

# Clonburriss

*A vibrant community offering a new way of living*



## Clonburriss Strategic Development Zone

Strategic Environmental Assessment  
Determination Screening Report on the Proposed  
Material Alterations to the Draft Planning Scheme

March 2018



## Contents

<b>1.0 Introduction</b> .....	4
1.1 Purpose of this SEA Screening Report .....	4
1.2 Background.....	4
1.2.1 Public Consultation.....	5
1.2.2 Outline of Public Consultation Process .....	5
1.2.3 SEA and Public Submissions .....	6
<b>2 Assessment of Material alterations</b> .....	7
2.1 Introduction.....	7
2.2 Summary of Findings.....	8
2.3 Individual Assessment of Material alterations of SDZ Planning Scheme .....	12
Section 2.1 Land Use and Density .....	13
Section 2.2 Movement and Transport .....	22
Section 2.3 Blue and Green Infrastructure .....	33
Section 2.4 Urban Centres .....	35
Section 2.6 Economic .....	37
Section 2.7 Community Facilities and Public Services .....	40
Section 2.8 Built Form and Design .....	47
Section 2.9 Services Infrastructure and Energy .....	50
Section 2.10 Landscape.....	56
Section 2.11 Biodiversity and Natural Heritage .....	64
Chapter 3 Character and Development Area.....	66
Section 4 Phasing .....	69
2.4 In-combination effects and assessment .....	85
<b>3 Schedule 2a Assessment</b> .....	90
3.2 Conclusion .....	92
<b>Annex A: Submissions on SEA ER</b> .....	94
<b>Annex B: Strategic Environmental Assessment Screening Determination</b> .....	97



## 1.0 Introduction

South Dublin County Council is the Development Agency for the Clonburris Strategic Development Zone (SDZ) Draft Planning Scheme. The Draft Planning Scheme consists of a written statement and plans indicating the type and extent of development to be permitted in the SDZ, together with proposals relating to the design of development, transportation, the provision of services, the minimisation of any adverse impacts on the environment and the provision of amenities, facilities and services for the community. It is accompanied by a Strategic Environmental Assessment (SEA) Environmental Report and an Appropriate Assessment Stage One Screening Report.

The Council undertook statutory Draft Planning Scheme public consultation from Friday 22nd September 2017 to Friday 3rd November 2017. A total of 606 valid submissions were received.

## 1.1 Purpose of this SEA Screening Report

The purpose of this SEA Screening report and accompanying Determination is to evaluate the requirement for SEA to be undertaken on the Proposed Material Alterations to the Draft Planning Scheme. Requirements in relation to the screening of Proposed Material Alterations to Draft Planning Schemes are provided under Section 169 of the Planning and Development Act 2000 as amended. This Determination should be read in conjunction with the Draft Planning Scheme and all other associated documents including the:

- Proposed Material Alteration document(s);
- SEA Environmental Report for the Draft Planning Scheme;
- Appropriate Assessment (AA) Screening Report for the Draft Planning Scheme; and
- AA Screening Report for the Proposed Material Alterations.

In deciding whether the material alterations 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 alteration for potential environmental effects.

As the draft Planning Scheme was subject to full SEA and is accompanied by an Environmental Report, the assessment will be undertaken within the context of the ER and in particular against the Strategic Environmental Objectives of the SEA ER.

Section Three of this report assesses these material alterations against the criteria contained in Schedule 2a of the Planning and Development (Strategic Environmental Assessment) Regulations SI 436 of 2004..

## 1.2 Background

On 15th December 2015, the Government ordered the designation of approximately 280 hectares of land at Clonburris, as a site for the establishment of a Strategic Development Zone (SDZ). Order 2015 (S.I. No. 604 of 2015) established and extended the designated area for Balgaddy-Clonburris SDZ. The Draft Planning Scheme shall be prepared not later than two years after the making of the Order. Under the Designation of Strategic Development Zone: Balgaddy – Clonburris, South Dublin County Order 2015, the lands which are deemed to be of economic and social importance to the state, are:

“designated as a site for the establishment of a strategic development zone in accordance with the provisions of Part IX of the Act for residential development and the provision of schools and other

educational facilities, commercial activities, including employment office, hotel, leisure and retail facilities, rail infrastructure, emergency services and the provision of community facilities as referred to in Part III of the First Schedule to the Act, including health and childcare services.”

The Planning Scheme is the land use document that sets out the detailed framework for development on the lands, including the type and extent of development permissible, proposals relating to transport, services, amenities and facilities required to support the new development. The Planning Scheme is made by the relevant Planning Authority and if subsequently appealed, determined by An Bord Pleanála. At a strategic level the development of these lands will deliver housing to meet growth targets in both the Dublin Metropolitan area and South Dublin County. The purpose of an SDZ Planning Scheme is to ensure the delivery of residential and non-residential development together with supporting infrastructure and facilities in a sustainable manner on a strategic site – a sustainable community rather than solely a housing or commercial development.

### **1.2.1 Public Consultation**

Section 169 of the Planning and Development Act 2000 (as amended) sets out the requirements to carry out public consultation in respect of a Draft Planning Scheme, legislation does not preclude a Development Agency from taking whatever steps it considers necessary to consult with the public and other stakeholders. Public consultation on the Draft Planning Scheme took place over a six week period from Friday 22nd September to Friday 3rd November 2017. Information was disseminated to the public and submissions were invited, with 606 valid submissions received in total.

In addition in accordance with Article 179 A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and Habitats Directive 92/43/EEC, the Strategic Environmental Assessment (SEA) Environmental Report and an Appropriate Assessment Stage One Screening Report were also on public display.

### **1.2.2 Outline of Public Consultation Process**

Section 169 of the Planning and Development Act 2000 (as amended) sets out that a Planning Authority must publish notice of the preparation of a Draft Planning Scheme in one or more newspapers circulating in its area and that a copy of the Draft Planning Scheme may be inspected at a stated place or places, at stated times during a stated period. These are the statutory obligations with regard to public consultation for a Draft Planning Scheme. South Dublin County Council has exceeded its statutory obligations with regard to public consultation for the Clonburris SDZ Draft Planning Scheme, and has used a variety of online and supporting ‘face to face’ methods, to consult and engage with citizens of South Dublin County and a range of other stakeholders and interested parties.

The Draft Planning Scheme public consultation process involved the following key elements:

- Official Launch event on Friday 22nd September 2017, including launch of dedicated website [www.clonburris.ie](http://www.clonburris.ie) and the Clonburris Public Consultation Video. Over the six week public consultation period, there were over 23,000 website visits and the video has been viewed over 32,000 times.
- A Press Release and accompanying photographs were issued to local and national press following the official launch event on Friday 22nd September;
- A Newspaper Notice appeared in the Irish Times on Friday 22nd September 2017 and the Echo and Gazette on Thursday 28th September 2017.
- Over 30,000 leaflets were distributed to homes and businesses in the Lucan, Clondalkin, Adamstown and Liffey Valleys areas.

- A targeted Social Media campaign including Facebook and Twitter was carried out over the six week public consultation period, the Facebook campaign had a profile reach of over 84,600;
- A Landowner Briefing took place on Friday 22nd September 2017;
- Briefings for Elected Members took place on Thursday 21st September and Wednesday 25th October 2017;
- Public consultation displays were available at County Hall, Tallaght, Clondalkin Civic Offices, Lucan Library, Clondalkin Library and Tallaght Library throughout the six week period.
- Four Public Information Sessions took place at Lucan Library, Clondalkin Library, Clondalkin Civic Offices and Tallaght Library in October 2017;
- A briefing took place with the South Dublin County Disability Advisory and Consultative Panel on Monday 19th October 2017;
- Class based exercises took place with sixth class pupils of Lucan East Educate Together Primary School on Tuesday 24th October 2017;
- A briefing took place for the South Dublin Public Participation Network (PPN) on Wednesday 11th October 2017.
- A briefing for TDs and Oireachtas members took place on Thursday 19th October 2017;
- Letters issued to the Minister of Housing, Planning & Local Government, An Bord Pleanála and Prescribed Authorities. This information included an invitation for submissions/observations up to Friday 3rd November 2017.
- The Clonburris SDZ Team were available at the Planning Counter at SDCC offices in Tallaght every Wednesday

### **1.2.3 SEA and Public Submissions**

As the Chief Executive was preparing responses and recommendations in relation to submissions received, the SEA provided a commentary on these emerging recommendations. Commentary from the SEA in terms of the recommendations of the CEO can be found in the Chief Executives Report on Submissions Received (December 2017).

A series of special Council meetings were held with South Dublin County Council in January and February 2018. A number of motions were submitted by elected members. Commentary from the SEA in terms of the recommendations of the CEO in relation to the Motions can be found in the minutes of the meeting. South Dublin County Council has decided a number of these motions, are material alterations. These material alterations are the focus of this SEA Screening report.

## 2 Assessment of Material alterations.

### 2.1 Introduction

The section examines whether each Proposed Material Alteration would be likely to have significant environmental effects and would thereby trigger the need for SEA on same. In undertaking this SEA Screening, the relevant criteria set out in Schedule 2a of the SEA Regulations forms the basis of this assessment.

The focus of this SEA Screening is only on the Material alterations as other changes to the planning scheme arising from the consultation period do not constitute material alterations, but rather are minor or do not significantly change the nature and character of the Planning Scheme.

This section therefore assesses each of the material alterations on an individual basis and then provides for an assessment of in-combination effects.

Submissions received by statutory bodies on the SEA ER are presented in Annex 1 and will be used to update the SEA ER.

Where additional text is proposed as part of the material alteration it is shown in **green** font. Where text is deleted it is shown as ~~red text with a strikethrough~~. See the example below in Box 1:

**Box 1 Sample of Material alterations showing new text (in green) and deleted text (strikethrough and red font)**

#### *Dwelling Mix*

The range of dwellings permitted in Clonburris include houses, townhouses, duplex units, maisonettes and apartments **(including Build to Rent and Shared Accommodation)**. In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified....

The provision of accommodation for ~~students and older people~~ (independent and semi-independent living) **(including for older people)** is encouraged both within the Kishoge and Clonburris Urban Centres and their contiguous Development Areas that are proximate to (inter alia) public transport services.

The Strategic Environmental Objectives used for the SEA ER and replicated here, will form the basis of the assessment of the material alterations through this SEA Screening process.

**Table 1 Proposed Strategic Environmental Objectives**

SEA Topic	Strategic Environmental Objectives
<b>Biodiversity Flora and Fauna</b>	<p>To avoid loss of habitats, geological features, species or their sustaining resources in <b>and outside of</b><sup>1</sup>designated and ecological sites</p> <p>To avoid significant adverse impacts, including direct, cumulative and indirect impacts, to habitats, geological features, species or their sustaining resources in designated ecological sites by development within or adjacent to these sites</p>

<sup>1</sup> Amended on foot of submission by NPWS at SEA Scoping Stage.



SEA Topic	Strategic Environmental Objectives
	To sustain, enhance or - where relevant - prevent the loss of ecological networks or parts thereof which provide significant connectivity between areas of local biodiversity
Population and human health Noise	To protect human health from hazards or nuisances arising from traffic and incompatible landuses <i>in particular noise and light pollution</i>
Water	To maintain and improve, where possible, the quality of rivers, lakes and surface water including <i>Grand Canal, Griffeen River and streams within the Clonburris SDZ Planning Scheme.</i> To prevent pollution and contamination of ground water
	To prevent development on lands which pose - or are likely to pose in the future – a significant flood risk
Soil and Geology	<i>To conserve soil resources where possible</i>
Material Assets	To maintain and improve the quality of drinking water supplies To serve new development under the CDP with appropriate waste water treatment To reduce car dependency within the <i>SDZ Planning Scheme</i> by way of, inter alia, encouraging modal change from car to more sustainable forms of public transport and encouraging development which will not be dependent on private transport To minimise waste production and reduce the volume of waste to landfill and to operate sustainable waste management practices.
Air Quality and Noise	<i>To minimise air, noise and light pollution where possible.</i>
Cultural Heritage	To protect the archaeological heritage of <i>Clonburris SDZ Planning Scheme</i> with regard to entries to the Record of Monuments and Places - including Zones of Archaeological Potential - and the context of the above within the surrounding landscape where relevant To preserve and protect the special interest and character of <i>Clonburris SDZ Planning Scheme</i> architectural heritage with regard to entries to the Record of Protected Structures, and their context within the surrounding landscape where relevant
Landscape	To protect and avoid significant adverse impacts on the landscape, landscape features and designated scenic routes; especially with regard to areas of high amenity <i>and the Grand Canal</i>
Climate Change and energy	<i>To integrate climate change adaptation to the Clonburris SDZ Planning Scheme</i> <i>To enhance energy efficiency through the Energy Masterplan</i>
Green Infrastructure	<i>To support green infrastructure measures through the Planning Scheme where possible.</i>

## 2.2 Summary of Findings

The Planning Scheme has been informed and influenced by the SEA to date; and, in conjunction with the other environmental assessments, provides a number of specific mitigation measures that can facilitate the successful implementation of the planning scheme without significant adverse environmental effects across the SEA topics and the integrity of European Sites.

The Appropriate Assessment Screening undertaken on the material alterations has determined that these material alterations will not give rise to likely significant effects on European sites. An AA Screening Report is provided under separate cover.

For the material alterations assessed in the preceding section, existing mitigation measures are generally identified as providing sufficient and appropriate environmental protection. **Three** material alterations are identified that are in potential conflict with SEOS but are likely to be mitigated. Consequently, these three material alterations are accompanied by recommended mitigation measures to avoid adverse effects and conflicts with SEOs (SEA recommendation text in blue font)

**Table 2 SEA Recommendations for Material Alterations.**

Material Alterations -potential conflicts with SEOs likely to be mitigated	Mitigation recommended.
<b>MA Section 2.2 – No. 3</b>	
<p><b>2.2.3 Pedestrian and Cycle Movement...</b> Cycling and walking shall be encouraged throughout the SDZ lands with the creation of a network of dedicated and street integrated pedestrian and cyclist routes. In accordance with the Design Manual for Urban Roads and Streets (DTTS &amp; DECLG, 2013) (DMURS), and the street typologies illustrated in this Section, all streets within the SDZ lands shall be designed for pedestrian and cyclist movement. Streets will also connect with and be augmented by dedicated strategic pedestrian and cycle routes (see Section 2.3 – Green and Blue Infrastructure) that will permeate open spaces, parks, urban spaces and linear green spaces. This will ultimately create a linked network that maximises route choice for pedestrians and cyclists.</p> <p><b>As many car parks, roads and rail track as possible should be undergrounded so as not to prevent free movement of cyclists and pedestrians.</b></p>	<p>It is recommended that an additional mitigation measure be included in the Construction Environmental Management Plan included in the Planning Scheme (Section 2.9) to <b>ensure consultation with Geological Survey of Ireland and relevant stakeholders in relation to relevant underground proposals arising.</b></p>
<b>MATERIAL ALTERATION REF. Section 2.2 – No. 4</b>	
<p><b>2.2.5 Bridges</b> The barriers created by pre-existing strategic roads, the Grand Canal and the Kildare/Cork Railway Line form challenges to movement across the SDZ lands. Rather than being avoided or mitigated, these features will be integrated within the urban structure of the SDZ lands with important connections across them.</p> <p>A number of bridges are required to enable north-south movement across the Canal and Railway for different modes <b>as well as to facilitate safer access to schools and playing</b></p>	<p>SEA Recommendation: This is not recommended in the first instance as it does not reflect the principles in the Design Manual for Urban Streets and Roads (DMURS 2013). As a mitigation measure the following text is recommended for inclusion to ensure consistency with the relevant national guidance: <b>The introduction to DMURS 2013 states that:</b></p>

**pitches off Griffeen Avenue and the Outer Ring Road.** A total of **six five** new bridges are proposed in addition to the upgrade of an existing pedestrian and cycle bridge to a Green Bridge at Hayden’s Lane. Such bridges shall be provided in accordance with the Phasing Strategy detailed in Chapter 4.

The various types of bridges that are existing and proposed (~~13~~ **14** in total) on the SDZ lands and the type of movement they will support is set out in the Table 2.2.2. The location of proposed bridges (including upgrade) is further detailed on the Overall Movement Concept drawing (Fig. 2.2.7). No level crossings over the railway line will be permitted.

**Table 2.2.2** Canal and Rail Bridges

<b>Bridge Type</b>	<b>Number</b>
Canal Overbridge – pedestrian & cyclist	X3 (including 1 existing)
Canal Overbridge – vehicular, public transport, pedestrian & cyclist	X3 existing
Rail Overbridge – pedestrian & cyclist	X3 (including 1 existing for upgrade as green bridge)
Rail Overbridge – vehicular, public transport, pedestrian and cyclist	X4 (including 3 existing)
<b>Road Overbridge - pedestrian and cyclist</b>	<b>X1 (with further provision for pedestrians open for consideration)</b>

In addition to the requirements set out under Section 2.11 (Biodiversity and Natural Heritage), where new canal crossings i.e. footbridges/cycle bridges are proposed, all canal crossings should be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal corridor.

**Additional footbridges will be provided to manage pedestrians along roads with high volumes of traffic including along Griffeen Avenue and Grange Castle Road/R136 (at an appropriate point) and to link KNW-S1/KNW-S2 to KNE-S1/KNE-S2. A new pedestrian/cycle footbridge over Grange Castle Road/R136 should include ramps.**

**Proposed Mapping Change A:  
Amend Fig 2.2.7 (Overall Movement Concept) to indicate pedestrian overbridge connecting KNW-S1/KNW-S2 TO**

*“The Design Manual for Roads and Bridges (DMRB) shall not henceforth apply to urban roads and streets other than in exceptional circumstances. Where those circumstances arise, written approval shall be obtained from the relevant sanctioning authority (as set out in Section 1.3 Application of this Manual).”*

<p><b>KNE-S1/KNE-S2 (at junction between Grange Castle Road/R136 and Griffeen Avenue L5582).</b></p> <p><b>Proposed Mapping Change B:</b>  <b>Amend Fig 2.2.7 (Overall Movement Concept) to indicate pedestrian overbridge along Grange Castle Road/R136 approx. mid way between junction with Adamstown Ave./Thomas Omer Way and Griffeen Avenue L5582).</b></p>			
<p><b>Table 4.3 Phasing Table</b></p> <table border="1" data-bbox="207 667 941 1061"> <tr> <td data-bbox="207 667 480 1061"> <p>Prior to Commencement</p> </td> <td data-bbox="481 667 941 1061"> <p><b>South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4</b></p> </td> </tr> </table>	<p>Prior to Commencement</p>	<p><b>South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4</b></p>	<p>It is understood that this objective references a Medium to Long term objective in the South Dublin CDP 2016-2022 and refers to the Western Dublin Orbital Route.</p> <p>Variation No 1 to the above South Dublin CDP 2016-2022 is currently on display.</p> <p>The proposed variation is part of the review of the zoning of lands required under Policy ET3 SLO1 of the South Dublin County Development Plan which seeks to conduct a review of the zoning of lands to the south of the Grand Canal with a view to preparing a long term plan for the expansion of the Grange Castle Economic and Enterprise Zone to the area. The proposed variation also seeks to amend the location of the long term road objective in the area and this relates to the material alteration.</p> <p>Both the SEA ER of the South Dublin CDP 2016-2022 and the SEA ER of Variation No 1 on display highlight particular environmental sensitivities and may be subject to changes over the course of the Variation and SEA processes are ongoing.</p> <p>The above material alteration requests consultation with adjacent authorities at this point only.</p>
<p>Prior to Commencement</p>	<p><b>South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4</b></p>		

### 2.3 Individual Assessment of Material alterations of SDZ Planning Scheme

Additional text recommended through the SEA process is presented in **bold green font**.

No likely interaction with /insignificant impact with SEOs	0
Likely to improve status of SEOs	↑
Probable conflict with SEOs – unlikely to be mitigated	↓
Potential conflict with SEOs – likely to be mitigated	↕

## Section 2.1 Land Use and Density

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI		
<b>MATERIAL ALTERATION Section 2.1- No. 1</b>												
<b>Proposed Mapping and Text Change:</b> Delete all references to Adamstown Extension, amending Figures 2.1.1 and 2.1.4 (as attached) and all subsequent diagrams, maps and graphs.	↑	O	O	↑	O	O	O	O	O	↑		
<b>Comment:</b> Removal of Adamstown Extension would result in much reduced built development taking place in this area, and indirectly increasing the open space provision. This would give rise to positive impacts for biodiversity, soil and geology in particular.												
<b>MATERIAL ALTERATION Section 2.1- No. 2</b>												
<b>Table 2.1.3</b> Uses Permissible & Open for Consideration in Open Space Areas <sup>a</sup>	O	O	O	O	O	O	O	O	O	O		
<table border="1" style="width: 100%;"> <tr> <td style="width: 20%;">Permitted in Principle</td> <td>Allotments, Cultural Use, Open Space, Recreational Facility, Sports Club/Facility.</td> </tr> </table>	Permitted in Principle	Allotments, Cultural Use, Open Space, Recreational Facility, Sports Club/Facility.										
Permitted in Principle	Allotments, Cultural Use, Open Space, Recreational Facility, Sports Club/Facility.											

Material alteration Text		BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
Open for Consideration	Agriculture, Childcare Facilities, Community Centre, Education, <b>Place of Worship</b> , Public Services, Recycling Facility, Restaurant/Café, Shop-Local, Stadium, Traveller Accommodation.										
<sup>a</sup> . Subject to requirements of SDZ Section 2.11.2 (Biodiversity and Natural Heritage Features)											
<b>Comment:</b> The addition of place of worship as a landuse open for consideration is similar to other landuse activities within this landuse table for example community centre. The Planning Scheme and SEA ER includes sufficient measures to assess this at project level and no significant environmental effects are identified. No interaction with most SEOs											
<b>MATERIAL ALTERATION Section 2.1- No. 3</b>											
<b>Proposed Mapping Change:</b> To move the Post Primary School from its existing proposed location in the area known in the Draft Plan as Kishoge North West KNW-S1 to a location to the South or South West, with all related diagrams and references amended to reflect same.	↑	O	O	↑	O	O	O	O	O	O	O/↑
<b>Comment:</b> This alters the layout of this particular area with the proposed secondary level school the primary landuse development, with adjacent open space including pitches. Depending on the scale, extent of playing pitches provided, landuse impacts may vary but the existing mitigation measures including the Parks and Landscape Strategy would apply in this case and no significant adverse effects on SEOs are identified.											
<b>MATERIAL ALTERATION Section 2.1- No. 4*</b>											

Material alteration Text		BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>Table 2.1.6</b> Maximum Non-Residential Development (Retail and Service Floorspace) According to Development Area		0	0	0	0	0	0	0	0	0	0
Development Area	Retail & <del>Non</del> Retail Services (Gross sq.m)										
Adamstown Extension	0										
Kishoge Urban Centre	3,500										
Kishoge North West	0										
Kishoge North East	0										
Kishoge South West	<del>300</del> 550										
Kishoge South East	<del>400</del> 650										
Clonburris Urban Centre	16,520										
Clonburris North West	<del>400</del> 650										
Clonburris North East	0										
Clonburris South West	<del>400</del> 650										



Material alteration Text		BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
Clonburris South East	0										
Canal Extension	0										
<b>Total</b>	<b>21,520-22,520</b>										
<p>*Note: This subject Material Alteration also affects Tables 2.6.1, 2.13.1, 3.3.3, 3.3.5, 3.3.8 &amp; 3.3.9 of the Draft Planning Scheme in a similar manner.</p> <p><b>Comment:</b> This material alteration increases retail floor space at a number of areas within the Planning Scheme and over all increases retail space by some 1,000 sq metre. There may be indirect adverse effects on closer towns with established retail space most notably Clondalkin to the east of the planning scheme. However, provisions in the Planning Scheme including requirements under Section 2.5.7 Applications for Retail Development include criteria in relation to compliance with sequential approach, scale and type of retail and vitality and viability of retail centre. It is considered that sufficient measures exist in relation to this material alteration to ensure adverse environmental effects are avoided.</p>											
<b>MATERIAL ALTERATION Section 2.1- No. 5</b>											
2.1.6 Residential Development Standards <i>Dwelling Mix</i> The range of dwellings permitted in Clonburris include houses, townhouses, duplex units, maisonettes and apartments (including Build to Rent and Shared Accommodation). In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified....		0	0	0	0	0	0	0	0	0	0

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
The provision of accommodation for <del>students and older people</del> (independent and semi-independent living) (including for older people) is encouraged within the Kishoge and Clonburris Urban Centres and their contiguous Development Areas that are proximate to (inter alia) public transport services										
<b>Comment:</b> These amendments are minor in nature and these changes to the proportions would not result in significant environmental effects arising from the Planning Scheme above those already determined in the SEA. Environmental effects associated with residential land use are already assessed in the SEA ER and measures in the ER and the Planning Scheme are sufficient to provide environmental protection.										
<b>MATERIAL ALTERATION Section 2.1- No. 6</b>										
<p><i>Social Housing</i></p> <p>All development shall comply with the requirements of Part V of the Planning and Development Act, 2000 - 2016 (as amended) and with the South Dublin County Council Housing Strategy with regard to the provision of Social and Affordable Housing (if further amended).</p> <p>In accordance with Section 168 (4) of the Planning and Development Act 2000 - 2016 (as amended) and the South Dublin County Council Interim Housing Strategy 2016, the following are the stated objectives for the Planning Scheme:</p>	↑	O	↑	O	↑	P	O	↑	↑	↑

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<ul style="list-style-type: none"> <li>To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 - 2016 (as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development qualifies for a modified or amended obligation or is otherwise exempted);</li> <li>To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and</li> <li>To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing.</li> </ul> <p>Of the 151 hectares of Net Developable Area that are designated for housing in the overall planning scheme up to 39 hectares with a minimum of 20 hectares, or an equivalent share of Council owned lands, will be provided for social and or affordable housing as defined by Government policy and legislation. This could see approximately 2,110 social and or affordable houses spread evenly throughout SDZ. In addition, developments covered by Part V of the planning and development act 2000, could yield approximately 627 social houses across the Clonburris SDZ. South Dublin County Council will also pursue additional social and affordable houses on the</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>Clonburris SDZ through any social and affordable housing initiatives available from Government and in partnership with private land owners, developers and/or Approved Housing Bodies. To facilitate the best possible integration of social and affordable housing into the overall planning scheme the Council will actively explore land swaps with other land owners.</p> <p>The needs of the Travelling community are factored into the plan and the provision of Traveller specific accommodation within the overall planning scheme must be ensured to meet the needs of the existing and future Traveller community. The <i>South Dublin County Council Traveller Accommodation Programme 2014-2018</i> (2014) does not identify the SDZ lands for new traveller accommodation. However, the social housing provision may include, in the longer term, traveller accommodation sites comprising grouped houses and/or residential caravan bays, depending on the requirements of SDCC. The existing Traveller Accommodation sites at Kishoge Park and Lynch’s Park shall be integrated into the future development of the lands.</p>										
<p><b>Comment:</b> The above material alteration provides further detail in relation to housing types and areas. As with the previous material alteration, environmental effects identified for residential development is already comprehensively addressed with measures included in the planning scheme and the SEA ER. No adverse environmental effects are identified.</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.1- No. 7</b>										
<p><i>Dwelling Size &amp; Private Amenity Space...</i></p> <p>All apartments shall accord with or exceed the open space and floor area standards set out in Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) including the minimum floor areas set out in Table 2.1.10 of this Planning Scheme. An apartment refers to a dwelling unit that is not a house and may comprise an apartment, maisonette or duplex unit. The design of apartment schemes shall also accord with the aforementioned apartment guidelines <b>and any superseding guidelines</b> in relation to <b>housing mix, apartment type, minimum floor areas</b>, and design standards and internal facilities such as those that relate to apartment aspect, lift/stair cores, communal facilities <b>(including laundry and clothes drying), communal amenity space, car parking, concierge facilities, management facilities</b>, refuge storage, bicycle parking and children’s play etc.</p>	O	O	O	O	O	O	O	O	O	O
<p><b>Comment:</b> This material alteration makes reference to any future guidelines and greater clarity in relation to internal facilities. No environmental effects are identified in relation to this material alteration</p>										



## Section 2.2 Movement and Transport

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.2 – No. 1</b>										
<p><b>2.2.1 Introduction</b></p> <p>The SDZ lands are <del>uniquely</del> positioned <del>within the Metropolitan Area of Dublin</del> to benefit from a wide range of existing and planned transport opportunities offered by the Kildare/Cork Railway Line, the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes and planned Core Bus Corridors (CBCs), as well as existing local bus routes. <b>However given that many road routes are nearing full congestion at peak hours, the SDZ cannot be allowed to add to this congestion. It is therefore essential that additional infrastructure is delivered in a timely manner in advance of and alongside each phase of housing development (see Section 4 - Phasing).</b></p>	0	0	0	0	0	0	0	0	0	0
<p><b>Comment:</b> Provision of phased approach to infrastructure is provided for in Chapter 4 of the draft Planning Scheme. There are no particular details contained in this additional text and therefore no significant adverse effects identified for the parameters. Generally, the phasing and aligning of additional infrastructure (depending on what type is envisaged) is important and supports a plan led and sustainable approach to new development. No significant interaction with SEOs for this material alteration</p>										
<b>MATERIAL ALTERATION Section 2.2 – No. 2</b>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>2.2.3 Pedestrian and Cycle Movement...</b> Notwithstanding any preferred new pedestrian/cycling route or vehicular link indicated in this planning scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates which may involve the opening or removal of existing boundary walls or railings will only be progressed following a public consultation and approval by the elected members through the part 8 process.	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
	O	O	O	O	O	O	O	O	O	O
<b>Comment:</b> This is not identified as giving rise to adverse effects, in addition the Part 8 process will facilitate more detailed and project level assessment of these minor proposals relating to boundary wall removal should they arise. Regarding the left in /left out junction, it is not a commitment at this stage, rather an investigation of feasibility in terms of traffic safety, amongst other considerations. Sufficient mitigation measures are provided for in the planning scheme to address any potential adverse effects.										
<b>MATERIAL ALTERATION Section 2.2 – No. 3</b>										
<b>2.2.3 Pedestrian and Cycle Movement...</b> Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.	O	O	O	O	O	O	O	O	O	O



Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p><b>Comment:</b> This material alteration notes the links are indicative only and subject to further planning and compliance with DMURS (2013). This currently has no landuse implications and therefore no significant environmental effects.</p>										
<p><b>MATERIAL ALTERATION Section 2.2 – No. 4</b></p>										
<p><b>Proposed Mapping/Figure Change:</b></p> <p>2.2.3 Pedestrian and Cycle Movement  <b>The opportunity for a vehicular left in/ left out junction between Grand Canal Park and Fonthill Road North will be explored, dependent on physical constraints of the junction site and achieving traffic safety.</b></p> <p><b>Amend Figs 2.2.1 (Full Street Hierarchy), Fig 2.2.2 (Arterial Street Framework) and Fig. 2.2.4 (Arterial and Link Street Framework) to include a proposed pedestrian and cyclist local link between Grand Canal Park and Fonthill Road North with the potential for the link to occur via the existing Grand Canal Greenway Pedestrian/Cyclist ramp. Indicate opportunity for exploration vehicular left in/left out junction between Grand Canal Park and Fonthill Road North.</b></p>	O	O	O	O	O	O	O	O	O	O
<p><b>Comment:</b> This material alteration notes the links are indicative only and subject to further planning and compliance with DMURS (2013). This currently has no landuse implications and therefore no significant environmental effects.</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.2 – No. 5</b>										
<p><b>2.2.3 Pedestrian and Cycle Movement...</b></p> <p>Cycling and walking shall be encouraged throughout the SDZ lands with the creation of a network of dedicated and street integrated pedestrian and cyclist routes. In accordance with the <i>Design Manual for Urban Roads and Streets</i> (DTTS &amp; DECLG, 2013) (DMURS), and the street typologies illustrated in this Section, all streets within the SDZ lands shall be designed for pedestrian and cyclist movement. Streets will also connect with and be augmented by dedicated strategic pedestrian and cycle routes (see Section 2.3 – Green and Blue Infrastructure) that will permeate open spaces, parks, urban spaces and linear green spaces. This will ultimately create a linked network that maximises route choice for pedestrians and cyclists.</p> <p><b>As many car parks, roads and rail track as possible should be undergrounded so as not to prevent free movement of cyclists and pedestrians.</b></p>	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
<p><b>Comment:</b> Potential impacts for Biodiversity, Soil and Geology and potentially water are identified for this material alteration. Providing infrastructural elements including rail and roads underground, could give rise to significant effects in terms of the volume of soil and geology removed to facilitate this,</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>as well as effects on water flow and changing levels and topography. It is noted that such a proposal would require consultation and approval with other external transport providers in relation to the rail tracks.</p> <p>SEA Recommendation: It is recommended that additional mitigation measures be included in the Construction Environmental Management Plan included in the Planning Scheme (Section 2.9) and consultation with Geological Survey of Ireland and relevant stakeholders in relation to any underground proposals.</p>										
<b>MATERIAL ALTERATION Section 2.2 – No. 6</b>										
<p><b>2.2.5 Bridges</b></p> <p>The barriers created by pre-existing strategic roads, the Grand Canal and the Kildare/Cork Railway Line form challenges to movement across the SDZ lands. Rather than being avoided or mitigated, these features will be integrated within the urban structure of the SDZ lands with important connections across them.</p> <p>A number of bridges are required to enable north-south movement across the Canal and Railway for different modes <b>as well as to facilitate safer access to schools and playing pitches off Griffeen Avenue and the Outer Ring Road</b>. A total of <b>six five</b> new bridges are proposed in addition to the upgrade of an existing pedestrian and cycle bridge to a Green Bridge at Hayden’s Lane. Such bridges shall be provided in accordance with the Phasing Strategy detailed in Chapter 4.</p>	O	⇅	O	O	⇅	O	O	⇅	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI												
<p>The various types of bridges that are existing and proposed (<del>13</del> <b>14</b> in total) on the SDZ lands and the type of movement they will support is set out in the Table 2.2.2. The location of proposed bridges (including upgrade) is further detailed on the Overall Movement Concept drawing (Fig. 2.2.7). No level crossings over the railway line will be permitted.</p> <p><b>Table 2.2.2 Canal and Rail Bridges</b></p> <table border="1"> <thead> <tr> <th>Bridge Type</th> <th>Number</th> </tr> </thead> <tbody> <tr> <td>Canal Overbridge – pedestrian &amp; cyclist</td> <td>X3 (including 1 existing)</td> </tr> <tr> <td>Canal Overbridge – vehicular, public transport, pedestrian &amp; cyclist</td> <td>X3 existing</td> </tr> <tr> <td>Rail Overbridge – pedestrian &amp; cyclist</td> <td>X3 (including 1 existing for upgrade as green bridge)</td> </tr> <tr> <td>Rail Overbridge – vehicular, public transport, pedestrian and cyclist</td> <td>X4 (including 3 existing)</td> </tr> <tr> <td><b>Road Overbridge - pedestrian and cyclist</b></td> <td><b>X1 (with further provision for pedestrians open for consideration)</b></td> </tr> </tbody> </table>	Bridge Type	Number	Canal Overbridge – pedestrian & cyclist	X3 (including 1 existing)	Canal Overbridge – vehicular, public transport, pedestrian & cyclist	X3 existing	Rail Overbridge – pedestrian & cyclist	X3 (including 1 existing for upgrade as green bridge)	Rail Overbridge – vehicular, public transport, pedestrian and cyclist	X4 (including 3 existing)	<b>Road Overbridge - pedestrian and cyclist</b>	<b>X1 (with further provision for pedestrians open for consideration)</b>										
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Rail Overbridge – vehicular, public transport, pedestrian and cyclist	X4 (including 3 existing)																					
<b>Road Overbridge - pedestrian and cyclist</b>	<b>X1 (with further provision for pedestrians open for consideration)</b>																					

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>In addition to the requirements set out under Section 2.11 (Biodiversity and Natural Heritage), where new canal crossings i.e. footbridges/cycle bridges are proposed, all canal crossings should be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal corridor.</p> <p><b>Additional footbridges will be provided to manage pedestrians along roads with high volumes of traffic including along Griffeen Avenue and Grange Castle Road/R136 (at an appropriate point) and to link KNW-S1/KNW-S2 to KNE-S1/KNE-S2. A new pedestrian/cycle footbridge over Grange Castle Road/R136 should include ramps.</b></p> <p><b>Proposed Mapping/Figure Change:</b></p> <p><b>Amend Fig 2.2.7 (Overall Movement Concept) to indicate pedestrian overbridge along Grange Castle Road/R136 and Griffeen Avenue L5582 and/or (B) approx. mid way between junction with Adamstown Ave./Thomas Omer Way and Griffeen Avenue L5582).</b></p>										
<p><b>Comment:</b> Separate pedestrian bridges are not in keeping with recommendations from the Design Manual for Urban Roads and Streets (DMURS 2013) which state such provisions should be a final consideration, when other options have been excluded. It can encourage faster speeds by cars and reduces integrated, shared road use with for example wider, footpaths and lower road speeds. Bridges can also become a focus for anti social behaviour or perceived anti-social behaviour.</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
SEA Recommendation: This is not recommended in the first instance as it does not reflect the above Design Manual. As a mitigation measure the following is recommended for inclusion to ensure consistency with the relevant national guidance: <b>The introduction to DMURS 2013 states that:</b> <i>“The Design Manual for Roads and Bridges (DMRB) shall not henceforth apply to urban roads and streets other than in exceptional circumstances. Where those circumstances arise, written approval shall be obtained from the relevant sanctioning authority (as set out in Section 1.3 Application of this Manual).”</i>										
<b>MATERIAL ALTERATION Section 2.2 – No. 7</b>										
<b>Car Parking Standards</b> In order to promote sustainable travel patterns, this Planning Scheme seeks to minimise the number of <b>on-street</b> car spaces <b>for residents</b> and maximise their use within the SDZ lands. <b>Car usage shall be discouraged through the scheme and alternatives provided, but the scheme shall not impact on the rights of residents to own cars. Sufficient paid underground car parking spaces shall be provided to cater for residential parking if desired.</b> A detailed car parking strategy and/or Workforce Travel Plan (also known as Mobility Management Plan – see section 2.2.7 and accompanying Transport Assessment and Strategy) that facilitates shared or reduced use of car parking by different uses (including residential and Park & Ride) should be submitted with applications for large scale mixed use development.	O	↑	O	O	↑	↑	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>To allow for more efficient turnover of spaces, on-street parking (where provided) should not be allocated to individual dwellings. The sharing of spaces for residential development with Park and Ride facilities is also particularly encouraged.</p> <p><b>Underground car park spaces to be provided in high density areas allowing for the option of resident car parking and/or renting of spaces.</b></p> <p>The car parking standards for the key land uses in Clonburris are set out under the <i>South Dublin County Council Development Plan 2016 – 2022</i> and the Transport Assessment and Strategy that accompanies this Planning Scheme. The standards are maximum parking standards and should not be viewed as a target. Details in relation to the design of car parking are set out under Section 2.8 (Built Form and Design) of this Planning Scheme.</p> <p>Further to the Accessibility Assessment carried out as part of the accompanying Transport Assessment and Strategy, Zone 2 parking standards prescribed under <i>the South Dublin County Council Development Plan 2016 – 2022</i> shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8). Zone 1 parking standards shall be applied to all other areas of the SDZ lands.</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p><del>The development of car free housing may be considered in the higher density areas of the SDZ lands adjacent to Public Transport interchanges and within the urban centres planned around the Clondalkin-Fonthill and Kishoge rail stations. Near zero or zero</del> <b>Reduced</b> parking provision for individual developments may be acceptable subject to the degree of compliance with the following...</p>										
<p><b>Comment:</b> Promotion of alternative modes of transport other than the car creates positive impacts in relation to material assets, population and human health and air quality and climate SEOs.</p>										
<p><b>MATERIAL ALTERATION Section 2.2 – No. 8</b></p>										
<p><i>Car Parking Standards...</i> The development of car free housing may be considered in the higher density areas of the SDZ lands adjacent to Public Transport interchanges and within the urban centres planned around the Clondalkin-Fonthill and Kishoge rail stations <b>only. Reduced parking provision (including <del>N</del>near zero or zero parking provision)</b> for individual developments may be acceptable subject to the degree of compliance with the following:</p>	0	↑	0	0	↑	↑	0	0	0	0
<p><b>Comment:</b> Impacts as above.</p>										



Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.2 – No. 9</b>										
<b>Proposed Mapping Change:</b> <b>Figure 2.2.8 Legend to be amended to highlight underground car parking</b>	0	0	0	0	0	0	0	0		0
Mapping change to reflect above material alteration.										
<b>Comment:</b> impacts as above										

### Section 2.3 Blue and Green Infrastructure

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.3- No. 1</b>										
<b>Section 2.3.1 Introduction</b> Prior to any development and in consultation with the SPC and relevant local interest groups, an Ecological, Heritage and Environmental Plan (EHEP) shall be drawn up to inform and provide a blueprint for the development of the area that comes under the influence of the Canal.	↑	↑	O	O	O	O	O	↑	O	O
<b>Comment:</b> Preparation of such a plan can complement and inform the Landscape and Parks Strategy and it is noted no development is proposed for a 50m buffer from the Grand Canal.										
<b>MATERIAL ALTERATION Section 2.3 No. 2</b>										
A fundamental challenge in the preparation of the Planning Scheme is to achieve a balance between a new high quality, urban residential environment, sustainable water management and the protection and the enhancement of key natural and built heritage assets of the lands, in order to provide these spatially planned networks of green and blue infrastructure. Any development carried out along the Grand Canal will incorporate appropriate public lighting and CCTV in	⇅	↑	O	O	O	O	O	O	O	⇅

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
the interests of public safety and avoidance of anti- social behaviour										
<p><b>Comment:</b> As above, there is no development proposed within 50m of the Grand Canal other than careful design of access to the northern towpath with appropriate lighting. These are set out in Section 2.11 Biodiversity and the principles of the Landscape and Parks Strategy. Regarding CCTV provision it is strongly advised that if provided, these use the existing infrastructure along the northern towpath to reduce the need for additional works on the northern towpath. Existing mitigation measures namely the Key Principles in Section 2.3 Blue and Green Infrastructure, and Section 2.3.2 Green Infrastructure Network Grand Canal will apply.</p>										

## Section 2.4 Urban Centres

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.4- No. 1</b>										
<b>2.4.2 Place Making</b>	O	O	O	O	O	O	O	O	O	O
<p>The delivery of the urban centres in tandem with population increase from residential construction is required in the phasing to provide place making and ensure a high quality of life for residents as the new community establishes. Please refer to Section 4.4 Place Making for the phasing requirements associated with place making.</p> <p><b>In order to have an orderly and timely realisation of the overarching principle, to develop vibrant mixed use centres around the Clonburris and Kishogue railway stations as part of a hierarchy of urban centres to serve Clonburris, South Dublin County Council shall be the lead partner to ensure that the facilities are delivered on schedule and where necessary, prioritising the needs of the residents, South Dublin County Council shall secure finance in anticipation of contributions from Developers or Government Funding, including bridging finance.</b></p>										

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Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>Comment:</b> Further clarity and text in relation to phasing and scheduled approach to the scheme. No interactions with SEOSs										

## Section 2.6 Economic

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.6- No 1</b>										
<p><b>2.6.3 Employment Floorspace</b></p> <p>The following types of commercial development are the target sector for the employment floorspace outlined in the Planning Scheme:</p> <ul style="list-style-type: none"> <li>• Office and business premises for local employers in financial, professional services, insurance, legal services, property services, software and service start-up;</li> <li>• Small flexible business premises;</li> <li>• <b>Light manufacturing suitable for an urban environment;</b> and</li> <li>• Support services to the industries located in the technological crescent zone from Citywest to Grangecastle Castle Business Park.</li> </ul> <p>The employment floorspace should be provided in the form of 10,000 -<b>20,000</b>sqm of flexible floorspace to cater for small and medium sized expanding businesses and the balance to be</p>	0	0	0	0	0	0	0	0	0	0

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
provided for in buildings of a larger floor plate. As a minimum, 10% of the employment floorspace provided in the Urban Centres shall be in the form of small- medium sized units/incubation units of between 100 – <del>200sqm</del> 300sq.m.										
<b>MATERIAL ALTERATION Section 2.6- No. 2</b>										
<b>2.6.3 Employment Floorspace</b> Commercial uses such as hotels, hostels, bed and breakfast, funeral homes, public houses, nursing homes, garden centres, conference centres and healthcare facilities etc. are generally permitted in principle in the Urban Centres <b>and will form part of meeting the minimum employment floorspace in the Draft Planning Scheme. Other uses will be considered on a case by case basis having regard to the projected employment, employment per sq. metre, the nature of the use and compliance with the Planning Scheme.</b>	O	O	O	O	O	O	O	O	O	O
<b>Comment:</b> Sufficient mitigation measures are included in the Planning Scheme and environmental assessments to address any landuses in the Urban Centres. No interactions with SEOs.										
<b>MATERIAL ALTERATION Section 2.6- No. 3</b>										
<b>2.6.3 Employment Floorspace</b>	O	O	O	O	O	O	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>Additionally, the Planning Scheme supports enterprise/training floorspace to facilitate the development of a range of employment and enterprise opportunities in Clonburris. Any enterprise/training space should take the form of a purpose built facility located at Kishoge or Clonburris. The purpose of the enterprise/training facilities is to provide office, training, incubation and workshop accommodation backed up by support, catering for local business start-ups. <b>Furthermore, the Planning Scheme supports the role of the Local Enterprise Office in facilitating business within the SDZ.</b></p>										
<p><b>Comment:</b> this has no interactions with most SEOs, the Local Enterprise Office facilitating business within the SDZ complements the aims of people working and living close and in the SDZ.</p>										



## Section 2.7 Community Facilities and Public Services

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.7- No. 1</b>										
<b>Section 2.7.1 Introduction</b> This section of the Planning Scheme provides for the provision of childcare facilities, education/schools, community buildings, healthcare facilities and civic uses. <b>In providing community floor space e.g. Community Centre(s), Health Care, Childcare and schools, South Dublin Council shall take the lead role and ensure that the facilities are delivered on schedule to meet the needs of residents secure finance, where necessary, in anticipation of contributions from Developers and or Government Departments.</b>	O	O	O	O	O	O	O	O	O	O
<b>Comment:</b> Sufficient mitigation measures are included in the Planning Scheme and environmental assessments to address any landuse implications arising from the additional text. No interactions with SEOs.										
<b>MATERIAL ALTERATION Section 2.7- No. 2</b>										
<b>Key Principles</b> <del>To promote clusters of community facilities and services such as community centres, health care, childcare, schools, sports</del>	O	O	O	O	O	O	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI				
<p><del>and leisure facilities and open spaces to create multi-purpose community hubs;</del></p> <p>To facilitate and promote the provision of high quality clusters of community facilities and public services to meet the needs of the community. These facilities and services should include community centres, health and primary care services, childcare, schools, sports and leisure facilities, community policing, social welfare and community employment supports and open spaces to create multi-purpose community hubs;</p>														
<p><b>Comment:</b> this material alteration provides additional text and clarification but does not represent a significant change in terms of potential landuse impacts already assessed. Sufficient mitigation measures are included in the Planning Scheme and environmental assessments to address any landuses in relation to same. No interactions with SEOs.</p>														
<p><b>MATERIAL ALTERATION Section 2.7- No. 3</b></p>														
<p><b>2.7.3 Other Community Facilities</b></p> <p>Table 2.7.2 Childcare Infrastructure Minimum Capacity</p> <table border="1" style="width: 100%;"> <thead> <tr> <th>Area</th> <th>Childcare Places (full day care)</th> </tr> </thead> <tbody> <tr> <td>Clonburris Urban Centre</td> <td>200</td> </tr> </tbody> </table>	Area	Childcare Places (full day care)	Clonburris Urban Centre	200	0	↑	0	0	↑	0	0	0	0	0
Area	Childcare Places (full day care)													
Clonburris Urban Centre	200													

Material alteration Text		BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
Kishoge Urban Centre	100										
Total in Scheme	<b>600 900</b>										
<p><b>Comment:</b> this relates to additional increases in childcare places for the Planning Scheme. To facilitate this provision, sufficient mitigation measures are included in the Planning Scheme and environmental assessments to address any landuses in relation to this increase. Potential positive effects for Population and Human Health and Material Assets SEOS if this increase encourages reduced journey time for childcare access.</p>											
<p><b>MATERIAL ALTERATION Section 2.7- No. 4</b></p>											
<p><b>2.7.3 Other Community Facilities</b></p> <p><b>Place of Worship</b>            The Scheme recognises the importance of places of worship and multi-faith centres in meeting the diverse religious and cultural needs of the community <b>including the Ahmadiyya Muslim Association</b>. Given the potential noise and traffic impacts associated with the use of a building as a place of public worship or religious instruction, places of worship and associated uses require suitable locations. The Scheme supports and facilitates the development of places of worship and multi-faith facilities at Clonburris Urban Centre, Kishoge Urban Centre and at other suitable locations where they do not adversely impact on residential amenities and comply with the Planning Scheme. The priority location principle shall apply <b>to places of worship</b> with site suitability assessment based on the catchment scale for the proposal, the urban centre hierarchy of the Planning</p>		O	↑	O	O	↑	O	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
Scheme, the accessibility of the site and the availability <b>and feasibility</b> of alternative, more suitable sites.										
<b>Comment:</b> Positive effects identified for Population and Human health in recognition of particular requirements and appropriate locations for places of worship; for other parameters, sufficient mitigation measures are included within the planning scheme and environmental assessments.										
<b>MATERIAL ALTERATION Section 2.7- No. 5</b>										
<b>2.7.4 Fire Station</b> Fire Stations are generally located on a regional scale. In South Dublin County, the primary fire station is located at Belgard Road, Tallaght, approximately 3.5km from the SDZ lands. It is noted that the Adamstown SDZ Planning Scheme has identified a possible site for a Fire Station. Given the nature and scale of development proposed in Clonburris, provision has been made to reserve a site for a fire station. Following consultation with the Dublin Fire Brigade, the preferred site is identified adjacent to the Fonthill road and Thomas Omer Way adjacent to Clonburris Urban Centre. At the implementation stage, if South Dublin County Council (as the Development Agency) is advised in writing that a formal determination has been made by the Dublin Fire Brigade that the site is not required for a fire station, the site may then be developed for residential or community uses in accordance with the	O	O	O	O	O	O	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
guidance set out for the Clonburris North West Development Area. <b>South Dublin County Council will continue to co-operate with and support Dublin City Council and Dublin Fire Brigade in the development of a Fire Station at Clonburris.</b>										
<b>Comment:</b> No new landuse impacts identified for additional text, no interactions with SEOs.										
<b>MATERIAL ALTERATION Section 2.7- No. 6</b>										
<del>Garda Station and Fire Station...</del>  <b>2.7.5 Garda Station</b> <b>Provision is made for such Garda Station in the Clonburris SDZ as may be necessary the said site to be used as an alternative community facility in the event that it is not required by An Garda Siochana.</b> In the event of An Garda Siochana identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres.	0	0	0	0	0	0	0	0	0	0
<b>Comment:</b> No interactions with SEOS, as provision already made for this use if required within the Planning scheme.										
<b>MATERIAL ALTERATION Section 2.7 No. 7</b>										
<b>2.7.6 Schools and Third Level Education Facilities</b>	0	0	0	0	0	0	0	0	0	0

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>The Department of Education and Skills is responsible for the delivery of educational facilities and services. South Dublin County Council works with the Department of Education and Skills, under a nationally agreed Memorandum of Understanding (MoU), to proactively identify and acquire sites for new primary and post-primary schools and to support the Department’s Schools Building Programme. The Department of Education and Skills and South Dublin County Council will work under the MoU in relation to the identification and acquisition of school sites in Clonburris.</p> <p>The Department has identified a need for three new primary schools and three new post primary schools within the development of the Planning Scheme and to complement the existing schools on the SDZ lands. The sites are incorporated into the land use concept and transportation assessment of the Planning Scheme. Approximately 72% of residents in the Planning Scheme will be located within 500m of a school. The demographic of the emerging population in Clonburris will be monitored by the Department of Education and Skills on an ongoing basis and it is possible that further educational requirements may arise over the lifetime of the Planning Scheme. <b>In general, planning permission for temporary school structures will only be considered where plans for permanent construction on the site are demonstrated or permitted.</b> The</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>delivery of the school sites to the Department in tandem with the planning and construction of residential units is a phasing requirement of the Scheme (See also Section 4.0 Phasing). <b>All schools constructed within the development to include drop off/pick up zones on or immediately adjacent to the school grounds to ensure minimum traffic congestion.</b></p> <p><b>The Scheme facilitates and supports the development of new third level and higher-level facilities in the SDZ, including the development of outreach services and competencies in innovation. Third level and higher level facilities will be favourably considered and accommodated in Clonburris Urban Centre and Kishoge Urban Centre.</b></p>										
<p><b>Comment:</b> the planning scheme as stated is designed so that c 72% of residents will be located within 500m of a school; the provision of drop off/pick up zones for all schools may encourage private car use, rather than walking and cycling where possible. Notwithstanding this point, there are sufficient mitigation measures within the planning scheme to address environmental effects in relation to such provision- such provision is more appropriately assessed at project level and detailed design stage in conjunction with the Department of Education.</p>										

## Section 2.8 Built Form and Design

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.8- No 1</b>										
<p><i>Design Statements</i></p> <p>To ensure coherency and quality in design, all medium to large scale development proposals on the SDZ lands (Landmark Buildings, 10 dwellings or more in the case of residential development or development of over 1,000 sq.m in the case of employment or retail/ <del>non</del>-retail services development) shall be accompanied by a Design Statement that:...</p> <ul style="list-style-type: none"> <li><del>Is accompanied by</del> <b>Includes</b> details in relation to the identification and incorporation of any features and structures of architectural merit and/or any sites and features of archaeological interest. <b>Where practicable, the design of a development should be informed by its relationship with archaeological or architectural features located either within or outside the SDZ Lands such as the Clondalkin Road Tower.</b></li> </ul>	0	↑	0	0	0	0	↑	↑	0	0
<b>Comment:</b> Positive effects identified in relation to landscape, cultural heritage and population SEOS.										



Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.8- No 2</b>										
<p><b>2.8.6 Building Heights and Street Widths</b> <i>General</i> To ensure that building heights respect the surrounding context, new developments immediately adjoining (<b>backs onto or sides onto</b>) existing one and two storey housing shall <b>be between 2 and 3 storeys in height and shall</b> incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.</p> <p><b>Any existing one storey house should not be overlooked by more than one storey and any existing two storey house should not be overlooked by more than two stories.</b></p>	O	O	O	O	O	O	O	O	O	
<b>Comment:</b> This is more appropriately assessed at detailed design and project level. At strategic level there is no clear interactions with SEOs.										
<b>MATERIAL ALTERATION Section 2.8- No. 3</b>										
<p><i>Roofscapes</i> A variety of roofscapes are encouraged to contribute to the architectural and visual diversity of the SDZ Lands and the quality of streets and spaces. <del>An additional set back floor above the maximum permissible storey height will be considered where it is shown to make a positive contribution</del></p>	↑	O	↑	O	↑	↑	O	O	↑	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p><del>to the streetscape via a Design Statement and where there are no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.</del></p> <p>To mitigate the risk of flooding the Planning Scheme promotes the use of Green Roof measures in accordance with Section 2.9.5 (Surface Water Drainage and Sustainable Urban Drainage Systems).</p>										
<b>Comment:</b> positive effects identified for Air Quality, Climate change, Water and Biodiversity SEOS.										
<b>MATERIAL ALTERATION Section 2.8- No. 4</b>										
<p><i>Roofscapes</i></p> <p>The Planning Schemes promotes southerly orientation of roofscapes to maximise the potential for solar technology installations on roofscapes within the SDZ. To mitigate the risk of flooding the Planning Scheme promotes the use of Green Roof measures in accordance with Section 2.9.5 (Surface Water Drainage and Sustainable Urban Drainage Systems).</p>	↑	O	↑	O	↑	↑	O	O	↑	O
<b>Comment:</b> positive effects identified for Air Quality, Climate change, Water and Biodiversity SEOS.										

## Section 2.9 Services Infrastructure and Energy

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
MATERIAL ALTERATION Section 2.9- No 1										
<p>Add additional text to Key Principles as follows:</p> <p>The infrastructure, services and energy framework is based on a number of key principles:</p> <p>To set out a comprehensive evidence based approach to services, infrastructure and energy requirements and opportunities at Clonburris;</p> <p>To ensure that infrastructure and services optimise connection to existing on site water main, foul and surface water pipe networks and resources <b>and to ensure that sufficient water pressure is maintained at all times through the provision of pumps;</b></p> <p><b>To ensure that water conservation is built into the infrastructure through the provision of intelligent systems;</b></p>	O	↑	↑	O	↑	↑	O	↑	↑	↑

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>To co-ordinate the delivery of infrastructure into key routes and corridors and the sharing of trenches to common infrastructure, to optimise road space, and to minimise potential impacts on the public realm arising from ongoing maintenance works;</p> <p>To mitigate the risk of flooding by <b>promoting installing Green Roofs in all apartment buildings, by</b> integrating a comprehensive and high quality Sustainable Urban Drainage System (SUD) into the design of new developments and maximising opportunities to incorporate rainwater attenuation measures into public realm, parks and open spaces;</p> <p>To promote demand management and sustainable supply systems for all services;</p> <p>To progress <b>and actively promote</b> a range of low carbon and renewable energy opportunities at Clonburris, <b>particularly solar PV</b> and demonstrate leadership in their development and realisation, from strategic site options to individual block level technologies, in accordance with the recommendations of the Clonburris Energy Masterplan;</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>To enable connection and high quality use of telecommunications infrastructure by a range of parties, promoting Clonburris as a connected place;</p> <p>To provide for gas infrastructure requirements in partnership with energy providers and other stakeholders <b>should no cost effective and lower carbon energy source be available at the time of any sector being developed;</b></p> <p>To maximise best practice for waste minimisation, reuse and recycling during demolition, excavation, construction and occupation of development; and</p> <p>To explore the use of pneumatic waste collection system for new developments, in particular higher density development areas at Clonburris and Kishoge.</p>										
<p><b>Comment:</b> Positive effects identified in relation to material assets, air quality and climate, climate change, green infrastructure. Indirect positive effects on biodiversity SEOs associated with green roofs.</p>										
<p>MATERIAL ALTERATION Section 2.9- No. 2</p>										
<p>In Sections 2.9.2, 2.9.3 and 2.9.5 add an additional text as follows:</p>	O	O	O	O	O	O	O	O	O	

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
Existing buildings, developments / landowners will be given the option to connect to new services and infrastructure on the SDZ lands, where appropriate, in consultation with SDCC, Irish Water and other relevant stakeholders.										
<b>Comment:</b> This is more appropriately assessed at detailed design and project level.										
<b>MATERIAL ALTERATION Section 2.9 No 3</b>										
<b>Section 2.9.2 Water Supply</b> <b>Section 2.9.3 Foul Water Drainage</b>  Add additional text as follows:  Connection of infrastructure to a public water services network is subject to a connection agreement with Irish Water. <b>The provision of private wells will be strongly discouraged and all new developments will be required to utilise and connect to public water infrastructure.</b>  Connection of infrastructure to a public wastewater services network is subject to a connection agreement with Irish Water. <b>The provision of private waste water facilities will be strongly discouraged and all new developments will be</b>	O	↑	↑	O	↑	O	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
required to utilise and connect to public waste water infrastructure.										
<b>Comment:</b> Additional text to further strengthen this provision. Positive effects for material assets in particular.										
<b>MATERIAL ALTERATION Section 2.9- No. 4</b>										
<b>Section 2.9.5 Surface Water Drainage &amp; Sustainable Urban Drainage System (SUDS)</b>  Add additional text as follows:  <b>The Planning Scheme requires, where feasibly practical and viable, the provision of green roofs for all new public buildings (Council buildings, school buildings, hospitals, community centres, sports facilities, libraries, Garda stations etc), to assist in flood alleviation, insulation and improved biodiversity, and to actively promote these measures where appropriate in new commercial and industrial buildings.</b>	↑	↑	↑	↑	↑	↑	O	↑	↑	↑
<b>Comment:</b> Additional support for provision of green roofs creates positive effects across a number of SEOs, in particular biodiversity, material assets, green infrastructure and landscape.										
<b>MATERIAL ALTERATION Section 2.9 No. 5</b>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>Section 2.9.8 Energy &amp; Climate Change Mitigation</b> Add additional text as follows:  <b>In order to promote these renewable and low carbon energy options, the Planning Scheme promotes the development of energy systems that facilitate a change from fossil fuel based energy sources to renewable and low carbon options i.e a change in technology delivering district energy schemes at the Clonburris and Kishogue urban centres. This is particularly important in terms of meeting current and future climate change mitigation targets at both national and European level.</b>	O	O	O	O	↑	↑	O	O	↑	O
<b>Comment:</b> Positive effects for Air quality and Climate, Climate change and material asset SEOS in particular.										
<b>MATERIAL ALTERATION Section 2.9 No. 6</b>										
<b>Section 2.9.13 Construction Environmental Management Plans</b>  Add additional text as follows:  <b>Construction management: that there will be no access through existing estates or on Griffeen Avenue for</b>	O	O	O	O	O	O	O	O	O	O



Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>construction traffic and limitations on hours of construction site operation.</b>										
<b>Comment:</b> Construction traffic hours and limitations would normally form part of a construction management plan at project stage; notwithstanding that, this additional measure is considered appropriate and no adverse effects are identified. Positive effects on population and human health SEOs.										
<b>MATERIAL ALTERATION Section 2.9- No. 7</b>										
<b>Section 2.9.13 Construction Environmental Management Plans</b> Add additional text as follows;  <b>That construction traffic serving the development of lands under this SDZ be prohibited, by way of explicit planning compliance condition, from using Griffeen Avenue (with the exception of traffic related solely to work to upgrade Griffeen Avenue roads required under this SDZ).</b>	O	O	O	O	O	O	O	O	O	O
<b>Comment: As above.</b>										

### Section 2.10 Landscape

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.10- No. 1</b>										
<b>Introduction</b> Outdoor community facilities including <b>full size multi-use playing pitches which will accommodate various outdoor activities</b> and children’s play facilities <b>including facilities for teenagers</b> provide opportunities for outdoor activity and recreation.	0	↑	0	0	0	0	0	0	0	0
<b>Comment:</b> Positive effects identified in relation Population and Human Health; no interaction with other SEOs as this amendment provides additional text and clarification rather than a different proposed landuse change.										
<b>MATERIAL ALTERATION Section 2.10- No. 2</b>										
<b>Proposed Open Spaces</b> The main active outdoor recreation facilities will largely be accommodated in the three main parks on the SDZ lands: the extension to Griffeen Valley Park, Grand Canal Park and Barony Park. The facilities in the main parks will be complemented by local play facilities, to be provided in the local open spaces. <b>Full sized multi-use pitches suitable for GAA and soccer, criss-crossed by smaller pitch layouts, pitches suitable for local sports clubs and schools will be</b>	0	0	0	0	0	0	0	0	0	

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
provided in the Griffeen Extension Sports Zone, Clonburris Sports Campus and Canal Sports Campus.										
<p><b>Comment:</b> The Parks and Landscape Strategy is an essential provision to allow for a strategic, planned approach to recreation and open space, amongst other considerations. Detailed provision of such pitches is best addressed through this strategy and in line with other mitigation measures included in the planning scheme, particularly in relation to appropriate buffers from the Griffeen River, Grand Canal and other ecological corridors.</p>										
<p><b>MATERIAL ALTERATION Section 2.10- No. 3</b></p>										
<p><b>Parks and Landscape Strategy</b> A Parks and Landscape Strategy (PLS) shall be prepared by all the developers, for the entire SDZ lands and shall be submitted to and agreed in writing with SDCC prior to the commencement of development on the lands. <b>In preparing and executing the proposed PLS, that all recreational/amenity areas and playing fields designated as part of the SDZ shall be designed to facilitate multiple sports being played on them (with particular regard to dimensions) including</b></p> <ul style="list-style-type: none"> <li>Gaelic football, hurling, camogie, soccer, cricket, rugby, multi-use sports ball wall and other sports in accordance with the immediate needs of the community but also in anticipation of future community needs.</li> </ul>	O	↑	↑	O	↑	O	O	O	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<ul style="list-style-type: none"> <li>• These playing areas shall be made available for use by schools.</li> <li>• All designated playing areas shall have access to adequate permanent changing and shower facilities.</li> </ul> <p>That the SDZ be amended to include a specified list of amenities that will be delivered in each of the Development Zones under the Parks and Landscape Strategy; and that play spaces and multiuse games areas, playing pitches, cricket pitch, and open water sports be included in the overall list which should clearly set out phasing of delivery.</p> <p>In executing the proposed PLS South Dublin County Council shall be the lead partner to ensure that the facilities are delivered on schedule and prioritising the needs of the residents. Where necessary, South Dublin County Council shall secure bridging finance in anticipation of contributions from Developers/Government Funding.</p>										
<p><b>Comment:</b> This additional text requires considerable detail and is more appropriately delivered during the preparation of the PLS Strategy. Given the existing mitigation measures most notably those included in Section 2.11 Biodiversity and 2.3 Blue and Green Infrastructure, it is considered sufficient mitigation measures are included in the planning scheme to achieve this balance and avoid adverse environmental effects.</p>										
<p><b>MATERIAL ALTERATION Section 2.10- No. 4</b></p>										
Griffeen Valley Park Extension	↑	↑	↑	0	↑	↑	0	↑	↑	↑

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>The Griffeen Valley Park shall be extended southwards to the Grand Canal to provide a high quality flagship park. A plan for the Griffeen Valley Park extension shall be designed in accordance with the overall Parks and Landscape Strategy for the SDZ lands and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:</p> <ul style="list-style-type: none"> <li>• A mix of active recreational facilities in the core area of the park;</li> <li>• Formal and informal childrens play areas;</li> <li>• <b>At least four playing pitches including one all-weather multi code pitch to facilitate multiple sports (with particular regard to dimensions) including GAA, soccer, and sports with necessary ancillary and parking facilities and that figure showing Development Area 8 – Kishoge South West be amended to show this; with, if necessary, additional parkland be provided to achieve this.</b></li> <li>• Walkways and cycleways (wide enough to accommodate two people passing) be constructed using suitable surface material;</li> <li>• Seating and passive recreation areas;</li> <li>• Edges of the park shall be carefully designed and laid out, forming an interface between the park’s open central character and adjacent development;</li> </ul>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<ul style="list-style-type: none"> <li>Planting in drifts to enhance biodiversity, definition and functional areas; Habitat improvements to existing ecological resources including the Griffeen River and the Grand Canal; Support the creation of new habitats within the park to address changes to natural heritage elsewhere in the plan lands;</li> <li>Retention and enhancement of selected hedgerow; Surface-water attenuation ponds to the north-west, fed by the proposed SUDS system. These areas should form high quality, water based ecological landscapes;</li> <li><b>A multi-use sports facility constructed in such a way to allow for the enjoyment of a wide variety of sports and recreational pursuits and to include an all-weather and grass playing surfaces, pavilions, multi-use games walls and be located proximate to the extension of Griffeen Valley Park;</b></li> <li><b>Outdoor gym equipment such as that provided in other parts of Griffeen Valley Park;</b></li> <li><b>Dedicated picnic and BBQ areas</b></li> <li><b>Extension of existing allotments</b></li> <li>and Retrofit or replace the existing pedestrian bridge over the railway line to provide 'green bridge'. The green bridge shall be integrated into the surrounding landscape and shall provide connections for pedestrians and cyclists, commuting routes for species</li> </ul>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
and the park landscape as a whole. The detailed design of the bridge shall be in accordance with the Landscape Institute UK Green Bridges Technical Guidance Note 09/2015 December 2015.										
<b>Comment:</b> This additional text and requirements involves considerable detail and at this strategic level it is problematic to ascertain how this mix will be delivered. Given the existing mitigation measures most notably those included in Section 2.11 Biodiversity and 2.3 Blue and Green Infrastructure, it is considered sufficient mitigation measures are included in the planning scheme to achieve this balance and avoid adverse environmental effects.										
<b>MATERIAL ALTERATION Section 2.10- No. 5</b>										
<b>Barony-Na Cluinta/The Meadows Park</b> This park shall comprise a new mixed character and function park that would connect the neighbourhoods away from the Canal, to the south of the railway. The hedgerows that form the historic barony boundaries, which gives the park its name, shall be retained to enhance the ecological character and identity of the lands. A pedestrian bridge over the railway shall connect the southern area and northern areas of the park. A plan for the <b>Na Cluinta/The Meadows Barony</b> Park shall be designed in accordance with the overall Parks and Landscape Strategy for the Planning Scheme and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:	O	O	O	O	O	O	O	↑	O	O

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
*Note: All other references of the Barony Park shall be replaced with <b>Na Cluinta/The Meadows Park</b>										
<b>Comment:</b> No interaction with SEOs other than Cultural Heritage regarding placenames.										



## Section 2.11 Biodiversity and Natural Heritage

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Section 2.11- No. 1</b>										
<p><b>Hedgerows</b></p> <p>In addition to the primary ecological corridors, there is in excess of 30 km of hedgerow/treeline habitat within the SDZ lands. <b>The trees along the boundary of the SDZ lands with the Cappaghmore estate should be protected with walls and buildings set back a sufficient distance from the trees to avoid interference with their root systems.</b></p> <p>The Hedgerow/treeline habitat linking the Grand Canal Corridor and the Rail corridor should be retained where possible, in order to maintain the continued ecological integrity of these habitats including for foraging and commuting bats. Where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along roadways within the development.</p>	↑	↑	O	O	O	O	O	↑	O	↑
<p><b>Comment:</b> Protection of trees along boundary contributes to another ecological corridor and would require measures at project level and/or through a construction management plan as appropriate. Section 2.10.2 Parks and Landscape Strategy provides the following mitigation measure that may apply</p>										

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
for this material alteration: <i>Where hedgerows, treelines woodland and other semi-natural habitats are to be retained within the SDZ Planning Scheme lands, details of their management and protection should be provided in a Habitat Management Plan</i>										
<b>MATERIAL ALTERATION Section 2.11- No 2</b>										
<b>Hedgerows</b>  In addition to the primary ecological corridors, there is in excess of 30 km of hedgerow/treeline habitat within the SDZ lands. The Hedgerow/treeline habitat linking the Grand Canal Corridor and the Rail corridor should be retained where possible, in order to maintain the continued ecological integrity of these habitats including for foraging and commuting bats. Where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along roadways within the development.  <b>The important hedgerow along the Neilstown / Cappagh boundary would be enhanced and protected and retained in its entirety, and not just in small sections and that as much as possible of the over thirty kilometers of hedgerow on the SDZ lands would be retained and protected.</b>  A Method Statement for the construction, planting regime and species selection of both 'dry' and 'wet' hedgerows shall be	↑	O	O	O	O	O	O	↑	O	↑

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
provided with all planning applications for developments within 10m of existing hedgerows along the barony boundary, the Grand Canal and the Griffeen and Kilmahuddrick streams.										
<p><b>Comment:</b> The hedgerow along this boundary has not been identified in the 2015 ecological surveys as being of particular significance. Arising from the 2015/16 ecological surveys key recommendations were incorporated into the SDZ planning scheme namely  <i>“6.1.2: It is, however, recommended that any hedgerow/treeline habitat not directly impacted upon by the development of the SDZ be retained, and in particular any hedgerow/treeline with a north-south orientation.</i>  <i>6.3.4: The hedgerows/treeline associated with the Grand Canal and the Griffeen stream are the most important and are invaluable to the continued ecological integrity of these habitats. Hedgerow/treeline habitat linking the Grand Canal Corridor and the Kildare Rail corridor should be retained intact if possible, and a minimum of a 10m buffer zone be put in place around these hedgerow corridors. It is also recommended that a hedgerow network composed of the same species to be removed be planted along roadways, etc. within the development.”</i>            Provision is already made to retain as much hedgerow in particular those of greater ecological significance and to replant with same species where hedgerow is lost.</p>										

### Chapter 3 Character and Development Area

Material alteration Text	BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Chapter 3-No. 1</b>										
<b>Proposed Mapping change</b> Figure 3.3.15 showing Development Area 7 - Kishoge North West be amended such that the northernmost urban block (outlined on attached image) should contain ONLY the	↑	O	O	↑	O	O	O	O	O	O/↑

Material alteration Text		BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
<p>proposed new second-level school with the remainder of the block to be public parkland to include playing pitches, to facilitate multiple sports (with particular regard to dimensions), for use by the proposed new second-level school and the nearby existing schools: Lucan East Educate Together NS, Griffeen Valley Educate Together NS, Lucan CNS and Kishoge Community College; and that all corresponding tables in the planning scheme be amended accordingly.</p>											
<p><b>Comment:</b> This alters the layout of this particular area with the proposed secondary level school the primary landuse development, with adjacent open space including pitches. Depending on the scale, extent of playing pitches provided, landuse impacts may vary but the existing mitigation measures including the Parks and Landscape Strategy would apply in this case and no significant adverse effects on SEOs are identified.</p>											
<p><b>MATERIAL ALTERATION Chapter 3- No. 2</b></p>											
<b>Amend table 3.3.12 Canal Extension</b>		O	O	O	O	O	O	O	O	O	O
<b>Area Character type</b>	Medium density residential infill development to the south of the Canal adjacent to existing Grand Canal Park.										
<b>Net development area</b>	2.27ha										
<b>No of units (Target)</b>	121										
<b>Average Net Density (Target)</b>	Sub Sector CE-S1 Average Net Density (Target) 53 * See										

Material alteration Text		BFF	PHH	W	SG	MA	AQ	CA	L	CC	GI
	also Table 2.1.5 for full range of density										
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy										
<b>Building height</b>	Sub Sector CE-S1 <del>3-4</del> 2-4 storey * See also Figure 3.3.2 Building Height Concept										
<b>Public open space</b>	2500sqm										
<b>Comment:</b> Altering the building height does not interact with the SEOs											

## Section 4 Phasing

Material alteration Text	BF F	PHH	W	SG	M A	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Chapter 4- No. 1</b>										
<b>Table 4.2 Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units</b>	O	↑	O	O	↑	↑	O	O	↑	O
<b>19.</b> Provision of dedicated orbital bus routes along the Outer Ring Road, Fonthill Road and Adamstown Link Road.										
<b>MATERIAL ALTERATION Chapter 4- No. 2</b>										
<b>4.3 Phasing Table</b> The Phasing Table (Table 4.3) for the Planning Scheme details a schedule and programme to plan and deliver strategic infrastructure and amenities on a phased basis, in tandem with the development of residential units in the Planning Scheme. The phasing programme is based on the premise that the number of dwelling units that may be constructed and occupied in each phase of development is dependent on a predetermined amount of works to provide infrastructure,	O	↑	O	O	↑	↑	O	O	↑	O

Material alteration Text	BF F	PHH	W	SG	M A	AQ	CA	L	CC	GI
<p>services, facilities and amenities having been completed to serve each phase. As such, in the event that the minimum requirements of the Phasing Table are not delivered for a particular phase, a restriction on the construction and occupation of residential units in the next phase will apply.</p> <p>A phasing band of 2,000 units is incorporated into the Phasing Programme for the Planning Scheme. This phasing band is considered to be the optimal band 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.</p> <p><b>The railway station at Kishoge should be opened and operational by 2020 as committed to by the NTA and no further development take place or planning permissions granted after 2020 until it is operational, open and meeting the needs of the community. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ.</b></p>										
<p><b>Comment:</b> Both material alterations above align public transport provision to the phasing stages and will give rise to positive effects in relation to encouraging public transport use, modal shift and accompanying benefits in relation to air quality, population and human health and contribute to climate change. It is noted however, that the implementation of these amendments are dependant on external providers such as Irish Rail and Dublin Bus.</p>										
<p><b>MATERIAL ALTERATION Chapter 4- NO. 3</b></p>										

Material alteration Text		BF	PHH	W	SG	M	AQ	CA	L	CC	GI
		F				A					
<b>Table 4.3 Phasing Table</b>		⇅	⇅	⇅	⇅	⇅	⇅	⇅	⇅	⇅	⇅
Prior to Commencement	<b>South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4</b>										
<p><b>Comment:</b> It is understood that this objective references a Medium to Long term objective in the South Dublin CDP 2016-2022 and refers to the Western Dublin Orbital Route. Variation No 1 to the above South Dublin CDP 2016-2022 is currently on display. The proposed variation is part of the review of the zoning of lands required under Policy ET3 SLO1 of the South Dublin County Development Plan which seeks to conduct a review of the zoning of lands to the south of the Grand Canal with a view to preparing a long term plan for the expansion of the Grange Castle Economic and Enterprise Zone to the area. The proposed variation also seeks to amend the location of the long term road objective in the area and this relates to the material alteration.</p> <p>Both the SEA ER of the South Dublin CDP 2016-2022 and the SEA ER of Variation No 1 on display highlight particular environmental sensitivities and may be subject to changes over the course of the Variation and SEA processes ongoing.</p> <p>The above material alteration requests consultation with adjacent authorities at this point only.</p>											



Material alteration Text			BF	PHH	W	SG	M	AQ	CA	L	CC	GI
<b>MATERIAL ALTERATION Chapter 4- No. 4</b>												
<b>Table 4.3 Phasing Table</b>			O	↑	O	O	↑	↑	O	O	↑	↑
Phase 1B	1,001 – 2,000	South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in the existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A.										
<b>MATERIAL ALTERATION Chapter 3- No 5</b>												
<b>Table 4.3 Phasing Table</b>			O	↑	O	O	↑	↑	O	O	↑	O
<b>Phase</b>	<b>Residential Units constructed and occupied</b>	<b>Minimum Delivery in Phase</b>										

Material alteration Text			BF	PHH	W	SG	M	AQ	CA	L	CC	GI
	Prior to Commencement		F				A					
1A	0-1,000	The provision of a minimum of 12 additional AM peak hours bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units until DART Underground is delivered and operational.										
1B	1,001 – 2,000	The provision of a minimum of 12 additional AM peak hours bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units until DART Underground is delivered and operational.										
2	2,001 – 4,000	The provision of a minimum of 12 additional AM peak hours bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units until DART Underground is delivered and operational.										
3	4,001 – 6,000	The provision of a minimum of 12 additional AM peak hours bus services leaving Clonburris for Dublin City Centre and 12 additional PM										

Material alteration Text			BF	PHH	W	SG	M	AQ	CA	L	CC	GI
			F				A					
		peak hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units until DART Underground is delivered and operational.										
4	6,001 - end	The provision of a minimum of 12 additional AM peak hours bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units until DART Underground is delivered and operational.										
<b>MATERIAL ALTERATION Chapter 4- No. 6</b>												
<b>Table 4.3 Phasing Table</b>												
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase	O	↑	O	O	↑	↑	O	O	↑	O
1A	0-1,000	No house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1A of the development shall be occupied in advance of agreement in relation to the route of and the servicing of a new dedicated bus route between Clonburris and Dublin City Centre the said service to										

Material alteration Text			BF	PHH	W	SG	M	AQ	CA	L	CC	GI
			F				A					
		deliver at minimum the same number of bus journeys at peak times as the existing 25A bus route.										
<b>MATERIAL ALTERATION Chapter 4- No. 7</b>												
<b>Table 4.3 Phasing Table</b>			O	↑	O	O	↑	↑	O	O	↑	O
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase										
	Prior to Commencement											
1A	0-1,000	Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.										
<b>MATERIAL ALTERATION Chapter 4- No. 8</b>												
<b>Table 4.3 Phasing Table</b>			O	↑	O	O	↑	↑	O	O	↑	O

Material alteration Text			BF	PHH	W	SG	M	AQ	CA	L	CC	GI
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase	F				A					
1A	0-1,000	Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.										
<p><b>Comment:</b> For all the above material alterations in this part of Table 4.3 relate to public transport provision: The above amendment aligns public transport provision to the phasing stages and will give rise to positive effects in relation to encouraging public transport use, modal shift and accompanying benefits in relation to air quality, population and human health and contribute to climate change. It is noted however, that the implementation of these amendments are dependent on external providers such as Irish Rail and Dublin Bus</p>												

MATERIAL ALTERATION Chapter 4- No. 9												
Table 4.3 Phasing Table												
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase	0	↑	0	↑	↑	0	0	0	0	0
1A	0-1,000	The planning of works for the provision of community floor space, the commencement of works at Griffeen Valley Park Extension or Barony Park and the availability of childcare spaces.										
<p><b>Comment:</b> By providing a phasing programme, the provision of key essential infrastructure results in positive direct effects on material assets (water, wastewater, waste management, transport, flood risk) and indirect positive effects water quality (surface water, groundwater), soil and geology and some biodiversity SEOs.</p> <p>The phasing represents the implementation and development of the SDZ Planning scheme and there are negative effects associated with this but mitigation measures in the SDZ Planning Scheme aim to address the most significant of these and ameliorate impacts where possible. This material alteration adds more detail to this phasing but does not give rise to conflicts with SEOS.</p>												
MATERIAL ALTERATION Chapter 4- No. 9												
Table 4.3 Phasing Table			0	↑	0	0	↑	↑	0	0	↑	0

Phase	Residential Units constructed and occupied	Minimum Delivery in Phase											
	Prior to Commencement												
1A	0-1,000	Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.											
<b>MATERIAL ALTERATION Chapter 4- No. 10</b>													
<b>Table 4.3 Phasing Table</b>			0	↑	0	0	0	↑	0	0	0	0	0
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase											
1A	0-1,000	Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road.											
<p><b>Comment:</b> Noise barriers can also be provided through vegetation as well as the above measures. This could be considered in tandem with the above measures as part of temporary greening measures already within the planning scheme see 2.3 Blue and Green Infrastructure.</p> <p>No adverse effects on SEOS identified in relation to this material alteration.</p>													

MATERIAL ALTERATION Chapter 4- No. 11												
Table 4.3 Phasing Table			O	↑	O	O	↑	↑	O	O	↑	O
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase										
3	4,001 – 6,000	No house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 3 of the development shall be occupied in advance of the construction of and commencement of services on the Lucan Luas line as envisaged in the NTA Greater Dublin Area Transport Strategy 2016 – 2035.										
MATERIAL ALTERATION Chapter 4- No. 12												
Table 4.3 Phasing Table			O	↑	O	O	↑	↑	O	O	↑	↑
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase										
Phase 1B	1,001 – 2,000	South Dublin County Council to agree with the NTA the extension of an existing bus route,										



		the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B.											
<b>MATERIAL ALTERATION Chapter 4- No. 13</b>													
<b>Table 4.3 Phasing Table</b>			0	↑	0	0	↑	↑	0	0	↑	0	
Phase	Residential Units constructed and occupied	Minimum Delivery in Phase											
2	2,001 – 4,000	Provision of additional commuter train service capacity to cater for increasing demand.											
3	4,001 – 6,000	Provision of additional commuter train service capacity to cater for increasing demand.											
4	6,001 - end	Provision of additional commuter train service capacity to cater for increasing demand.											

**MATERIAL ALTERATION Chapter 4- No. 12**

**Table 4.3 Phasing Table**

Phase	Residential Units constructed and occupied	Minimum Delivery in Phase	0	↑	0	0	↑	↑	0	0	↑	0
1A	0-1,000	Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.										

**Comment:** For all the above material alterations in this part of Table 4.3 relate to public transport provision: The above amendment aligns public transport provision to the phasing stages and will give rise to positive effects in relation to encouraging public transport use, modal shift and accompanying benefits in relation to air quality, population and human health and contribute to climate change. It is noted however, that the implementation of these amendments are dependent on external providers such as Irish Rail and Dublin Bus

**MATERIAL ALTERATION Chapter 4- No. 13**

**Table 4.3 Phasing Table**

Phase	Residential Units constructed and occupied	Minimum Delivery in Phase	0	↑	0	↑	↑	0	0	0	0	0
1A	0-1,000	The planning of works for the provision of community floor space, the commencement of works at										

		<b>Griffeen Valley Park Extension or Barony Park and the availability of childcare spaces.</b>											
<p>Comment: By providing a phasing programme, the provision of key essential infrastructure results in positive direct effects on material assets (water, wastewater, waste management, transport, flood risk) and indirect positive effects water quality (surface water, groundwater), soil and geology and some biodiversity SEOs.</p> <p>The phasing represents the implementation and development of the SDZ Planning scheme and there are negative effects associated with this but mitigation measures in the SDZ Planning Scheme aim to address the most significant of these and ameliorate impacts where possible. This material alteration adds more detail to this phasing but does not give rise to conflicts with SEOS.</p>													
<b>MATERIAL ALTERATION Chapter 4- No. 14</b>													
<b>Phase</b>	<b>Residential Units constructed and occupied</b>	<b>Minimum Delivery in Phase</b>	O	↑	O	O	↑	↑	O	O	↑	O	
1B	1,001 – 2,000	<b>No house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1B of the development shall be occupied in advance of an increase in the number of peak time bus journeys provided along the existing 25A/B/C/D bus routes.</b>											
<b>MATERIAL ALTERATION Chapter 4- No. 15</b>													

Table 4.6 Local Level Requirements Table		O	↑	O	O	↑	↑	O	O	↑	O
<b>Infrastructure</b>	<b>Development Area Restricted</b>										
Kishoge Railway Station  Required Actions: <ul style="list-style-type: none"> <li>• Agree timeframe for opening in Phase 1A.</li> <li>• Railway Station opening in Phase 1B 2.</li> </ul>	This phasing requirement is only applicable to development within the Kishoge catchment, namely Kishoge Urban Centre, Kishoge South East, Kishoge South West, Kishoge North West & Kishoge North East Development Areas.										
<b>MATERIAL ALTERATION Chapter 4- No. 16</b>											
Table 4.6 Local Level Requirements Table		O	O	O	O	O	O	O	O	O	O
<b>Infrastructure</b>	<b>Development Area Restricted</b>										
Existing Power Lines  Required Action: Undergrounding of the 220 kv from Grange Castle Road eastwards.	This phasing requirement is only applicable to the section of Kishoge North East Development Area within the existing wayleave.  <b>This will be considered on an incremental, site by site basis, as appropriate to accommodate development and shall be agreed with South Dublin County Council,</b>										

	Eirgrid and other relevant stakeholders, as required.											
<b>Comment:</b> no conflicts with SEOS identified for this material alteration.												
<b>MATERIAL ALTERATION Chapter 4- No. 17</b>												
<b>Table 4.6 Local Level Requirements Table</b>		O	O	O	O	O	O	O	O	O	O	O
<b>Infrastructure</b>	<b>Development Area Restricted</b>											
Griffeen Avenue Upgrade	This phasing requirement is only applicable to Kishoge North West Development Area.											
Upgrade of existing link street at Griffeen Avenue and junctions as required.												
<b>Comment:</b> Both material alterations are not identified as giving rise to adverse effects on the SEOs.												

## 2.4 In-combination effects and assessment

The potential for the material alterations 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.

In terms of potential environmental and landuse effects, the key material alterations relate to the following:

- Removal of Adamstown Extension for Residential lands and increase of green/open space
- Relocation of post primary school further south in the SDZ Lands
- Addition of footbridge
- Proposed undergrounding where possible of car parking, railway
- Increased public transport provision and alignment with key phases of the development
- Grand Canal – lighting, CCTV and preparation of Ecological, Heritage and Environmental Plan
- Reduction of building heights close to existing residential areas
- Increased support for green roofs and solar panels
- Water conservation
- Connection to new services for water and wastewater
- Promotion of low carbon energy
- Specification of sports facilities and playing pitches around the scheme.
- Retention of Cappagh boundary hedgerow.

The Table below summarises the above in terms of potential interactions with the material alterations (MA), the existing draft Planning Scheme and other plans and projects as described in Chapter Seven of the SEA ER of the Planning Scheme and augmented by additional comments by Department of Culture, Heritage and the Gaeltacht regarding other projects for consideration.

Table 3 In combination effects of Material Alterations with Planning Scheme and other plans/programmes

SEA Topic	SEOs <b>Positive effect:</b> ↑ <b>Adverse Effect likely to be mitigated:</b> ⇅ <b>Adverse Effect unlikely to be mitigated:</b> ↓ <b>No Interaction with SEOs:</b> ○	Mitigation Measures in draft Planning Scheme and Material Alteration (MA)
Biodiversity, Flora and Fauna	↑⇅	Retention of Barony hedgerows and priority of north-south aligned hedgerows within the overall Scheme Provisions in Chapters 2.3 and 2.11 regarding hedgerows and treelines. MM1 Preparation of Biodiversity Management Plan as part of Parks and Landscaping Strategy. Green and Blue Infrastructure provisions (Section 2.3). 50m set -back for buildings and 30m for development. Requirement for Ecological Impact Assessments See Section 2.11 ecological corridors. MA- Ecological plan MA-Cappagh boundary Potential cumulative effects on the Grand Canal ecological corridor in terms of other plans and projects such as Grange Castle Business Park and the R120 Bridge upgrade are considered in more detail in the update d SEA ER. Existing buffers and mitigation measures included in Variation No 1 of the South Dublin CDP 2016-2022 (on display currently) reflect those in the Planning Scheme for protection of the ecological corridor and species using same along the Grand Canal such as 50m setback for development.

SEA Topic	SEOs <b>Positive effect:</b> ↑ <b>Adverse Effect likely to be mitigated:</b> ⇅ <b>Adverse Effect unlikely to be mitigated:</b> ↓ <b>No Interaction with SEOs:</b> O	Mitigation Measures in draft Planning Scheme and Material Alteration (MA)
Population and human health	↑⇅	Railway Ecological Corridor (Section 2.11) Section 2.2. addresses pedestrian and cycle movement as well as the Street Network and Vehicular Movement Surface Water Strategy and Section 2.3 Green infrastructure and Blue infrastructure provides considerable detail and provisions for this issue. MA -Additional screening for noise barriers <i>MA-Pedestrian footbridge – mitigation recommended</i>
Water Resources including Flooding	↑	Surface Water Strategy and specific objectives therein. Green and Blue Infrastructure measures Parks and Landscape Strategy MA-increased green roof provision MA- increased sports and open space
Soil and Geology	↑⇅	Surface Water Strategy.  MM 2 CEMPs (Section 2.9 Infrastructure)  Requirement to prepare Invasive Species Management and Control Plan (Section 2.11 the SDZ Planning Scheme), MM 2 CEMPs (Section 2.9 Infrastructure) <i>MA- mitigation recommended for undergrounding proposals</i>



SEA Topic	SEOs <b>Positive effect:</b> ↑ <b>Adverse Effect likely to be mitigated:</b> ⇅ <b>Adverse Effect unlikely to be mitigated:</b> ↓ <b>No Interaction with SEOs:</b> O	Mitigation Measures in draft Planning Scheme and Material Alteration (MA)
Material Assets	↑⇅	Section 2.2 addresses railway and bus transportation.  Surface Water Strategy as well as Chapter 4 Phasing addresses the phasing of surface water and water infrastructure capacity. MA –phasing MA –Orbital Road
Cultural Assets	↑	Section 2.12 of the SDZ Planning Scheme addresses potential archaeological resources. In addition Heritage, conservation and landscapes (HCL) Policy 2 Archaeological Heritage and HLC Objective 2 MA- design statements and reference key landmarks such as Clondalkin Round Tower
Landscape	↑⇅	Section 2.3 Blue and Green Infrastructure Section 2.8 Built Form Section 2.10 Landscape
Climate change	↑	Section 2.9 Services Infrastructure and Energy MA –solar panels and southern orientation of roofs MA - green roofs MA –phasing and public transport

SEA Topic	SEOs <b>Positive effect:</b> ↑ <b>Adverse Effect likely to be mitigated:</b> ⇅ <b>Adverse Effect unlikely to be mitigated:</b> ↓ <b>No Interaction with SEOs:</b> ○	Mitigation Measures in draft Planning Scheme and Material Alteration (MA)
Green Infrastructure	↑	Section 2.3 Blue and Green Infrastructure MA –green roof provision

### 3 Schedule 2a Assessment

Table 4 SEA Screening against Schedule 2a

Criteria for determining whether the Plan is likely to have significant effects on the environment
<p><b>1. The characteristics of the plan having regard, in particular, to:</b></p>
<p><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></p>
<p>The Material alterations, although quite extensive in number relate to the provisions of the Planning Scheme that in itself will provide the framework for landuse planning and projects in the SDZ lands.</p> <p>The proposed material alterations would not be likely to result in significant environmental effects as demonstrated in Section 2.3 and 2.4 of this SEA Screening Report.</p>
<p><i>the degree to which the Plan influence other plans, including those in a hierarchy,</i></p>
<p>The material alterations relate to the draft Planning Scheme which will operate as the landuse framework for the SDZ lands once adopted.</p> <p>The Draft Planning Scheme has been prepared having regard to the policies and objectives outlined within the South Dublin County Development Plan 2016-2022 and in turn higher tier plans.</p>
<p><i>the relevance of the Plan in the integration of environmental considerations in particular with a view to promoting sustainable development,</i></p>
<p>A number of the material alterations enhance environmental considerations further including increased support for green roof provisions, water conservation and public transport.</p> <p>Combined with the existing environmental measures and considerations in the draft Planning Scheme, these measures contribute to the promotion of sustainable development in light of the SDZ Planning Scheme objectives.</p>
<p><i>Environmental problems relevant to the Planning Scheme</i></p>
<p>The assessment in Section 2.3 and 2.4 has shown that conflicts with SEOS are not identified; and where they are, existing mitigation measures included in the Planning Scheme will provide sufficient environmental protection.</p> <p>The draft Planning Scheme has been prepared through careful consideration of key environmental issues and the material alterations do not dilute or significantly affect these environmental considerations.</p>
<p><i>the relevance of the Plan to the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).</i></p>

The Draft Planning Scheme provides a landuse framework for the SDZ lands and has been subject to SEA to date. 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 relating to topics such as Waste Management and Water protection.

The assessment of the material alterations 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 Material Alterations would not be likely to result in significant environmental effects as detailed in the individual assessment of material alterations in Section 2.3 and in combination assessment in Section 2.4.

Two material alterations are recommended to include mitigation measures to strengthen environmental protection.

*the cumulative nature of the effects,*

The Proposed Material Alterations would not be likely to result in significant environmental effects as detailed in the individual assessment of material alterations in Section 2.3 and in combination assessment in Section 2.4.

*the transboundary nature of the effects*

The Proposed Material Alterations would not be likely to result in significant environmental effects as detailed in the individual assessment of material alterations in Section 2.3 and in combination assessment in Section 2.4.

*the risks to human health or the environment (e.g. due to accidents),*

The Proposed Material Alterations would not be likely to result in significant environmental effects as detailed in the individual assessment of material alterations in Section 2.3 and in combination assessment in Section 2.4.

*the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).*

The Proposed Material Alterations would not be likely to result in significant environmental effects as detailed in the individual assessment of material alterations in Section 2.3 and in combination assessment in Section 2.4.

*the value and vulnerability of the area likely to be affected due to:*

**(a) special natural characteristics or cultural heritage**

The Grand Canal pNHA is the most sensitive ecological receptor within the planning scheme. The material alterations do not affect the existing 50m buffer for development from the Grand Canal and where

**additional lighting and CCTV is proposed as part of the Material Alterations, there are existing mitigation measures to address these proposals within the planning scheme.**

**(b) exceeded environmental quality standards or limit values,**

**It is anticipated that environmental quality standards will not be exceeded by the Planning Scheme nor the material alterations.**

**(c) intensive land-use,**

**The material alterations in and of themselves do not significantly change the landuse proposals as part of the planning scheme other than a reduction of intensive landuse activity in the Adamstown Extension. No significant environmental effects are identified.**

**(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 material alterations. This has found that no such effects are identified. .**

### **3.2 Conclusion**

As Section 2.3 and 2.4 have shown, likely significant effects on the environment are not identified in light of the proposed material alterations of the Planning Scheme. The proposed material alterations do not change the selected alternative for the Planning Scheme.

Therefore, on the basis of the above assessment and consideration of the criteria as set out in Schedule 2a of the Planning and Development (SEA) Regulations (as amended) it is considered the material alterations to the Clonburris SDZ Draft Planning Scheme are unlikely to give rise to significant environmental effects and does not require full SEA. A final determination has been made.

#### **Determination**

A Strategic Environmental Assessment (SEA) Screening Determination has been made by South Dublin County Council regarding the Proposed Material Alterations to the Clonburris SDZ Draft Planning Scheme.

Section 169 (4) (ba) of the Planning and Development Act 2000 (as amended), requires, inter alia, a determination to be made as to whether Proposed Material Alterations to the Draft Planning Scheme warrant the undertaking of SEA. Such a determination takes into account relevant criteria set out in Schedule 2A 'Criteria for determining whether a plan is likely to have significant effects on the environment' of the SEA Regulations, as amended.

Taking into account the measures that have already been integrated into the Draft Planning Scheme which contribute towards environmental protection, environmental management and sustainable development, it is identified that all potential adverse effects arising from proposed changes are either present already and will be further contributed towards or will be mitigated so as not to be significant (residual adverse); or are potentially adverse and would be mitigated by the measures integrated into the planning scheme or the South Dublin County Development Plan 2016-2022 so as not to be significant.

The proposed alterations do not change the selected scenario for the draft planning scheme that emerged from the draft planning scheme/SEA preparation process. Therefore, it is determined that SEA is not required for the Proposed Material Alterations. An SEA Screening Determination Considerations report on the Proposed Material Alterations has been prepared which accompanies and has informed this determination. The determination has also been informed by the SEA Environmental Report and the draft planning scheme.

## Annex A:

### Strategic Environmental Assessment (SEA) Environmental Report

1. The Department of Culture, Heritage and the Gaeltacht submission states that the SEA addresses the issue of hedgerows under the heading of woodland habitats. While they are clearly shown on figure 12, they are not discussed in any detail in section 4.3.8. This is somewhat surprising since figure 12 would indicate that the majority of so called woodland habitat is in fact hedgerows. It is unclear therefore what importance the hedgerows have in terms of biodiversity and the Department would have expected a hedgerow survey to have been carried out. Section 7.10 would appear to indicate that such a survey has been carried out and has influenced the scheme, but, as stated above, the Department notes references to ecological surveys in 2015, 2016 and 2017 which have not been referred to this Department, and do not appear to be on the website [www.clonburris.ie](http://www.clonburris.ie). Therefore the Departmental comments are made in the absence of this information.

Section 7.11 deals with in-combination and cumulative effects. Table 7.11.1 identifies potential cumulative effects from other plans and projects. However, the SEA has not considered cumulative impacts of the greenway, or other projects such as the Griffeen Valley cycleway extension, the development of the Grange Castle Business Park and the proposed re-construction of the R120 road bridge over the Grand Canal on the western edge of the SDZ under a part 8 scheme agreed by South Dublin County Council in 2012.

The Department welcomes the fact that the SEA was amended on foot of the submission of the National Parks and Wildlife Service (NPWS) of the Department at SEA scoping stage. In particular the Biodiversity Flora and Fauna environmental objective B1 was amended to include protected species outside of designated sites. However, while the target for SEO B1 includes species, the indicator only refers to habitats. Therefore the SEO indicator for SEO B1 needs to be amended to add species.

It is noted that in section 4.3.3 it is stated that virtually all birds are protected in Ireland. In fact all wild birds are protected under the Wildlife Acts 1976-2012, although some have an open season under the Wildlife Acts allowing them to be hunted. This should be corrected.

The reference to the National Biodiversity Plan should be amended to reflect the new plan recently released for 2017-2021.

The SEA documentation needs to be checked and, where necessary, edited to ensure the setback from the boundary of the Grand Canal pNHA is correctly quoted as on page 37 of the Draft Planning Scheme. In some places it is simply referred to as the setback from the Grand Canal, as opposed to from the Grand Canal pNHA boundary, one such example is the 5th bullet point on page 98 and on page 154.  
([DraftClonSDZ0300, Manager Dau, Dept. of Arts, Heritage and the Gaeltacht](#))

#### Chief Executives Response

##### Woodland habitats

The Ecological Surveys of 2015 included hedgerow and ditch surveys; these were carried in August/September based on the methodology presented in “Hedgerow Appraisal System – best practice guidance on hedgerow surveying, data collation and appraisal” (Foulkes et al 2013). It is recommended that these surveys be made available to interested parties including NPWS.

##### Ecology Surveys

The submission notes that the ecological surveys 2015, 2016 and 2017 referred to in the SEA report were not referred to the NWPS. The ecological surveys were carried out to inform the preparation of the Draft Planning Scheme and the SEA. The results of the surveys are incorporated in to the SEA. The surveys can be made available to the NWPS.

##### Birds

Section 4.4.3 of the SEA ER will be amended to reflect the statement that all wild birds are protected Wildlife Acts 1976-2012

##### Cumulative effects

Section 7.11 of the SEA ER will be amended to include additional projects and proposals as outlined in the NPWS submission.

##### SEO B1

SEO B1 was amended to include species, and for consistency the SEO indicator for SEO B1 needs to be amended also to add species. This will be included in the updated SEA ER.

##### National Biodiversity Plan

The new National Biodiversity Plan will be included in Chapter Three of the SEA ER.

##### Reference to the proposed Natural Heritage

Noted, the SEA ER will be updated to reflect the correct term of proposed Natural Heritage Area (pNHA) of the Grand Canal.

##### Archaeological and Architectural Heritage



The details of the submission are noted including comments supporting the Archaeological and Architectural Heritage Inventory and the set back from the Grand Canal pNHA.

**Chief Executives Recommendation**

No changes recommended to the Draft Planning Scheme. The Strategic Environmental Assessment will be amended.

## **Annex B: Strategic Environmental Assessment Screening Determination**

## COMHAIRLE CHONTAE ATHA CLIATH THEAS

## SOUTH DUBLIN COUNTY COUNCIL

## Record of Executive Business and Chief Executive's Orders

**Clonburris-Balgaddy Strategic Development Zone (SDZ)  
Strategic Environmental Assessment (SEA) Screening Determination under:  
Planning and Development Act 2000 (as amended)  
Planning and Development Regulations 2001-2017**

**For: Proposed Material Alterations to the Clonburris - Balgaddy SDZ Draft Planning Scheme**

Pursuant to the requirements of the above, South Dublin County Council has made an SEA Screening Determination in relation to the Proposed Material Alterations to the Clonburris - Balgaddy SDZ Draft Planning Scheme (the Draft Scheme).

Section 169 (4) (ba) of the Planning and Development Act 2000 (as amended), requires, inter alia, a determination to be made as to whether the Proposed Material Alterations to the Draft Scheme warrant the undertaking of SEA. Such a determination takes into account relevant criteria set out in Schedule 2A "Criteria for determining whether a plan is likely to have significant effects on the environment" of the Planning and Development (Strategic Environmental Assessment) Regulations, 2004 (as amended).

Taking into account the measures that have already been integrated into the Draft Scheme which contribute towards environmental protection, environmental management and sustainable development, it is identified that all potential adverse effects arising from proposed changes are either:

- a) present already and will be further contributed towards or will be mitigated so as not to be significant (residual adverse); or
- b) potentially adverse and would be mitigated by the measures integrated into the Planning Scheme or the South Dublin County Development Plan 2016-2022 so as not to be significant.


The proposed Material Alterations do not change the selected scenario for the Draft Scheme that emerged from the preparation of the Draft Scheme and SEA process. Therefore, it is determined that SEA is not required for the Proposed Material Alterations. An SEA Screening Assessment report on the Proposed Material Alterations has been prepared which accompanies and has informed this determination. The determination has also been informed by the SEA Environmental Report and the Draft Planning Scheme.

  
Senior Planner

Order: It is hereby determined that the Proposed Material Alterations are not likely to have significant effects on the environment, and a Strategic Environmental Assessment is not therefore required in respect of the Proposed Material Alterations to the Draft Planning Scheme for the Clonburris-Balgaddy Strategic Development Zone.

16/3/18

Date

  
A/Director of Land Use,  
Planning and Transportation