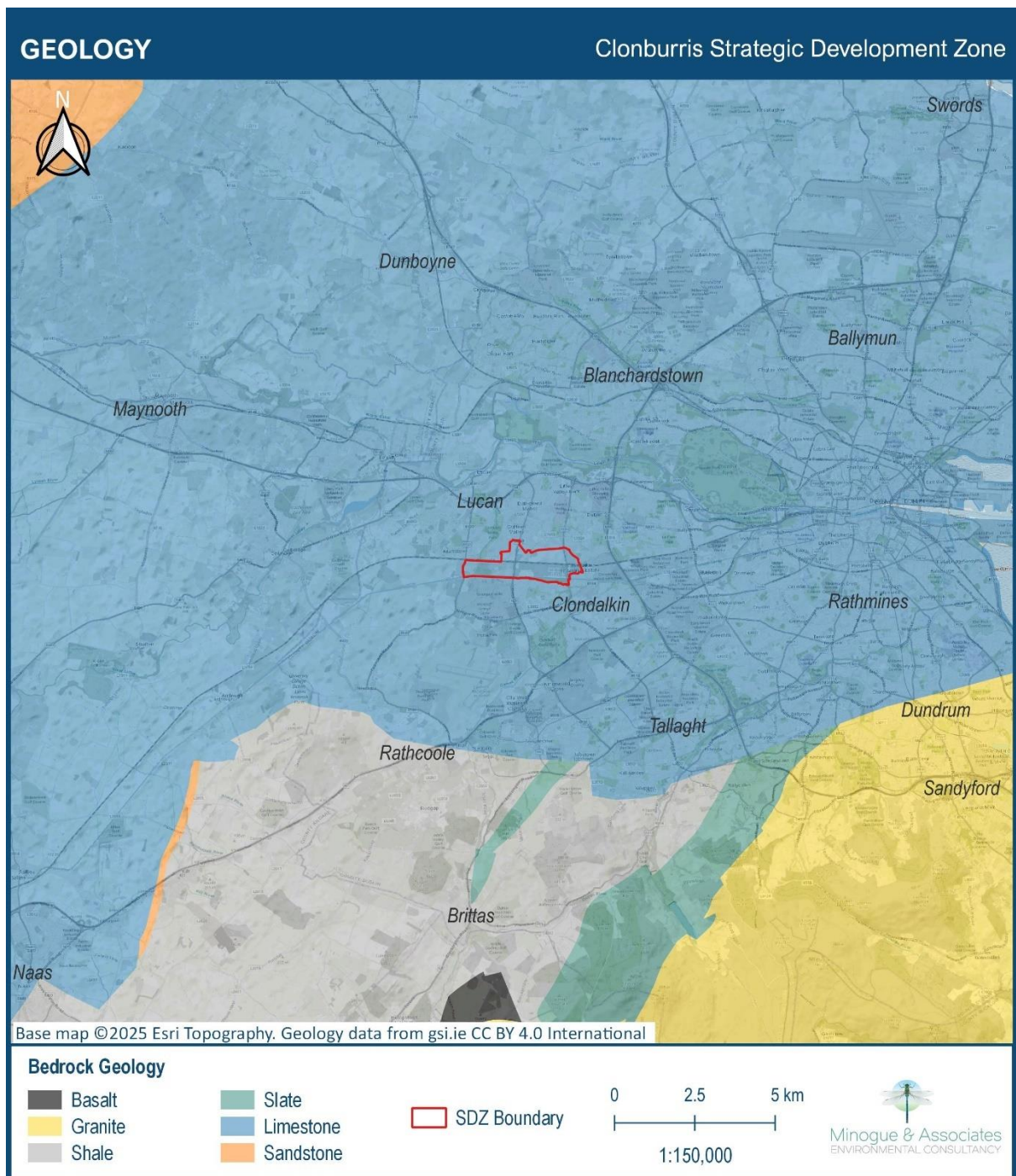
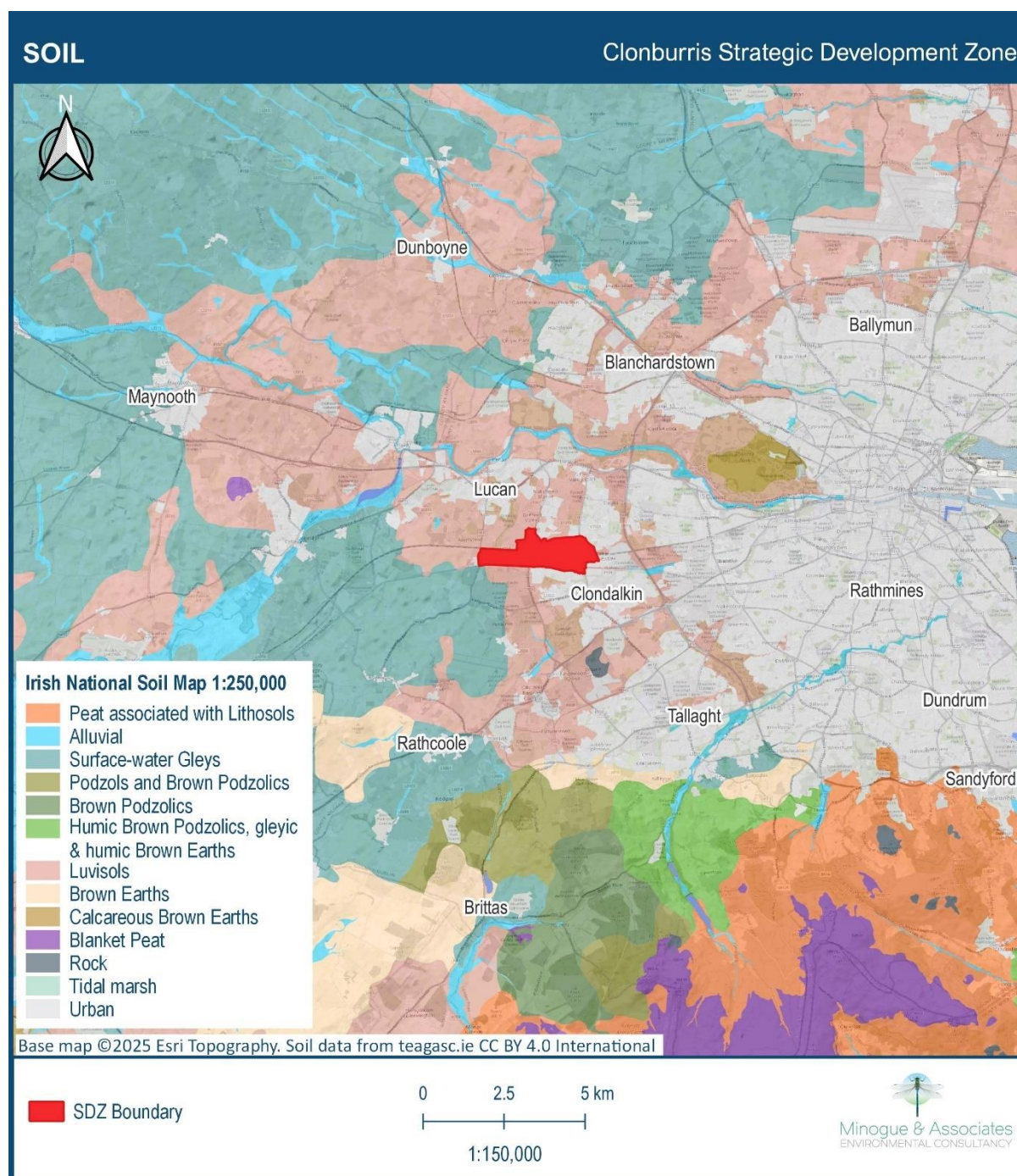


FIGURE 2-8 PLANNING SCHEME AND SOIL DATA



2.1.6 LANDSCAPES

There are no protected views within the SDZ plan lands detailed in the planning scheme. Clonburris is located within Suburban South Dublin Landscape Character Area with the following key characteristics for this LCA.

- Built – up urban area with extensive housing estates and industrial /commercial parks. Variety of house styles and layouts dating from the late 19th century to late 20th century
- Settlements of Rathfarnham, Templeogue and Clondalkin with important historical legacy and remnants

- Major traffic corridors with M50 traversing north- south through the area, and LUAS line travelling north from Tallaght, parallel to the M50, to city centre
- Corridors of natural and semi natural vegetation, notably along the River Dodder (a linear park) and the Camac River
- Grass open spaces in gardens, industrial parks, golf courses, school playing fields, and miscellaneous spaces in housing areas
- Street trees planting
- Recreational facilities – public parks and golf courses - provide amenities and ecological resources

The area extends east from Tallaght/Oldbawn to Rathfarnham, and north/ north- west along the county boundary to Clondalkin.

LCA retains little of historical significance and the setting of its primary settlements have been radically altered by built developments, notably through the 20th Century.

2.1.7 CULTURAL HERITAGE

Archaeological heritage is defined as including structures, places, caves, sites, features or other objects, whether on land, underwater or in inter-tidal zones. All archaeological structures, constructions, groups of buildings, development sites, all recorded monuments as well as their contexts, and moveable objects, situated both on land and underwater are part of the Archaeological Heritage. Therefore, the archaeological heritage of the area is not confined to the archaeological sites within the Record of Monuments and Places. It also includes any archaeological sites that may not have been recorded yet, as well as archaeology beneath the ground surface, or underwater as well as the context of any such site discovered.

Part IV of the Planning and Development Act 2000 (as amended) defines the term “architectural heritage” as structures and buildings together with their settings and attendant grounds, fixtures and fittings, groups of structures and buildings and sites, which are of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, and “where a structure is protected, the protection includes the structure, its interiors and the land within its curtilage (including their interiors) and all fixtures and features which form part of the interior or exterior of all these structures”.

In terms of architectural heritage, the national inventory of architectural heritage lists both the 11th and 10th Locks of the Grand Canal, and the associated lockhouse at the 11th Lock, considered to be designed by Tomas Omer as being of regional importance. This house, now derelict is thought to date from around 1790s.

2.1.8 MATERIAL ASSETS

Transport: the lands are currently served by the railway line Kildare to Dublin, as well as a number of bus corridors. The Kishogue Train Station at the planning scheme was opening in 2024. The SDZ plan lands are accessible to the national road network, situated between the N4 (National Primary) to the north and the N7 (National Primary) to the south, with the M50

motorway. The Grand Canal greenway provides pedestrian and cycling access along the southern embankment.

Wastewater: Almost all of the waste water in South Dublin is currently treated in Ringsend Wastewater Treatment Works which discharges into Dublin Bay. The treated waters are treated to a Tertiary standard, which is in compliance with the Urban Wastewater Treatment Directive. Foul water generated by the operation phases of the Planning Scheme will eventually be discharged to the sea at Dublin Bay following treatment at the Ringsend WWTP. The results of the AER monitoring for this WWTP show that effluent from the WWTP does not negatively impact the Southwestern coastal waterbody.

Water supply: The Greater Dublin Water Supply Area (GDWSA) serves much of the county. The GDWSA is served by 5 major water treatment plants, Ballymore Eustace, Srowland, Leixlip, Ballyboden and Vartry, and a number of smaller sources.

Waste: Waste is baled at the South Dublin County Council (SDCC) Baling Station at Ballymount and is disposed of in the Council's engineered landfill at Arthurstown, Co. Kildare. In addition, SDCC will be committing a certain amount of waste to the thermal treatment plant in Ringsend within Dublin City Councils administrative area, the construction and use of which forms a part of the waste management strategy for the Greater Dublin Area.

2.1.9 CLIMATIC FACTORS

Adaption to climate change will be guided by the South Dublin Climate Action Plan 2024-209 and national statutory obligations. The Climate Action Plan sets out a range of actions across the six theme areas of Energy & Buildings, Transport, Flood Resilience, Nature Based Solutions, Circular Economy & Resource Management and Citizen Engagement. This is aligned to the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

The Plan is centred around actions that collectively address four key targets, which are framed by the Climate (Amendment) Act 2021 and the national Climate Action Plan:

3 3 SEA SCREENING ASSESSMENT

3.1 INTRODUCTION

The following section presents the SEA screening assessment of the proposed amendments to the Clonburris Planning Scheme against the criteria provided in Schedule 2a of the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011 which details the criteria for determining whether a plan or programme is likely to have significant effects on the environment. The Screening assessment should be read in conjunction with the Habitats Directive Screening report.

TABLE 3-1 SCHEDULE 2 A SCREENING ASSESSMENT

Criteria for determining whether the Proposed Amendments is likely to have significant effects on the environment
1. The characteristics of the plan having regard, in particular to:
<i>the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,</i>
The main purpose of the proposed amendments to the Clonburris Planning Scheme is to provide clarity for a number of amendments such as the proposed domestic extensions, roll over provision and catchment areas, as well as implementation of the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024). The proposed pedestrian bridge over the Grand Canal is proposed for amendments, plus the replacement of a vehicular bridge over railway to a pedestrian and cycle bridge. All amendments are evaluated in Annex A. The amendments provide for greater consistency with the national and regional policy and guidance. The amendments do influence the location and size of developments in the Planning Scheme by facilitating the relocation of the canal bridge, and the modification of the vehicular bridge over the train line to a pedestrian cycling bridge. Other amendments are minor in nature, scale and extent as shown in Annex A.
<i>the degree to which the plan influences other plans, including those in a hierarchy,</i>
The amendments relate to the approved Clonburris Planning Scheme which operates as the landuse framework for the SDZ lands. The purpose of the amendments are to ensure consistency with the above higher tier referenced plans/ policy and guidelines, minor amendments and clarifications. The proposed bridge amendments are identified as positive for biodiversity as they reduce the landtake and footprint of both Canal and railway line bridges.
<i>the relevance of the plan in the integration of environmental considerations in particular with a view to promoting sustainable development,</i>
The amendments enhance environmental considerations further including increased support for higher densities, reduced bridge footprints and relocation of Canal bridge to closer to 10 or 11th lock. The other amendments are minor in nature and are not identified as significant at strategic level.

Combined with the existing environmental measures and considerations in the Clonburris Planning Scheme, these measures contribute to the promotion of sustainable development in light of the SDZ Planning Scheme objectives.

Environmental problems relevant to the plan

The SEA ER of the Clonburris Planning Scheme (2018) identified a number of environmental problems including:

- Ecological connectivity
- Invasive and alien species
- Water quality
- Material assets including wastewater treatment capacity.

The requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009), need to be taken into account to ensure that any potential flooding in this area does not impact on human health, property, or the ability to meet the requirements of the WFD or need to protect biodiversity. A significant proportion of the surface water drainage infrastructure required under the approved Planning Scheme is now in place. Infrastructure installed to date includes underground attenuation tanks and culverts with a more limited application of a Sustainable Urban Drainage system (SUDs) approach.

the relevance of the plan in the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).

The Clonburris Planning Scheme provides a landuse framework for the SDZ lands and has been subject to full SEA and Appropriate Assessment Screening. The SEA, and other environmental assessments including Appropriate Assessment Screening and Flood Risk Assessment considered and integrated European Union legislation on the environment including those EU Directives *Water Framework Directive*, *Groundwater Directive*, *Habitats Directive* and *Birds Directive*. In addition, all proposals relating to the same will be required to show compliance with the environmental and development management standards in the Clonburris Planning Scheme (as amended) which includes policies relating to environmental protection, water supply, water quality, ground water, waste management, landscape and cultural heritage in compliance with EU legislation.

The assessment of the proposed amendments has not identified conflicts with such provisions and no significant effects on the environment are identified.

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

the probability, duration, frequency and reversibility of the effects,

The proposed amendments would not be likely to result in significant environmental effects as detailed in the individual assessment of amendments and in combination assessment in Annex A of this SEA Screening Report.

the cumulative nature of the effects,

No cumulative effects at strategic level for the proposed amendments as shown in Annex A.
<i>the transboundary nature of the effects</i>
It is considered that with proper regard and consistency with the environmental protection policies and objectives contained in the Planning Scheme Development Plan and the completion of appropriate environmental assessments and planning process for any proposed development arising from the amendments, no negative transboundary environmental effects are predicted.
<i>the risks to human health or the environment (e.g. due to accidents),</i>
Given the protective policies and objectives contained in the Planning Scheme it is not identified at this stage as giving rise to effects that would present as risks to human health or the environment.
<i>the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).</i>
As above, given the application of development management standards and environmental protection measures in the Planning Scheme, no significant environmental effects are identified given the absence of new/additional landuse effects associated with the amendments.
The full range of policies and objectives contained within the South Dublin County Council Development Plan 2022-2028 are applicable to development in Clonburris and have been taken into consideration in the content of the Planning Scheme. Development within Clonburris is carried out in accordance with the Planning Scheme.
<i>the value and vulnerability of the area likely to be affected due to:</i>
(a) special natural characteristics or cultural heritage The amendments to the Clonburris Planning Scheme seek to ensure consistency with the national guidelines and policy and provide clarification on a number of elements as evaluated in Annex A. Subject to the application of development management guidelines and environmental protection measures no significant effects are identified on natural and cultural heritage associated with these amendments.
(b) exceeded environmental quality standards or limit values, Any landuse activities will be required to be compliant with relevant standards, policies and objectives of the current Clonburris Planning Scheme. No such effects are identified.
(c) intensive land-use, The amendments support intensification of landuse through higher densities in line with national guidance and policy.
(d) the effects on areas or landscapes which have a recognised national, European Union or international protection status. A Habitats Directive Screening Statement has been prepared in tandem with this SEA Screening to assess if likely significant effects arise in relation to conservation management objectives of European Sites and the proposed amendments to the Planning Scheme. The Screening Statement

in support of Appropriate Assessment has found that no likely significant effects are identified in relation to conservation management objectives of European Sites and proposed amendments to the Clonburris Planning Scheme.

It is not considered that any significant effects will arise in relation to landscapes of national, EU or International protection status.

3.2 SCREENING DECISION

Section 9 (1) of the (2004) Regulations (S.I. No. 436) (as amended) states “*subject to sub-article (2), an environmental assessment shall be carried out for all plans and programmes*

(a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism, and town and country planning or landuse, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or

(b) which are not directly connected with or necessary to the management of a European site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.”

The purpose of this report is to screen the proposed amendments to the Clonburris Planning Scheme to ensure that there are no unexpected or significant environmental effects as a result of the Proposed Amendments.

The proposed amendments do not constitute a change in the overall objectives of the Planning Scheme in line with Section 170A, subsection 3(b)(i) of the Planning and Development Act 2000 (amended). One of the guiding principles the Planning Scheme is based on is the adoption of a holistic approach “*The strategic site of the Clonburris SDZ can become an exemplar and distinctive new community into the future, centred on the provision of a choice of high quality homes and access to a range of local services and amenities, together with the delivery of reliable public transport options. Open spaces and parks will be an important feature of this sustainable community”.*

Section 1.3 (‘*Overarching Principles of the Planning Scheme*’) of the 2019 Planning Scheme details the guiding principles of planning and design in which Clonburris is based on and to which all planning applications are subject to comply with. The key themes of the Planning Scheme relate to urban design, land use, housing, transportation, ecology and landscape, conservation, energy efficiency and phase delivery, within which core objectives are provided for.

The *2019 Planning Scheme* is consistent with current guidance, strategies and policies at a national level and regional level and with the new County Development Plan’s Core Strategy. This approach ensures that the Planning Scheme takes cognisance of higher-level plans at national and regional level and with the local planning context. The overarching theme of national policy is the consolidation and sustainable use of land in urban areas, particularly areas well served by public transport (NSO1 and NSO2). Urban consolidation is key to the achievement of sustainable development, economic competitiveness, community well-being, environmental protection and also to secure full economic value from investment in public infrastructure. The proposed amendments would not compromise these policies and objectives, but further aid and enhance them around the Clonburris district centres and rail station.

In accordance with Section 170A, subsection 3(b) (ii) of the Planning and Development Act 2000(amended), the proposed amendments would not relate to already developed land in the Planning Scheme.

All of the Development Areas within the Clonburris SDZ amount to c. 258.40 Ha (excluding the c. 22.6 Ha of existing strategic corridors). To date, approximately 23.07 hectares of the SDZ lands have been developed or are under construction. There are approximately 235.33 hectares (net development area) yet to be developed. As the Clonburris SDZ is in the early stages of buildout, the proposed amendments do not relate to any already developed land within the planning scheme.

In accordance with Section 170A, subsection 3(b) (iii) of the Planning and Development Act 2000 (amended), the proposed amendments would not significantly increase or decrease the overall floor area or density of proposed development in the Planning Scheme.

The proposed amendment would not impact the current overall min – max unit or density ranges within the overall scheme. These would remain as is and unchanged.

The proposed amendments would continue to be consistent with national policy and would not compromise the overall integrity or specific figures stated with the SDZ, and thus allowing for the delivery of large-scale quality residential development at this strategic location in west Dublin.

In accordance with Section 170A, subsection 3(b) (iv) of the Planning and Development Act 2000 (amended), the proposed amendments would not adversely affect or diminish the amenity of the area that is the subject of the proposed amendment.

The proposed amendments, by their nature relating only to additional flexibility within the scheme, would not have an adverse effect or diminish the amenity of the area or residents. The master-plan layout of Clonburris SDZ is based on a traditional town layout incorporating a loose grid of connected through streets, on-street car parking and buildings close to the back of the footpath, as well as contemporary architecture and good quality urban design. This would not be impacted. The proposed amendments allow for flexibility within housing and infrastructure delivery to be provided but would not ultimately compromise the block or street structure, which forms the basis for the SDZ layout. Furthermore, the proposed amendments would not compromise the delivery of any planned amenities within the SDZ lands but aid the continued delivery of housing in an appropriate and monitored manner. The layout, location and quantum of parks, open spaces, and other social infrastructure to be provided within the SDZ would remain unchanged.

The Clonburris SDZ Planning Scheme, with the proposed amendments, will continue to embrace the delivery of appropriate densities, diversity, mix of uses, building types, physical and social infrastructure, and high-quality public spaces. It will continue to prioritise walking and cycling permeability links and public transport as the preferred mode of travel, leading to an improved quality of life. It will continue to allow for a vibrant and sufficiently densely populated urban environment in appropriate locations, with mixed use neighbourhoods, benefiting existing and future residents, and continue to align with National and Regional Policies. The overall integrity and amenity of the SDZ lands will remain intact and will not be compromised or diminished through the implementation of the proposed non-material amendments.

The Proposed amendments are minor in nature, and where changes such as relocation of bridge to adjacent lock, change from vehicular to pedestrian/cycling bridge are proposed these are in line with positive environmental effects via reduced footprint and landtake. These have not been identified as generating strategic environmental effects. As the assessment against the above criteria in the SEA Directive and SI 436 of 2004 (as amended) demonstrate, no significant environmental effects are identified for these proposed amendments to the Clonburris Planning Scheme and therefore are determined not to require full Strategic Environmental Assessment. Furthermore, the Appropriate Assessment Screening Report that accompanies the proposed material amendments determined no likely significant effects on the conservation management objectives of European Sites.

This determination will be concluded upon consultation with statutory environmental authorities.

ANNEX A INDIVIDUAL PROPOSED AMENDMENTS AND IN -COMBINATION ASSESSMENT

This section provides an individual and in combination assessment of the proposed amendments to the Clonburris Planning Scheme.

It is presented as an assessment against the current Strategic Environmental Objectives of the SEA of the Clonburris Planning Scheme and provides an assessment in terms of positive, negative, mitigated or no interaction with the SEOs. A commentary for each amendment is also provided as well as an evaluation of the potential for in combination effects with other plans/programmes and the Planning Scheme.

TABLE A1 STRATEGIC ENVIRONMENTAL OBJECTIVES FROM THE SEA ENVIRONMENTAL REPORT OF CLONBURRIS PLANING SCHEME (2018)

Text
SEO B1 To sustain and enhance ecological habitats within the Clonburris SDZ site.
SEO B2: To avoid significant adverse impacts, including direct, cumulative and indirect impacts, to relevant habitats, geological features, species or their sustaining resources in designated ecological sites by development within or adjacent to these sites
SEO B3: To sustain and enhance key ecological networks that connects to areas of local biodiversity.
SEO PH1: To protect and enhance people's quality of life through the provision of high quality and sustainable urban environments that incorporate a full range of services and facilities, support sustainable travel and support sustainable energy use.
SEO PH2: To increase efficiencies across the urban system for the good of all citizens through the better alignment of population, services, facilities, employment and transport
SEO S1: To protect the quality of soils within Clonburris SDZ.
SEO S2: To minimise the amount of soil sent to landfill and reuse soil within the site.
SEO W1: To maintain and improve, where possible, the quality of the River Liffey and Griffeen, its tributaries and surface water.
SEO W2: To prevent pollution and contamination of ground water
SEO W3: To prevent development on lands which pose - or are likely to pose in the future – a significant flood risk
SEO C1: To minimise increases in travel related greenhouse emissions
SEO M1: To provide adequate wastewater treatment, water distribution networks and drainage networks.

SEO M2: To maintain and improve the quality of drinking water supplies
SEO CH1: To protect, conserve and enhance the archaeological heritage of the Clonburris SDZ
SEO CH2: To protect, conserve and enhance the architectural heritage of the Clonburris SDZ
SEO L1: Improve overall landscape character and quality in the area
SEO L2: To protect and enhance the natural and historic landscape features within and adjacent to the Clonburris SDZ, including views of adjacent countryside, protected structures and key features

SEOs impact matrix

- **Positive effect:** ↑
- **Adverse Effect likely to be mitigated:** ⇅
- **Adverse Effect unlikely to be mitigated:** ↓
- **No Interaction with SEOs:** O

TABLE A2 INDIVIDUAL AND IN COMBINATION ASSESSMENT OF PROPOSED AMENDMENTS

The potential for the amendments to interact with the existing provisions of the draft Planning Scheme, and potential in combination effects with other plans and projects are described in this section.

Amendment Number:	↑ ⇅ ↓ O	SEA Commentary
Amendment Ref No 1: Implement the Compact Guidelines by removing Table 2.1.9 Minimum Space Standards for Houses and adding text.	PH 1,PH 2,S1,C1 <i>No significant interaction identified for other SEOS</i>	Clonburris is identified in the NPF as a key area for compact growth and this amendment is consistent with the 2024 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) This amendment to increase density is therefore proposed in order to make more efficient use of development land within a Strategic Development Zone and in close proximity to high quality public transport. The private amenity space is also amended to reflect the above Guidelines and provide consistency with this national guidance.

Amendment Number:	   O	SEA Commentary
Amendment Ref No 2 Amend and relocate a proposed Pedestrian Bridge over Canal to a smaller scale bridge at 10th Lock and/or 11th Lock and amend the strategic pedestrian cycle route	B1, B2, B3, C1, PH1 and PH2 <i>No significant interaction identified for other SEOS</i>	It is proposed to amend the proposed pedestrian bridge in the Planning Scheme and relocate it to a smaller scale bridge near the 10th Lock. This amendment will reduce the scale of the bridge structure crossing the pNHA and aid in the protection of biodiversity along the canal due to a reduced overall footprint and a narrower span of bridge across the waterbody. The proposed location by an existing lock also reduces the amount of potential disturbance to habitats given the habitats immediately adjacent to the 10th lock is amenity grassland and built land and artificial surfaces, it is also adjacent to the Regional R113 road that already is subject to noise and disturbance via traffic. The 11th Lock comprises the towpath and southern towpath greenway with linear woodland habitat present on both sides. The smaller footprint of a bridge at this location would require, in line with the Planning Scheme requirements, assessment at project scale but would be of smaller scale and extent than that proposed under the original planning scheme. The smaller scale, adjacent to existing access via locks reduces the overall potential impacts on biodiversity and water SEOS. By improving permeability this is consistent with PH and MA SEOs also. The smaller bridge will provide the permeability envisaged in the Planning Scheme as it will provide a direct link from the north bank of the canal to the strategic cycle corridor on the south bank, which the larger bridge would have crossed over the cycle route to the park and provided a longer route to the strategic cycle way. The amended (red) and proposed (blue) bridges are highlighted on the map below. This change amends the strategic pedestrian cycle route in the Planning Scheme to cross the relocated bridge.
Amendment Ref No.3 a). Amend the proposed vehicular bridge over railway to a pedestrian and cycle bridge and b). To the south of the bridge, provide a Strategic Pedestrian and Cycle Route to the pedestrian and cycle bridge. c). To the north of the bridge, remove Link Street from the North Link Street to bridge and provide a Strategic Pedestrian and Cycle Route from North Link Street to the pedestrian and cycle bridge d). Amend bridge types in Table 2.2.2 and remove the reference to the vehicular bridge in the phasing section (Table 4.2).	B1, B2, B3, C1, PH1 and PH2 <i>No significant interaction identified for other SEOS</i>	It is proposed to amend the vehicular bridge over the railway to a pedestrian and cycle bridge, alongside updating the adjoining street from a Link Street to a Local Street. This amendment is intended to promote sustainable and active travel within the SDZ while maintaining strong connectivity and permeability between the northern and southern areas of the railway line. The potential impacts of this proposed amendment has been subject to traffic modelling and this concludes that while traffic previously using the bridge will reroute via Fonhill Road North and Lynch's Lane, this redistribution remains manageable and does not cause significant operational issues across the wider road network. Overall, the modelling confirms that removing vehicular access from the bridge does not cause major operational issues, aside from localised impacts at Junction 8, where further monitoring and minor mitigation may be necessary. The proposed amendment aligns with the sustainable mobility objectives of the SDZ, enhancing pedestrian and cyclist permeability while maintaining a well-functioning road network. Additionally, future transport policy interventions and investments in sustainable modes may further reduce car dependency, mitigating any residual impacts. These findings provide strong

Amendment Number:	   O	SEA Commentary
		technical support for Amendment No. 3, reinforcing its alignment with the SDZ's strategic objectives and national transport policies. The proposed amendments to the scheme detail the change in bridge type in the relevant tables and remove the reference to the vehicular bridge in the phasing section. The amendment supports modal shifts and reduced reliance on cars for crossing the scheme at the railway. This results in positive direct and indirect interactions with PHH, C SEOS and as with amendment no 2 the bridge amendment to adjacent locks positive cumulatively for BFF SEOs.
Amendment Ref No 4: Remove the requirements for a Park Hub at Cappagh local nodes and relocate the Gallanstown Park Hub to the Canal Park South	PH1 and PH2 <i>No significant interaction identified for other SEOS</i>	It is proposed that the requirements for park hubs at Gallanstown and Cappagh be removed and replaced with a park hub at Canal Park South. The Cappagh Park Hub is proposed to be removed as the Na Cluiante Park which it was to serve has taken on a passive recreation and biodiversity focus and therefore does not require an adjacent park hub to facilitate active recreation. The Gallanstown park hub is proposed to be relocated to the Canal Park South to be in closer proximity to the active recreation amenities proposed in that park. Given that Park Hubs designation relates to complementary floorspace required for the adjacent park such as changing rooms, meeting rooms etc. the amendment reflects the new location of the Gallanstown park hub that will be closer to the active recreation amenities. This represents a more integrated and efficient use of space and lanuse activities that complement proposed active recreation at Canal Park South. Subject to full adherence and implementation of Clonburris Planning Scheme measures no adverse effects are identified associated with this amendment which relates to a small landtake and is consistent with PH SEOs.
Amendment Ref No 5 Amend and relocate a proposed Pedestrian Bridge over Railway to be integrated with the Clonburris – Fonthill Railway Station/ Fonthill road.	PH1, PH2 and C1 <i>No significant interaction identified for other SEOS</i>	It is proposed to relocate a proposed pedestrian bridge over the railway bridge in the Planning Scheme to be integrated with the Clonburris – Fonthill Railway Station/ Fonthill road. This amendment will increase footfall in the urban centre and improve the functionality, visual amenity and amenity of the railway ecological corridor to the south and north of the railway. It is considered that the relocation of the crossing point c250m further east will not adversely impact on the achievement of high quality permeability. This is consistent with a number of SEOS including PH1, PH2 and C1. In addition, given the topography adjacent to the railway at the location of the proposed pedestrian bridge in the Planning Scheme and the Building Regulation and railway clearance, any proposed bridges at the current Planning Scheme location would require a substantial structure in a zig zag format on both

Amendment Number:	   O	SEA Commentary
		sides. It is considered that such a structure would not add to the placemaking of the area and require greater landtake to facilitate this design with potential impacts on habitats and ecological connectivity.
Amendment No 6:Green Bridge In order to give clarity on the timing of the green bridge provision in relation to the phasing of construction of residential units and flexibility around design and provision of a green bridge across the railway.	B1, PH1, PH2 and C1 <i>No significant interaction identified for other SEOS</i>	The change to Table 4.2 is aimed at providing clarity that the green bridge is not part of the phasing programme and will form a separate project to the Griffeen Valley Park Extension in the future. The changes to section 2.3 are to ensure there is flexibility around the provision of the green bridge. The delivery of the Green Bridge across the railway line and Adamstown Avenue is a complex project in terms of safety and agreements with Irish Rail. To date, the retrofitting of the existing bridge to a Green Bridge has not been demonstrated as feasible or viable. The proposed amendments retain the provision of the Green Bridge for mammal passing and remove references to retrofitting or replacing the existing pedestrian/ cycle bridge. The retention of the mammal crossing as part of green bridge provision is an important element to maintain ecological connectivity for wildlife and will be subject to detailed design and project level evaluation in line with requirements of the Planning Scheme.
Amendment Ref No.7 Provide additional flexibility of the urban design parameters to respond to the existing strategic gas lines, pNHA setback and the existing ESB substation in the SDZ.	B1,PH1, PH2 and C1 <i>No significant interaction identified for other SEOS</i>	It is proposed that an additional paragraph is added to section 2.8.1 Built Form and Design Introduction to provide flexibility for the urban design parameters to respond to existing irremovable infrastructure. The delivery of the required infrastructure and housing in the context of existing immovable constraints (such as ESB sub station, pNHA, gas lines) is complex and a degree of flexibility in relation to the urban design parameters is required to enable the coordination of the delivery. The amendment retains the pNHA corridor and requirements as the green text below demonstrates. No significant effects identified at strategic scale. New text to amendment aligns the No 7 amendment with requirements and obligations under the SEA ER and AA of the Planning scheme To this end, the relaxation of urban design parameters may be considered by the Planning Authority in exceptional circumstances to respond to existing infrastructure and individual site constraints. The onus is on developers/applicants to demonstrate that the circumstances are exceptional and satisfy the planning authority that the constraint cannot be otherwise mitigated. Furthermore, the applicant shall demonstrate that a proposed development involving a relaxation of an urban design parameter would not significantly affect the key principles and objectives of the planning scheme; would not significantly affect dwelling numbers or non-residential floorspace in the planning scheme; would not adversely impact on the environment or environmental objectives contained in the SEA Environmental Report (including required setback from the Grand Canal); and would not have any implications in relation to European Sites”.
Amendment Ref No.8	PH1, PH2 and C1	This amendment strengthens the existing guidance in Section 2.2.6 by clarifying key criteria that should form part of a car parking management strategy. It reflects evolving best practice in urban development,

Amendment Number:	   O	SEA Commentary
Car parking management – clarify layout, EV spaces, and future-proofing	No significant interaction identified for other SEOS	where more efficient and flexible parking provision is encouraged, particularly in areas served by high-quality public transport such as Clonburris. Clear identification of EV and accessible spaces, coupled with a strategy for future-proofing and flexible parking management, will help ensure that car parking provision does not undermine the SDZ’s modal shift and sustainability objectives. These additions also align with broader national policy direction supporting compact growth, sustainable transport, and efficient land use. This amendment is consistent with PH and C1 SEOS as a result and aligns the planning scheme more consistently with national policy in this area.
Amendment Ref No.9 Mobility Management Plans	PH1, PH2 and C1 No significant interaction identified for other SEOS	The inclusion of additional guidance on the content and applicability of Mobility Management Plans (MMPs) is intended to strengthen the implementation of sustainable transport objectives across the SDZ lands. While the existing Planning Scheme refers to MMPs and national guidance, further specification is needed to ensure consistency in application and to support effective assessment at planning stage. By clearly outlining the types of developments that require an MMP and identifying minimum content requirements, this amendment provides greater clarity for applicants and decision-makers. It also ensures that MMPs are robust, measurable, and aligned with the SDZ’s goals for integrated transport, modal shift, and reduced car dependency. Similar to best practice elsewhere, consideration should be given to being more prescriptive about what MMPs should include; the South Dublin County Development Plan and other relevant national guidance can serve as useful references. The additional criteria also reflect evolving practice in urban development and travel planning, supporting compact, walkable neighbourhoods and helping to future-proof mobility strategies in line with national and regional policy direction. This clarity and more detailed approach to MMPs, is positive for C1, PHH SEOs and the integration of transport and landuse more broadly.
Amendment Ref No.10 Home Zones – define design standards distinct from local streets	PH1, PH2, C1, CH1 and L1 No significant interaction identified for other SEOS	The proposed amendment introduces a dedicated heading and expanded design guidance for Home Zones / Intimate Local Streets to improve clarity, consistency, and implementation. While the Planning Scheme currently references Home Zones within the broader description of Local Streets, the lack of a standalone section makes the guidance difficult to locate and interpret. This amendment addresses that by giving Home Zones / Intimate Streets a clearer identity within the street hierarchy and by providing specific criteria to distinguish them from standard local streets. It responds to implementation experience to date, where the intent of Home Zones has sometimes been diluted by over-provision of car parking or inappropriate layout. The inclusion of additional design guidance, including surface finishes, parking layout, and enclosure, reinforces their function as pedestrian-priority spaces, while supporting placemaking,

Amendment Number:	   O	SEA Commentary
		passive surveillance, and low-speed movement. A clarifying note under Figure 2.2.6 further ensures consistency in interpretation. This amendment supports the SDZ's goals for compact, walkable neighbourhoods and high-quality residential environments aligned with sustainable movement principles. These additions build upon the existing Planning Scheme guidance for Local Streets and Home Zones, translating its principles into clearer, implementable design criteria to support more consistent and place-responsive development outcomes. This is consistent with a number of SEOS, namely PH, C, CH1 and L1 by providing higher standard requirements that should enhance the townscape character, as well as provide for compact, walkable neighbourhoods.
Amendment Ref No.11 Active Frontages – promote pedestrian-friendly building edges and passive surveillance	<i>PH1, PH2, C1, and L1</i> <i>No significant interaction identified for other SEOS</i>	This amendment introduces targeted guidance on building design to reinforce the Planning Scheme's objectives for active frontages and high-quality public realm. While general principles of built form are addressed in Section 2.8.3, additional emphasis is needed on how buildings relate to the street and how ancillary features, such as bin stores, bike storage, and substations, can be managed to minimise negative visual and functional impacts. This amendment responds to practical implementation experience, where inactive frontages and poorly sited services have diluted the quality of pedestrian environments. By encouraging design solutions that promote passive surveillance, minimise blank or inactive edges, and prioritise visual interest at street level, the amendment supports safer, more attractive, and pedestrian friendly streetscapes. These additions build upon the existing Planning Scheme guidance for built form and public realm, translating its principles into clearer, implementable design criteria to support more consistent and place-responsive development outcomes. This is consistent with a number of SEOS, namely PH, C, CH1 and L1 by providing higher standard requirements that should enhance passive surveillance, providing a safer and more attractive environment for residents.
Amendment Ref No.12 Amend the EV charging requirements to County Development Plan standards	<i>No significant interaction identified for SEOS</i>	It is proposed that the Electric Vehicle charging requirements are amended in order to provide an ability to determine the initial provision of charging points on a case-by-case basis. In this regard, it is considered that the provision of EV charging points should be assessed against the relevant County Development Plan standards at the time. This enables the requirement to be reconsidered at intervals in tandem with the rest of South Dublin County. Minor amendment that provides for wider evaluation of EV points in line with the CDP.

Amendment Number:	   O	SEA Commentary
Amendment Ref No.13 Amend the Catchment Areas in Section 4.4 by removing the Canal Extension development area from Clonburris catchment	<i>No significant interaction identified for SEOS</i>	It is proposed to amend the Clonburris catchment area to exclude the canal extension that is to the south of canal. This change aims to clarify the catchment areas and correctly represent the catchment areas for the urban centres. The Development Area 'Canal Extension' on the map below is currently served by services and amenities to the south that are outside of the SDZ boundary and is not reliant on the delivery of the Clonburris Core for services. It would therefore be beneficial for clarity to amend Figure 2.4.1. Minor amendment to provide clarification and no significant interaction with any SEOs
Amendment Ref No.14 Amend 4.7 of the Planning Scheme to clarify that the 250 units in the 'Roll Over' provision can be occupied.	<i>No significant interaction identified for SEOS</i>	It is proposed that a change be made to section 4.7 of the Planning Scheme, Operation of Phasing Programme, in order to give clarity to the availability for occupation of 'Roll Over' units once they have been constructed. Minor amendment to provide clarification and no significant interaction with any SEOs
Amendment Ref No.15 Provide clarity to housing extensions	<i>No significant interaction identified for SEOS</i>	It is proposed that an addition is made to section 2.1.4 Residential Units in order to provide clarity to guidance for housing extensions moving forward. To date, there is no provision in the Planning Scheme in relation to extensions to residential units. It is considered that clarity is provided to refer the assessment of such applications in the future to the relevant Development Plan. Minor amendment to provide clarification and no significant interaction with any SEOs at strategic scale.
Amendment Ref no.16 Amend the Retail Frontage parameters	<i>No significant interaction identified for SEOS</i>	The Planning Scheme designates Primary and Secondary Retail Frontage in Figure 2.5.1, with further details on its consideration outlined in Section 2.4.3. To provide flexibility in relation to the evolving commercial and retail patterns of consumers, amendments to the Planning Scheme are proposed to encourage a wider variety of land uses at ground floor along the identified key frontages. Minor amendment at strategic scale relating to wider diversity of landuses at key frontages. Subject to full implementation of Planning Scheme provisions relating to urban design etc no significant adverse effects identified.
Amendment Ref No. 17 Potential unit movement from south to north (Cairn)	PH1, PH2, C1 <i>No significant interaction identified for other SEOS</i>	It is proposed to amend Table 2.13.1 (pages 95 & 96) of the Planning Scheme to reflect the reallocation of unused residential units from southern development areas to northern development areas within Clonburris. A detailed assessment of unit allocations has identified 731 unused dwelling units across the SDZ, consisting of: 538 unused units in the southern lands, primarily within the CSW (Clonburris South West) and CSE (Clonburris South East) sub-sectors. 193 unused units in the northern lands, spread across CUC (Clonburris Urban Centre), CNW (Clonburris North West), and KNE (Kishoge North East) sub-sectors.

Amendment Number:	   O	SEA Commentary
		To optimise development densities and align with the Compact Growth Guidelines, the 538 unused units from the southern lands will be reallocated to northern development areas, where existing infrastructure and planning objectives can support higher-density development. The amendment is consistent and generates positive interactions with PH1, PH2 and C1 in particular and seeks to maximise compliance with the Compact Growth Guidelines. Subject to full implementation of Planning Scheme provisions at project scale, no significant adverse effects identified.
Amendment Ref No. 18 Changes of text to update the overall document, fix any spelling errors and ensure cross referencing is correct.	<i>No significant interaction identified for SEOS</i>	Minor amendments and clarifications, corrections. No interactions with SEOs
Amendment Ref No. 19 Allow rooftop telecommunications infrastructure, exempt from SDZ height limits, if sensitively designed, set back, and minimised in height to reduce visual impact.	PH1, PH2 <i>No significant interaction identified for other SEOS</i>	It is proposed to amend Section 2.9.7 Telecommunications Infrastructure to allow for the provision of telecommunications infrastructure on the roofs of existing and proposed structures where necessary. The existing Planning Scheme focuses on underground ducting and fibre networks to ensure high-quality broadband services; however, certain telecommunications technologies, such as mobile and wireless broadband, require elevated positioning to ensure effective coverage. To support these advancements while maintaining the visual integrity of the SDZ, it is proposed to allow rooftop telecommunications infrastructure, subject to strict design controls. This will provide flexibility for necessary installations while ensuring that such infrastructure is sensitively integrated into the built environment. By minimising visual impact through appropriate setbacks and height considerations, this amendment aligns with the broader objectives of the Planning Scheme to facilitate sustainable urban development while enhancing digital connectivity. Subject to careful design and evaluation this amendment provides the necessary provisions to facilitate coverage of certain telecommunications technologies. No significant impacts or interactions at strategic scale identified. Positive for residents and businesses in terms of digital connectivity.
Amendment Ref No. 20 Deletion of North-South Avenue/Links Objective	PH1, PH2, C1 <i>No significant interaction identified for other SEOS</i>	It is proposed to delete the objective in the Development Areas section on page 115 of the Planning Scheme, which states: <i>"To provide a new north-south avenue/links connecting Thomas Omer Way, Clonburris North East, and Clonburris South East."</i> A review of the street hierarchy and urban structure within the SDZ has determined that this north-south avenue is no longer required. The function of this link, which was initially intended to support

Amendment Number:	   O	SEA Commentary
		Gallanstown as a local node, is being proposed to be relocated to Canal Park South as part of the proposed non-material amendments. The deletion ensures that the street network remains efficient and adaptable, preventing the provision of unnecessary road infrastructure and avoiding redundancy in connectivity planning. The revised approach prioritises sustainable and active travel, integrating pedestrian and cycle routes within the existing movement framework while ensuring a strong link between key development areas. This amendment streamlines the transport strategy within Clonburris North West, ensuring that future development aligns with compact growth principles and sustainable mobility objectives while optimising land use for residential and community needs. This generates positive interactions across a number of SEOs namely PH1, PH2, C1 and by avoiding unnecessary road infrastructure indirectly benefits B1 SEOs and S1 SEO.
In-combination assessment with other plans and projects.		
Project Ireland 2040: National Planning Framework First Revision 2025	The purpose of the NPF is to provide a focal point for spatial plans throughout the planning hierarchy, revision subject to full SEA and AA.	As presented above, the amendments to the Planning Scheme relate and are consistent with a number of National Strategic Outcomes (NSOs) and Strategic Investment Priorities (SIPs) including: NSO 1: Compact Growth NSO 5: Sustainability Mobility NSO 8: Transition to a Carbon Neutral and Climate Resilient Society SIP 1: Housing and Sustainable Urban Development SIP 4: Environmentally Sustainable Public Transport
Regional Economic and Spatial Strategy for the Eastern and Midland Region 2029-2031.	Clonburris identified within the Strategic Development Areas and Corridors (South West) and the RESS was subject to full SEA and AA. (Kildare line, DART expansion and Luas red line)	Key Principles of the RSES 2019-2031 include Healthy Placemaking Climate Action Economic Opportunity Further the proposed amendment support Regional Strategic Outcomes (RSOs) relating to RSO 2: Compact Growth and Urban Regeneration RSO 6: Integrated Transport and Land Use

Amendment Number:	   O	SEA Commentary
	Subject to full SEA and AA	No adverse in combination effects are identified.
The Transport Strategy for the Greater Dublin Area, 2016-2035	This Strategy sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare, over the period of the strategy and was subject to SEA and AA...	Positive effects in relation to the prioritisation of public transport modes above private transport. Proposed amendments will support full alignment of the Planning Scheme with the Strategy Objectives and Measures of the National Transport Authority (NTA) Greater Dublin Area Transport Strategy 2022-2042
South Dublin County Development Plan 2022 - 2028		
Neighbouring County Development Plans	These plans were subject to full SEA and AA and concluded that subject to full adherence and implementation of measures likely significant effects were not identified. No in-combination impacts were predicted as a result of implementation of the Plans	No in-combination impacts are predicted as a result of implementation of the Plans
Dublin Metropolitan Area Strategic Pla		The proposed amendments are consistent with the strategic vision and Guiding Principle of the Dublin Metropolitan Area Strategic Plan (MASP) as follows: • Compact Sustainable Growth and accelerated housing delivery

Amendment Number:	   O	SEA Commentary
		• Integrated transport and land use • Increased employment density in the right places • Alignment of growth with enabling infrastructure • Social regeneration • Co-ordination and active land management
CFRAMS Study	The Eastern CFRAM study has been commissioned in order to meet the requirements of the Floods Directive, as well as to deliver on core components of the 2004 National Flood Policy, in the Eastern district	No in-combination impacts are predicted as a result of implementation of the Plans
Greater Dublin Drainage	Irish Water made a planning application for strategic infrastructure development to An Bord Pleanála for the Greater Dublin Drainage Project in June 2018. The GDD project proposes a new regional wastewater treatment facility to be located in the townland of	Following a request from the Board, and due to the passage of time that had elapsed since the original application was made, Uisce Éireann provided updated environmental assessments and information to the Board in October 2023 (the Addendum). This Addendum was the subject of public consultation between Tuesday, 7 May 2024 and Friday, 7 June 2024 where interested parties were invited to submit observations on its content. The GDD application is now being considered by the Board.

Amendment Number:	   O	SEA Commentary
	Clonsaugh in north county Dublin, an underground orbital sewer from Blanchardstown to Clonsaugh, a new pumping station at Abbotsown, a partial diversion of the north fringe sewer, and an outfall pipeline to return the treated water to the Irish Sea. The project also includes a regional sludge treatment centre at the new GDD facility and an associated biosolids storage facility at Newtown near Kilshane Cross.	
Adamstown Planning Scheme (2019)	The SDZ Planning Scheme lands, span 280 hectares, and are located between the established communities of Lucan, Clondalkin and Liffey Valley. The Adamstown SDZ is located to the west of Clonburris Planning Scheme.	This was subject to SEA and AA Screening and potential interactions with Clonburris Planning Scheme was considered through this process. No in-combination impacts were predicted as a result of implementation

Amendment Number:	   O	SEA Commentary
	The lands are considered highly connected, prime development land and have also been designated as a Major Urban Housing Development Site with the opportunity for delivering housing within the Dublin Region and over the next decade and beyond, Clonburris will fulfil its potential. It is also identified in the RSES as a Strategic Development Area (south west corridor).	

