



Draft County Development Plan 2022-2028



Proposed Amendments

**Draft County Development Plan
2022-2028**

Proposed Amendments to Draft Plan

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Part 1: Purpose of this Document and the Relevant Legislative Requirements

1.1 Introduction

The Draft County Development Plan 2022-2028 was placed on virtual display for a period of over 13 weeks commencing with the virtual display room on the 12th January to 16th April 2021. The physical display commenced on 1st February and ran for 11 weeks until 16th April. At the end of the display period a total of 1263 no. submissions had been received in response to that public consultation process.

In accordance with section 1 (6) of the Planning and Development Act (as amended) this document sets out the proposed amendments made by the Elected Members of Dún Laoghaire-Rathdown County Council following consideration of the Draft County Development Plan 2022-2028 and the Chief Executive's Report.

Having considered the Draft County Development Plan 2022-2028 and the Chief Executive's Report on submissions received on 1st and 2nd September it was resolved by the Elected Members at Council meetings on 12th, 13th, 14th, 18th, 19th, 20th and 21st of October 2021 to amend the Draft Development Plan. At the meetings the Council resolved that as a number of these amendments constitute a Material Alteration to the Draft Development Plan, the proposed amendments would be placed on public display for a period of not less than 4 weeks in accordance with Section 12(7)(b) of the Planning and Development Act 2000 (as amended).

1.2 Purpose of this Document

The purpose of this report is to help inform and assist the public and other interested parties in consideration of the proposed amendments to the Draft County Development Plan.

The proposed amendments constitute Material Alterations to the Dún Laoghaire-Rathdown Draft County Development Plan 2022-2028. Dún Laoghaire-Rathdown County Council has screened the Proposed Material Alterations and determined that certain alterations require full Strategic Environmental Assessment (SEA) and certain Material Alterations require stage 2 Appropriate Assessment (AA). In accordance with Section 12(7) of the Planning and Development Acts 2000 (as amended), the SEA and AA Determinations, the SEA Environmental Report (which includes information on the likely significant effects on the environment of implementing relevant alterations) and the AA Natura Impact Report, with a copy of the proposed Material Alterations to the Draft Plan, will be available for public inspection from Thursday, 11th November 2021 to Thursday, 9th December inclusive, Monday to Friday.

Written submissions or observations on the above must be received between Thursday 11th November and Thursday 9th December 2021. The Chief Executive will then prepare a further report on all submissions or observations received during the above time period and subsequently submit this to the Members for their consideration.

Having considered the amendments to the Draft Plan and the Chief Executive's Report on submissions received, Members will make the new Dún Laoghaire-Rathdown County Development Plan 2022-2028 in the first quarter 2022. The new Plan will come into effect 6 weeks after the making of same.

1.3 How this Document is Organised

The adopted amendments to the Plan are set out in Parts 2 and 3. They include changes to the text of the Draft Dún Laoghaire-Rathdown County Development Plan Written Statement and certain Appendices which were also subject to amendments. The SEA Screening Determination and amended SEA Environmental Report (which includes information on the likely significant effects on the environment of implementing relevant alterations), amended SEA Non-Technical Summary, AA Screening Determination and amended AA Natura Impact Report— are also on public display and these are bound separately.

The proposed amendment and location of the amendment in the Draft Plan is signaled through the use of a number and black text in italics, for example:

“(1) Add the following text at the start of paragraph 6, Section 3.1, page 51 as follows:” or “(2) Amend Policy Objective CA4, Section 3.3.1, page 55 as follows:”

Deletions to the text are shown in blue text with a strikethrough, for example:

“It is a Policy Objective to facilitate the provision of Build-to-Rent ~~and Shared Accommodation~~”

Additions to the text are shown in red text, for example:

“It is a Policy Objective to implement **and take account** of the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 - 2024 (DLR CCAP), **to take account of the ‘Climate Action and Low Carbon Development (Amendment) Act 2021’, and subsequent updates of both** and to transition to a climate resilient low carbon County.

(Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).”

A number of proposed amendments may contain a mix of deleted text and new text which would contain both blue strikethrough and red text, for example:

“At a national level, progress has been made in the evolution of climate change policy in Ireland. ~~The 2015 ‘Climate Action and Low Carbon Development Act’ provides the statutory basis for the approval of plans by the Government in relation to climate change. for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy.~~ **Climate Action is an evolving policy area and new legislation is in preparation. The Climate Action and Low Carbon Development (Amendment) Act 2021, updates the ‘Climate Action and Low Carbon Development Act, 2015’ by enshrining in law a commitment for net-zero greenhouse gas emissions by 2050, through establishing a ‘National 2050 Climate Objective’ that the State will pursue and achieve the transition to a ‘climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy’ by the end of the year 2050 and thereby promote climate justice.**”

Where a proposed amendment involves the insertion of a new section / policy objective or an existing part of the Draft Plan is removed, a note to update the section / policy objective numbering has been applied, however, references to existing sections of the Draft Plan listed thereafter will remain as per their existing section / policy objective number for ease of reference.

1.4 Mapping

This Amendments Document is accompanied by 14 no. Amendments Maps (A1 format) showing the location of objectives that were included, altered or omitted – including roads and other objectives – and the sites subject to rezoning.

It is important that the Amendments Documents are read in conjunction with the accompanying Amendments Maps. An interactive map is available to view online at <https://www.dlrcoco.ie/en/county-development-plan/draft-county-development-plan-2022-2028> which shows proposed map based amendments in comparison with the Draft Plan maps that went on display between 12th January and 16th April, 2021.

**Part 2: Proposed amendments to Written
Statement of the Draft County Development
Plan**

Chapter 1: Introduction, Vision and Context

(1) Amend bullet points and insert text to the end of Section 1.6.1, 'Section 28 Ministerial Guidelines' (page 15) as follows:

- "Development Plans - Guidelines for Planning Authorities (Update of the 2007 Guidelines).
- ~~Housing Need Demand Assessment Guidelines.~~
- Sustainable Rural Housing Guidelines for Planning Authorities (Update of the 2005 Guidelines).

Guidance on the preparation of a Housing Need Demand Assessment has issued in April 2021 but with the proviso that Planning Authorities who have already commenced review do not need to integrate the new methodology into the review but should consider a variation of the Plan if the HNDAs significantly affects the Housing Strategy.

Where Policy Objectives and supporting text refer to specific legislation, Planning Guidelines or Policy documents and in the event that new or updated versions of these are published it shall be taken as read that the most up to date versions shall apply."

Chapter 2: Core Strategy

Section 2.3.2 Population Projections for the Core Strategy

- (2) Amend Section 2.3.2.1 (iv) 'Population Projection for the Draft DLR County Development Plan 2022-2028' (pages 23-24) as follows:

"(iv) Population Projection for the Draft DLR County Development Plan 2022-2028

Table 2.5 details the low and high population projections for DLR for the Plan period 2022-2028. These population projections, which inform the Core Strategy of the Draft County Development Plan, are directly informed by the provisions of the NPF and RSES and are in effect a trickle down from these higher-tier planning policy strategies. In order to take account of the variation between plan timeframes (the County Development Plan covers the period up to 2028 whereas the RSES covers the period up to 2031) the population targets set out in Table 2.5 below incorporate 1 ¼ 2 years (25% 40%) of the 2026-2031 population growth timeframe. The residual population growth to 2031 falls outside the County Development Plan period and is therefore not included in calculating population projections for the Core Strategy."

- (3) Amend 'Table 2.5: DLR Core Strategy – Population Projections' (page 24) as follows:

"Table 2.5: DLR Core Strategy – Population Projections

	2016	2026 (Low to High)	2028-Q1 2028 (Low to High)	Total Population Growth 2016-2028 2028-2016 – Q1 2028	Average Annual Pop Growth 2016-2028
Dún Laoghaire-Rathdown	218,000	246,750 – 252,375	250,550 – 258,375 249,125 – 256,125	32,550 – 40,375 31,125 – 38,125	2,713 – 3,365 2,594 – 3,177"

Section 2.3.5 Evaluation of Housing Demand

- (4) Replace paragraph 2 of Section 2.3.5 'Evaluation of Housing Demand' (page 28) as follows:

~~"The Department of Housing, Planning and Local Government are working on Section 28 Guidelines for HNDA's and also on the development of a spatial toolkit. NPO 37 of the NPF states that co-ordination assistance will be provided by the Regional Assemblies and that HNDA's will be supported through the establishment of a co-ordination and monitoring unit to assist Local Authorities in the development of the HNDA. At the time of writing, no such unit has been established"~~

The Department of Housing, Planning and Local Government have issued Guidelines entitled "Guidance on the Preparation of the Housing Need and Demand Assessment" in April 2021. An accompanying circular expects that the new HNDAs will be integrated into reviews that commence after the date of issue of the Guidance and that other Planning Authorities may vary their Plan"

- (5) Amend paragraph 3 of Section 2.3.5 'Evaluation of Housing Demand' (page 28) as follows:

"Pending ~~the issuing of Section 28 Guidelines and~~ the subsequent preparation of a regional HNDA, DLR has prepared a Housing Strategy and ~~Interim~~ HNDA (see Appendix 2) which will inform housing policy in the County. The Housing Strategy element is based on the overall population and housing land requirements set out in the Core Strategy"

- (6) Amend Policy Objective CS1 'Housing Need Demand Assessment' (page 28) as follows:

“Policy Objective CS1 – Housing Need Demand Assessment

It is a Policy Objective to accord with the Housing Strategy and ~~Interim~~ Housing Needs Demand Assessment 2022–2028 and ~~to review the Interim to carry out a regional~~ HNDA ~~following on from the delivery of a Regional HNDA in conjunction with the other Dublin Local Authorities subsequent to the adoption of Ministerial Guidelines that relate to same-~~ ~~post adoption of the Plan and to consider varying the Plan if required.~~ (Consistent with NPO 37 of the NPF)”

Section 2.3.6 Housing Target for the Core Strategy

(7) Amend the text in Section 2.3.6.4 ‘Housing Target for the Core Strategy’ (page 29) as follows:

“Table 2.7 details the housing target for the Core Strategy up to ~~the year~~ Q1 2028. Based on the high growth scenario of the RSES there is a requirement for an additional ~~20,669~~ 18,515 residential units. The housing target is informed by and aligned with the population projections provided for in the RSES and is calculated based on the assumptions detailed above.”

(8) Amend ‘Table 2.7: Core Strategy Housing Target’ (page 29) as follows:

“Table 2.7: Core Strategy Housing Target

	2016	Q1 2028 – RSES High Growth Scenario
Population	218,000	258,375 256,125
Increase in Population	N/A	40,375 38,125
Total Housing Stock	86,962	111,944 110,969
Housing Target (2017 2016 - Q1 2028)	N/A	24,982 24,007
Minus CSO Housing Completions (Q2 2016 – Q4 2019) (2017 – Q1 2021) + Estimated Completions Q2 2021 – Q1 2022)	N/A	4,313 5,492
Housing Target (2020 to 2028) (Q2 2022 - Q1 2028)	N/A	20,669 18,515”

(9) Insert new Section ‘Housing Supply Target Methodology for Development Planning’ after Section 2.3.6.4 (page 29) as follows:

“2.3.6.5 Housing Supply Target Methodology for Development Planning

The Section 28 Guidelines ‘Housing Supply Target Methodology for Development Planning’ (2020) (HST Guidelines) are intended to assist in providing the required consistent and coherent approach to be taken by Planning Authorities in incorporating national and regional population and housing projections into their statutory functions. They are intended to assist Planning Authorities in appropriately integrating the strategic national and regional population parameters into their statutory planning processes, such as the preparation of the Development Plan and the preparation of the Housing Strategy, informed by the Housing Need and Demand Assessment process.

In accordance with National Policy Objective 37 of the NPF, the Planning Authority is required to undertake a Housing Need Demand Assessment as part of its Housing Strategy. This is a new feature of the planning system that will need a consistent population and housing demand basis from which to effectively estimate the housing needs of the Local Authority. The HST Guidelines include a methodology to bridge the strategic national and regional population projections (contained within the NPF and RSES) to the Housing Need Demand Assessment.

Table 2.X below sets out the methodology contained in the HST Guidelines as applicable to DLR and calculates household demand for the County pertaining to the 6-Year County Development Plan cycle only. The household demand figure provide in Table 2.X will inform the preparation of a HNDA to be prepared in conjunction with the other Dublin Local Authorities.

Table 2.8: HST Guidelines - DLR Household Demand

Dún Laoghaire-Rathdown		Annual Average Households	Total Households
A	ESRI NPF scenario projected new household demand 2017 to Q1 2028	1798 (20223/11.25)	20223
B	CSO dwelling completions Q1 2017 to Q1 2021 + Estimated completions Q2 2021 to Q1 2022	1046 (4554+938/5.25)	5492
C	Homeless households (latest data), and unmet demand as at most recent Census	N/A	494
D	Plan Housing Demand = Total (A-B+C) ((Projected ESRI NPF demand - new completions) + Unmet demand)	2538 (15225/6)	15,225 ((20223 - 5492) + 494)
E	Potential adjustment 1 to end 2026 portion of plan period to facilitate convergence to NPF strategy (where justified)	Mid-point between ESRI NPF and baseline scenarios to 2026 in lieu of A above.	Not Applicable
F	Potential adjustment 2 to end 2026 portion of plan period to facilitate convergence to NPF strategy, applicable where B exceeds or is close to D (where justified)	Mid-point between ESRI NPF and baseline scenarios to 2026 in lieu of A above, plus up to 25%	Not Applicable"

Note: All subsequent tables / sections / policy objective numbers to be renumbered as required.

Section 2.3.7 Residential Development Capacity Audit

(10) Insert new text in paragraph 1, Section 2.3.7.1 'Potential Residential Yield' (page 29) as follows:

"The Residential Development Capacity Audit estimated that **at Q4 2019** there were approximately 553 hectares of zoned land in the County which is, or may become available, for residential development. This comprises a reduction of c. 90 hectares from the housing land availability audit which informed the 2016 County Development Plan. The zoned land equates to a potential yield of between 22,763 and 25,353 residential units. **When actual and estimated completions for the period Q1 2020 to Q1 2022 are taken into consideration it is estimated that there is a potential residential yield of between c. 20,886 to 23,476 homes.** The Cherrywood Strategic Development Zone comprises a significant proportion of this total with an estimated residential yield of between 5,596 to 8,186 units."

(11) Insert new text in paragraph 2, Section 2.3.7.1 'Potential Residential Yield' (page 30) as follows:

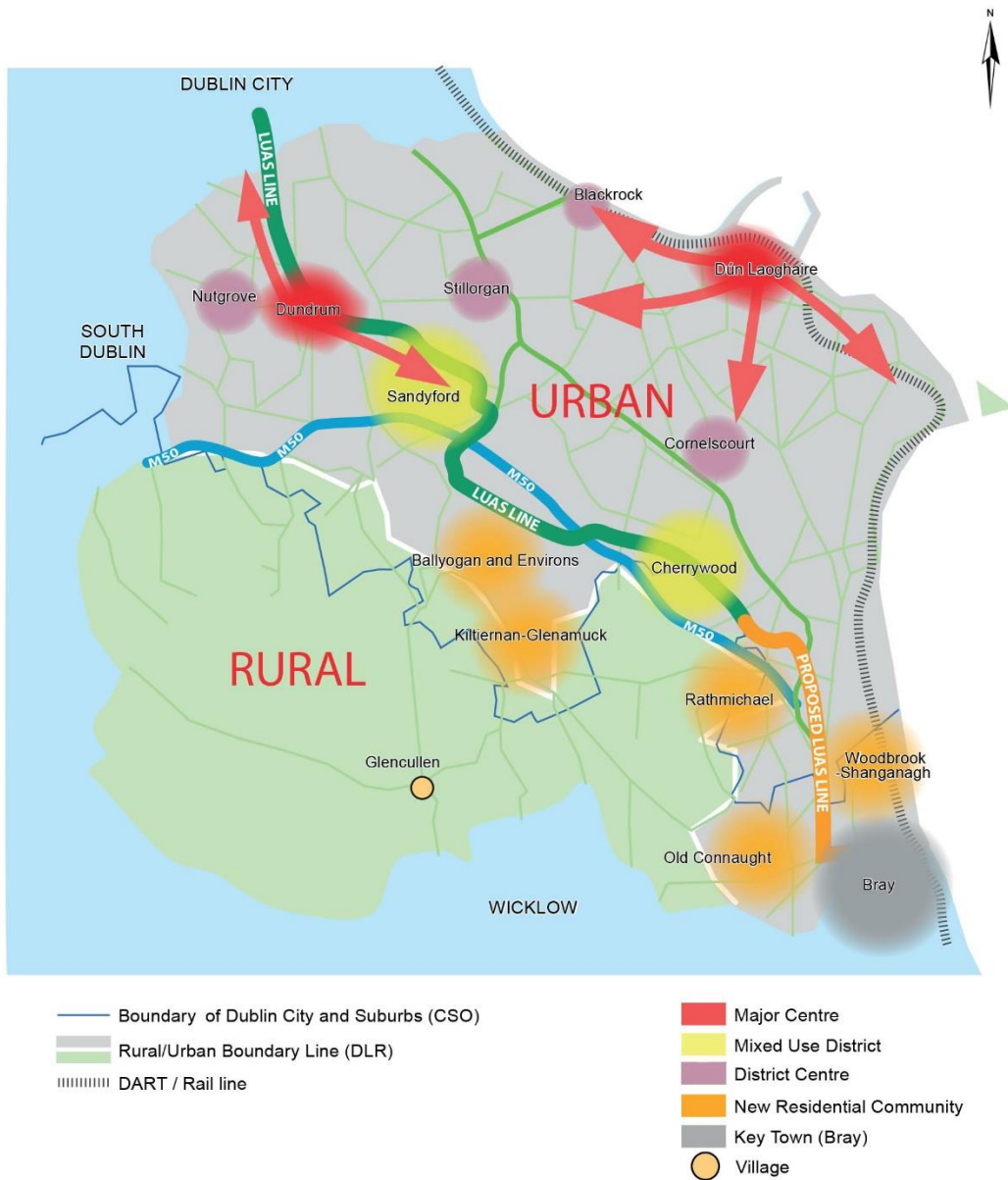
"A number of assumptions were applied at a site-specific level in order to provide a robust estimation of potential residential yield. Where applicable, residential density and capacity calculations already set out in existing statutory plans were applied. **These densities are either consistent with or exceed the recommended residential densities in the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009).** Outside of these plan areas potential residential yield was **also** calculated having regard to the residential densities recommended in the 'Sustainable Residential Development in Urban Areas' (2009), with consideration given to sites that would be more suited to higher residential density."

(12) Amend 'Table 2.8: DLR Residential Development Capacity Audit – Aggregate Data (Accurate as of Q4 2019)' (page 30) as follows:

"Location	Hectares	Potential Residential Yield	Zoning Tier
Infill/Windfall – Sites under Construction	35.63	1,837	Tier 1
Infill/Windfall – Sites with an extant planning permission not commenced	63.1	1,299	Tier 1
Infill/Windfall – Sites with no planning permission	67.13	1,436	Tier 1 and Tier 2
Infill/Windfall - Total	165.86	4,571	Tier 1 and Tier 2
Ballyogan & Environs	71.8	4,147	Tier 1 and Tier 2
Woodbrook-Shanganagh	29.53	1,998	Tier 1 and Tier 2
Kiltiernan-Glenamuck	59.34	2,015	Tier 1 and Tier 2
Old Connaught	50.13	2,005	Tier 2
Rathmichael	83.05	2,431	Tier 2
Cherrywood	93.55	5,596 - 8,186	Tier 1 and Tier 2
Total	553.28	22,763 - 25,353	
Less Actual and Estimated Completions Q1 2020 to Q1 2022		1,877	
Adjusted Total		20,886 – 23,476"	

Section 2.4.1 Settlement Strategy

(13) Amend the colour attribution for ‘District Centre’, in the legend of ‘Figure 2.9: Core Strategy Map’ (page 33), to correspond with the colour used in the Map as follows:



Section 2.4.3 Sustainable Neighbourhood Infrastructure

(14) Insert new text at the end of paragraph 1, Section 2.4.3 ‘Sustainable Neighbourhood Infrastructure’ (page 34) as follows:

“It is recognised that the creation of sustainable residential communities requires more than the provision of housing alone, and it is imperative that the Plan supports the creation of vibrant, sustainable communities with access to good housing choice, open space and recreation, a range of quality transport options and appropriate social and community infrastructure. This will align with NPO33 in the NPF by ensuring that new homes are delivered in a sustainable manner.”

Section 2.4.4 DLR Core Strategy

(15) Amend the second and third paragraphs of Section 2.4.4 'DLR Core Strategy' (page 34) as follows:

"Section 2.3.2 above details the population projection for DLR for the Plan period 2022-2028. The population projection is informed by the provisions of the NPF and RSES and provides the basis for calculating the housing target for DLR for the Plan period. As set out in Section 2.3.6 above there is provision for an additional ~~20,669~~ 18,515 residential units. As detailed in the Core Strategy Table below the housing target for DLR is broadly consistent with the existing residential capacity of zoned land in DLR, as ascertained through the Residential Development Capacity Audit.

While the Core Strategy Table below identifies an excess of between ~~2,094 and 4,684 units~~ 2,371 and 4,961 homes, reference is made to the Guidance Note on Core Strategies which advises that any excess (of lands or housing capacity) will not normally include lands identified for strategic long-term development as part of Strategic Development Zones or major regeneration sites within key areas. The full capacity of the Cherrywood Strategic Development Zone is incorporated into the Core Strategy Table below and comprises an estimated residential yield of between 5,596 to 8,186 units. While the Cherrywood SDZ lands comprise Tier 1 and 2 zoned residential lands that may be developed within the lifetime of the Plan, it is acknowledged that the full build-out of Cherrywood may extend beyond the timeframe of the Plan. In this context, and as provided for in the Guidance Note on Core Strategies, it is not considered necessary to apply any specific mechanisms to address the relatively minor excess identified in the Core Strategy Table."

(16) Amend 'Table 2.10: Core Strategy Table' (page 34) as follows:

"Location	RDCA Existing Zoning (Ha)	RDCA Existing Residential Yield	County Development Plan 2022-2028 Proposed Zoning (Ha)	County Development Plan 2022-2028 Proposed Residential Yield
Infill/Windfall – Sites under Construction	35.63	1,837	35.63	1,837
Infill/Windfall – Sites with an extant planning permission not commenced	63.1	1,299	63.1	1,299
Infill/Windfall – Sites with no planning permission	67.13	1,436	67.13	1,436
Infill/Windfall	165.86	4,571	165.86	4,571
Ballyogan & Environs	71.8	4,147	71.8	4,147
Woodbrook-Shanganagh	29.53	1,998	29.53	1,998
Kiltiernan-Glenamuck	59.34	2,015	59.34	2,015
Old Connaught	50.13	2,005	50.13	2,005
Rathmichael	83.05	2,431	83.05	2,431
DLR Total (excluding Cherrywood)	459.73	17,167	459.73	17,167
Cherrywood	93.55	5,596 - 8,186	93.55	5,596 - 8,186
DLR County Total	553.28	22,763 – 25,353	553.28	22,763 – 25,353
Less Actual and Estimated Completions Q1 2020 to Q1 2022				1,877
Adjusted Total				20,886 – 23,476
HST Housing Target Q2 2022 to Q1 2028				15,225
DLR Housing Target Q2 2022 to Q1 2028 (2022-2028) (Inclusive of 'Headroom')				20,669 18,515
Excess				2,094 – 4,684 2,371 – 4,961"

Section 2.4.5 Strategic Land Reserve

(17) Amend paragraph 2, Section 2.4.5 ‘Strategic Land Reserve’ (page 35) as follows:

“In accordance with the infrastructure assessment of Tier 2 zoned residential lands (see Appendix 1) the full build-out of existing residential zoned land at Old Connaught is incorporated into the Core Strategy for the Plan period 2022-2028. Part of the 3,500 allocation is thus subsumed into the delivery of existing zoned land at Old Connaught up to 2028. To provide for the residual population allocated under NPO 68 the strategic land reserve reflects the period ~~2029 Q2 2028~~ to 2031 which equates to an additional ~~2,100~~ **2,625** persons or approx. ~~840~~ **1050** residential units (average household size estimated at 2.5).”

(18) Amend ‘Table 2.11: Strategic Land Reserve’ (page 35) as follows:

“Table 2.11: Strategic Land Reserve

Location	Hectares	Potential Residential Yield	Potential Phasing
Old Connaught North	38	c. 840 1050 units	Post Q1 2028 ”

Section 2.4.6 Phasing

(19) Amend Section 2.4.6 ‘Phasing’ (page 36) as follows:

“The NPF, RSES and the Dublin MASP all place particular emphasis, including a specific compact growth target, on the physical consolidation of Dublin City and Suburbs, in line with its status as the first tier in the settlement hierarchy for the Region. The vast majority of lands identified for development in DLR fall within or contiguous to this geographic area while lands identified for development at Old Connaught comprise a component part of the future growth of the Key Town of Bray, an area specifically identified for growth under the Dublin MASP.

~~In the context of phasing it is not considered appropriate to impose phasing on the development of lands which are located within or contiguous to the existing built up area of Dublin City and Suburbs. These lands comprise a component part of the first tier in the settlement hierarchy for the Region and are considered suitable to be in the first phase of any development. As set out in the infrastructure assessment contained in Appendix 1, all potential infrastructure constraints relating to identified growth areas may be resolved within the lifetime of the Plan, and as such, it is not considered appropriate to artificially constrain development through the phasing of lands which may come on stream for development where identified constraints have been resolved. It is considered that the imposition of phasing could lead to uncertainty in the market which may impact the delivery of development at suitable locations identified for growth. For the purpose of the Core Strategy lands identified for growth are thus considered suitable to be in the first phase of development subject to being served by the requisite enabling and supporting infrastructure to support development.~~

Notwithstanding the sequentially preferable location of residential zoned lands in the County, it is considered, having regard to the tiered approach to zoning and the Infrastructure Assessment included in Appendix 1, that the Core Strategy should incorporate a framework for the phased delivery of residential land to ensure a plan-led approach to sustainable growth.

In this context, it is noted that Old Connaught and Rathmichael are not currently serviced, and the future development of these areas is contingent upon the timely delivery of supporting infrastructure. It is considered that a plan-led approach to the development of both Rathmichael and Old Connaught is of paramount importance to ensure the proper planning and sustainable development of these new residential communities.

The lands at Old Connaught and Rathmichael are both zoned Objective ‘A1’ – ‘To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.’. As

provided under the LAP programme contained in Table 2.15, it is the intention of the Council to prepare Local Area Plan's for both of these new communities during the lifetime of the Plan.

The future Local Area Plans for Rathmichael and Old Connaught may include new land use zonings for neighbourhood centres, open space and other land uses."

Section 2.4.8 Employment Strategy

(20) Amend the second paragraph of Section 2.4.8.4 'Demand for Employment Zoned Lands' (pages 39-40) as follows:

"The estimation of employment zoned land and the quantum of commercial development envisaged is determined primarily through the labour force projection for the County. It is possible to arrive at a labour force projection by considering the projected population growth, the projected labour force participation rate of the new population, and the projected jobs ratio, i.e. how many jobs are likely to be located within the County based on the relative size of the labour force. The population growth projection of ~~40,375~~ **38,125** persons (see Section 2.3.2 above) is informed by the provisions of the NPF and RSES and provides the basis for calculating the future labour force. For the purpose of the analysis the 2016 labour force participation rate of 58% is assumed to increase to 60% on the assumption of a slight increase in the working population in the County, while the current positive jobs ratio of 0.9 is assumed to be maintained."

(21) Amend 'Table 2.13: Jobs Forecast' (page 40) as follows:

"Table 2.13: Jobs Forecast

Population Projection 2016-2028	40,375 38,125
Minus % of Population Aged under 15 Years (18%)	33,108 31,263
Labour Force Participation Rate (60%)	19,865 18,758
Jobs Ratio (0.9)	17,878 16,882
DLR Additional Jobs Forecast	17,878 16,882"

(22) Amend Section 2.4.8.5 'Employment Strategy' (page 41) as follows:

"In spatial terms, the DLR employment strategy aims to provide for the expansion of employment through the designation of a range of sustainable employment locations. The spatial strategy applies the principles of the circular economy to land-use management through the intensification and redevelopment of existing strategic employment areas within the M50 ring and the activation of key strategic sites such as Cherrywood and Carrickmines which are accessible to public transport. The strategy seeks to align strategic employment locations with existing and identified residential growth areas through high frequency transport **and active travel thereby minimising** ~~and minimise~~ the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint. Table 2.14 provides an overview of the employment potential pertaining to the identified strategic employment locations in DLR."

Section 2.6.1 Plan-Making

(23) Insert new bullet point under Section 2.6.1.2 'Local Area Plans' (page 44) as follows:

- "That LAPs provide an opportunity for a more granular breakdown of land uses."

(24) Insert a new paragraph at the end of Section 2.6.1.3 ‘Local Area Plan-Making Programme’ (page 44) as follows:

“On lands subject to zoning objective A1 – ‘To provide for new communities and Sustainable Neighbourhood Infrastructure in accordance with approved Local Area Plans’ - a wide range of uses are both permitted in principal and open for consideration. This acknowledges the fact that the Local Area Plan process will allow for a more granular breakdown of land uses. It is noted that within the A1 zoned lands at both Old Connaught and Rathmichael there are a number of existing properties. Minor modifications and extensions to these properties can be considered in advance of the relevant Local Area Plans.”

(25) Amend ‘Table 2.15: Local Area Plan-Making Programme’ (page 44) to include Clonskeagh / UCD, as follows:

Local Area Plan	Plan Period	Adopted	Extended to	Compliance with Core Strategy
Ballyogan and Environs LAP 2019-2025	6 Years	July 2019	Broadly consistent with the Core Strategy.	Ballyogan and Environs LAP 2019-2025
Stillorgan LAP 2018-2024	6 Years	September 2018	Broadly consistent with the Core Strategy.	Stillorgan LAP 2018-2024
Woodbrook-Shanganagh LAP 2017-2023	6 Years	July 2017	Broadly consistent with the Core Strategy.	Woodbrook-Shanganagh LAP 2017-2023
Blackrock LAP 2015-2021	10 Years	March 2015	March 2025	Broadly consistent with the Core Strategy.
Goatstown LAP 2012-2018	10 Years	April 2012	April 2022	Broadly consistent with the Core Strategy.
Kiltiernan-Glenamuck 2013-2018	10 Years	September 2013	September 2023	Broadly consistent with the Core Strategy. New Plan to be prepared.
Dundrum				Plan being prepared.
Dún Laoghaire and Environs				New Plan to be prepared.
Old Connaught				New Plan to be prepared.
Rathmichael				New Plan to be prepared.
Glencullen				New Plan to be prepared.
Sallynoggin				New Plan to be prepared.
Deansgrange				New Plan to be prepared.
Ballybrack/Loughlinstown				New Plan to be prepared.
Clonskeagh/UCD				New Plan to be prepared.

(26) Add the following text under Policy Objective CS14 (page 48) in Section 2.6.2.2 ‘Vacant Sites’:

“The Council will promote the regeneration of Council and State owned unoccupied buildings to encourage social, residential, economic development and job creation as appropriate in urban centres.”

Chapter 3: Climate Action

Section 3.1 Introduction

(27) Insert the following text at the beginning of the sixth paragraph in Section 3.1 (page 51):

“The all of Government Climate Action Plan 2019 commits to delivering a ‘just transition’, recognising the significant level of change required and that burdens borne must be seen to be fair across society and the most vulnerable of our citizens. Relevant Council policy will evolve to reflect this emerging policy area. The Council will endeavour to ensure that low income families are protected from fuel poverty as Climate Change actions are rolled out across Dún Laoghaire-Rathdown.”

Section 3.2 International, National and Regional Policy

(28) Amend Section 3.2.1 ‘Policy Objective CA1: National Climate Action Policy’ (page 52) as follows:

“Policy Objective CA1: National Climate Action Policy

It is a Policy Objective to support the implementation of International and National objectives on climate change including the ‘Climate Action Plan 2019 to Tackle Climate Breakdown’, the ‘National Adaptation Framework’ 2018, the ‘National Energy and Climate Plan 2021-2030’, and take account of the ‘Climate Action and Low Carbon Development (Amendment) Act 2021’, and subsequent updates, other relevant policy, Guidelines and legislation, that support the climate action policies included in the County Development Plan.”

At a national level, progress has been made in the evolution of climate change policy in Ireland. ~~The 2015 ‘Climate Action and Low Carbon Development Act’ provides the statutory basis for the approval of plans by the Government in relation to climate change for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy.~~ Climate Action is an evolving policy area ~~and new legislation is in preparation.~~ The Climate Action and Low Carbon Development (Amendment) Act 2021, updates the ‘Climate Action and Low Carbon Development Act, 2015’ by enshrining in law a commitment for net-zero greenhouse gas emissions by 2050, through establishing a ‘National 2050 Climate Objective’ that the State will pursue and achieve the transition to a ‘climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy’ by the end of the year 2050 and thereby promote climate justice. The Act set out the role of the Local Authority to prepare climate action plans with both mitigation and adaptation measures. It also provides that local authorities shall, when making development plans, take account of their climate action plans and for that purpose the Planning and Development Act is amended. It also provides for carbon budgets and a sectoral emissions ceiling to apply to different sectors of the economy. The first two carbon budgets ending in 2030 shall provide for a 51 percent reduction in the total amount of greenhouse gas emissions.

The Department of Communications, Climate Action and Environment (DCCA) published Ireland’s first ‘National Adaptation Framework’ (NAF) in 2018. Then in 2019, the Government published the ‘Climate Action Plan 2019 To Tackle Climate Breakdown’ with the ‘National Energy and Climate Plan 2021-2030’ published in September 2020.

The Government’s national ‘Climate Action Plan 2019 To Tackle Climate Breakdown’ is a statement of Government policies relevant to decarbonisation and adapting to a changing climate, with 183 specific actions assigned across all parts of the Government. The Plan identifies how Ireland will achieve its 2030 targets for carbon emissions and puts Ireland on a trajectory to achieve net zero carbon emissions by 2050 and also reiterates Ireland’s commitment to the UN Sustainable Development Goals. **This plan is being updated to reflect the new targets and the Climate Action and Low Carbon Development (Amendment) Act 2021.** “

(29) Amend Section 3.2.3 ‘Policy Objective CA3: Measuring Greenhouse Gas Impacts’ (page 53) as follows:

“3.2.3 Policy Objective CA3: **Guidelines on Climate Action and Measuring Greenhouse Gas Impacts**

It is a Policy Objective that spatial and infrastructure planning are consistent with climate mitigation and adaptation objectives. When it is available, the Council will be informed by the work led by the Eastern and Midland Regional Assembly to develop a methodology for quantifying the GHG impacts of spatial planning policies, (QGasSP, an ESPON EU research programme) and the forthcoming Development Plan Guidelines or other national guidance as appropriate. The Council will quantify the GHG impacts for this County Development Plan when EMRA guidelines become available and **also ensure the Development Plan is consistent with the approach to climate action recommended in any forthcoming revised Section 28 Development Plan Guidelines or other relevant guidelines and if necessary, vary the development plan** “(Consistent with NPO 54 of the NPF and RPO 3.6 of the RSES).”

Section 3.3 Local Climate Change Action Policy

(30) Amend Section 3.3.1 ‘Policy Objective CA4: Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP)’ (page 55) as follows:

“It is a Policy Objective to implement **and take account of** the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 - 2024 (DLR CCAP), **to take account of the ‘Climate Action and Low Carbon Development (Amendment) Act 2021’, and subsequent updates of both** and to transition to a climate resilient low carbon County. (Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).”

Section 3.4 Achieving Sustainable Planning Outcomes

Section 3.4.2 Renewable Energy

(31) Amend the first sentence of the second paragraph in Section 3.4.2.1 ‘Policy Objective CA10: Renewable Energy’ (page 60) as follows:

“DLR supports the increase in use of renewable energy **and low carbon resources**, namely solar photovoltaic, geothermal, heat pumps, district heating, solar thermal, hydro, tidal power, offshore wind ~~and~~ small scale onshore wind **and biomass**.”

(32) Amend Section 3.4.2.2 ‘Policy Objective CA11: Onshore and Offshore Wind Energy and Wave Energy’ (page 60) as follows:

“Policy Objective CA11: Onshore and Offshore Wind Energy and Wave Energy

It is a Policy Objective to support in conjunction with other relevant agencies, wind energy initiatives, both on-shore and offshore, and wave energy, **and onshore grid connections and reinforcements to facilitate offshore renewable energy development** when these are undertaken in an environmentally acceptable manner. (Consistent with NSO 8 and NPO 42 of the NPF and RPO 7.36 and 10.24 of the RSES).”

(33) Add the following text at the end of the last paragraph of Section 3.4.2.2 (page 61):

“The Council supports the **“National Marine Planning Framework” (2021, DHLGH). See also Section 8.5.1 Policy Objective GIB7: National Marine Planning Framework.**”

(34) Add a new Policy Objective after the final paragraph of Section 3.4.2.4 ‘Policy Objective CA13: Solar Energy Infrastructure’ (page 61):

“Policy Objective CA14: Energy Storage Systems

It is Policy Objective to support the use of efficient energy storage systems and infrastructure that supports energy efficiency and reusable energy system optimization, in accordance with proper planning and sustainable development when these are undertaken in an environmentally acceptable manner.

The Government's national 'Climate Action Plan 2019 To Tackle Climate Breakdown' notes that "Ensuring increased levels of renewable generation will require very substantial new infrastructure, including wind and solar farms, grid reinforcement, storage developments, and interconnection." (page 53)."

Note: All subsequent sections / policy objective numbers to be renumbered as required.

Section 3.4.3 Decarbonising Motorised Transport

(35) Insert the following text at the end of the third paragraph of section 3.4.3 (page 62):

"Whilst it is acknowledged that Low Emission Vehicles (LEVs) and Electric Vehicles (EVs) are not the modes of transportation with the lowest emission levels, the Planning Authority are supportive of the transition away from the dependence on fossil fuel propelled vehicles to LEVs and EVs. Policy with regard to the other transport modes is set out in Chapter 5. The 'avoid-shift-improve' policy approach is adopted in Chapter 5, which has the aim to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions."

(36) Amend the last paragraph of Section 3.4.3.1 'Policy Objective CA15: Low Emission Vehicles' (page 63) as follows:

"Developing and expanding the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices. Consideration should be given to the need for low emission fuel infrastructure in development proposals for new and or refurbished petrol-filling service stations. (See also Section 12.6.7 ~~Petrol Stations~~ Service Stations)".

(37) Insert the following text after the last paragraph of Section 3.4.3.2 'CA16: Electric Vehicles' (page 64):

"The growth of E-bikes is recognised as an important means of encouraging alternatives to the private car, increasing journey length by bike and reducing GHG emissions. E-bikes are also opening up cycling as a transport mode for the disabled, elderly and families. E-cargo bikes also have a role to play in reducing commercial vehicles in the County."

Section 3.4.4 Urban Greening

(38) Amend the first sentence of Section 3.4.4.1 'Objective CA17: Urban Greening' (page 64) as follows:

"It is a Policy Objective to **retain and** promote urban greening"

(39) Insert the following text after the last paragraph of Section 3.4.4.1 (page 64):

"The approach to green infrastructure and nature based solutions is evolving in terms of both policy and practise, one example of such is the use of Biotope Area Factor (BAF) or Green Factor Method. This type of approach is used in a number of cities such as Berlin, Seattle, Toronto, Malmö, Southampton and Helsinki and more recently in the Draft Greater London Area Plan (referred to as the urban greening factor). The goal of this approach is to mitigate the effects of construction by maintaining sufficient levels of green infrastructure while enhancing the quality of the remaining vegetation. This method provides a means to assess and develop ways to build an ecological, climate-resistant and dense city in which the social values of urban greening are a priority.

The 'Green Factor Approach' can be considered to be an extension of the Sustainable Drainage Systems approach. This type of approach is compatible with the approach set out in Policy Objective E16: Sustainable Drainage Systems and Appendix 7 Sustainable Drainage Systems with the objective of minimising flows to the public drainage system and maximise local infiltration to them. There are additional co-benefits consistent with the ecosystems services approach urban greening and numerous Policy Objectives in Chapters 8, 9, 12, and Appendix 15: Green Infrastructure Strategy.

It is considered appropriate during the plan period to investigate developing a green factor method through a multi-disciplinary approach, subject to the availability of resources. Data on surface cover types can be collected from the storm water audit process (see 7.1.5 Storm Water Audit Procedure Appendix 7: Sustainable Drainage Systems).”

(40) *Insert the following new policy objective after the last paragraph of Section 3.4.4.1:*

“Section 3.4.4.2 Policy Objective CA18: Community Woodlands

It is a policy objective to promote and support Community Woodland Schemes in line with government policy.”

Chapter 4: Neighbourhood - People, Homes and Place

Section 4.1 Introduction and National and Regional Context

(41) Amend bullet point 3 in Section 4.1.1 ‘Overarching policy Objective PHP1’ (page 67) as follows:

- “Embed the concept of neighbourhood **and community** into the spatial planning of the County by supporting and creating neighbourhoods and ensuring that residential development is delivered in tandem with the appropriate commensurate enabling infrastructure, including access to sustainable neighbourhood infrastructure, sustainable modes of transport, quality open space and recreation and employment opportunities.”

Section 4.2 People

(42) Amend bullet point 10 in Section 4.2.1 ‘Sustainable Communities and Neighbourhood Infrastructure’ (page 69) as follows:

- “Creating spaces that are easy to access and navigate **and that promote sustainable community and cultural activities.**”

(43) Amend the last line of paragraph 1 under ‘Policy Objective PHP7: Schools’ (page 73) in Section 4.2.1.6 as follows:

“...and the Department of Education **and Skills.**”

Note: Having regard to the above, all references to the Department of Education and Skills in the Draft Plan shall be amended accordingly.

(44) Amend Section 4.2.1.8 ‘Policy Objective PHP9: Health Care Facilities’ (pages 75-76) as follows:

- “Support the Health Service Executive and other statutory and voluntary agencies in the provision **and/or improvement** of appropriate healthcare facilities - including the system of hospital care and the provision of community-based primary care facilities, mental health and wellbeing facilities.
- Encourage the integration of appropriate healthcare facilities within new and existing communities.

Provision of public health care services for DLR is the responsibility of the Health Service Executive (HSE). At present there are **eight two** public and private hospitals in DLR:

- St. Michaels **Hospital in Dún-Laoghaire**
- St. Columcille’s **Hospital in Loughlinstown**
- **In addition, the National Rehabilitation Hospital Centre**
- **St John of God Hospital**
- **Leopardstown Park Hospital**
- **Mount Carmel Community Hospital**
- **and a number of privately operated hospitals, including** Blackrock Clinic
- **and Beacon Hospital are also located in the County.**

There are also nine public health centres and a number of nursing homes / **convalescent care facilities** and residential and day care facilities distributed throughout the County.

The primary care ‘model’ promoted by the HSE has a stronger emphasis on working with communities and individuals to improve health and well-being, aimed at ensuring everyone has ready access to a broad spectrum of care services through a local Primary Care Team. The ‘Sláintecare’ strategy published in 2018 promotes a healthcare system with the majority of services being delivered in the community.

Health Care plays an important role within existing communities. The retention and/or improvement of these facilities will be supported throughout the County. The provision of both public and private healthcare facilities, together with community support services, will be encouraged on suitably zoned lands, including lands zoned Objective 'SNI', that are accessible to new and existing residential areas and that benefit communities by providing multi-disciplinary health care, mental health and wellbeing services in easily accessible locations throughout the County."

(45) Amend bullet 2, Section 4.2.1.9, 'Policy Objective PHP10: Music, Arts and Cultural Facilities' (page 76) as follows:

- "Facilitate the implementation of the DLR Culture and Creativity Strategy 2018-2022".

(46) Insert text to paragraph 2, Section 4.2.1.9, 'Policy Objective PHP10: Music, Arts and Cultural Facilities' (page 76) as follows:

"The Council's 'Arts Development Plan 2016–2022' recognises the Council's pivotal role in the promotion and encouragement of the arts and culture, while prioritising direction for future development and investment. The Council will encourage the preservation, enhancement and provision of Arts and Culture identified as being of value in terms of contributing towards physical, social and economic benefit for the County. The DLR County Council Public Art Policy 2018 -2025 facilitates the development of public art within the public realm (see also Chapter 12 'Development Management', Section 12.6.8.8)."

(47) Insert the following text at the end of Section 4.2.2.2 'Policy Objective PHP13: Equality, Social Inclusion and Participation' (page 78):

"The Council will, during the lifetime of this Plan complete a Women and Girl's Safety Audit in order to identify the factors that make women and girls feel safe and unsafe in public spaces, and for this to guide public realm changes and developments. The audit should also include reference to other vulnerable groups who may feel unsafe in the public realm."

(48) Amend sentence 1, paragraph 1, Section 4.2.2.3 'Policy Objective PHP14: Age Friendly Strategy' (page 78) as follows:

"The Council adopted its first Age Friendly Strategy in 2016 and is currently preparing a new strategy for the period 2021-2026."

Section 4.3 Homes

(49) Insert new text to the start of Section 4.3.1 'Delivering and Improving Homes' (page 80) as follows:

"The provision of new homes will be encouraged in suitable locations across the County that support sustainable development (consistent with NPO 33 of the NPF). In this regard, housing growth in DLR will occur in either of the following: ..."

(50) Amend Policy Objective PHP18 in Section 4.3.1.1 'Policy Objective PHP18: Residential Density' (page 80) as follows:

"It is a Policy Objective to:

- Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.
- Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development."

(51) Insert new text after paragraph 4 of Section 4.3.1.1 'Policy Objective PHP18: Residential Density' (page 81) as follows:

"The 'Sustainable Residential Development in Urban Areas' Guidelines and the accompanying 'Urban Design Manual' include recommendations regarding appropriate densities for various types of locations. Having regard to the Guidelines and consistent with RPO 3.3 and 4.3 in the RSES:

- Where a site is located within circa 1 kilometre pedestrian catchment / 10 minute walking time of a rail station, Luas line, Core/Quality Bus Corridor and/or 500 metres / 5 minute walking time of a Bus Priority Route, and/or 1 kilometre / 10 minute walking time of a Town or District Centre, higher densities at a minimum of 50 units per hectare (net density) will be encouraged.

It should be noted that there are a number of existing bus lanes in the County which afford some localised bus priority, however following the adoption of the Bus Connects Network Redesign they are no longer part of an overall bus priority network. In this regard higher densities can be justified along the proposed Core Bus Corridor routes (existing QBCs on N11 and Rock Road) and the Kill Lane/Avenue Mounttown route (Bus Priority Route), which is a strategic bus link between Dún Laoghaire and the N11 and along which, sections of bus lanes are already in place.

As a general rule the minimum default density for new residential developments in the County (excluding lands on zoning Objectives 'GB', 'G' and 'B') shall be 35 units per hectare (net density)."

(52) Add the following text to the first bullet point in Section 4.3.1.4 'Policy Objective PHP21: Development on Institutional Lands' (page 84):

- "A minimum of 25% of the entire INST land parcel, as determined by the Planning Authority, will be required to be retained as accessible public open space. In determining the area to which the "INST" objective applies the planning authority shall have regard to the existing and historical land use and associations between land uses, and the extent to which any lands contribute to the open character and setting of the core institutional function."

(53) Amend Section 4.3.2 'Housing Choice' (page 86) as follows:

"In tandem with a need to increase housing supply, is the need to facilitate improved housing choice to cater for evolving demographics across the County as analysed in the [Interim](#) Housing Needs Demand Assessment (see Appendix 2). By providing good housing choice existing residents can remain within their local communities and new residents to the County will have better housing options to choose from.

The RSES notes that the provision "of affordable, appropriate and adaptable accommodation is a key challenge facing the State and the Region. ~~Whilst changes to legislation and guidance have provided for new housing options in the form of Build-to-Rent (BTR) and Shared Accommodation, the legislation has yet to put in place provisions for affordable housing. the 'Affordable Housing Act 2021' sets out legislation with regard to the provision of affordable housing. Furthermore,~~ The legislation does not contain a specific use class for specific house types or tenures including BTR ~~and Shared Accommodation~~. In terms of housing mix, pending the preparation of a Regional Housing Needs Demand Assessment (HNDA), ~~an Interim~~ HNDA as required by NPO 37 and RPO 9.5, has been prepared as part of this Plan so as to allow the Planning Authority address housing mix (see Appendix 2).

Government policy, as per ["Housing for All – A new Housing Plan for Ireland, 2021"](#) [Rebuilding Ireland \(2016\)](#), favours the use of publicly owned lands in the delivery of a mix of tenures, including private housing, social housing, affordable purchase and affordable rental housing. ~~Under "Housing for all" the Land Development Agency (LDA) will play a key role in provision of affordable housing on both private and public lands. The launch of the Land Development Agency (LDA) in 2018 focuses on the management and development of State owned land, within which at least 40% of all new housing must contain 10% social and 30% affordable housing. Whilst no provisions for affordable housing has been reintroduced into legislation, there is a role for private~~

~~developers in adding to not only housing type, but also tenure.~~ This Plan will encourage residential developments to contribute to improving mix within the County.”

A Housing Strategy and ~~Interim~~ HNDA for the County has been prepared and is set out in Appendix 2. The Housing Strategy and ~~Interim~~ HNDA addresses the provision of housing for the existing and future population of DLR and takes account of:

- The existing need and likely future need for housing for the purposes of the provision of social housing support and; of housing for eligible households;
- The need to ensure that housing is available for persons who have different levels of income;
- The need to ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, as may be determined by the planning authority, and including the special requirements of older people and persons with disabilities;
- The need to counteract undue segregation in housing between persons of different social backgrounds; and,
- The provision of good housing mix in all developments will be encouraged to ensure that residents have access to a range of house types and tenures.

For the purposes of this Plan the Housing Strategy and ~~Interim~~ HDNA is the HNDA.”

(54) *Insert new section and policy objective at the end of the fifth paragraph on Section 4.3.2 (page 86) immediately before current Section 4.3.2.1 as follows:*

4.3.2.1 Policy Objective PHP25: ‘Housing for All – A new Housing Plan for Ireland, 2022’

It is a policy objective to support as appropriate the delivery of the actions set out in the 4 pathways contained in “Housing for All – A new Housing Plan for Ireland, 2021”.

Note: All subsequent sections / policy objective numbers to be renumbered as required.

(55) *Amend Section 4.3.2.1 ‘Policy Objective PHP25: Implementation of the Housing Strategy’ (pages 86-87) as follows:*

“It is a Policy Objective to facilitate the implementation and delivery of the Housing Strategy and ~~Interim~~ Housing Need Demand Assessment (HNDA) 2022 - 2028.

The Housing Strategy and ~~Interim~~-HNDA in Appendix 2 provides a detailed analysis of the County’s existing housing profile which forms a basis for housing demand generally and social housing provision. The provisions of the Housing Strategy and ~~Interim~~ HNDA will guide new residential developments in terms of the form of housing that may be required within the County.

~~All proposed residential developments, or mixed used development with a residential component, shall have regard to and comply with the provisions of the Housing Strategy and Part V of the Planning and Development Act, 2000 (as amended) as appropriate. Not more than 20 per cent, of (i) the land zoned for residential use, or for a mixture of residential and other uses, and (ii) any land which is not zoned for residential use, or for a mixture of residential and other uses, but in respect of which permission for the development of houses is granted, shall be reserved for the provision of housing in accordance with Part V of the Planning and Development Act (as amended).~~ In this regard, an Applicant will be required to engage with the Planning Authority at an early stage to ascertain any specific requirements in relation to their Part V obligation.

Specific exemptions to Part V where no or a reduced social element may be acceptable are:

- Purpose built and professionally managed student accommodation (refer also to Policy Objective PHP28);
- Semi-independent or supported living accommodation for older people or persons with a disability (refer also to Policy Objective PHP29) ~~and;~~
- ~~Shared accommodation developments (refer also to Policy Objective PHP27).~~

All proposed residential development, or mixed use development with a residential component, shall clearly demonstrate how the resultant mix of house type proposed has had due regard to the Housing Strategy and ~~Interim~~ HNDA and complies with the policies set out hereunder with regard to providing appropriate housing choice.”

(56) Delete the following text from paragraph 4 of Section 4.3.2.2 ‘Policy Objective PHP26: Housing Mix’ (page 88):

“In order to mitigate against undue segregation of tenure type, new developments should avoid an over proliferation of a single housing tenure ~~by providing a balanced mix of private, build-to-rent and social housing~~ to accommodate the needs of a mixed and balanced community.”

(57) Amend section 4.3.2.3 ‘Policy Objective PHP27: Build-to-Rent and Shared Accommodation’ (page 89) as follows:

“Policy Objective PHP27: Build-to-Rent and Shared Accommodation/~~Co-living Developments~~

It is a Policy Objective to facilitate the provision of Build-to-Rent ~~and Shared Accommodation~~ in suitable locations across the County and accord with the provisions of ‘Sustainable Urban Housing: Design Standards for New Apartments’, 2018~~20~~ (and any amendment thereof). Proliferation of ~~these housing types~~ ~~Built to rent~~ should be avoided in any one area. ~~As the HNDA does not support provision of shared accommodation there shall be a presumption against granting planning permission for shared accommodation/co-living development.~~

Provision of ‘Build-to-let’ accommodation was first introduced in 2015 under the provisions of the ‘Sustainable Urban Housing: Design Standards for New Apartments’. The amended Apartment Guidelines issued in 2018 expanded upon the ‘new’ housing tenure typologies by introducing Specific Planning Policy Requirements (SPPR’s) for Build-To Rent (SPPR 7 and 8) and Shared Accommodation (SPPR 9). Both housing tenures offer centrally managed rental options to the market and add to the mix of accommodation that could be provided for in certain areas. ~~Subsequent guidance in December 2020 updated the Apartment Guidelines by way of a different SPPR which states that:~~

~~There shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is either:-~~

- ~~(i) required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process; or,~~
- ~~(ii) on the date of publication of these updated Guidelines, a valid planning application to a planning authority, appeal to An Bord Pleanála, or strategic housing development (SHD) planning application to An Bord Pleanála, in which case the application or appeal may be determined on its merits.~~

~~The HNDA (See Appendix 2) has not identified any specific demand for shared living accommodation, there is, therefore a presumption against provision of same.~~

Build-to-rent (BTR) accommodation will be facilitated at appropriate locations across the County. BTR accommodation shall be provided in accordance with land use zoning objectives. For the avoidance of doubt, BTR is:

- permitted in principle in areas zoned objective MTC (major town centre) and DC (district centre)
- open for consideration in areas zoned objective NC (subject to retaining an appropriate mix of uses), A, A1, and A2.

~~Shared Accommodation shall only be provided in accordance with land use zoning objectives, in either areas zoned objective MTC (Major Town Centre) or DC (District Centre). Both BTR and Shared Accommodation shall be located within a 10-minute walking time from high frequency public transport routes. BTR ~~and Shared Accommodation~~ will be considered as a component part of achieving an appropriate mix of housing, however, a proliferation of ~~Build to Rent~~ ~~either housing tenure~~ in any one area shall be avoided. ~~If Government guidance in relation to Shared Accommodation or any other matter is updated between now and the next stage of the Plan-making process, considerations will be had of the impact of those changes on the Plan in the Report brought to Council.~~”~~

(58) Amend Policy Objective PHP28 ‘Provision of Student Accommodation’ in Section 4.3.2.4 (page 89) as follows:

“It is a Policy Objective to facilitate increased provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy (2017). Purpose built student accommodation should be provided on campus or in suitable locations which have convenient access to Third Level colleges (particularly by foot, bicycle and high quality and convenient public transport) in a manner compatible with surrounding residential amenities **avoiding overprovision of student accommodation in any one area.**”

(59) Amend first paragraph of Section 4.3.2.4 ‘Policy Objective PHP28: Provision of Student Accommodation’ (page 89) as follows:

“In considering planning applications for student accommodation the Council will have regard to:

- The ‘Guidelines on Residential Developments for Third Level Students’ (2005), and any amendment thereof.
- The provisions of The National Student Accommodation Strategy (2017).
- Circular PL 8/2016 APH2/2016.
- **Circular NRUP/05/2021**”.

(60) Amend Section 4.3.2.6 ‘Policy Objective PHP30: Provision of Social Housing’ (page 90) as follows:

“It is a Policy Objective to promote the provision of social housing in accordance with the Council’s Housing Strategy and Government policy as outlined in the DoHPLG ‘Social Housing Strategy 2020’.

The Affordable Housing Act 2021 provides for 20% for social and affordable homes.”

Government policy seeks to ensure that each household has accommodation appropriate to its needs at a price or rent it can afford, and to provide for persons who are unable to provide accommodation from their own resources. [‘Rebuilding Ireland, an Action Plan for Housing and Homelessness’ \(2016\)](#) **“Housing for All – A new Housing Plan for Ireland, 2021”**..sets ambitious targets for the delivery of social housing and put in place the mechanisms to support the increased supply of housing

(61) Amend sentence 1 under Policy Objective PHP33: ‘Provision of Refuges’ in Section 4.3.2.9 (page 91) as follows:

“It is an objective of the Plan to support the facilitation of the provision of **women’s and family** refuges **and safe home accommodation** for victims of domestic, ...”

Section 4.4 Place

(62) Amend paragraph 1 and 2, Section 4.4.1 ‘Quality Design & Placemaking’ (page 93) as follows:

“Placemaking is supported through high quality urban design, aimed at supporting and creating vibrant, distinctive, safe and accessible public spaces **for all ages and abilities** which promotes and facilitates social interaction. In this regard, good placemaking is a key component to promoting the creation and maintenance of sustainable residential communities. High quality design of all housing options also supports the creation of quality public spaces. High quality and inclusive urban design, **that takes account of all age groups and abilities**, will aid in creating healthy, attractive and accessible places to live for all residents, employees and visitors and to the County.

Urban design involves the design of buildings, groups of buildings, spaces and landscapes and establishing the processes that make successful development possible. Urban design encompasses the way places work as well as how they look. The Council is committed to ensuring that good urban design principles are applied in the

design and planning of existing and new development areas **and will encourage appropriate engagement with local communities in this regard.**"

(63) Amend sentence 1 of paragraph 1 under Policy Objective PHP34: 'Healthy Placemaking' (page 94) in Section 4.4.1.1 as follows:

"The principles for creating healthy and attractive places include good urban design, providing residents **of all ages and abilities** with suitable public spaces that encourage walking and cycling, good accessibility to sustainable neighbourhood infrastructure and employment, provision and access to high quality open spaces and recreation."

(64) Amend sentence 1, paragraph 1 under Policy Objective PHP35 'Inclusive Design & Universal Access' (page 94) in Section 4.4.1.2 as follows:

"The design of public spaces should facilitate a variety of needs **for all users** through, **but not limited to**, for example, providing play opportunity for children, rest stops for older people, **safe public breastfeeding spaces** and navigable surfaces and finishes to assist persons with a disability."

(65) Insert a new policy objective at the end of Section 4.4.1.3 'Policy Objective PHP36: Public Realm Design' (page 94) as follows:

"Policy Objective PHP37: Public Realm Offering

It is a policy objective to preserve and enhance the public realm offering in our towns and villages.

Dún Laoghaire-Rathdown County Council recognises the social and non-commercial value of the public realm and commercial activity is not the sole objective of outdoor public realm improvements. The Council will develop an outdoor realm policy that will enhance offerings including, but not limited to, street furniture; pedestrianisation of streets; outdoor vendors; safe, public breastfeeding spaces and litter management. All ages and backgrounds should be included in the consideration of public realm improvements."

Note: All subsequent sections / policy objective numbers to be renumbered as required.

(66) Insert a new policy objective, after the new policy objective PHP37 'Public Realm Offering' above (page 94) as follows:

"Policy Objective PHP38: Community-led Village Design Statements

It is a policy objective to support proposals from local communities and community organisations who wish to contribute to the preparation of Village Design Statements for their villages.

Village Design Statements are to be drawn up through a process involving community participation, the Heritage Council and the Council's Heritage Officer and Planning Department subject to availability of funds and staff resources. Such Village Design Statements would ideally include sample illustrations of preferred architectural vernaculars to guide design of new proposed buildings within a village area."

Note: All subsequent sections / policy objective numbers to be renumbered as required.

(67) Insert new text to the end of paragraph 1 under Policy Objective PHP39: 'Building Height and Design' (page 95) in Section 4.4.1.6 as follows:

"The Council will actively promote high quality design in all development across the County. In order to achieve quality places to live, the residents, workers and visitor to DLR should enjoy good quality building stock that meets the needs of their occupants and that protects and/or enhances the quality of public spaces **(Refer also to Chapter 12, Section 12.3.1.1 'Design Criteria').**"

Chapter 5: Transport and Mobility

Section 5.2 National and Regional Planning Context

(68) Add new section as follows at the end of Section 5.2 'National and Regional Planning Context' (page 100):

"5.3 Commuting Travel Mode Share Trends

In terms of current commuting, the travel mode share (as detailed in Census 2011 and 2016) for all trips to work, school or college for residents of Dún Laoghaire-Rathdown is shown in Table 5.0.

Table 5.0 Means of Travel to Work, School or College for Residents in DLR

Means of Travel	2011	% of Total	2016	% of Total	2011-2016 Change
On Foot	17,462	14%	18,387	14%	925
Bicycle	6,723	5%	8,864	7%	2,141
Bus/Minibus/Coach	13,796	11%	15,180	11%	1,384
Train/DART/LUAS	15,646	12%	19,040	14%	3,394
Motorcycle	937	1%	861	1%	-76
Car (Driver)	49,558	39%	50,021	37%	463
Car (Passenger)	19,560	16%	20,614	15%	1,054
Van/lorry/other	2,419	2%	2,466	2%	47
Total	126,101	100	135,433	100	9,332

(Source: Census 2011 and 2016)

There was an increase of 9,332 persons travelling to work, school or college in DLR between 2011 to 2016. The largest increase in the means of travel used over this period was by train/DART/LUAS that increased by 3,394 persons. There were also significant increases in cyclists (2,141), and to a lesser degree by those travelling by car (1,517) and travelling by bus/minibus/coach (1,384).

While the car (driver and passenger) remained the dominant mode of transport with 52% of trips this is a 3% reduction of car use on the 2011 figure of 55%. The modal share target for car as set out in "Smarter Travel, A New Transport Policy for Ireland 2009-2020," is 45 % car usage. The reduction of the car usage for commuting is therefore in the positive direction.

The Smarter Travel Target for cycling is 10 %. The numbers of those cycling has experienced a significant increase from 6,723 persons in 2011 to 8,864 persons in 2016 and representing an increase from 5 to 7% of the mode share. Similarly, the numbers taking public transport has also increased from 23% in 2011 to 25% in 2016. These are encouraging figures and demonstrate a shift in travel mode share towards more sustainable modes of transport.

In 2016, 85 % of households in the County had a car, which was a reduction from 86 % in 2011. However, when compared to Dublin as a whole, car ownership is still high in the County with 621 cars per 1,000 population versus 496 cars per 1,000 population for Dublin.”

Note: All subsequent sections / policy objective numbers to be renumbered as required.

Section 5.3 Integrated Land use and Transport

(69) Add new section and Policy Objective at the end of Section 5.3.1 ‘Policy Objective T1: Integration of Land Use and Transport Policies’ (page 101) as follows:

“5.3.2 Policy Objective T2: Local Transport Plans (Area Based Transport Assessments)

It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) in tandem with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof (Consistent with RPO 8.6).”

Note: All subsequent sections / policy objective numbers to be renumbered as required.

(70) Amend the third paragraph and subsequent bullet points in Section 5.3.2 ‘Policy Objective T2: Delivery of Enabling Transport Infrastructure’ of the Plan (page 102) as follows:

“The Bray and Environs Transport Study emphasises the need to reduce the overall demand for travel, prioritise pedestrians and cyclists including the implementation of the Greater Dublin Area Cycle Network Plan, prioritise public transport increasing the frequency of Dart and bus services, support the Metrolink to Sandyford and Luas to Bray, protect the national road network facilitating demand management on the N11/M11 and minimise road construction. The Bray and Environs Transport Study sets out enabling Infrastructure as follows:

- Woodbrook Dart Station.
- Strategic Park and Ride.
- Bus Connects/Core Bus Corridor.
- Busway from Fassaroe to Old Connaught over the County Brook at Ballyman Glen (which also facilitates walking and cycling).
- Support the delivery of a bus service from Sandyford via Rathmichael and Old Connaught to Bray Dart Station until the Luas Green Line extension to Bray is suitably advanced.
- Facilitate the implementation of demand management measures on the N/M11 and M50.
- Upgrade of the road system in Rathmichael and Old Connaught in order to facilitate the safe, convenient and reliable movement of public transport vehicles, cyclists and pedestrians – including:
 - Upgrade of Ferndale Road.
 - Development of a new link road from Ferndale Road to Dublin Road.
 - M50 Cherrywood Interchange to Rathmichael Link Road.
- The inclusion of the preceding three proposals is dependent on further assessment as set out in; the ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ in particular Section 2.7 and Section 5.8.3 Principles of Road Development, feasibility and environmental assessment of the NTA Transport Strategy for the GDA; and demonstration of their compatibility of with the strategic function of the national road network as set out in Sections 2.2 in the Bray and Environs Transport Study (2019).
- Delivery of Metro to Sandyford and Luas Green Line extension to Bray.
- N11/M11 upgrade.”

Section 5.4 Promoting Modal Change

(71) Amend Policy Objective T3 ‘Development of Sustainable Travel and Transport’ in Section 5.4.1 (page 103) as follows:

“It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport’s ‘Smarter Travel A Sustainable Transport Future 2009 –2020’ including the modal share targets, **and subsequent updates** and the NTA’s ‘Transport Strategy for the Greater Dublin Area ~~Transport Strategy~~ 2016-2035’ **and subsequent updates**, the RSES and the MASP.”

(72) Amend the second paragraph and insert text in Section 5.4.1 ‘Policy Objective T3: Development of Sustainable Travel and Transport’ (page 103) as follows:

“The Department of Transport’s ‘Smarter Travel, A Sustainable Transport Future 2009-2020’ and the NTA’s Greater Dublin Area Transport Strategy 2016-2035 set out an integrated and balanced sustainable transport strategy for the wider Dublin Region dealing with all sustainable travel modes (bus, rail, Luas, cycling and walking) and road transport as well as issues such as road safety, traffic management, accessibility, enforcement, social inclusion and guidance on complementary land use policies. The review of these two strategies ~~is to begin in 2020~~ **has begun. The Smarter Travel car mode share target is to reduce the total share of car commuting from 65% to 45% and the cycling mode share target is 10%.** The Council, acting primarily as facilitator rather than the direct provider of some sustainable transport networks, will have a significant role to play both in the development of an efficient transport system and in planning for the future transport needs of the County. In pursuing the objective of encouraging modal shift the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA.

Notwithstanding this the locus of control of the Planning Authority is via the overarching policy approach of the Draft Plan which is centred on promoting the ten minute neighbourhood and compact climate resilient communities where people have the options to use public transport and the softer modes for everyday trips. The Council can also utilise demand management measures which includes car and cycle parking standards. In this regard the Plan has introduced a new carparking policy and associated standards (Policy Objective T18: Car Parking Standards and Section 12.4.5 Car parking Standards and Map T2) and also cycle parking requirements (12.4.6 Cycle Parking) to complement the existing Council Cycle Standards (‘Standards for Cycle Parking and Associated Cycle Parking Facilities for New Developments’, 2018). The cycle parking standards will be refined further during the lifetime of the Plan to align with the carparking zones.”

(73) Amend Section 5.4.2 Policy Objective T4 (page 103) as follows:

“It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in ‘Smarter Travel, A Sustainable Transport Future’ and subsequent updates; the NTA’s ‘~~Greater Dublin Area~~ Transport Strategy for the Greater Dublin Area 2016-2035’ and the NTAs ‘Integrated Implementation Plan 2019-2024’ **and subsequent updates** by optimising existing or proposed transport corridors, and interchanges, and by developing new park and rides, and taxi ranks and cycling network facilities at appropriate locations.”

(74) Amend Section 5.4.2 ‘Policy Objective T4: Public Transport Improvements’ (page 103) as follows:

“It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in ‘Smarter Travel, A Sustainable Transport Future’ **and subsequent updates**; the NTA’s ‘~~Greater Dublin Area~~ Transport Strategy for the Greater Dublin Area 2016-2035’ and the NTAs ‘Integrated Implementation Plan 2019-2024’ **and subsequent updates**; by optimising existing or proposed transport corridors, ~~and~~ interchanges, ~~and by~~ developing new park and rides, ~~and~~ taxi ranks and cycling network facilities at appropriate locations.”

(75) Amend Section 5.4.2 ‘Policy Objective T4: Public Transport Improvements’ by adding the following paragraph following the last bullet point on page 103:

- “The appraisal, planning and design of the Luas Green Line network expansion to Bray.

It is a Policy Objective to support the DART+ Programme which will provide a higher frequency, integrated rail connection into the city with enhanced interchange with other modes.”

(76) Amend Section 5.4.3 ‘Policy Objective T5: Quality Bus Network/Bus Connects’ (page 104) as follows:

“The provision of a good quality bus infrastructure and associated services has the potential to provide the capacity needed to move large volumes of people who travel to work, education, shops and leisure facilities around the County and beyond each day.

~~“BusConnects Dublin is a programme of integrated actions which, proposes to overhaul the current bus system in the Dublin Region. BusConnects, includes several parallel strands of activity including infrastructure and bus priority measures, such as the Core Bus Corridors Project. Phase 1 of the Core Bus Corridor Project will deliver the Radial Core Bus Corridors and Phase 2 will deliver the Orbital Core Bus Corridors. There will be 3 Radial Core Bus Corridors and 3 Orbital Core Bus Corridors servicing DLR as follows:~~

~~Radial Core Bus Corridors~~

- ~~● No. 13: Bray – City Centre~~
- ~~● No. 14: UCD Ballsbridge – City Centre (new interchange at UCD)~~
- ~~● No. 15: Blackrock – Merrion~~

~~Orbital Core Bus Corridors~~

- ~~● Dún Laoghaire – Dundrum (new interchange hub at Dundrum)~~
- ~~● Dundrum / UCD – Tallaght~~
- ~~● Dundrum – Finglas~~

~~The Bus Connects Programme is being led and progressed by the NTA~~

BusConnects Dublin is a programme of integrated projects being progressed by the National Transport Authority, which seeks to overhaul the current bus system in the Dublin area. It comprises several parallel strands of activity, including:

- Core Bus Corridors (CBCs) Infrastructure Works, including new segregated cycling facilities. (Planning permission is to be sought in 2021 from An Bord Pleanála).
- Bus Services Network Redesign. (Finalised plans published by the NTA in September 2020).

Other elements of BusConnects include a new ticketing and cashless payment system, new bus stops and shelters and new bus livery with Low Emissions Vehicle technology. The Core Bus Corridors Infrastructure Works as proposed will include the following radial routes to and from the city centre: ● The Bray to City Centre Core Bus Corridor which will run through Shankill and along the N11

- The Blackrock to Merrion Core Bus Corridor which will run along Temple Hill, Frascati Road and Rock Road
- The UCD to Ballsbridge Core Bus Corridor which will run along the N11 and Nutley Lane.

The BusConnects Network Redesign will see an increase in services, both spine routes (through the city centre) and orbital routes (not through the city centre) as well as improved frequencies to provide a greater number of services and connections to more places across the city. To facilitate these service enhancements, improvements to bus interchange facilities are proposed at Dundrum, UCD and Dún Laoghaire. It is noted that the NTA have to seek approval from An Bord Pleanála for each of the Core Bus Corridors. The main bus routes serving the County under the BusConnects Network Redesign will include:

Spine Routes (high frequency routes through the city centre);

A2 – Dundrum – Ballinteer – Grange Road – City Centre – Dublin Airport

A4 – Dundrum – Barton Road – Nutgrove – City Centre – Swords Manor

B3 – Dún Laoghaire – Monkstown Road – Rock Road – City Centre – Hollywoodrath

B4 – Killiney Shopping Centre – Rochestown Avenue – Abbey Road – Rock Road – City Centre – Blanchardstown Shopping Centre

E1 – Ballywaltrim – Bray – Shankill – N11 – City Centre – Northwood

E2 – Dún Laoghaire – Kill Lane – N11 – City Centre – Charlestown Shopping Centre

Orbital Routes (high frequency routes not through the city centre);

S8 – Dún Laoghaire – Monkstown Road – Newtownpark Avenue – Leopardstown Road – Sandyford – Grange Road – City West

*S6 – Blackrock – Mount Merrion Avenue – UCD – Mount Anville Road – Dundrum – Nutgrove – Tallaght
S4 – UCD – Bird Avenue – Rathgar – Terenure – Liffey Valley*

The BusConnects Network Redesign also includes a significant number of other city bound routes, peak hour routes and local routes. One of the most significant local routes includes the L25, which will connect the two Major Town Centres within the County as follows:

L25 – Dún Laoghaire – Monkstown Avenue – Stillorgan Park – Stillorgan – Kilmacud Road Upper – Dundrum.”

It is an objective of the Council to assess the potential for bus priority measures at appropriate locations and to seek to implement such measures in order to support the provision of bus services planned under the BusConnects Network Redesign.”

(77) Amend Section 5.4.5 (page 104) as follows:

“Phase 1, expected to be completed by Q2 2021, involves extending the existing twenty six 43 metre long trams to 55 metres in length and the delivery of an additional eight 55 metre trams to the fleet. Extending the trams will increase passenger capacity by c. 30%.

Phase 2 involves increasing frequency by operating thirty 55m trams per hour (in each direction) — one every two minutes.

Phase 1 which provides for the following improvements to the Luas Green Line has been completed:

- *40% overall increase in service capacity*
- *Increase of 3,000 passengers per direction per hour (pdph)*
- *Future proof line capacity into 2030’s*
- *Purchase of 8 new trams*
- *Increase length of the existing fleet (26 trams) to 55m long*
- *Increased tram capacity*
- *Increased service frequency*

Phase 2 which involves increasing frequency of service by operating thirty 55m trams per hour (in each direction) — one every two minutes, is at the project planning and design stage. This upgrade of the Luas Green Line to increase capacity in the peak hour would require both infrastructural improvements and acquisition of additional trams. The time line and budget for this phase has not yet been announced by the TII/NTA.”

(78) Insert the following text after the final paragraph in Section 5.4.6 ‘Policy Objective T8: Luas Extension and MetroLink’ (page 105), and in the ‘Mapping Notes’ included in the Land Use Zoning:

“The route of a proposed indicative Luas Spur from Old Connaught Avenue to Fassaroe, Bray as shown on Map 14 shall be further considered and informed by and in the context of the next Transport Strategy for the Greater Dublin Area.”

(79) Insert the following text at the end of the final paragraph in Section 5.4.7 ‘Policy Objective T9: Rail Stations/Luas Stops’ (page 105):

“Access routes to and through all rail stations and Luas stops shall be in accordance with best accessibility practice. Cycle parking and cycle facilities provision at rail stations and Luas stops shall be in accordance with the requirements in the Council’s ‘Standards for Cycle Parking and associated Cycling Facilities for New Developments’ (2018). The Accessibility Programme of Iarnród Éireann, which provides for the upgrade of rail stations in terms of accessibility is anticipated to deliver improvements for persons with reduced mobility in the rail network.

Section 5.5 Promoting Active Travel: Cycling and Walking

(80) Amend Section 5.5.1 ‘Policy Objective T10: Walking and Cycling’ (page 106) as follows:

“It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm and permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES).

A key aim of Smarter Travel is to ensure that walking and cycling become the mode of choice for local trips. The encouragement of walking and cycling (active mobility):

- is a climate change mitigation measure
- is important for promoting healthy communities and reducing obesity
- will aid in the evolution of the 10-minute neighbourhood concept.

Routes are being retrofitted to all key destinations and public transport hubs in the County. This retrofitting includes permeability links, removal of barriers and placemaking improvements such as cycle parking, urban greening and street furniture. The improvements to permeability links will be designed to provide access for all and be informed by the user hierarchy in accordance with DMURS addressing pedestrian safety and measures to calm other traffic where necessary.”

The implementation of temporary mobility works has taken place in response to the Covid 19 Pandemic and includes a range of measures which support business activities in towns and villages by creating more external space.

DLR are also rolling out a number of initiatives on active and smart mobility solutions, including promoting and facilitating safe walking and cycling connectivity to schools, third-level institutions and places of work, a residential safe and quiet streets initiative and installation of cycling infrastructure, as well as junction re-design.

The design of the pedestrian and cycle networks shall be informed by the four core principles of DMURS which are connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach. In terms of temporary mobility works the ‘DMURS Interim Advice Note – Covid-19 Pandemic Response’, 2020 is the relevant national advice.

The Active School Travel initiative of the Council which began in 2019 is aimed at supporting and promoting alternative means for children to get to school in a safe and active way, in particular, walking and cycling. This initiative is being carried out in partnership with other stakeholders, including the Department of Transport, Tourism and Sport, The National Transport Authority (NTA) and the An Taisce – Green Schools Travel programme. The Green Schools Travel Programme have developed ‘Safe to School – An Ideas Document for Safe Access to Schools’ for schools to consider implementing in order to allow for recommended physical distancing on arrival to school and to address front of school vehicle congestion.”

As part of the Development Management process, new development will be required to maximise permeability and connectivity for pedestrians and cyclists and where practicable, retrospective implementation of walking and cycling routes - to maximise permeability and connectivity - may also be required within existing neighbourhoods. (Refer also to Chapter 12 ‘Development Management, Sections, 12.3, 12.4 and 12.8).”

(81) Amend Section 5.5.3 ‘Policy Objective T12: County Cycle Network’ (page 107) as follows:

“It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES).”

Note: Having regard to the above, all references to to the GDA Cycle Network Plan and the Cycle Manual in the Draft Plan shall be amended accordingly.

(82) Insert new text in paragraph 5 under Policy Objective T12: ‘County Cycle Network’ in Section 5.5.3 (page 107) as follows:

“All new development, and changes of use, must demonstrate how they can provide improved linkages to-and-from the County Cycle Network. New cycle tracks or cycle lanes, or upgrades to cycle routes, shall be designed in accordance with the ‘National Cycle Manual’ (2011) **and subsequent revisions**. Recreational car-free cycle routes, cycle routes to schools and Greenways will also be developed - in accordance with the Green Infrastructure Strategy (refer to Appendix 15) - to promote cycling within the County and such routes will be encouraged as part of larger developments.”

(83) Amend Section 5.5.4 ‘Policy Objective T13: Coastal Cycling Infrastructure’ (page 107) as follows:

“It is a Policy Objective of the Council to promote ~~the development of Dublin Bay Trail from the boundary with Dublin City to Wicklow County~~ **the development of the Sutton to Sandycove Promenade and Cycleway**, as a component part of the National East Coast Trail Cycle Route **and also the Dublin Bay trail from the boundary with Dublin City to Wicklow County.**”

(84) Amend paragraph 1 under Section 5.5.4 ‘Policy Objective T13: Coastal Cycling Infrastructure’ (page 108) as follows:

“This coastal route will be subject to a feasibility study, including an assessment of the route options. Any development proposals shall be subject to **Ecological Impact Assessment (where SEA and EIA is being undertaken, the assessments would consider and integrate ecological impacts and a separate, stand alone Ecological Impact Assessment would not be required)** and Appropriate Assessment Screening ~~in accordance with the requirements of the EU Habitats Directive~~ to ensure the protection and preservation of all designated SACs, SPAs and pNHAs in Dublin Bay and the surrounding area.”

(85) Amend Policy Objective T14 ‘Bike Rental Scheme’ in Section 5.5.5 (page 108) as follows:

“It is a Policy Objective to support the provision of bike rental (pedal, e-bike, **and other powered personal vehicles**) across the County.”

Section 5.6 Demand Management and Travel Planning

(86) Insert text to Policy Objective T20 and add new text below in Section 5.6.6 ‘Policy Objective T20: Park and Ride’ (page 110) as follows:

“It is a Policy Objective **to liaise with the Park and Ride Office of the NTA** to facilitate the provision of Park and Ride facilities, **both short term and long term** and to provide suitable electric charging structures and adequate cycle parking, in appropriate locations along strategic transport corridors, including Woodbrook and Carrickmines **and other suitable sites to be identified with the NTA Park and Ride Office**, subject to the outcome of environmental assessment and planning approval. (Consistent with RPO 8.14 of the RSES)

A Park and Ride Office was established by the NTA in 2020 to co-ordinate the delivery of park and ride facilities and a Park and Ride Strategy is in preparation for the Greater Dublin Area. It is anticipated that this will include sites in the Dún Laoghaire-Rathdown Area. The NTA have indicated that they will consider temporary shorter-term park and ride facilities including bus-based park and ride which could complement public transport on key transport corridors such as the N11 subject to compliance with the principles set out in the Park and Ride Strategy.”

(87) Insert the following text after the first paragraph in Section 5.6.6 ‘Policy Objective T20: Park and Ride’ (page 110):

“The RSES and the existing NTA Strategy for the GDA identifies the need for Park and Ride facilities in the vicinity of Woodbrook-Shanganagh. It is anticipated that permanent Park and Ride facilities may be provided at a location proximate to the south-eastern commuter line to serve the broader Bray, Woodbrook-Shanganagh

and Fassaroe area. The provision of a Strategic Park and Ride should not however undermine the capacity of existing or planned infrastructure to provide for the development of the immediate area.”

Section 5.7 Road and Street Network

(88) Insert the following before the first paragraph under Policy Objective T22 ‘Roads and Streets’ in Section 5.7.1 (page 111):

“New road projects, traffic management and active travel upgrades shall ensure that any alterations to the traffic on adjoining roads shall not compromise pedestrian and cyclist safety and convenience.”

(89) Amend Table 5.3 ‘6 Year Road Objectives/Traffic Management /Active Travel Upgrades’ in Section 5.7.1 (page 111) as follows:

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

6 Year Road Objectives/Traffic Management/Active Travel Upgrades	Local Authority Delivery	Developer Delivery
Ballinteer Road (M50 to Ballinteer Avenue)	x	
Blackglan Road	x	
Bracken Road Extension to Drummartin Link Road	x	
Cherrywood Road ¹	x	
Cherrywood SDZ (necessary roads infrastructure as detailed in Cherrywood SDZ Planning Scheme) ¹	In accordance with the Cherrywood Planning Scheme	
Cherrywood to Dún Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout)	x	
Clay Farm Loop Road		
Coal Quay Bridge and Causeway ²	x	
Glenamuck District Roads Scheme	x	
Glenamuck Road South	x	
Harolds Grange Road, College Road	x	
Hillcrest Road	x	
M11 Upgrade (M50 to Fassaroe)	x	
Enniskerry Road (Stepaside to Glenamuck District Roads)	x	
Kilgobbin Road (Sandyford Hall to Ballyogan Road)	x	
M50 Junction 14 diverge, ESB Link Road and link to Arena Road		x
M50 Cherrywood Interchange to Rathmichael – new link road ^{1,3}	x	
Ferndale Road ^{1,3}	x	x
Link from Ferndale Road to Dublin Road ^{1,3}	x	x
Rochestown Avenue	x	
Sandyford / Enniskerry Road (Coolkill to Aiken’s Village)	x	
Shanganagh Road	x	
Sunnyhill to the Willows, Loughlinstown		x
The Park, Carrickmines to Ballyogan Road		x
Woodbrook/Shanganagh Access Road		x
Leopardstown Link Road Phase 2	x	x(part)
Murphystown Link Road	x	x(part)

1. Not demarcated on the 14 no. County Development Plan maps.
2. Demarcated via a Specific Local Objective.
3. “The inclusion of these proposals is dependent on further assessment as set out in; the ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ in particular Section 2.7 and Section 5.8.3

Principles of Road Development, feasibility and environmental assessment of the NTA Transport Strategy for the Greater Dublin Area 2016 -2040 and the forthcoming Transport Strategy for the Greater Dublin Area; and demonstration of their compatibility with the strategic function of the national road network as set out in Sections 2.2 of the Bray and Environs Transport Study (2019).”

(90) Amend Section 5.7.2 ‘Policy Objective T23: Motorway and National Roads’ (page 113) as follows:

“In accordance with Section 2.9 of the ‘Spatial Planning and National Road Guidelines for Planning Authorities’, the Council will protect the potential route corridors within the N11/ M11 Scheme and thereafter the preferred route corridor selected and prohibit development that could prejudice their future delivery. The Council will facilitate the protection of all National routes and associated junctions ~~from frontage access and to minimise the number of junctions~~ in accordance with TII’s Policy and the Department of Environment, Community and Local Government’s ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (2012).”

(91) Amend Section 5.7.3 ‘T24: Environmental Assessment of New Roads’ (page 113) as follows:

“It is a Policy Objective that where projects for new roads, identified under Section 5.7, are not already provided for by existing plans/programme or are not already permitted, that the feasibility of progressing these projects shall be examined, taking into account environmental sensitivities as identified in the SEA Environmental Report (including greenhouse gas emissions and other emissions to air) and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection. In implementing this Objective, the Council will comply with any national policy or guidelines issued relating to the assessment of greenhouse gas emissions and other emissions to air for new transport projects.”

(92) Amend Section 5.7.4 ‘Policy Objective T27: Road Safety’ (page 114) as follows:

“5.7.4 Policy Objective T27 Road Safety:

It is a Policy Objective to implement ~~the a Council Road Safety Authority’s Road Safety Strategy 2013–2020 Plan~~ in line with the emerging Government Road Safety Strategy 2021 to 2030 in conjunction with relevant stakeholders and agencies.

Reducing the risk of collisions for all road users is a key objective of the Council.

The Road Safety Authority is developing a new Government Road Safety Strategy which will run from 2021 to 2030. It will have a Vision Zero approach at its core. Vision Zero is a best-practice strategy, adopted by other countries in EU, that aims to end all road traffic fatalities and serious injuries by 2050.

The Council’s new Road Safety Plan ~~2015–2020’ contains an Action Plan to reduce collisions and casualties based on implementation of ‘Education, Engineering, Enforcement and Evaluation’ measures. The Road Safety Plan will be developed in line with the Government’s Authority’s ‘Road Safety Strategy 2013–2020’. Ireland’s fourth Road Safety Strategy 2013–2020 ‘Closing the Gap’, builds on the progress for pedestrians and cyclists at pedestrian crossings and the understanding provided by the first three Strategies with the objective of sustainably improving safety on Irish roads. and in conjunction with relevant stakeholders and agencies.~~

Active Travel Routes and School Traffic Zones (reduced speed limits, speed reduction measures, road marking, signage etc.) will continue to be developed and school wardens provided or retained near schools where warranted in order to encourage good user behaviour for motorists, cyclists and pedestrians on roads, footways and crossing points approaching schools.”

(93) Insert the following text at the end of the first paragraph of Section 5.7.7 ‘Policy Objective T28: Traffic Management’ (page 113-114):

“In the design of Traffic Management Schemes, designers will be encouraged to ensure that the needs of all road users are considered in such schemes and to mitigate any likely possible negative effects including the

potential impact of traffic diverting to the surrounding network. Designers will also be encouraged to consider the effects of traffic evaporation within the area of the Traffic Management Scheme.”

(94) Amend the first paragraph of Section 5.7.9 ‘Policy Objective T30: Accessibility’ (page 114) and add a subsequent paragraph as follows:

“Accessibility and inclusivity are vital for the full participation of all groups in the social and economic life of the County. Disability legislation places obligations on public bodies to ensure their services are accessible to all vulnerable road users. Inclusiveness and accessibility will be key considerations in the design of all facilities for pedestrians, cyclists and public transport passengers, including people persons with disabilities.

The Local Authority support a ‘whole journey approach’ to make public transport fully accessible to persons with disabilities which includes supporting a universal design approach to the built environment in accordance the Government’s ‘National Disability Inclusion Strategy,’ 2017- 2021. In this regard improving the accessibility to parks and other permeability routes is an important action which the Council is undertaking to improve access for all throughout the County.”

(95) Add the following new Section and Policy Objective at the end of Section 5.7.9 ‘Policy Objective T30: Accessibility’ (page 114):

“Policy Objective T31: Personal Safety

It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists and pedestrians. This would include all Luas, DART and bus stops, carparks, cycle parking facilities, laneways and other areas of common use. Initiatives could include well lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built up areas.”

Chapter 6: Enterprise and Employment

6.4 Enterprise and Employment - Strategy and Policies Objectives

(96) Amend the text in the first paragraph of Section 6.4.1 'Strategy' (page 126) as follows:

"The success of enterprise and employment in the County is intertwined with maintaining and enhancing the attractiveness of the County as a high quality place to live, work and visit. It is this wider package, which includes everything from high quality public transport **and active travel, supporting physical infrastructure,** availability of housing, education infrastructure, quality place-making and heritage, culture, recreational and community facilities, which will ultimately attract business and ensure the County works better for all. In spatial terms, the DLR employment strategy aims to provide for the expansion of employment through the designation of a range of highly accessible employment locations. The Employment Strategy of this Plan seeks to align strategic employment locations with existing and identified residential growth areas through existing high frequency public transport corridors **and active travel** thereby minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint. The strategy supports the expansion of key strategic employment locations at Sandyford, Cherrywood, Carrickmines and seeks to retain and enhance the important role of employment in the County's Major Town Centres."

(97) Amend the wording under Policy Objective E3 'Cultural and Creative Industries' in Section 6.4.2.2 (page 127) to read as follows:

"Cultural and creative industries, as a subset of the knowledge economy, are an increasingly important area of economic growth, ~~and~~ employment creation **and social cohesion.** They have been defined as **activities and** industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property - including areas such as advertising, software, publishing, architecture, music and the visual and performing arts, film, video and photography. There is a growing movement internationally by cities to become recognised and organised as 'creative cities' and in this respect, the location of Ireland's only institute of art, design and technology - IADT - in the County is a significant asset. IADT's strategic vision is to be a leader in higher education with a specialist focus on the development of future makers and shapers, technologists, thinkers, storytellers and creators who lead and innovate in a changing digital world."

(98) Insert a new paragraph at the end of Section 6.4.2.8 'Policy Objective E9: Smart Dublin' (page 129) to read as follows:

"Smart Tourism is an important component of the Smart City concept and refers to the use of information and communication technology to develop innovative tools and approaches to improve tourism."

(99) Amend the first paragraph of the wording under Policy Objective E16 'Tourism and Recreation' in Section 6.4.2.15 (page 132) to read as follows:

"Tourism is one of the most important indigenous economic sectors in the County, the Region and the State. The Council recognises the direct employment potential of tourism and recreation to the local economy, in addition to the significant secondary benefits for many other sectors such as food and beverage, accommodation providers, transport and retail. It is Council policy to co-operate with the appropriate agencies in promoting sustainable tourism and securing the development of tourist and recreation orientated facilities in the County. **Furthermore, the Council will support the development of accessible and inclusive tourism."**

(100) Amend the last paragraph in Section 6.4.2.15 'Policy Objective E16 'Tourism and Recreation' (page 132-133) to read as follows:

"The Council acknowledges Fáilte Ireland intentions to ~~develop~~ **activate a Visitor Destination and** Experience Development Plans (~~VD~~DEDP's) for the Coast and **develop one for** the Mountains of Dublin, both of which are

key tourism and recreational assets for DLR. The VDEDP's will identify the key assets of each area and provide a framework to present the experiences and stories of that area in a way that tourists can readily and easily understand. They will identify tangible actions and a process for businesses to shape their respective tourism experience in line with the overall brand proposition and the key motivating themes for their area. The Council will support Fáilte Ireland in their preparation of the VDEDP's."

(101) *Insert a new Policy Objective and associated text after Section 6.4.2.9 'Policy Objective E10: Office Development' (page 130) to read as follows (note: all Section and Policy Objective numbering to be subsequently amended):*

"6.4.2.10 Policy Objective E11: Remote Working

It is a Policy Objective to implement the National Remote Working Strategy and promote and assist in the provision of remote working infrastructure in appropriate locations and in particular, where these uses contribute to town centre regeneration, facilitate the reuse of existing and historic buildings, and bring added activity and vibrancy to the area.

One way to facilitate a reduction in commuting distances and times, while still allowing workers to gain access to office space outside of the home, is the development of remote working hub infrastructure in our centres and employment areas to facilitate 'hubwork'. Hubwork is defined in the National Remote Working Strategy as 'an arrangement where an employee works from a hub close to or within their local community, either exclusively or some of the time'. These facilities can offer people the potential to gain access to quality office facilities and technology, meeting spaces, and social interaction and collaboration without requiring a person to commute the full distance to their workplace. These spaces also offer the potential for increased activity and a broader employment base within our major town, district and neighbourhood centres, where vacant commercial space may be an increasing issue going forward, particularly given changes in the retail sector and a move toward online shopping. The reuse of existing buildings for these purposes can also aid in the regeneration of historic buildings, potentially offering a viable option for reuse. The provision of these spaces ties in with the 5 Strategic County Outcomes in the Plan and the concept of the ten minute neighbourhood. For clarity proposals shall be assessed under office use class.

In neighbourhood centres such proposals will be assessed having regard to ensuring an appropriate mix of uses in the wider area and in accordance with the land use zoning objectives set out in Chapter 13."

Note: All subsequent sections / policy objective numbers to be renumbered as required.

(102) *Insert a new Policy Objective and associated text at the end of Chapter 6 (page 134) to read as follows:*

"Policy Objective E23 - Night-Time Economy

It is a Policy Objective to support the achievement of a sustainable night-time economy based upon key principles including inclusivity, diversity, vibrancy and which is underpinned by a consideration of the balancing of needs and co-existence between potentially conflicting uses.

Proposals relating to the night-time economy will be assessed in accordance with the development management standards set out in Chapter 12 and the land use zoning objectives set out in Chapter 13."

Chapter 7: Towns, Villages and Retail Development

Section 7.2 Multifunctional Centres in Dún Laoghaire-Rathdown

(103) Amend the second paragraph of Section 7.2.1 ‘Recent Retail Development in Dún Laoghaire-Rathdown’ (page 137) as follows:

“In Blackrock for example, the Frascati Shopping Centre ~~has undergone~~ ~~is in the latter stages of~~ a significant rejuvenation by way of an extension scheme which includes a new high quality design for its Frascati Road elevation. Work ~~is also nearing completion~~ ~~has also commenced on~~ a significant upgrade of the Blackrock Shopping Centre, which was permitted in 2016”.

(104) Amend Section 7.2.3.3 ‘Policy Objective MFC3: Placemaking in our Towns and Villages’ (page 139) as follows:

“As set out in the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region (EMRA), this focus on ‘placemaking’ is closely linked to the concepts of vitality and viability which are described as central to maintaining and enhancing town centres.

The County Development Plan also supports the introduction of the Town Centre First policy approach, where appropriate, which will ensure that the vibrancy of towns will be enhanced.”

Section 7.3 National and Regional Policy Context

(105) Insert new Policy Objective after section 7.3.2.1 ‘Policy Objective RET2: Retail Strategy for the Greater Dublin Area’ (page 141) as follows:

“Policy Objective RET3: Assessment of existing retail floor space
It is a Policy Objective of the Council that in positioning the Local Authority for the preparation of a new GDA retail strategy, the Planning Authority shall commence a broad assessment of the existing retail floorspace in the County, including comparing the results with the projected figures for 2021 as set out in the Retail Strategy for the Greater Dublin Area 2008-2016 and reflecting the changing role of centres and their importance in meeting the needs of the ten minute neighbourhood.”

Note: All subsequent sections / policy objective numbers to be renumbered as required.

(106) Amend the last paragraph of Section 7.2.3.1 ‘Policy Objective MFC1: Multifunctional Centres’ (page 139) as follows:

“In terms of accessibility to more locally-based facilities, few locations within the built-up area are significantly removed from Neighbourhood Centres, local convenience shops and/or ~~petrol-filling~~ ~~service~~ stations which can satisfy day-to-day shopping requirements”.

Section 7.4 The Retail Hierarchy and Core Shopping Areas

(107) Amend the first bullet point after the first paragraph in Section 7.4.2 ‘Core Shopping Areas’ (page 142) as follows:

“The core shopping area for Dundrum corresponds to the MTC zoning objective ~~for the Town~~ and generally includes the area between Main Street and Dundrum Bypass and from ~~Uncle Tom’s Cabin~~ to Wyckham Way”.

(108) Amend Section 7.4.2 ‘Core Shopping Areas’, bullet point 4, page 142:

“The core shopping area for Blackrock corresponds to the DC Zoning objective for the area and includes Main Street to Frascati Shopping Centre and from Blackrock Shopping Centre to ~~Carysfort Avenue~~ Temple Road.”

Section 7.5 Overall Strategy for Centres Identified in the Retail Hierarchy

(109) Amend Table 7.2 ‘Summary of Overall Strategy for Centres in the DLR Retail Hierarchy’ in Section 7.5.1 (page 143) as follows:

Add “**Blackglen**” to Established Neighbourhood Centres and delete “~~Ticknock~~” from New Neighbourhood Centres.

(110) Amend the last paragraph on page 145 in Section 7.5.2 ‘Major Town Centres’ as follows:

“Importantly, the expanded boundary recognises the opportunity created by the future redevelopment of the substantial Central Mental Hospital site (c. 11.3ha), ~~which now falls under the ownership of the Land Development Agency (LDA)~~ following the decision to relocate the existing hospital to a new, purpose-built facility in Portrane, North County Dublin. The Council is cognisant of the important role that the site plays in the area and the potentially unique opportunity that it provides to contribute to both community infrastructure and quality housing provision.”

(111) Amend the seventh bullet point on page 147 in Section 7.5.2 ‘Major Town Centres’ as follows:

“The promotion of Dundrum Major Town Centre in general, and the **Millpond Square**, Pembroke District, and **Main Street/Sandyford Road** in particular, as an important focus of restaurant, leisure and evening uses - subject to the safeguarding of surrounding residential amenity.”

(112) Insert the following bullet point in the list on page 147 in Section 7.5.2 Major Town Centres:

- “**Promote the sensitive adaptation and reuse of Mahers Terrace to open up the courtyard and rear buildings.**”

(113) Amend the third bullet point on page 147 in Section 7.5.2 ‘Major Town Centres’ as follows:

“The comprehensive redevelopment of the environs of the William Dargan Bridge undercroft, Usher House and Waldemar Terrace. This area provides a significant opportunity to create a new focal point and sense of enclosure at the northern ‘gateway’ to Dundrum Main Street. At present this area is dominated by heavy vehicular traffic volumes and the bus interchange. **Any redevelopment shall be in keeping with and sensitive to the character and scale of the adjacent streetscape on Main Street and its ACA status and should seek to strengthen visual and physical connections with same.**”

(114) Amend the fifth bullet point on page 148 in Section 7.5.2 ‘Major Town Centres’ as follows:

“The requirement that new development, and in particular substantial residential schemes, should be integrated with and link effectively to the surrounding locality and wider mobility network, in terms of pedestrian, cyclist and vehicular movements. In the case of the redevelopment of the Central Mental Hospital site, this ~~will likely~~ **may** necessitate the provision of additional vehicular links to the existing road network as well as integration into the surrounding pedestrian and cycle networks.”

(115) Amend the seventh bullet point on page 148 in Section 7.5.2 ‘Major Town Centres’ as follows:

“The ~~planned~~ provision of ~~significant additional~~ off-street and underground car parking provision **commensurate with the uses proposed**, with appropriate access routes (both surface and sub-surface). This will help minimise vehicle movements and facilitate **a reduction in**/the complete removal of surface parking from the Main Street, immediately connected streets and surrounding residential areas.”

(116) Amend Section 7.5.2.1 'Policy Objective RET4: Major Town Centres', subsection Dundrum paragraph 5 (page 145) to insert the following text at the end of the following:

"As such, it is considered that the UFP needs to be revisited, given that certain anticipated developments have not yet taken place and that the original UFP dates from 2003. This will be achieved through the ongoing preparation of an LAP for Dundrum during the lifetime of this Plan. A focus of the LAP preparation will be on enhancing the multifunctional nature of Dundrum Major Town Centre as set out in RET4 above.

The LAP will be informed by the Dundrum ACA."

(117) Amend the third bullet point in the sub-section 'Stillorgan District Centre' in Section 7.5.3 'District Centres' (page 149) as follows:

"Net retail sales area¹ in Stillorgan District Centre zoned lands to be capped at 20,000 ~~25,000~~ sq. m."

Chapter 8: Green Infrastructure and Biodiversity

Section 8.5 The Coast

(118) Amend Section 8.5.1 'Policy Objective GIB7: National Marine Planning Framework (NMPF)' (page 161) as follows:

"8.5.1 Policy Objective GIB7: National Marine Planning Framework (NMPF)

It is a Policy Objective to support the policies and objectives as appropriate and relevant of the [forthcoming](#) National Marine Planning Framework (NMPF), with respect to the conservation, management, and protection for a sustainable future for the marine area.

The ~~Government have produced a consultation draft~~ NMPF (2021), ~~which~~ sets out a vision, objectives, and policies to aid ~~draft~~ decision making in the marine area. It is an important component piece of progressing ~~requirements towards the adoption of a National Marine Plan, which is required~~ under EU Directive 2014/89/EU, ~~to be in place by 2021~~. Part V of the Planning and Development (Amendment) Act 2018 transposes the Directive into primary legislation. It is important to note that Section 68 states that Part V, "shall not apply to those parts of the nearshore areas to which a Development Plan, a Local Area Plan, the NPF, a RSES, a guidance on a directive under Part 11 of the principle Act applies". The ~~draft~~ NMPF also references the Marine Planning and Development Management Bill,"

(119) Insert a new sentence at the end of Section 8.5.2 'Policy Objective GIB8: Coastline, Parks and Harbours' (page 162) as follows:

"Any public realm projects at both Sandycove and Bulloch Harbours shall have regard to the concept proposals that are contained in the 2020 Masterplan for Sandycove and Bulloch Harbours."

(120) Amend title of Policy Objective GIB9, Section 8.5.3 (page 162) by inserting the following:

"8.5.3 Policy Objective GIB9: Beaches and Bathing Areas."

(121) Amend Policy Objective wording, 8.5.3 Policy Objective GIB9: Beaches (page 162) to include the following:

"It is a Policy Objective to promote the use of certain beaches and **Bathing Areas** for amenity and recreational use, and to continue to develop the County's beaches and **Bathing Areas** in co-operation with local and environmental interest groups".

(122) Amend the third paragraph of Section 8.5.4 'Policy Objective GIB10: Dublin Bay Biosphere' (page 162) as follows:

"The biosphere **reserve** is managed by the Dublin Bay Biosphere Partnership which includes Fingal County Council, Dublin City Council, DLR County Council, Dublin Port Company and the National Parks and Wildlife Service of the ~~Department of the Arts of Housing, Local Government and Heritage~~ [and the Gaeltacht](#)."

Section 8.6 Access and the Mountains

(123) Insert text at the end of paragraph 1 of Section 8.6 'Access and the Mountains' (page 163) as follows:

"... Today there is a much wider range of recreational pursuits taking place in the mountains including mountain biking, orienteering, mountain running. **The Dublin mountains also play an important role as a natural and scenic amenity (see also sections 8.4 Landscape and 8.7 Biodiversity).**"

- (124)** Amend second bullet point of Section 8.6.3 ‘Policy Objective GIB14: Public Rights-of-Way’ (page 163) as follows:

“Extend or enhance existing rights-of-way either by agreement with landowners or using compulsory powers in the interest of ensuring access to amenities, including the coast, upland areas, riverbanks, heritage sites, **geological sites** and National Monuments.”

- (125)** Amend the first sentence of paragraph 1 in Section 8.6.6 ‘Policy Objective GIB17: Trails, Hiking and Walking Routes’ (page 165) as follows:

“The **forthcoming** Heritage Plan 2021 – 2025, (~~completion 2021~~) informs the Council’s policies regarding the protection, and management of and access to heritage in the County.”

- (126)** Insert new text at the end of paragraph 3, Section 8.6.6 ‘Policy Objective GIB17: Trails, Hiking and Walking Routes’ (page 165) as follows:

“Steps to encourage such routes may include public transport connectivity, safe cycling routes, secure parking, publication of maps, and the provision of other appropriate facilities for users of such routes. Where possible and appropriate established hiking and walking routes will be signposted. (Refer also to Section 2.2.7.5, Policy ST8). That all in use public rights of way including those over private lands be suitably signposted. **Other trails in the County include routes such as mass paths, which were historic routes used to access mass in penal times. The Draft Dún Laoghaire-Rathdown Heritage Plan 2021-2025 contains an action to map historic paths including mass paths and it is an objective of the Council to preserve mass paths throughout the County where possible.**”

Section 8.7 Biodiversity

- (127)** Amend the last paragraph of Section 8.7.1.3 ‘Policy Objective GIB18: Protection of Natural Heritage and the Environment’ (page 169), as follows:

“The implementation of the current DLR County Biodiversity Action Plan has resulted in the completion of a number of projects/studies that have increased the overall level of knowledge, awareness and understanding of the biodiversity of the County. These projects/studies are listed in [Appendix 3-Appendix 10](#) and have been used to produce the DLR Ecological Network Map (Refer to Supplementary Map B1).”

- (128)** Amend Table 8.3 ‘Designated Sites in DLR’ (Page 170) to correct and include ‘pNHA’ site ID’s and update corresponding maps accordingly, as follows:

“**Table 8.3: Designated Sites in DLR**

Site no	Site name	SPA	pNHA	SAC	pNHA Site ID
00210	South Dublin Bay SAC		X	X	
004024	South Dublin Bay and River Tolka Estuary SPA (includes Booterstown Marsh)	X			Site 2
004172	Dalkey Islands SPA	X	X		
001205	Booterstown Marsh pNHA	X	X		Site 1
001206	Dalkey Coastal Zone and Killiney Hill pNHA		X		Site 3
001753	Fitzsimons Wood pNHA		X		Site 4
001211	Loughlinstown Woods pNHA		X		Site 6
001207	Dingle Glen pNHA		X		Site 5
001202	Ballybetagh Bog pNHA		X		Site 9
000713	Ballyman Glen SAC		X	X	Site 10
00725	Knocksink Woods SAC (also a Nature Reserve)		X	X	Site 8
002122	Wicklow Mountains SAC	X		X	
003000	Rockabill to Dalkey Islands SAC			X	

- (129)** Amend first paragraph of Policy Objective wording, Section 8.7.1.5 'Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance' (page 171) by inserting the following:

"It is a Policy Objective to protect and promote the conservation of biodiversity in areas of natural heritage importance outside Designated Areas and to ensure that notable sites, habitats and features of biodiversity importance - including species protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979, the Habitats Directive 1992, **Birds and Habitats Regulations 2011**, Flora (Protection) Order, 2015, Annex I habitats, local important areas, ..."

- (130)** Amend last line of second paragraph, Section 8.7.1.5 'Policy Objective GIB22: Non-Designated Areas of Biodiversity' (page 171) to delete the following text:

~~"It is envisaged that the forthcoming wildlife corridors will also be depicted in Supplementary Map B1"~~

- (131)** Amend Section 8.7.1.7 'Policy Objective GIB24: Rivers and Waterways' (page 174) by inserting a new sentence after the third paragraph on page 174 as follows:

"In terms of habitat loss, bridges and bottomless culverts have the least impact on fish passage and the use of clear span structures on fisheries waters should be considered in the design of river/stream crossing structures. Inland Fisheries Ireland (IFI) should be consulted on any such proposed developments."

- (132)** Amend Section 8.7.1.7 'Policy Objective GIB24: Rivers and Waterways' by inserting a new bullet point after the final bullet point on page 174 as follows:

- **"The Council will apply the principles set out in 'Planning for Watercourses in the Urban Environment' (IFI, 2020) and will ensure that any transport infrastructure near any river, stream, or watercourse will be accompanied by appropriate SUDS or Nature Based Solutions to mitigate the impact of pollution."**

- (133)** Amend policy objective wording in Section 8.7.1.8 'Policy Objective GIB25: Hedgerows' (page 174), as follows:

"It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them. **In addition, the Council will promote the protection of existing site boundary hedgerows and where feasible require the retention of these when considering a grant of planning permission for all developments.** The Council will promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance."

- (134)** Amend Section 8.7.1.12 'Policy Objective GIB29: Nature Based Solutions' by adding an additional point vi. under the Policy Objective, page 176 as follows:

"vi. Urban run-off represents a significant pollutant threat to our bathing areas and coastal habitats. The Council will strive to install Nature Based Solutions such as urban rain gardens, wetlands and tree planting to mitigate the impact of pollution from urban rain run-off."

- (135)** Amend Section 8.7.1.8 'Policy Objective GIB25: Hedgerows' (page 174) by adding the following text to the wording of the Policy Objective:

"It is a Policy Objective to retain and protect hedgerows in the County from development, which would impact adversely upon them. The Council will promote the County's hedgerows by increasing coverage, where possible, using locally native species and to develop an appropriate code of practice for road hedgerow maintenance. **The Council will promote the protection of existing hedgerows when considering a grant of planning permission for all developments.**"

Chapter 9: Open Space, Parks and Recreation

Section 9.1 Introduction

- (136)** *Insert the following text after the second sentence of the second paragraph in Section 9.1 'Introduction' (page 179):*

"Moreover, they are especially important for improving green infrastructure, biodiversity, and wildlife corridors. **Parks and open spaces also have a cultural role.**"

Section 9.2 Open Space and Parks

- (137)** *Amend title of Policy Objective, Section 9.2.1.2 (page 179) by inserting the following:*

"Policy Objective OSR2: Hierarchy of Parks and **Public** Open Space."

- (138)** *Amend Policy Objective wording, Section 9.2.1.3 'Policy Objective OSR3: Future Improvements' (page 181) to include:*

"It is a Policy Objective to continue to improve, plant and develop more intensive recreational and leisure facilities within parks and **public** open spaces insofar, as resources will permit, while ensuring that the development of appropriate complementary facilities does not detract from the overall amenity of the spaces".

- (139)** *Amend first sentence of first paragraph of Section 9.2.1.3 'Policy Objective OSR3: Future Improvements' (page 181) to include:*

"There are over 800 hectares of parks and **public** open spaces of varying landscape types throughout the County". A Parks Master Plan Programme, aimed at upgrading and developing the parks and open spaces throughout DLR, is being implemented on a phased basis as resources permit".

Section 9.4 Sports and Play

- (140)** *Amend first paragraph of Section 9.4.1.4 'Policy Objective OSR12: Dún Laoghaire Recreational Harbour' (page 188) as follows:*

"Any ~~commercial shipping~~ proposals within Dún Laoghaire Harbour, should ensure that there is no material detrimental impact upon the water based recreational amenity and **tourism** facilities of the Harbour. ~~and its ability to host national and international competitions~~".

- (141)** *Amend Policy Objective wording, Section 9.4.1.5 'Policy Objective OSR13: Play Facilities and Nature Based Play' (page 188) as follows:*

"It is a Policy Objective to support the provision of structured, and unstructured play areas with appropriate equipment and facilities, incorporating and facilitating Nature-based Play with respect to the provision of Play Opportunities throughout the County, **and to support the aspirations of the forthcoming Play Policy prepared within the lifetime of the Plan.** These play facilities will also seek to maximise inclusivity and accessibility, to ensure that the needs of all age groups and abilities - children, teenagers, adults and older people – are facilitated in the public parks, open spaces **and the public realm** of Dún Laoghaire-Rathdown."

(142) Amend the first paragraph of Section 9.4.1.5 'Policy Objective OSR13: Play Facilities and Nature Based Play' (page 188) to include the following text at the end of the paragraph:

“‘Ready Steady Play! A National Play Policy’ was published by the Department of Children and Youth Affairs in 2019. The principal aim of the National Play Policy is to provide a framework for future development to create better play opportunities for children. Its overall objective is to plan for an increase in public play facilities and, thereby, improve the quality of life of children living in Ireland by providing them with more play opportunities. It is an objective of this Plan to support the Parks and Landscape Section in their endeavour to provide a playground within a 1.2 kilometre radius of most residents within the urban area, thus recognising the importance of play facilities for the wellbeing of children and their families.”

Chapter 10: Environmental Infrastructure and Flood Risk

Section 10.2 Water and Wastewater

(143) Amend the title of Section 10.2.1.2 'Water Service Strategic Plan (2015)' (page 192) as follows:

"10.2.1.2 Water Service Strategic Plan ~~(2015)~~ (2020)"

(144) Delete sentence at end of paragraph 2 Section 10.2.1.2 (page 193) as follows:

~~"The WSSP is due to be reviewed in 2020."~~

(145) Amend Section 10.2.2.3 'Policy Objective EI3: Wastewater Treatment Systems' (page 194) as follows:

"It is a Policy Objective that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, either directly or indirectly.

It is a Policy Objective to promote the changeover from septic tanks to collection networks where this is feasible and to strongly discourage the provision of individual septic tanks and domestic wastewater treatment systems in order to minimise the risk of groundwater and surface water pollution.

It is a Policy Objective to prohibit multiple dwelling units discharging to communal wastewater treatment systems.

Consideration of **single dwelling** domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems ~~and Disposal Systems Serving Single Houses~~ (Population Equivalent ≤ 10) (March 2021), as may be amended or updated.

Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals ('Treatment Systems for Small Communities, Business, Leisure Centres and Hotels')."

Wastewater treatment systems shall be located entirely within the site boundary.

The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive. **See section 12.10.3 Waste Water Treatment Systems for detailed requirements."**

(146) Insert new text to the end of paragraph 1, Section 10.2.2.6 'Policy Objective EI6: Sustainable Drainage Systems' as follows:

"(See also Section 12.8.6.32 SuDS (Sustainable Drainage Systems) and Appendix 7 Sustainable Drainage System Measures)."

Section 10.3 Waste

(147) Insert new text to the title of Section 10.3.2.2 Policy Objective EI13 (page 198) as follows:

"10.3.2.2 Policy Objective EI13: Waste Management Infrastructure, Prevention, Reduction, Reuse and Recycling **(Circular Economy approach).**"

Section 10.5 Energy Policies

(148) Amend the wording of the Policy Objective in Section 10.5.1 'Policy Objective EI19: Energy Facilities' (page 202) as follows:

"It is a Policy Objective to encourage the provision of energy facilities in association with the appropriate service providers and in accordance with 'Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure' (2012). In addition, the Council will facilitate, **subject to the proper planning and sustainable development of the area, the expansion of the services and infrastructure** of existing service providers, notably Bord Gáis, Eirgrid, the Electricity Supply Board (ESB), **other strategic electricity infrastructure developers and statutory undertakers**, in order to ensure satisfactory levels of supply and to minimise constraints for development."

Section 10.6 Telecommunications Energy

(149) Amend the wording of the Policy Objective in Section 10.6.1 'Policy Objective EI21: Telecommunications Infrastructure' (page 203) as follows:

"It is a Policy Objective to promote and facilitate the provision of an appropriate telecommunications infrastructure, including broadband, **fibre optic** connectivity and other technologies, within the County."

Section 10.8 Coastal Protection

(150) Amend section 10.8 (page 206) by adding the following text after the second paragraph:

"It is considered appropriate that any coastal protection works should examine the feasibility of incorporating pedestrian and cycle routes. Policy Objective T13 Coastal Cycling Infrastructure Objective and SLO 17 should be referred to in the preparation of coastal protection works."

Chapter 11: Heritage and Conservation

Section 11.4 Architectural Heritage

(151) Add new item to Policy Objective wording in Section 11.4.3.3 'Policy Objective HER21: Nineteenth and Twentieth Century Buildings, Estates and Features' (page 218) as follows:

“iii. Ensure the design of developments on lands located immediately adjacent to such groupings of buildings addresses the visual impact on any established setting.”

Chapter 12: Development Management

Section 12.2 Climate Action

(152) *Insert new text to the first sentence of Section 12.2.1 ‘Built Environment’ (page 225) to read:*

“The Planning Authority will encourage **and promote** the repair, retrofitting and reuse of buildings in preference to their demolition and reconstruction where possible (Refer also Section 12.3.10 Demolition and Replacement Dwellings).”

(153) *Insert new paragraph at the end of Section 12.2.1 ‘Built Environment’ (page 225) as follows:*

“The planning Authority will support and encourage buildings of innovative design which seek to achieve **Passive or Net Zero Carbon design standards.**”

(154) *Amend the seventh bullet point in Section 12.2.4 ‘Solar’ (page 225) as follows:*

“Landscaping plans to ~~appropriately integrate the development into the~~ **mitigate the visual and landscape impacts.**”

(155) *Insert new text to the second bullet point in Section 12.2.6 ‘Urban Greening’ (page 226) as follows:*

“Incorporating Nature-Based Solutions (NBS) into the design of buildings and layout – living/green walls, living/green and or blue roofs including in the design of small buildings and shelters, other soft Sustainable urban Drainage Systems (SUDS) measures such as swales, rain gardens, using trees for urban cooling and the reduction of wind tunnel effect (Refer also Section 12.8.6). **The Council is investigating developing a green factor method through a multi-disciplinary approach as set out in Section 3.4.4.1 Urban Greening. Data on all surface cover types is required. All applications that submit a stormwater audit shall submit the surface cover types as part of the storm water audit process (see 7.1.5 Storm Water Audit Procedure Appendix 7: Sustainable Drainage Systems).**”

Section 12.3 Neighbourhood - People, Homes and Place

(156) *Amend the ninth bullet point in Section 12.3.1.1 ‘Design Criteria’ (page 227) as follows:*

“Quality of linkage and **walking and cycling** permeability – to adjacent neighbourhoods and facilities and the nature of the public realm/streets and spaces. **Walking and cycling** permeability shall be maximised at every opportunity.”

(157) *Amend Section 12.3.2.1 ‘Development within Sustainable Neighbourhood Infrastructure Lands’ (page 228) as follows:*

“Sustainable neighbourhood infrastructure includes land or buildings that serve the needs of the local and wider community for social, educational, health, religious, recreational and leisure, cultural, and civic needs. These facilities and uses may be provided by public sector bodies, the community themselves or by the private sector. Facilities and uses include, but are not limited to – schools, third level education, places of worship, hospitals, health centres/GP’s, community centres, leisure centres, family resource centres, libraries, church/parish halls, meeting rooms, scout dens, men’s sheds, theatres and civic offices.

It should incorporate measures to improve public use of the site and/or facilities as appropriate and be required to maximise improvements to walking and cycling permeability and accessibility both within and through the site and linkages to adjoining lands especially related to access to active travel and public transport stops.

All ~~any~~ proposed development on lands with a 'Sustainable Neighbourhood Infrastructure' (SNI) zoning objective or Specific Local Objective (SLO) 10 or 22:

- Shall be required to identify ~~all the~~ existing and ~~any~~ permitted uses/structures within the ~~overall SNI zoning objective lands of which the proposal is a part~~ and demonstrate how the proposed development will protect and/or improve existing SNI facilities and ~~uses services including their associated amenity / recreational facilities and uses.~~
- ~~Without prejudice to the above,~~ shall maintain the recreational value of the ~~site overall SNI zoning objective lands of which the proposal is a part~~ by retaining a ~~minimum of~~ 20% or more usable open space in development proposals. ~~This A derogation may not only~~ apply where an existing facility is located within a more urban, mixed use setting. ~~Such facilities and uses will typically be~~ as identified by SLO 10 and SLO 22.
- Should incorporate measures to improve public use of the site and/or facilities as appropriate and ~~be required to maximise improvements to walking and cycling permeability and accessibility both within and through the site and linkages to adjoining lands especially related to access to active travel and public transport stops.~~
- Shall be well designed having regard to the site context, landscape features and ~~any~~ heritage within or adjoining the site.
- Should be compatible with or complement the existing SNI facilities and ~~uses services.~~
- ~~Shall ensure that there is sufficient spatial capacity to accommodate the future needs of the existing and/or proposed SNI development. In this regard, a Masterplan may be required.~~
- Shall ensure that the amenities currently enjoyed by the existing SNI use / ~~facilities structures~~ are adequately protected in terms of noise, daylight / sunlight and, overlooking as appropriate.
- Should seek to share facilities as appropriate. Such facilities might include car parking, pitches, sports halls, etc.
- ~~Shall submit a detailed justification for any non-SNI uses (SNI uses are defined above) demonstrating how the proposed development will protect and/or enhance the existing SNI use and function of the overall SNI zoning objective lands of which the proposal is a part.~~
- All proposals within the Sandyford Urban Framework Plan area shall also refer to the objectives set out in Appendix 17 SUFP with respect to the SNI zoning (including section 2.3.6 of the SUFP).

For the avoidance of any doubt, all development proposals shall demonstrate that there is sufficient spatial capacity to accommodate the future needs of the existing and/or any proposed SNI facilities within the overall SNI zoning objective lands of which the proposal is a part. In this regard, a Masterplan may be required.

When assessing any proposal, the Planning Authority will consult with any relevant authority."

(158) Amend the second and third paragraphs in Section 12.3.2.4 'Childcare Facilities' (page 229) as follows:

"Where it is proposed ~~or required~~ to provide a new childcare facility as part of a new residential or commercial development, the facility shall be constructed in tandem with the overall scheme. ~~To address the need for childcare and make childcare more accessible to everybody in the County,~~ the developer shall seek to secure an operator and open the facility at an early stage preferably prior to the occupation of the residential units. ~~In this regard, the developer shall and submit phasing details for the development and include details of the intended operation of the facility relative to the completion and occupation of dwellings / commercial buildings.~~

~~To combat the ongoing childcare crisis and make childcare more accessible to everybody in the County, childcare facilities in a new development must be completed prior to residents moving in."~~

(159) Insert an additional bullet point at the end of the list in Section 12.3.2.4 'Childcare Facilities' (page 230) as follows:

"In assessing individual planning applications for childcare facilities, the Planning Authority will have regard to the following: ...

- In considering applications for new Childcare Facilities the Planning Authority will refer to Section 4.7 of the Design Standards for New Apartments Guidelines for Planning Authorities, (2018), specifically the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, as detailed in Section 4.7, with the exception for one-bedroom or studio type units, which should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.”

(160) Insert the following text after the first paragraph of Section 12.3.3 ‘Quantitative Standards for All Residential Development’ (page 232):

“That the requirement for certain percentages of 3-bed units in apartments shall apply to Build To Rent developments to accord with mix on page 233.”

(161) Amend the fourth bullet point and insert a fifth bullet point in Section 12.3.3.1 ‘Residential Size and Mix’ (page 232) as follows:

- “A statement outlining how the scheme has been designed for the needs of older people and / or persons with a disability and / or lifetime homes.
- No more than 10% of the total number of units in any private residential development may comprise of two-bedroom three-person apartment types.”

(162) Amend Section 12.3.3.2 ‘Residential Density’ (page 234) as follows:

“In general, the number of dwellings (houses or apartments) to be provided on a site should be determined with reference to the Government Guidelines documents:

- ‘Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities’ (2009).
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020)

As a general principle, and on the grounds of sustainability, the objective is to optimise the density of development in response to type of site, location, and accessibility to public transport. (See policy PHP18, Chapter 4).”

(163) Amend first paragraph of Section 12.3.4.1 ‘Road and Footpath Requirements’ (page 234), as follows:

“The requirements set down in the Council’s ~~‘Development Works in Residential and Industrial Areas’—Guidance Document, the Council’s ‘Taking in Charge Policy Document’, (2011—updated 2013)~~ and ‘The Design Manual for Urban Roads and Streets’, (DMURS), 2019, will generally apply.”

(164) Amend the second paragraph of Section 12.3.4.1 ‘Road and Footpath Requirements’ (page 234), as follows:

“In allowing any deviation in the general requirements, the primary considerations will be the safety and convenience of pedestrians, cyclists and access for emergency vehicles.”

(165) Amend the third paragraph of Section 12.3.4.1 ‘Road and Footpath Requirements’ (page 234), as follows:

“Continuous footpaths shall be provided at junctions, and vehicular entrances, to facilitate people with ease of movement. At any such junctions where continuous footpaths are neither feasible nor appropriate, dished kerbs with tactile paving shall be provided to facilitate people with ease of movement. ~~Dished kerbs shall be provided at junctions, and vehicular entrances, to facilitate people with ease of movement.~~”

(166) Amend second paragraph of Section 12.3.4.2 ‘Habitable Rooms’ (page 235) as follows:

“All habitable rooms within new residential units shall have access to appropriate levels of natural /daylight and ventilation. ~~In this regard, and in order to maximise available light, glazing to all habitable rooms should not be less than 20% of the floor area of any habitable room.~~ Development shall be guided by the principles of Site Layout Planning for Daylight and Sunlight, A guide to good practice (Building Research Establishment Report, 2011) and/or any updated, **or subsequent guidance, in this regard.** A daylight analysis will be required for all proposed developments of 50+ units, **or as otherwise required by the Planning Authority.** The impact of any development on existing habitable rooms should also be considered.”

(167) Amend last paragraph of Section 12.3.4.5 ‘Management Companies and Taking in Charge’ (page 235) as follows:

“In this regard, the applicant shall have regard to the Department of the Environment, Community and Local Governments document ‘Taking in Charge of Residential Developments Circular Letter PD 1/08’, and ‘Circular Letter PL 5/2014’, **the Departments ‘National Taking in Charge Initiative Report’, 2018,** and the Council’s ‘Taking in Charge Policy Document’, ‘Development Works Guidance Document’, **and any successor guidance with respect to taking-in-charge.**”

(168) Insert the following text at the end of Section 12.3.5.3 ‘Internal Storage and External Storage’:

“External storage standards shall accord with or exceed the levels outlined in Table 12.3b

Table 12.3b

Number of Bedrooms	Storage area (cubic metres)
Studio/1 bedroom	4m cubed
2 bedroom (3 person)	6m cubed
2 bedroom (4 person)	8m cubed
3 bedroom	10m cubed

”

(169) Insert footnote to the last sentence of Section 12.3.5.5 ‘Minimum Apartment Floor Areas’ (page 237) as follows:

“... by a minimum of 10%* (excluding studios).

***Not applicable to BTR development in accordance with SPPR 8.”**

(170) Insert footnote to sentence 1, paragraph 2, Section 12.3.5.6 ‘Additional Apartment Design Requirements’ (page 237) as follows:

“A maximum of 12 apartments per floor per core* may be provided in apartment schemes.

***Not applicable to BTR development in accordance with SPPR 8.”**

(171) Delete Section 12.3.7 ‘Shared Accommodation’ (pages 238-239) as follows:

~~12.3.7 Shared Accommodation~~

~~Shared accommodation consists of purpose-built and managed accommodation where individual rooms are rented within an overall development that includes access to shared or communal facilities and amenities. Shared accommodation will be restricted to specific locations in accordance with Policy Objective PHP27. In certain instances, as determined by the Planning Authority, Part V social housing provisions may apply to shared living schemes.~~

~~All proposed shared accommodation must comply with SPPR 7 and SPPR 9 as set out in the Design Standards for New Apartments, 2018 (and any amending SPPR as appropriate). In this regard applications for proposed shared accommodation must clearly demonstrate compliance with the guidelines and include details in relation to:~~

- ~~• The proposed ownership and operation by an institutional entity for a minimum period of not less than 15 years and no individual residential unit can be sold or rented separately for that period. A covenant or legal agreement shall be submitted and entered into in this regard.~~
 - ~~• Proposed residential support facilities such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.~~
 - ~~• Proposed resident services and amenities for communal recreational and other activities by residents.~~
- The quantum and scale of the proposed residential support facilities, services and amenities must have regard to and adequately support the number of future residents within the proposed scheme. Shared accommodation must provide a high quality design response inside and out ensuring that residents have access to good quality facilities and amenities. In this regard, all proposed shared accommodation schemes shall ensure that:
- ~~• Kitchen areas should generally be communal. One common living and kitchen area shall serve 2—6 bedrooms, subject to a maximum of 8 residents.~~
 - ~~• All bedrooms shall be served by an en-suite bathroom.~~
 - ~~• All bedrooms shall incorporate suitable storage for each resident generally in line with storage requirements set out in Section 12.3.5.4. A portion of storage space may be provided in a suitable secure location elsewhere within the scheme.~~
 - ~~• High quality communal open space must be provided in accordance with Section 12.8.3.2.~~
 - ~~• The floor area of all proposed bedrooms (inclusive of en-suite) and communal kitchen and living space must accord with Table 12.4.~~
 - ~~• Cycle parking facilities must be provided on site and accord with Section 12.4.6.~~

Table 12.5 Minimum Floor Areas—Shared Accommodation

Bedroom Type	Minimum Area
Single	12 sq.m.
Double / Twin	18 sq.m.
Number of Bedrooms	Minimum communal living and kitchen area
Up to 3	8 sq.m. per resident
4-6	Additional 4 sq.m per resident"

(172) Add text to Section 12.3.6 ‘Build-to-Rent Accommodation’ (page 238) as follows:

“Where any derogations in standards including standards relating to **unit mix**, open space, car parking and storage are availed of, a condition should be attached to any grant of permission to state that planning permission must be sought for a change of tenure to another tenure model following the period specified in the covenant.”

(173) Amend paragraph four Section 12.3.8.2 ‘Sub-division of Dwellings’ (page 240) as follows:

“Sub-division will not usually be a feasible proposition in modern suburban estates of two storey houses but may be appropriate in larger than average family sized dwellings in old houses or larger apartments ~~and will only be allowed where appropriate car parking is provided in accordance with the Council’s car parking requirements set out in Section 12.4.5.~~”. **Appropriate cycle parking will be provided in accordance with Cycle Parking Guidelines set-out in Section 12.4.6. New car parking provision, or non-provision (in certain instances at the discretion of the Planning Authority and as set out in Section 12.4.5.2) shall be in accordance with the Council’s car parking standards in Section 12.4.5.**”

(174) Amend last paragraph of Section 12.3.8.11 ‘Institutional Lands’ (page 246) as follows:

“A minimum public open space provision of ~~20~~ **25%** of the total site area will be required on Institutional Lands.”

(175) Amend the first paragraph in Section 12.3.8.12 ‘Student Accommodation’ (Page 246) as follows:

“All proposals for student accommodation should comply with the Department of Education and Science Guidelines on Residential Development for Third Level Students (1999), the subsequent supplementary

document (2005), the provision of the ‘National Student Accommodation Strategy’ (2017), ~~and~~ circular PL8/2016, ~~and~~ circular NRUP/05/2021.”

(176) *Insert paragraph at the end of Section 12.3.8.12 ‘Student Accommodation’ (page 246) as follows:*

“In considering planning applications for change of use of existing student accommodation either on a temporary or permanent basis, the planning authority must be satisfied that there are compelling grounds to grant permission for any such proposed change of use, while demand for student accommodation remains high. The onus must be on any applicant for change of use from existing purpose-built student accommodation to demonstrate that there is no longer a need for such use in the area in question. Otherwise, student accommodation should be retained, where appropriate.”

(177) *Amend first paragraph in Section 12.3.10 ‘Demolition and Replacement of Dwellings’ (page 247) as follows:*

“The Planning Authority has a preference for ~~and~~ ~~will~~ ~~promote~~ the deep retro-fit of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement unless a strong justification in respect of the latter has been put forward by the applicant. (See Policy Objective CA6: Retrofit and Reuse of Buildings and Policy Objective PHP19: Existing Housing Stock - Adaptation).”

(178) *Amend the second paragraph in Section 12.3.10 (page 247) as follows:*

“Demolition of an existing house in single occupancy and replacement with multiple new build units will not be considered ~~simply~~ on the grounds of replacement numbers only but will be weighed against other factors. Better alternatives to comprehensive demolition of, for example, a distinctive detached dwelling and its landscaped gardens, may be to construct structures around the established dwelling and seek to retain characteristic site elements.”

(179) *Amend the fourth paragraph in Section 12.3.10 (page 247) as follows:*

“Applications for replacement dwellings shall also have regard to Policy Objectives HER20 and HER21 in Chapter 11. In this regard, the retention and reuse of an existing structure will be ~~encouraged over~~ ~~preferable to~~ replacing a dwelling, ~~and the planning authority will encourage the retention of exemplar nineteenth and twentieth century dwellings on sites in excess of 0.4 hectares.~~ Applications for replacement dwelling within the rural area will be assessed under the provision of Section 12.3.11.4.”

Section 12.4 Transport

(180) *Amend last sentence of first paragraph of Section 12.4.1 ‘Traffic Management and Road Safety’ (page 252) as follows:*

“All works carried out ~~on the public roadway~~ shall meet the requirements of the Council’s ‘Taking in Charge Policy Document,’ ~~‘Taking in Charge Policy for Residential Developments Guidance Document’ April 2016 and ‘Development Works Guidance Document’~~, ~~and any successor guidance with respect to taking-in-charge.~~”

(181) *Amend paragraph two Section 12.4.3 ‘Travel Plans’, (page 253) as follows:*

“Travel Plan measures could include proposals to encourage cycling and walking, cycle parking facilities, car sharing, carpooling, dedicated priority car parking for car-sharers, ~~sustainable delivery solutions~~, flexible working hours, off-peak shift working, e-working from home, free/subsidised bicycles and public transport promotions.”

(182) *Insert the following in Section 12.4.3 (page 253) following the final paragraph:*

“The travel mode share target shall at minimum meet the Smarter Travel targets (or any subsequent updated national/regional targets) - peak hour transport mode split of a maximum of 45 % trips by Car Driver and 55% minimum by sustainable modes (walking, cycling and public transport).”

(183) Insert the following text at the end of the final paragraph under Section 12.4.5.1 ‘Parking Zones’ ((iv) Parking Zone 4) (page 255):

“The onus shall be on the applicant to demonstrate any change in zone. In this regard the applicant shall engage with the Council on the potential to move to another parking zone during the pre-planning stage. It will be at the discretion of the Planning Authority if such a change is merited.”

(184) Delete text from paragraph 3, Section 12.4.5.6 ‘Residential Parking’ (page 257) as follows:

“For the purposes of the parking standards set out in Table 12.6 below Built to Rent development are considered to be residential apartments. Where a Built to Rent scheme avails of lower car parking based on the nature of the use a condition should be attached to any grant of permission to state that planning permission shall be sought for a change of tenure to another tenure model following the period specified in the covenant. ~~A lower car parking standard may be acceptable for Shared Living having regard to the assessment criteria for parking provision and location in terms of parking zones as set out above.~~”

(185) Amend Table 12.6 ‘Car Parking Zones and Standards’ (pages 258-259) as follows:

“Table 12.6 Car Parking Zones and Standards

Land Use		Zone 1 MTC Areas and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural
Houses:	Criterion	Maximum	Standard	Standard	Standard
House 1 bed	unit	1	1	1	Case by case
House 2 bed	unit	1	1	1	Case by case
House 3 bed or more	unit	1	2	2	Case by case
Apartments and Sheltered Housing:					
Apt 1 bed	unit	1	1	1*	Case by Case
Apt 2 bed	unit	1	1	1*	Case by Case
Apt 3 bed +	unit	1	2	2*	Case by Case
Other Uses	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
Caravan Park	stand	n/a	n/a	1	1
Hotel/Aparthotel etc	bedroom	1 per 3 rooms	1 per 2 rooms	1 per room	n/a
Student Hostel / Accommodation	bed space	1 per 20	1 per 15	1 per 10	n/a
Education:	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
All Schools	classroom (excluding resource or ancillary rooms)	1	1	2	2
Childcare	GFA (including set down)	1 per 80	1 per 60	1 per 40	1 per 40
Third Level		case by case	case by case	case by case	n/a
Retail:	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
Retail Conv >1000 sq m (supermarket)	GFA	1 per 60	1 per 30	1 per 20	n/a
Retail Conv > 100sqm	GFA	1 per 60	1 per 40	1 per 30	n/a
Retail Conv < 100sqm	GFA	none	none	1 per 30	n/a
Retail / Financial Services > 100sqm	GFA	1 per 200	1 per 150	1 per 100	
Retail Comp	GFA	1 per 200	1 per 100	1 per 50	n/a
Retail Warehouse	GFA	1 per 100	1 per 50	1 per 50	n/a
Employment:	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
Offices, Businesses, Professional	GFA	1 per 200	1 per 150	1 per 100	n/a

Science and Technology based industry	GFA	1 per 200	1 per 150	1 per 100	n/a
Industry General / Manufacturing	GFA	1 per 300	1 per 200	1 per 100	n/a
Leisure:	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
Theatre, Cinema, Auditorium / Conf	Seat	1 per 50	1 per 25	1 per 20	n/a
Restaurant, Café, Bar, Lounge < 100sqm (standalone)	GFA	none	none	1 per 30	1 per 25
Restaurant, Café, Bar, Lounge > 100sqm	GFA	1 per 100	1 per 50	1 per 30	1 per 25
Community:	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
Community facility, library, museum, art gallery	GFA	1 per 150	1 per 100	1 per 50	1 per 50
Place of Worship Place of Public Worship	Seat	1 per 50	1 per 20	1 per 10	1 per 5
Medical facility	Consulting Room	1	2	2	n/a
Hospital	GFA	1 per 100	1 per 75	1 per 50	1 per 50
Residential Institution	Bed	1 per 3	1 per 2	1 per 2	1 per 4
Funeral Home	parlour	4	4	5	n/a
Sport:	Criterion	Standard Maximum	Standard Maximum	Standard Maximum	Standard Maximum
Golf Course	Hole	n/a	n/a	n/a	6
Pitch and Putt	Hole	n/a	n/a	3	4
Gym / Sports Club	GFA	1 per 100	1 per 75	1 per 50	n/a
Sports Grounds / Sport related		case by case	case by case	case by case	case by case

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

(186) Insert the following table after Table 12.6 'Car Parking Zones and Standards' (page 259) for SUFP area as follows:

"Table 12.7 Sandyford Urban Framework Plan Area - Parking Maximums For All Future Residential Developments

New Residential parking thresholds in SUFP:

Unit size	Car parking spaces per unit
1 bed	0.6
2 bed	0.8
3 or more bed	1
All units	Minimum of 0.02 car share spaces"

(187) Insert the following text at the end of the last paragraph of Section 12.4.5.7 'Parking and Loading Bays' (page 260) as follows:

"Residential developments of more than 50 units should have at least one loading bay and there shall be a ratio of not less than 1 loading bay per 100 units in larger developments. Loading bays shall be situated so as to minimise traffic hazard, reduce distance to carry goods and encourage its use for home deliveries. This standard may be relaxed if the planning authority consider it is appropriate based on the location and the nature/design of both the street and the residential development."

(188) Insert new text in the first paragraph in Section 12.4.6.1 'Requirements for New Development' (page 261) as follows:

"With increasing numbers of people cycling and a growing number of options for cycle mobility, including cargo bikes, bike trailers and e-bikes, all of which increase the range of uses and needs, which cycling can respond to, it is essential that well integrated, accessible and secure cycle parking, to cater for all types of cycles and for cyclists of all ages and abilities, is provided within new developments. This will help to

encourage the use of new mobility solutions for everyday mobility needs such as shopping, delivery and school drop off / collection”.

(189) Amend the text in paragraph 3 in Section 12.4.8.1 ‘General Specifications’ (page 262) as follows:

“Automatic electronic gates into residential developments are not favoured and should be omitted. Electronic or automatic gates are not acceptable in terms of road safety unless the entrance is set back ~~6.0m~~ from the back of the footway, to avoid the roadway or footway being obstructed by a vehicle while the gate is opening. In general, outward opening gates will not be considered acceptable. A minimum of a 1.2 metres access path shall be provided for each dwelling. Sufficient space shall also be provided for refuse storage and service metres (Section 12.3.4.7) cycle storage (Section 12.4.6) and urban greening and SUDS (see Section 12.4.8.3).”

(190) Insert the following new Section at the end of Section 12.4.14 (page 265) as follows:

“Development in the Vicinity of the Luas Line:
Development in the vicinity of the Luas needs to appropriately take the light rail infrastructure into consideration. In this regard development should be guided by the TII’s ‘Light Rail Environment – Technical Guidelines for Development PE-PDV-00001’, December 2020 and any subsequent updates of same.”

(191) Insert a new Section after Section 12.4.14 ‘Signage, Bus Shelters and Taxi Ranks’ (page 265) as follows:

“12.4.15 Dublin Eastern Bypass

Planning applications in the vicinity of the Dublin Eastern Bypass shown on the development plan maps 1,2,5 and 6 as a Strategic road reservation and subject to SLO 4 shall comply with the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates. All such applications shall be accompanied by a report setting out how the requirements of the Protections Study are met. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This should include the consideration of sustainable transport, biodiversity and recreation projects.”

(192) Amend Section 12.4.14 ‘Signage, Bus Shelters, and Taxi Ranks’ (pages 264-265) to include a new sentence at the end of the first paragraph as follows:

“Taxi and Bus shelters should consider the incorporation of green roofs with pollinators (See also Section 12.8.6.3 Green Roofs /Blue roofs).”

Section 12.6 Towns and Villages and Retail Development

(193) Amend title of Section 12.6.7 (page 270) as follows and update all references to ‘petrol stations’ within this Section as follows (pages 270-271):

“12.6.7 ~~Petrol Stations~~ Service Stations

Applications for ~~petrol stations~~ service stations should take account of the following:

Retail sales area:

- The total area (net) devoted to ancillary – or convenience - retail sales, within a ~~petrol stations~~ service stations shall not exceed 100 sq.m. and shall be in scale with the overall size of the filling station. Should such a unit or a larger retail facility be proposed with a wide range of goods it will be treated as a shop and assessed accordingly (including a sequential test).

Location:

- Limited ~~petrol stations~~ service stations facilities ancillary to large foodstores located in, or adjacent to Major Town Centres/District Centres, may be permitted where there is acceptable road access, and where

it is considered there will be no negative impacts in terms of visual intrusion or the amenities of the adjoining area.

A workshop for minor servicing (e.g. tyre changing, puncture repairs, oil changing) or ~~petrol stations~~ **service stations** may only be permitted in circumstances where they would not adversely affect local amenities - particularly with regard to proximity to dwellings or adjoining residential areas. The Planning Authority will generally not permit such uses in or adjoining residential areas unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obstruction, safety considerations or fumes and smells.

Low Emission Fuel Infrastructure:

- Consideration should be given to the provision of low emission fuel infrastructure, **including the provision of EV charging facilities**, in development proposals for new and or refurbished ~~petrol filling stations~~ **service filling stations**.

Design:

- New ~~petrol stations~~ **service stations** and refurbished existing stations will be required to have a high standard of design. In rural areas petrol stations will not be permitted where they will have a negative impact on surrounding views, prospects, and scenery or general amenities.
- New ~~petrol stations~~ **service stations** and refurbished existing stations shall ensure provision of Low Emission Vehicle Refuelling/Recharging Infrastructure.
- The layout of new or redeveloped ~~petrol filling stations~~ **service filling stations** shall permit safe access for delivery tankers (cab plus trailer) up to 15.5 metres in length. An adequate off - road area shall be provided for parking tankers safely without obstructing access to pumps while fuel is being delivered to ~~petrol filling stations~~ **service filling stations**.
- For 50kph speed limit areas, a road frontage of not less than 21 metres is required for a **new petrol stations service stations**, and this frontage must be kept clear of any structure for a depth of not less than 4.6 metre from the street boundary of the site. This road frontage width shall increase to a minimum of 30 metres for 60/80kph speed limit areas.
- There shall be a minimum distance of 7 metres from the pump island to the road boundary.
- Only one entry and one exit point shall be permitted for vehicular traffic onto the public road and exits onto dual carriageways shall be restricted to a single lane width. The access points shall be between 7 metres-9 metres wide, with a minimum junction radius of 10.7 metres. A one-way traffic routing system is preferred.
- Ramped entry treatments shall be provided at the vehicular entrance and exit, as per Council requirements, to provide for pedestrian/cyclist priority as appropriate.
- Pedestrian routes to and from retail areas shall be clearly defined.
- Short and long-term cycle parking and cycle facilities provision shall be in accordance with the requirements of the Council Cycling Policy Guidelines and Standards - with a minimum of 5 no. cycle parking spaces required.
- The location of air/water facilities and car wash facilities shall be carefully considered in relation to impact on adjoining properties. Details in respect of noise generation and hours of use shall be submitted as part of any application.
- The location of any other ancillary structure(s) within the forecourt – such as a parcel collection/ drop off structure – shall be clearly indicated and should not interfere with vehicular circulation or car/ cycle parking within the ~~petrol stations~~ **service stations** forecourt.
- Where it is proposed to provide a fully automated filling station, the proposed use/function of any existing and/or disused kiosk/shop unit on site shall be clearly demonstrated within any planning application.
- **New service stations and refurbished existing service stations shall include at a minimum one bicycle repair and maintenance station, including bicycle wash and pump, which shall be maintained accordingly.**

Signage:

- Signs should be limited and generally form part of the buildings or other structures.
- The use of high level signs, signs projecting over footpaths, 'fly' posters and bunting will not be permitted. Free standing signs shall be limited to one per ~~petrol station~~ **service station** and shall not

project above the forecourt canopy and shall not impact on vehicular sightlines at the exit onto the public road.

- In visually sensitive locations, the use of standard ‘corporate’ designs and back-lit signage etc. for etc. for ~~petrol stations~~ **service stations** may not be acceptable.”

(194) Amend Section 12.6.8 Shopfronts, Signage, Advertising and Public Art, specifically Section 12.6.8.2 Signage (pages 272-273) to include an additional paragraph as follows:

“Applications for signage shall also be considered having regard to the impact of any proposed signage, associated lighting or any other structure along roads running parallel to or buildings alongside the railways. In this regard reference, to and requirements of TII’s ‘Code of engineering practice for works on, near, or adjacent the Luas light rail system’ and TII’s Light Rail Environment - Technical Guidelines for Development PE-PDV-00001 December 2020 (or any superseding document) should be made.”

Section 12.8 Open Space and Recreation

(195) Amend Table 12.8 ‘Public Open Space Requirements for residential developments’ (page 280) as follows:

Table 12.8 Public Open Space Requirements for residential developments

Location:	Public Open Space Standards (minimum):
Residential Development in new residential communities as shown in the Core strategy – figure 2.9.	15% (of site area)
Residential Development in the existing built up area.	15% (of site area)
Institutional lands and Redevelopment of SNI use	25% (of site area)
Redevelopment of SNI lands	20% (of site area)

(196) Amend Section 12.8.5.4 ‘Roof Gardens’ (page 284) as follows:

“Roof gardens are a valuable form of urban greening (see Section 3.4.4.1).

Consideration of the use of roof gardens as communal open space shall be on a case-by-case basis and will not normally be acceptable on a site where there is scope to provide communal open space at grade, as roof gardens do not provide the same standard of amenity particularly to young children. Consideration must also be given to the overall design, layout, and location of the roof garden, including its height. For larger apartment schemes in excess of 50 units no more than 30% of the communal open space shall be provided by way of a roof garden.

While recognising that the primary form of communal open space should be provided at grade, where intensive green roofs are being provided in accordance with Section 12.8.6.3 and Appendix 7.2 there may be scope for their use as additional amenity areas in the form of roof gardens. In addition, there may be certain instances such as on smaller town centre infill schemes where there is only scope for a roof garden. Roof gardens will be considered subject to the following -

- Safety consideration including safe access by children.
- Wind and climate assessment.
- Daylight and sunlight assessment (on small town centre infill schemes, where all communal open space is provided by way of a roof garden, daylight and sunlight standards should be higher than minimum standards for more than 50% of the development).
- Maintenance issues.
- Provision of suitable landscaping plans which provide for a diverse range of plants which have year round interest, pollinator friendly and are suitably adapted to the rooftop conditions.
- Visual assessment.
- Proximity to vents.”

(197) *Insert new text to the second paragraph in Section 12.8.6.2 'SuDS (Sustainable Drainage Systems)' (page 285) as follows:*

"This proportion will be decided by the Planning Authority on a case-by- case basis. The Council will also encourage the use of bioswales in roadside verges, and open spaces. **Further to Section 3.4.4.1 Urban Greening, data on all surface cover types shall be submitted to the Planning Authority as part of the storm water audit process (see 7.1.5 Storm Water Audit Procedure Appendix 7: Sustainable Drainage Systems). The Council will consult as appropriate with Iarnrod Eireann in relation to any development where infiltration proposals will be in proximity to a railway cutting or tunnel.**"

Section 12.9 Environmental Infrastructure

(198) *Amend second paragraph of Section 12.9 'Environmental Infrastructure' (page 289) as follows:*

"Residential development should be set back from roads/rail lines such that amenities of residents are not unduly impacted upon by reason of noise. **To address potential noise issues at post development stage, mitigation measures should be undertaken, where appropriate, between the residential development and road/rail line. At design stage consideration should be given to the location of bedrooms so as to ensure the least possible impact from noise sources.** Similar mitigation measures may also be required when dealing with commercial development in close proximity to residential areas where there may be noise generated from the completed development – such developments will be assessed on a case by case basis."

(199) *Delete first bullet point of Section 12.9.2 Noise Pollution and Noise Nuisance (page 289) and replace with new text as follows:*

~~"To require the Planning Authority to acknowledge its legal responsibility to attach planning conditions on permissions granted to prevent the development from causing a noise nuisance for adjacent occupiers.~~

To attach planning conditions on relevant permissions granted to reduce or prevent the development from causing any noise or vibration that might give reasonable cause for annoyance to persons in any premises in the neighbourhood, as per Section 34(4)(c) of the Planning Act."

(200) *Amend sixth bullet point of Section 12.9.2 'Noise Pollution and Noise Nuisance' (page 289) as follows*

"Locating ~~family homes and gardens~~ **bedrooms** as far away from noise sources as possible without compromising passive design principles."

(201) *Amend first paragraph of Section 12.9.3 'Noise, Odour and Vibration Generating Uses' (page 289) as follows:*

"In considering applications for development where the proposed use may cause noise, vibrations and air emissions (for example, gyms, public houses, leisure facilities, restaurants and retail) applicants will be required to demonstrate that consideration has been given to the ventilation strategy for buildings **at the design stage, to prevent noise, to minimise the causing of any noise or vibration that might give reasonable cause for annoyance to persons in any premises in the neighbourhood, as per Section 34(4)(c) of the Planning Act,** and air emissions that may cause nuisance from equipment and ducting. The design of buildings and services should consider and incorporate acoustic attenuation and mitigation as required, to ensure that the operational phase of the development does not generate unacceptable noise levels or odour nuisance within the receiving environment."

(202) *Amend second paragraph of Section 12.9.3 'Noise, Odour and Vibration Generating Uses' (pages 289-290) as follows:*

"Evidence of same by way of a noise assessment and/or any mitigation measures should be provided in any planning application. Assessments and mitigation measures should meet the requirements of the

Environmental Health Officer ~~and will be designed to prevent a Noise Nuisance~~. All sound measurement should be carried out in accordance with ISO Recommendation 1996:2008: Acoustics - Description and Measurement of Environmental Noise, or any subsequent superseding standards.”

(203) Amend the second paragraph of Section 12.9.4 ‘Construction Management Plans’ (page 290) to include the following text:

“Construction in the vicinity of the Luas needs to appropriately take the light rail infrastructure into consideration. In this regard construction management should be guided by the TII’s ‘Light Rail Environment – Technical Guidelines for Development PE-PDV-00001’, December 2020 and any subsequent updates of same.”

(204) Amend fifth bullet point of Section 12.9.6 New Development/Change of Use - Environmental Impacts (page 291) to include the following text:

“Incorporate where appropriate land for the development of local ‘Bring Centres’ for recyclable materials, accessible to the general public. The location of “bring centres” shall have regard to the impact on surrounding residential areas.”

(205) Amend fourth bullet point of Section 12.9.8 ‘Telecommunications’ (page 293) to include:

“Any impacts on rights-of-way and walking routes”

(206) Amend Section 12.9.10 ‘Public Lighting’, specifically Section 12.9.10.2 ‘Street Lighting’ (page 293) to include an additional paragraph after the last paragraph as follows:

“Street Lighting shall also be considered having regard to any signage, associated lighting or any other structure along roads running parallel to or buildings alongside the railways. In this regard reference, to and requirements of TII’s ‘Code of engineering practice for works on, near, or adjacent the Luas light rail system’ and TII’s Light Rail Environment - Technical Guidelines for Development PE-PDV-00001 December 2020 (or any superseding document) should be made.”

Section 12.10 Drainage and Water Supply

(207) Amend the title of Section 12.10 Drainage and Water Supply (page 294) to delete text and include the following:

“12.10 Drainage and ~~Water Supply~~ Flood Risk and Coastal Erosion”

(208) Insert new section after the last paragraph in Section 12.10.2 ‘Coastal Issues – Erosion / Flooding / Recreation’ (page 294) as follows:

“12.10.3 Waste Water Treatment Systems

12.10.3.1 Single dwelling domestic wastewater treatment systems

Consideration of single dwelling domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), as may be amended or updated.

A site suitability assessment shall be undertaken in accordance with the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021), for new systems or upgrades of a system on an existing house.

In addition, for new development(s) located in areas of “high” to “extreme” groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County) and where the provision of a single wastewater density of Domestic Wastewater Treatment Systems (DWWTS) results in a density of higher than 6 per hectare further assessment is required including:

- The potential impact of the proposed system should be further assessed to show that the accumulative loading would not have a negative impact on groundwater quality, particularly with respect to E. coli and nitrate.
- In such cases, more detailed hydrogeological investigations should be carried out by a competent and experienced hydrogeologist to demonstrate that the site is suitable for a DWWTs.
- Particular attention should also be paid to the potential impact that the proposed DWWTs may have on watercourses, drains/ditches, ponds/lakes and foreshore, depending on the location of the site.
- In larger scale residential developments within areas of “high” to “extreme” groundwater vulnerability, the hydrogeological assessment should be conservative and take into consideration the potential impact that the overall proposed development may have on groundwater and surface water.
- For clarity in determining the 6 per hectare density, only the areas within the immediate site boundaries of dwellings in close proximity to prospective sites shall be calculable.

12.10.2.2 Non-domestic wastewater treatment systems

Consideration of non-domestic wastewater treatment systems in those areas not served by a public foul sewerage system will be subject to full compliance with EPA Wastewater Treatment Manuals (‘Treatment Systems for Small Communities, Business, Leisure Centres and Hotels’).

In areas of high to extreme groundwater vulnerability (this includes areas in Rathmichael, Kiltiernan and Glencullen and may include other areas in the County), further hydrogeological assessment shall be undertaken by a competent and experienced hydrogeologist, which assessment should demonstrate to the satisfaction of Dún Laoghaire-Rathdown County Council that the proposed treatment system serving the proposed development will not have any detrimental effect on surface water or groundwater quality.

- Should the proposed discharge be greater than 5m³/d, a discharge licence to groundwater will be required and a successful assimilative capacity assessment will have to be undertaken in line with the EPA (2011) "Guidance on the Authorisation of Discharges to Groundwater". The tier of assessment (i.e. 2 or 3) required will be dependent on the potential risk of impact and the proposed daily discharge.
- Should a discharge to surface water be considered or should surface water be considered as a receptor at risk, the assimilative capacity should follow the technical rules established in the "Guidance, Procedures and Training on the Licensing of Discharges to Surface Waters" (Water Services National Training Group, 2011)".

Information on Groundwater data mapping and Groundwater protection responses are available on the GSI website (<https://www.gsi.ie>) and Appendix E of the EPA Code of Practice Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (March 2021) and should be used as a resource tool.

Wastewater treatment systems shall be located entirely within the site boundary.

The Council will liaise with Irish Water to ensure compliance with existing licenses, the Urban Waste water Directive and the EU Habitats Directive.”

Chapter 13: Land Use Zoning

Table 13.1.1 Development Plan Zoning Objectives

(209) Amend Objective A wording in Table 13.1.1 'Development Plan Zoning Objectives' (Page 304), as follows:

"To provide residential development and ~~for protect and~~ improve residential amenity while protecting the existing residential amenities."

Table 13.1.2 Zoning Objective "A"

(210) Amend Objective A wording in Table 13.1.2 (page 305) as follows:

"To provide residential development and ~~for protect and~~ improve residential amenity while protecting the existing residential amenities."

(211) Insert text to 'Open for Consideration' as follows:

"Residential – Build to Rent"

(212) Insert text to 'open for consideration' as follows:

"Offices in excess of 200 sq.m." ...

"c: Only applies to A zoned lands subject to Specific Local Objective 122."

(213) Replace text in 'Open for Consideration' as follows:

~~'Petrol Station'~~ with 'Service Station'

(214) Insert an additional caveat as follows:

Under 'Open for Consideration: "carpark"' and under caveats a & b add:

"c: Only as an ancillary component of and directly connected to the primary use and/or ancillary to public transport and/or active travel modes."

Table 13.1.3 Zoning Objective "A1"

(215) Amend 'Open for Consideration' in Table 13.1.3 (page 305) as follows:

"Residential – Build to Rent ... ~~Shared Living~~"

(216) Replace text in 'Permitted in Principle' as follows:

~~"Petrol Station"~~ with "Service Station"

Table 13.1.4 Zoning Objective "B"

(217) Insert an additional caveat, Table 13.1.4 (page 305), as follows:

Under 'Open for Consideration: "carpark"' and under caveats a & b add:

"c: Only as an ancillary component of and directly connected to the primary use and/or ancillary to public transport and/or active travel modes."

Table 13.1.5 Zoning Objective "G"

(218) Insert text to 'Open for Consideration', Table 13.1.5 (page 306) as follows:

"Caravan/Camping park holiday*" and under caveats add:

"*Only in accordance with Specific Local Objective 151 on Maps 12 and 13."

(219) Insert an additional caveat, Table 13.1.5 (page 306), as follows:

Under 'Open for Consideration: "carpark"' and under caveats a & b add:

"c: Only as an ancillary component of and directly connected to the primary use."

Table 13.1.6 Zoning Objective "GB"

(220) Insert an additional caveat, Table 13.1.6 (page 306), as follows:

Under 'Open for Consideration: "carpark"' and under caveats a & b add:

"c: Only as an ancillary component of and directly connected to the primary use and/or ancillary to public transport and/or active travel modes."

Table 13.1.7 Zoning Objective "SNI"

(221) Delete text in 'Open for Consideration', Table 13.1.7 (page 306) as follows

"Bring banks/Bring Centres"

Table 13.1.8 Zoning Objective "TLI"

(222) Delete text in 'Permitted in Principle', Table 13.1.8 (page 307) as follows:

"carpark"

(223) Insert text in 'Open for Consideration' Table 13.1.8 (page 307) as follows:

"carpark"

Table 13.1.10 Zoning Objective "DC"

(224) Add text to 'Permitted in Principle', Table 13.1.10 (page 307) as follows:

"Residential – Build to Rent"

(225) Delete text from 'Open for Consideration', Table 13.1.10 (page 307) as follows:

~~“Shared Accommodation”~~

(226) Delete text in ‘Permitted in Principle’, Table 13.1.10 (page 307) as follows:

~~“Petrol Station”~~

(227) Insert text in ‘Open for Consideration’, Table 13.1.10 (page 307) as follows:

“Service Station”

(228) Delete text in ‘Permitted in Principle’, Table 13.1.10 (page 307) as follows:

~~“Motor Sales Outlet”~~

(229) Insert text in ‘Open for Consideration’, Table 13.1.10 (page 307) as follows:

“Motor Sales Outlet”

Table 13.1.11 Zoning Objective “MTC”

(230) Amend ‘Permitted in Principle’, Table 13.1.11 (page 308) as follows:

“Residential – Build to Rent ... ~~Shared Accommodation~~”

(231) Delete text in ‘Permitted in Principle’, Table 13.1.11 (page 308) as follows:

~~“Petrol Station”~~

(232) Insert text in ‘Open for Consideration’ Table 13.1.11 (page 308) as follows:

“Service Station”

Table 13.1.12 Zoning Objective “NC”

(233) Insert text to ‘Open for Consideration’, Table 13.1.12 (page 308) as follows:

“Residential – Build to Rent^a”

(234) Delete text in ‘Permitted in Principle’, Table 13.1.12 (page 308) as follows:

~~“Petrol Station”~~

(235) Insert text in ‘Open for Consideration’, Table 13.1.12 (page 308) as follows:

“Service Station”

Table 13.1.13 Zoning Objective “E”

(236) Amend section ‘b’ under ‘Open for Consideration, Table 13.1.13 (page 308) as follows:

“Policy Objective E14~~5~~: Securing Employment Growth”

(237) Delete text in ‘Permitted in Principle’, Table 13.1.13 (page 308) as follows:

“~~Petrol Station~~”

(238) Insert text in ‘Open for Consideration’, Table 13.1.13 (page 308) as follows:

“Service Station”

Table 13.1.14 Zoning Objective “W”

(239) Amend text in ‘Open for Consideration, Table 13.1.14 (page 309) as follows:

“Advertisements and Advertising Structures, Aparthotel^a, Assisted Living Accommodation, Craft Centre/ Craft Shop, Childcare Service, Civic Use, Doctor/Dentist, Education, Enterprise Centre^a, Hotel/Motel^a, Office Based Industry, Offices^a, Off-License^a, Place of Public Worship, Public House^a, Sports Facility, Residential^b, Residential Institution^b, Science and Technology Based Industry^a, Shop-Specialist, Shop Neighbourhood, Tea Room/Café, Travellers Accommodation”.

a: Uses Open for Consideration in Dún Laoghaire Harbour area only.

b: Not permitted in principle or open for consideration in Bulloch Harbour.”

Table 13.1.15 Zoning Objective “A2”

(240) Insert text to ‘Open for Consideration’, Table 13.1.15 (page 309) as follows:

“Residential – Build to Rent”

Table 13.1.16 Zoning Objective “LIW”

(241) Replace text in ‘Permitted in Principle’ Table 13.1.16 (page 309) as follows:

“~~Petrol Station~~” with “Service Station”

Table 13.1.17 Zoning Objective “MIC”

(242) Insert text to ‘Open for Consideration’ Table 13.1.17 (page 310), and additional caveat as follows:

“Residential * 3”

(243) Under caveats *1 & *2 add:

“* 3 only applies to the unfinished building referred to in Specific Local Objective 141 (Carmanhall Rd /Blackthorn Drive).”

(244) Insert an additional caveat to ‘Open for Consideration’, Table 13.1.17 (page 310), as follows:

Under caveats *1 & *2 add:

**** 3 only applies to the unfinished building referred to in Specific Local Objective 141 (Carmanhall Rd /Blackthorn Drive).**

Table 13.1.19 Zoning Objective "OE"

(245) Delete text in 'Permitted in Principle', Table 13.1.19 (page 310) as follows:

~~"Petrol Station" And "motor sales outlet"~~

(246) Insert text in 'Open for Consideration', Table 13.1.19 (page 310) as follows:

"Service Station"

Section 13.2 Definition of use classes

(247) Amend the definition of 'Carpark', (page 311) as follows:

"A building or part thereof or land (not being part of a public road) used for the parking of mechanically propelled vehicles, **bikes and e-bikes**, excluding heavy commercial vehicles. Car parks are to be taken also as multistorey and underground structures. Car park can also include Park and Ride for public Transport users."

(248) Amend text in 'Industry: General' (page 313) as follows:

"The use of a building or part thereof or land for any industry other than a light industry or a special industry and includes a service garage but not a ~~petrol station~~ **service station**."

(249) Amend text in 'Industry: Light' (page 313) as follows:

"The use of a building or part thereof or land for industry (not being a special industry) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and may include a service garage but not a ~~petrol station~~ **service station**."

(250) Amend text in 'Petrol Stations' (page 314) as follows:

~~"Petrol Station~~ **Service Station**

A structure or land used for the purpose of the selling by retail of petrol, fuel oils, lubricating oils ~~and~~ liquefied petroleum gas ~~and low emission fuel~~ generally for use in motor vehicles. It does not include a service garage or motor sales outlet. ~~Petrol filling~~ **Service** stations can provide **electric vehicle charging points** and a wide range of retail goods in an associated shop. In general these shops should remain secondary to the use as a ~~petrol filling~~ **service** station and their net floorspace shall not exceed 100 sq.m. (net) irrespective of location."

(251) Amend 'Residential', Section 13.2 'Definition of Use Classes' (page 315) as follows:

"The use of a building or part thereof including houses, apartments, flats, bed sitters, etc., designed for human habitation. See separate definition for **Residential - Build-to-Rent** ~~and Shared Accommodation~~."

(252) Amend (i) 'Build to Rent Accommodation' in Section 13.2 'Definition of Use Classes' (page 315) as follows:

"(i) Residential - Build to Rent Accommodation"

(253) Delete '(i) Shared Accommodation' in Section 13.2 'Definition of Use Classes' (page 315) as follows:

~~“(i) Shared Accommodation~~

~~Professionally managed rental accommodation, where individual rooms are rented within an overall development that includes access to shared or communal facilities and amenities. (Definition taken from section 5.13 of the DHPLG Section 28 Guidelines, Sustainable Urban Housing: Design Standards for new Apartment’s” (2018).”~~

Chapter 14: Specific Local Objectives (SLO)

Map 1 Clonskeagh/Dundrum

(254) Amend SLO 3 (page 319) as follows:

“To encourage the retention and development of the Airfield Estate for educational, recreational, **tourism, cultural and community uses.**”

(255) Amend SLO 4 (page 319) as follows:

“To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future **temporary** uses of the Dublin Eastern Bypass reservation corridor, including a greenway/cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. **In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This should include the consideration of sustainable transport, biodiversity and recreation projects.**”

Note: Amendment to SLO 4 to be repeated on Maps 2, 5, and 6.

(256) Amend SLO 8 (page 319) as follows:

“To ensure Dundrum develops beyond just a retail shopping destination ~~That~~ any future redevelopment of the old shopping centre lands, ~~Dundrum~~ shall provide for residential use and a range of complementary non-retail uses including - but not limited to - employment, restaurant, leisure, entertainment, **creche facilities, remote working hubs,** cultural, community and civic uses – to supplement that already provided for within the wider Dundrum Town Centre.”

(257) Amend SLO 9 (page 319) as follows:

“To ensure that any future redevelopment of the old shopping centre lands, and **adjoining /nearby properties on Main Street,** takes cognisance of the character and streetscape of the Old Main Street, and maintain where appropriate, and possible existing buildings and/or facades. Building Heights alongside Main Street must be sensitive to the original streetscape, in keeping with its character, **scale** and Candidate Architectural Conservation Area status.”

(258) Amend SLO 114 (page 319) as follows:

“To ensure any future redevelopment of the Old Shopping Centre site addresses the need for ~~support~~ the provision of a **future** Dundrum Community, Cultural and Civic Centre **facility,** which **also** integrates into a civic square/plaza area, ~~to be located at the northern end of Dundrum town.~~”

(259) Insert new SLO 120 (page 319) at the Goat site, Goatstown, as follows:

“Any redevelopment of the Goat site should include the creation of a village square/civic space and a new pedestrian friendly street and should improve the appearance, quality and overall function of the public realm within the area.”

(260) Insert new SLO 121 (page 319) at Mount Carmel Community Hospital:

“To support the retention of the existing medical/hospital uses at the Mount Carmel Community Hospital and facilitate its future development including the provision of supporting facilities.”

(261) *Insert a new SLO 122 (page 319) on Central Mental Hospital Lands:*

“To allow offices in excess of 200 sq. metres in the former Central Mental Hospital buildings which are included on the Record of Protected Structures. Any application for offices in excess of 200 sq. metres shall (i) relate only to the former Mental Hospital Buildings with any extension to the building in office use to be only small ancillary structures, (ii) shall include a report that demonstrates that other suitable uses that are permitted in principle or open for consideration have been explored and that the reasons for discounting same relate to the proper planning and sustainable development of the area.”

(262) *Insert a new SLO 123 (page 319) on Central Mental Hospital Site and the Old Shopping Centre Site as follows:*

“To ensure that, as Strategic Regeneration Sites, residential provision on the Central Mental Hospital Site and the Old Shopping Centre site will provide for a balanced mix of housing tenure, including affordable homes, and an acceptable mix of larger flexible units, and lifetime adaptable homes to ensure balanced, sustainable communities in Dundrum”

(263) *Insert a new SLO 124 (page 319) on Main Street as follows:*

“Permeability through all developments on the east side of Main Street should ensure pedestrian/cycle links between Main Street and the Dundrum Bypass.”

(264) *Insert new SLO 127 (page 319) at Clonskeagh/UCD as follows:*

“To prepare a Local Area Plan for Clonskeagh/UCD.”

Note: SLO 127 to be repeated on Map 2.

Map 2 Booterstown/Blackrock/Stillorgan

(265) *Amend SLO 18 (page 320), as follows:*

“To promote the development of the Dublin Bay Trail Sutton to Sandycove Promenade and Cycleway, as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.”

Note: Amendment to SLO 18 to be repeated on Maps 3, 4, 7, 10 and 14.

(266) *Insert new SLO 125 (page 319) at Mount Anville Site:*

“To promote the lands located at the southern end of the Mount Anville Estate, accessed from the Lower Kilmacud Road, as a location for a mixed-tenure age-friendly housing development with associated supports, creating the opportunity to foster intergenerational links with the Schools, and sensitive to the amenity of the upper walled garden centred on the protected glasshouse.”

(267) *Insert new SLO 126 (page 319) at the Cemetery for the Convent of the Sacred Heart, Mount Anville:*

“To protect and retain the burial ground and associated oratory at the Cemetery for the Society of the Sacred Heart at Mount Anville.”

(268) Insert new SLO 128 (page 320) at Blackrock Clinic:

“To support the retention of the existing medical/hospital uses at the Blackrock Clinic and facilitate its future development including the provision of supporting facilities.”

(269) Insert new SLO 129 (page 320) at Bath Place:

“To provide for the development of the publicly owned lands at Bath Place, Blackrock for primarily public uses, in conjunction with the community of Blackrock during the lifetime of this Plan.”

Map 3 Monkstown/Dún Laoghaire

(270) Amend SLO 26 (page 321) as follows:

“To retain the Carlisle Pier structure and to encourage redevelopment on it that will focus on the historical importance of the Pier and will incorporate uses that will bring significant cultural, social, recreational and economic benefits to Dún Laoghaire-Rathdown. Development should regenerate and enliven the waterfront, be sensitive to the setting and should include a significant portion of cultural and amenity uses with public accessibility and permeability to the waterfront paramount. Such proposals should be carefully scaled and should be designed with variety in the massing of built elements to avoid ‘slab-like’ infilling of the Pier. Any development should consider the sensitive incorporation and the re-use of remaining components of the original rail sheds, where appropriate.”

(271) Amend SLO 28 (page 321) as follows:

“Bullockh Harbour: That any residential development shall form part of a mixed-use scheme which will include commercial marine-based activity and public water-based recreational uses and shall have regard to the special nature of the area in terms of the height, scale, architecture and density of built form.”

Note: Amendment to SLO 28 to be repeated on Map 4.

(272) Amend SLO 34 (page 321) as follows:

“To facilitate, support and enhance the development of the Dún Laoghaire Institute of Art, Design and Technology including all associated and supporting facilities. A range of uses will be facilitated on the campus lands to encourage and foster strong links between education, community, and the business sector in the County. Should the Institute seek to expand its operations into Dún Laoghaire Town, this would be encouraged and welcomed and would create a stronger connection between the educational facility and the Town itself, as well as providing for the potential for the use/reuse of existing buildings/facilities”

(273) Amend SLO 40 (page 322) as follows:

“To support and encourage the development of a National Watersports Centre Campus to facilitate training and participation in a varied range of water sports and activities, accessible for all ages and abilities and socio-economic status, to provide a focus for national and international watersports events, subject to the finding of the future feasibility study to be carried out using funding secured under the Large Scale Sports Infrastructure Fund (LSSIF). Site appraisal and analysis of the Harbour environs to identify the optimum location(s) for such a centre to be expedited as an integral part of the forthcoming Dún Laoghaire and Environs Local Area Plan”

(274) Amend SLO 115 (page 322) as follows:

“To provide an open seawater pool as a part of any future the next phase of the development at the Dún Laoghaire Baths site. This provision shall take into account environmental feasibility, including ecological, water and cultural heritage sensitivities. Any proposals shall be subject to Appropriate Assessment Screening

in accordance with the requirements of the EU Habitats Directive and shall ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area”

(275) Amend SLO 116 (page 322) as follows:

“To provide a cultural and heritage centre in the environs of the Dún Laoghaire Harbour that focusses on the unique history of emigration from the Carlisle Pier, the construction of the harbour, **the role of the harbour in the development of amateur watersports**, and the celebration of the first suburban rail line **and mail boat service**. Any proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive and shall ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area.”

(276) Insert new SLO 130 (page 322) at Sandycove as follows:

“To ensure that development in this area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.”

(277) Insert new SLO 131 (page 322) at former Dún Laoghaire baths site:

“To encourage and support the development of Seaweed Baths on the former Dún Laoghaire Baths site”

(278) Insert new SLO 132 (page 322) at Monkstown Farm as follows:

“To enhance the character, ambiance, quality of the environment and public realm of the Monkstown Farm area namely Oliver Plunkett Road and all the residential streets adjoining it maintaining it to the same standard provided for other residential and business districts in the area.”

(279) Insert new SLO 133 (page 322) at Sports Ground, Tivoli Terrace South as follows:

“To protect and promote the development of the green space for recreational/sport facilities and projects to increase the biodiversity in this urban area, providing a social benefit for residents, local schools, community and sport groups”

(280) Insert new SLO 134 (page 322) at Culanor, Dún Laoghaire as follows:

“To support and facilitate the provision of a creche.”

(281) Insert new SLO 135 (page 322) on residential streets adjoining Lower George’s Street (page 322) as follows:

“To enhance the character, ambiance and quality of the environment, historic streetscapes and public realm of the residential streets in the areas adjoining Lower George’s Street, Dún Laoghaire and in particular, the areas of early twentieth century social housing, to ensure that the public realm in this older residential area - in close proximity to the core business district of the Town - is enhanced, improved and maintained to the standard provided for other residential and business districts adjoining Upper and Lower George’s Street”

Map 4 Sandycove/Dalkey

(282) Insert new SLO 130 at Sandycove (page 322) as follows:

“To ensure that development in this area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not

significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.”

(283) *Insert a new SLO 136 (page 322) as follows:*

“To protect the Dalkey Railway tunnel corridor for railway purposes in the interest of railway safety.”

(284) *Insert a new SLO 152 (page 322) at the site known as Eire sign as follows:*

“To offer a requisite level of protection and maintenance to the site known as Eire sign #7 (Hawk Cliff, Vico Road) such that this site will be afforded protection from any future activities which may either intentionally or unintentionally damage, undermine or remove this important historical heritage site and that this Council agrees to a reasonable level of maintenance of the site insofar as is practicable”

Map 5 Dundrum/Ballinteer

(285) *Insert new SLO 123 (page 323) at Central Mental Hospital Site and the Old Shopping Centre site (page 323) as follows:*

“To ensure that, as Strategic Regeneration Sites, residential provision on the Central Mental Hospital Site and the Old Shopping Centre site will provide for a balanced mix of housing tenure, including affordable homes, and an acceptable mix of larger flexible units, lifetime adaptable homes and supported accommodation, to ensure balanced, sustainable communities in Dundrum”

(286) *Insert new SLO 124 (page 323) at the Old Shopping Centre site (page 323) as follows:*

“Permeability through all developments on the east side of Main Street should ensure pedestrian/cycle links between Main Street and the Dundrum Bypass.”

(287) *Insert new SLO 137 (page 323) at the Central Bank Mint site (page 323) as follows:*

“To encourage and promote the use of these state-owned lands for the delivery of social and affordable homes, with an emphasis on affordable rental and affordable purchases. The Urban form for this site shall be informed by a masterplan for the overall site included with any application.”

(288) *Insert new SLO 138 (page 323) at the Central Bank Mint site (page 323) as follows:*

“To support and encourage a new sports complex with indoor and outdoor facilities allowing a mix of recreational sporting activities.”

Map 6 Sandyford/Foxrock

(289) *Amend SLO 63 (page 324) as follows:*

“To improve, encourage and facilitate the provision and expansion of ~~provide for~~ medical/hospital campus at Beacon and Leopardstown Hospital”

(290) *Amend SLO 64 (page 324) as follows:*

“To provide for office-based employment uses in accordance with [the zoning objective section 2.3.6 of Appendix 17](#) and a masterplan, outside of the campus required for primary and post primary school(s), on the lands known as the Legionaries of Christ.”

(291) *Insert new SLO 139 (page 324) at St. John of God Hospital:*

“To support the retention of the existing medical/hospital uses at the St John of God Hospital on Stillorgan Road and facilitate its future development including the provision of supporting facilities.”

(292) *Insert a new SLO 140 (page 324) at Drummartin Link Road /Blackthorn Drive as follows:*

“To promote the subject lands as a location for an urban forest”

(293) *Insert a new SLO 141 (page 324) at Carmanhall Road /Blackthorn Drive as follows:*

“To facilitate completion of the unfinished Block and allow consideration of a maximum of 110 residential units”

Map 7 Cabinteely/Killiney/Sallynoggin

(294) *Amend SLO 67 (page 325) as follows:*

“To upgrade and improve Kilbogget Park in accordance with the **future** approved Masterplan”

(295) *Amend SLO 69 (page 325) as follows:*

“To implement and develop the lands at Cherrywood in accordance with the adopted Strategic Development Zone Planning Scheme (SDZ) **(as amended)**”

(296) *Insert new SLO 130 (page 325) at Killiney as follows:*

“To ensure that development in this area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.”

(297) *Insert a new SLO 142 (page 325) as follows:*

“It is the objective of Dún Laoghaire-Rathdown County Council to actively support and facilitate the redevelopment and expansion of strategic medical-hospital uses, services and ancillary facilities at the National Rehabilitation Hospital lands.”

Map 9 Stepside

(298) *Amend SLO 69 (page 326) as follows:*

“To implement and develop the lands at Cherrywood in accordance with the adopted Strategic Development Zone Planning Scheme (SDZ) **(as amended)**”

Note: Amendment of SLO 69 to be repeated on Map 10.

(299) *Amend SLO 77 (page 326) as follows:*

“To provide for Phase 2 of the Samuel Beckett Civic Campus which includes a multi-purpose sports building, Sports Hall, Children’s and 25 metre Swimming Pools, Dance Studio and Gym, a two-storey Library, **a Changing Place facility**, a two storey Car Parking Facility and a hard landscaped Civic Plaza on Council lands at Ballyogan. **Provision shall be informed by the strategic review of the project**”

(300) Amend SLO 82 (page 326) as follows:

“To provide for the development of a Neighbourhood Centre in the north-east ‘quadrant’ of the Park, Carrickmines, with a net retail floorspace cap of 6000 sq.m. (approximately), and a leisure facility, to assist the existing and future retail and leisure needs of the growth areas of Carrickmines, Stepside-Ballyogan and Kiltiernan-Glenamuck, while also protecting employment use at this location. **Any future development of the north east quadrant should ensure that the Ballyogan link road, parkland area and greenway (as pertaining to the lands) are completed and available for use by the general public before occupation of development”**

(301) Amend SLO 83 (page 326) as follows:

“To protect **the mosaic of habitats** of the calcareous wetland **and orchid grassland** at Kingston/Ballycorus, Kiltiernan”

Note: Amendment of SLO 83 to be repeated on Map 13.

(302) Insert a new SLO 143 (page 326) at Racecourse South as follows:

“**To carry out in consultation with TII and the NTA a collaborative Area Based Transport Assessment (ABTA) prior to the development of lands at Racecourse South. The ABTA will address how development will avoid undermining the safe and efficient operation of the National Road and light rail network and ensure that the strategic function of the M50 will be maintained with full build out of the lands. The ABTA will include assessment of impact on Junction 15 and LUAS operation and will be carried out in accordance with the TII/NTA Area Based Transport Assessment (ABTA) Advice/Guidance Notes (2018). The outcome and recommendations of the ABTA shall be taken into account in the assessment of future planning applications.”**

(303) Insert a new SLO 144 (page 362) at Ballyogan as follows:

“**To promote the use of the former Baling station in Ballogan as a multi-use indoor sport facility”**

(304) Insert a new SLO 145 (page 326) at Jamestown Regional Park as follows:

“**To investigate the feasibility of providing an animal sanctuary in Jamestown Regional Park”**

Map 10 Laughanstown/Shankill**(305)** Amend SLO 67 (page 327) as follows:

“To upgrade and improve Kilbogget Park in accordance with the **future** approved Masterplan”

(306) Delete SLO 93 (page 327) from Table 10 and Map 10 as follows:

~~“To refuse planning permission for any new developments, which include on-site wastewater treatment facilities within this catchment, until the groundwater issues in the area are resolved or ameliorated.”~~

Note: Deletion of SLO 93 to be repeated on Map 14.

(307) Insert new SLO 130 (page 327) at Killiney as follows:

“**To ensure that development in this area does not (i) have a significant negative impact on the environmental sensitivities in the area including those identified in the SEA Environmental Report, and/or (ii) does not significantly detract from the character of the area either visually or by generating traffic volumes which would necessitate road widening or other significant improvements.”**

(308) Insert new SLO 146 (page 327) at St. Colmcille's Hospital:

"To support the retention of the existing medical/hospital uses at St Columcille's Hospital, Loughlinstown and facilitate its future development including the provision of supporting facilities"

(309) Insert new SLO 147 (page 327) in Ballybrack Village as follows:

"To protect and enhance the public realm in Ballybrack Village"

(310) Insert new SLO 148 (page 327) at Shankill Village as follows:

"To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road"

(311) Insert new SLO 149 (page 327) at Loughlinstown:

"To establish a new pedestrian walkway that retains the established permeability from the N11 through the lands at St Laurence to the Wyattville Park estate in Loughlinstown. The current established walkway shall be retained until this specific new SLO is achieved."

(312) Insert new SLO 150 (page 327) at Rathmichael Road:

"To allow for the provision of a new pedestrian and cycle link via a new combined foot and cycleway bridge from Rathmichael Road towards the Luas station at Cherrywood Business Park passing under the existing M50 motorway bridge and crossing the R116 Brides Glen road and valley"

Map 12 Glencullen/Boranaraltry

(313) Delete SLO 98 (page 328) from Table 12 as follows:

~~*"To provide for the remediation of the Bray landfill site"*~~

(314) Insert a new SLO 151 (page 328) as follows:

"To provide for a number of holiday caravan/camping facilities within a 1km radius of the cross roads at Glencullen subject to the following: ensuring that there is not an over proliferation of such facilities, ensuring any proposals do not undermine the overall zoning objective, ensuring proposals do not have a negative impact on the source protection area or sensitive watercourses as identified in the Glencullen Local Area Plan and/or in section 10.2.2.5 of this Plan and ensuring that the development (including any resultant increases in visitor numbers and/or behaviour) does not affect the integrity of the Knocksink Wood Special Area of Conservation. Each facility shall be limited to a total of 10 pitches (combination of pods, glamping, tents, camper vans) and any glamping pods shall be commensurate in size and scale to a tent/camper van so as to avoid any negative visual impact on the landscape"

Note: New SLO 151 to be repeated on Map 13.

Map 14 Rathmichael/Old Connaught

(315) Add SLO 98 (page 329) in Table 14 and on Map 14 as follows:

"To provide for the remediation of the Bray landfill site"

(316) Amend SLO 18 (page 329), as follows:

“To promote the development of the Dublin Bay Trail ~~Sutton to Sandycove Promenade and Cycleway~~, as a component part of the National East Coast Trail Cycle Route and also the Dublin Bay trail from the boundary with Dublin City up to the boundary with Co. Wicklow. Any development proposal will protect and enhance public access to the coast where feasible. Any development proposals shall be subject to Appropriate Assessment Screening in accordance with the requirements of the EU Habitats Directive to ensure the protection and preservation of all designated SACs, SPAs, and pNHA(s) in Dublin Bay and the surrounding area”

(317) Amend SLO 107 (page 329) as follows:

“To co-operate with the National Transport Authority, Transport Infrastructure Ireland and Wicklow County Council in the establishment of ~~a combined road across the County Brook Valley~~, a busway and bridge from Fassaroe to Old Connaught over County Brook at Ballyman Glen which facilitates walking and cycling to provide connections between the proposed new development areas of old Connaught and Fassaroe (Wicklow County)”

(318) Delete SLO 118 (page 329) from Table 14 and Map 14 as follows:

~~“The lands to facilitate and form part of any future extension of Shanganagh Park”~~

Chapter 15: Implementation, Monitoring and Evaluation

15.2 Implementation and Monitoring

(319) *Insert a sentence at the end of the final paragraph in Section 15.2 ‘Implementation and Monitoring’ (page 334) to read as follows:*

“The Key Performance Indicators set out in the implementation and monitoring framework in Section 15.5 are not intended to comprise an exhaustive list and additional data / information – both quantitative and qualitative - may be incorporated for analysis purposes, as appropriate.”

15.4 Environmental Monitoring

(320) *Insert a new Policy Objective at the end of Section 15.4 (page 334) as follows:*

“IME1: SEA Monitoring

It is a Policy Objective to monitor the significant environmental effects of the implementation of the County Development Plan through the monitoring measures and reporting requirements set out in Section 10 of the SEA Environmental Report for the County Development Plan.”

15.5 Implementation and Monitoring Framework

(321) *Add the following to Table 15.5.5 ‘Transport and Mobility’ (page 339) Policy Objective T3 under the Monitoring and Evaluation column*

“Walking mode share target - 15%
Cycle mode share target - 20%
Other micromobility mode share target - 5%
Public transport mode share target - 30%”

(322) *Amend the Monitoring and Evaluation Column for Policy Objective T10, Section 15.5.5 ‘Transport and Mobility’ (page 340), to read as follows:*

“Change in modal share for travel to work, school or college on foot or by bicycle.

Analysis of Inclusivity in cycling.

Data sources: Census

DLR Cycle Counter statistics.”

Acronyms and Glossary

(323) Amend definition of Sustainable Neighbourhood Infrastructure (page 354) as follows:

“Sustainable neighbourhood infrastructure includes land or buildings that serve the needs of the local and wider community for social, educational, health, religious, recreational and leisure, community, cultural, and civic needs. These facilities and **uses services** may be provided by public sector bodies, the community themselves or by the private sector. Facilities and services include, but are not limited to – schools, third level education, places of worship, hospitals, health centres/GP’s, community centres, **youth centres**, leisure centres, family resource centres, libraries, church/parish halls, meeting rooms, scout dens, men’s sheds, theatres and civic offices.”

Part 3: Proposed amendments to Appendices of Draft County Development Plan

Appendix 2: Draft Housing Strategy and Interim HNDA

(324) Remove the word “Interim” from references to “Interim Housing Strategy and HNDA” throughout the entire Plan (Chapters 1, 2, 4, 12, Appendix 2)

Section 2.1 Introduction

(325) Add an additional paragraph to the end of section 2.1.1 ‘General Context and Purpose of Document’ of Appendix 2 (page 27) as follows:

“Since the preparation of the Housing Strategy and HNDA, new guidance (not section 28 guidelines) has been issued with an accompanying ministerial circular. Chapter 2 of the Plan includes an objective to carry out a regional Housing Needs and Demand Assessment post adoption of the Plan and to consider varying the Plan if required”

(326) Add the following additional bullet point to the list after the first paragraph of section 2.1.2 ‘Legislative Context’ of Appendix 2 (page 28):

- “The Affordable Housing Act 2021”

(327) Insert the following text after the final paragraph of section 2.1.2 of Appendix 2 (page 28):

“Since the publication of the Draft Plan, the Affordable Housing Act 2021 has been signed into law and various elements including Part 6 which pertains to Part V of the PDA has been enacted and commenced.

One of the main purposes of the new Act is to increase the Part V contribution for new housing developments from up to 10% for social housing to a mandatory 20% requirement, at least half of which must be applied to social housing provision and up to half of which may be applied to affordable and cost rental housing. (Housing Circular 28/2021).”

(328) Add an additional line to the end of the first paragraph in section 2.1.3.4 ‘Ministerial Guidelines’ (page 32) of Appendix 2 as follows:

“It is noted that new guidance (not section 28 guidelines) has been issued in relation to the preparation of the HNDA along with an accompanying ministerial circular.”

(329) Add new paragraph to the end of section 2.1.3.4 as follows:

“The new guidance (not section 28 guidelines) issued on HNDA includes an accompanying ministerial circular which states that:

“It is expected that HNDA will be integrated into the development plan review process where planning authorities give notice of review of a development plan in accordance with section 11(1) of the 2000 Act, after the date of this Circular. Planning authorities may also consider variation of a development plan where a completed HNDA significantly affects a Housing Strategy in accordance with section 95(3) of the Act”. This would indicate that the new methodology should be used for any review commencing after April 2021. As the review of the dlr Plan commenced well over 15 months before that date in January 2020 it is considered appropriate and acceptable that a HNDA was prepared for the Draft Plan using available data sources, methodologies and evidence. The clarity of the circular is welcomed as the HNDA informs both the housing strategy and the core strategy.”

(330) Amend second paragraph of section 2.1.3.5 ‘Challenges’ (page 33) as follows:

“In the absence of a Regional HNDA or the issuing of Section 28 Guidelines relating to this issue (~~guidance was issued after the preparation of the Draft Plan~~), DLR proceeded to prepare this Housing Strategy and Interim HNDA drawing upon the ‘Louth Model’ methodology set out circa 20 years ago in the 2000 Guidelines for Planning Authorities on Part V of the Planning and Development Act and the accompanying Model Housing Strategy and Step-by-Step Guide (also referred to as the ‘Louth Model’)”

(331) Amend fourth paragraph of section 2.1.3.5 (page 33) as follows:

“Pending ~~the preparation of a regional HNDA guidelines and methodology on HNDAs, the establishment of a coordination and monitoring unit to assist Local Authorities and Regional Authorities and the development and coordination of a centralised spatial database for Local Authority Housing data as stipulated in NPO37 of the NPF~~ a Housing Needs Demand Assessment has been carried out. This is so as to allow demographic trends and housing stock profiles inform policy formulation in particular policy in relation to housing type and mix.”

(332) Amend 8th paragraph of section 2.1.3.5 (page 33) as follows:

“~~While the affordable element is still ‘stood down’~~ When preparing the Draft Plan, it ~~is~~ was considered at this time that there ~~is~~ was merit in carrying out a more thorough assessment drawing upon Louth Model methodology given that the HNDA methodology ~~is~~ was not yet available (~~Guidelines issued in April 2021~~). In particular, it ~~is~~ was considered that a more detailed analysis of housing supply, demand and affordability in the County ~~can~~ could feed into formulation of housing policy for Dún Laoghaire-Rathdown.”

Section 2.4 Housing Demand and Affordability Analysis

(333) Amend Section 2.4 (page 59) as follows:

“As discussed in the previous section of this document, arising from recent changes in planning policy, Local Authorities are now also obliged under National Policy Objective 27 to prepare a Housing Needs Development Assessment (HNDA) for their functional area. ~~However, as also noted previously, pending the issuing of new statutory guidelines on development plans, no HNDAs have been prepared by any Local Authorities. Pending completion of a regional HNDA post adoption of the Plan, the absence of the completion of the updated HLA and the preparation of a HNDA for the Dún Laoghaire Rathdown area,~~ the following section of this Draft Housing Strategy and ~~Interim~~ HNDA sets out a broad overview of the current state of play regarding the affordability of housing units in the area.”

(334) Amend the final paragraph of Section 2.4.5 of Appendix 2 (page 77) as follows:

“As a result, it is considered suitable that DLR will require, in accordance with Section 94(4)(d) of the Act, that ~~10~~ 20 per cent of land zoned for residential use, or for a mixture of residential and other uses ~~or any land on which residential is permitted~~ shall be reserved for the provision of social ~~and affordable~~ housing as defined in Section 94(4)(a).

~~The Part V contribution shall be retained at 10% social for permissions granted prior to 1st August 2021. In the case of sites purchased between 1 September 2015 and 31 July 2021 the Part V contribution shall be retained at 10% social in respect of a planning permissions granted between 1 August 2021 and 31 July 2026 (unless this provision is amended by way of legislation in which case the revised provision shall apply).”~~

Section 2.8 Conclusions, Issues and Challenges

(335) Amend Section 2.8.4 ‘Changing Legislative and Policy Framework’ of Appendix 2 (page 92) as follows:

“A final issue, which will have a significant impact on approach to the delivery of housing in Dún Laoghaire-Rathdown relates to the significant changes in the legislative and policy context arising from the introduction

of the National Planning Framework, the Regional Spatial and Economic Strategies, as well as of new Planning Guidelines and their associated Specific Planning Policy Requirements (SPPRs). **The recent enactment and commencement of the Affordable Housing Act 2021 has also altered the legislative framework.**

As a result of these developments, the legislative and policy framework in which this Draft Housing Strategy and Interim HNDA sits has grown in complexity since Housing Strategies were first carried out in the early 2000s, and this trend is likely to continue with the **finalising pending publication** of additional guidance relating to Development Plans **as well as the form and content of Housing Need Development Assessments (HNDAs).**

It is considered that the approach outlined in this Draft Housing Strategy and **Interim** HNDA represents an appropriate and robust response to such growing complexity which ensures that the housing policies contained in the Draft Plan are not only robust but also comply with all relevant national and regional planning policy requirements **and new legislative requirements.**”

Section 2.9 Implementation the Housing Strategy and Interim HNDA

(336) Amend Section 2.9.1 ‘Social Housing Requirement’ of Appendix 2 (page 93) as follows:

“2.9.1 **Social Housing Part V** Requirement”

~~“A ten per cent social housing requirement will be applied in relation to all sites that are residentially zoned or proposals where a mixed use development, including residential is proposed on any zoning in the County, unless otherwise stated in the Strategy, or exempt from the provisions of Part V. The Planning Authority will review the Part V requirements contained in this Plan if the legislation underpinning this requirement is amended.~~

The Housing Strategy and HNDA supports the provision of the Part V requirement to be applied on all sites in accordance with the provisions of the Affordable Housing Act 2021. This provides for a 20% Part V requirement, at least half of which must be applied to social housing provision and half of which may be applied to affordable and cost rental housing.

Section 96 of the Planning and Development Act as amended retains the Part V contribution at 10% for permissions granted prior to 1st August 2021 and in the case of sites purchased between 1 September 2015 and 31 July 2021 in respect of a planning permissions granted between 1 August 2021 and 31 July 2026.

Tables 2.4.10 and 2.4.11 demonstrate that between 2022 and 2028, 28.4% of new households formed will face affordability, section 2.4.6 concludes that there are also affordability issues in the private rental sector in the County thus justifying the overall 20% provision in accordance with Section 94 of the Planning and Development Act as amended by the Affordable Housing Act 2021.”

(337) Omit the fourth bullet point of the first paragraph of section 2.9.1.1 (page 93) ‘Circumstances Where A ‘Reduced Element’ May Be Acceptable’ of Appendix 2 as follows:

~~“shared accommodation developments.”~~

(338) Amend the third paragraph of section 2.9.1.1 ‘Circumstances Where A ‘Reduced Element’ May Be Acceptable’ (page 93) as follows:

“No social housing will be required in instances where it is proposed that student accommodation is to be provided on the campus of a Third Level Institution or in the case of purpose built and professionally managed student accommodation of the type that has/or would have otherwise qualified for tax relief under Section 50 of the Finance Act 1999. In all other instances of student accommodation, the standard ~~120%~~ **social housing Part V** requirement will apply.”

(339) Omit the following from section 2.9.1.1 (page 94):

~~“Shared Accommodation Developments (In accordance with the Section 28 Guidelines):~~

~~Shared Accommodation projects are professionally managed rental accommodation arranged around individual rooms, rather than apartment units, within an overall development that includes access to shared or communal facilities and amenities dedicated for use by residents only.~~

~~Due to the distinct nature and features of Shared Accommodation type development, it is only appropriate where responding to an identified urban housing need at particular locations.~~

~~In this regard the obligation is on the proposer of a shared accommodation scheme to demonstrate to the planning authority that their proposal is based on accommodation need and to provide a satisfactory evidential base accordingly.~~

~~Shared accommodation units are not normally subject to Part V requirements on the basis such developments would not be suitable for social housing given that they are not provided as individual self-contained residential units. In light of this, Part V requirements will not apply in the case of shared accommodation units.”~~

(340) Amend Section 2.9.2 ‘Housing Type and Mix’ (page 94) of Appendix 2 to add the following text to the fourth paragraph, after “family type with children”:

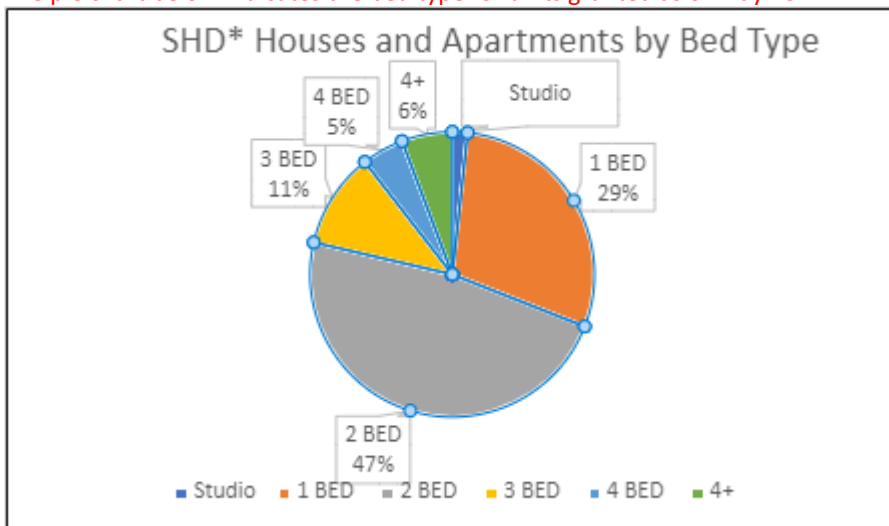
“There was a resultant 9% increase in children under 5 compared to 1.5% nationally”

(341) Add the following new Sections in Section 2.9.2 of Appendix 2 after the final paragraph on page 94:

“SHD dlr survey analysis

The Planning Authority maintain ongoing statistics in relation to Strategic Housing Developments granted in the County since the inception of the 2016 Act. As of May 2021 almost 10,000 apartments or houses have been permitted in the County. This figure excludes units from decisions that have been quashed and also excludes student bed spaces and shared living schemes.

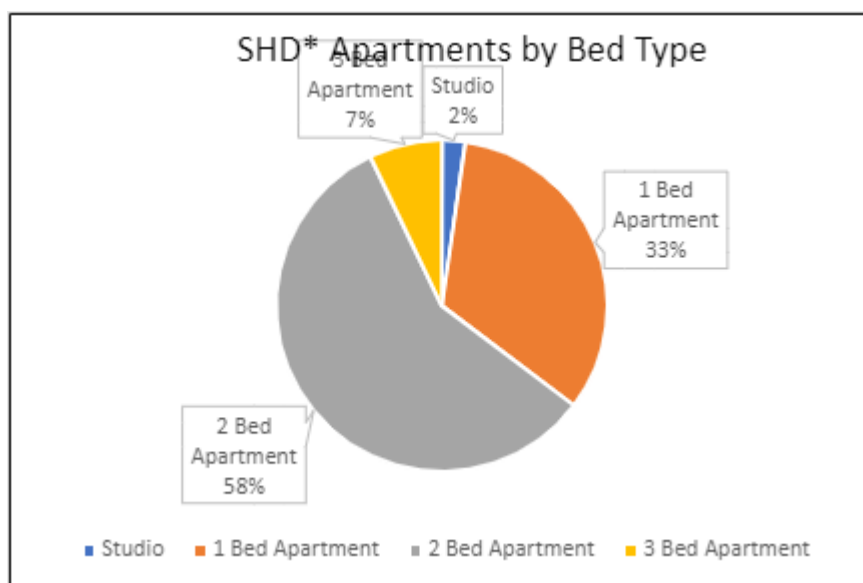
The pie chart below indicates the bed type for units granted as of May 2021.



Source: dlr Planning Department, May 2021

*Does not include data from student/shared or quashed decisions

74% of units are one or two bed units with only 11% being 3 bed units. When one looks at bedroom units in apartments granted the percentages for one and two beds at 90% (circa 8000 units) is even higher.



Source: dlr Planning Department, May 2021

*Does not include data from student/shared or quashed decisions

Qualitative analysis on sustainable neighbourhood/communities and mix

“Apartment Living in Ireland” (Housing Agency 2019)

A 2019 Housing Agency report sets out some facts regarding apartment living in Ireland. 10% of households live in purpose built apartments versus 42% in the 28 EU states. Yet, 53% of all permission granted in the 3rd quarter of 2019 were for apartments. The report is based on qualitative survey of over 500 multi unit residents. Overall satisfaction rates were high. However, of note was the fact that impact of open plan living on family life was highlighted as a problem along with lack of utility rooms, outdoors space and issue with older siblings having to share bedrooms. A comprehensive literature review which formed part of the study referenced an earlier 2004 study which found that Ireland has the lowest incidence of children living in multi occupancy units in Europe.

2009 Urban Design Manual

The Urban Design Manual which accompanies the 2009 Section 28 guidelines on Sustainable Urban Development includes variety, which incorporates mix of housing types, as one of the 12 criteria for a sustainable neighbourhood. Under the criteria of inclusivity, the manual highlights the role of mix of unit types in creating a balanced community. Examples of schemes with a mix of housing are provided. The manual states that:

“On larger developments, the overall mix should be selected to create a mixed neighbourhood that can support a variety of people through all stages of their lives. On smaller infill developments, the mix of housing should ensure that, taken with the existing homes, the overall mix in the neighbourhood is conducive to maintaining a healthy balanced community”

Recommendations for living at Superdensity (2007)

This 2007 report was based on understanding how to design successful high density schemes. High density was taken to be anything over 150 units per hectare which was based on experience in London. The report includes ten recommendations including a recommendation in relation to the creation of balanced communities with a mix of dwelling sizes. The trend in 2007 in London which was similar to what is currently being experienced here in Dublin with a focus on a mix of one and two bed room units, was not deemed to be a formula for long term social sustainability. Various academic studies are also referenced including “Room to Move? Household Formation, Tenure and Housing Consumption,” A recommendation from the report is to provide some larger units for family dwellings unless a location is unsuitable due to lack of amenities

Super Density, the sequel (2015)

This study didn't revisit the 2007 recommendations as they were considered to be relevant, accepted and practiced. It instead looks at case studies of development in London. Key recommendations include adopting mid rise development to meet housing needs and including family apartments and duplexes in schemes. Whilst these 2 studies are based on experience in London it is considered that the overall findings are of relevance to higher density type development in Dublin.

Review of Standards in other jurisdictions

As no other Planning Authorities in the Country have yet specified a mix following on from an evidence based HNDA it was decided to look at experience further afield in London. The Local Plan for the London boroughs all align with the overarching London Plan which promotes a range of sizes having regard to local evidence and the 2017 London Strategic Market Assessment (SHMA)

Examples of some housing mix standards and requirements in London Borough Local Plans

<i>London Borough</i>	<i>Plan</i>	<i>1 bed</i>	<i>2 bed</i>	<i>3 bed plus</i>
<i>Brent</i>	<i>Local Plan London Borough of Brent (mid review 2021)</i>			<i>25%</i>
<i>Merton</i>	<i>Merton Local Plan (2018)</i>	<i>25 – 35%</i>	<i>35 – 40%</i>	<i>30 – 40%</i>
<i>Bromley</i>	<i>Bromley Local Plan (2019)</i>	<i>SHMA requirement of 53%</i>	<i>21%</i>	<i>20%</i>
	<i>Newham Local Plan (2018)</i>			<i>39%</i>
<i>Lambeth</i>	<i>Lambeth Local Plan (2015)</i>	<i>No more than 20%</i>	<i>20 – 50%</i>	<i>40%</i>
<i>Hackney</i>	<i>Hackney Local Plan (2020)</i>	<i>Lower than 2 bed</i>	<i>Higher than 1 bed</i>	<i>33%</i>
<i>Hounslow</i>	<i>Hounslow Local Plan (2015)</i>	<i>30%</i>	<i>40%</i>	<i>30%</i>
<i>Islington</i>	<i>Islington Local Plan (2013)</i>	<i>10%</i>	<i>75%</i>	<i>15%</i>

The table above provides some standards and requirements in relation to housing mix (apartments and houses) from various Local Plans for London Boroughs. Some are taken from policy and some are the requirements from assessments carried out. Some boroughs differentiate between tenures for mix. In those instances, the market led tenure is given as policy in the Draft Plan allows social housing schemes put forward a mix based on specific requirements.

While no one size fits all, and boroughs may differ greatly in terms of spatial, socio economic and demographic make up, all are in agreement that providing a mix of unit sizes is important. It is noted that the requirements for 3 bed plus as set out in Chapter 12 and in this Interim Housing Strategy and HNDA which range from 20% to 40% are very similar to the range of requirements in the London boroughs.

Conclusion based on review of evidence base

Qualitative urban studies indicate that to create a sustainable community and neighbourhood a mix of unit types is required particularly in larger high density schemes.

Recent permissions granted in the County include very large schemes with a monotypology of units – studio, one and 2 beds. Evidence as set out above indicates that these are not conducive to creating sustainable neighbourhoods, notwithstanding the arguments that have been put forward around the fact that the County contains a high proportion of existing housing stock that is 3 or 4 bed units.”

(342) Amend the second paragraph on page 95 in Section 2.9.2 of Appendix 2 as follows:

“It is considered that the robust and detailed analysis and **evidence base** set out in this HNDA allows for inclusion of a specific policy on mix in order to avoid mono tenure and mono type schemes and ensure

provision of sustainable, liveable, mixed neighbourhoods in line with policies set out in Chapter 4 Neighbourhood - People, Homes and Places.”

(343) Amend the second sentence of the third paragraph on page 95 in Section 2.9.2 of Appendix 2 as follows:

“However, to allow for choice, to provide for family units, and to aid in downsizing a greater mix is needed in the apartments offer with a move away from the predominance of schemes with one and two beds to schemes that ensure that there is a more varied mix with a percentage of 3 and 4 bed apartment units.”

(344) Insert the following text at the end of Section 2.9.2 (page 96):

“SPPR 9 of the 2020 Apartment Guidelines (December 2020) specifies that

“There shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is either:

(i) required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process;

or,

(ii) on the date of publication of these updated Guidelines, a valid planning application to a planning authority, appeal to An Bord Pleanála, or strategic housing development (SHD) planning application to An Bord Pleanála, in which case the application or appeal may be determined on its merits”.

No details are set out in the guidelines or in the accompanying ministerial circular as to what that specific demand would entail. The guidelines note that “Given that this form of accommodation remains new and unproven, the Department will continue to monitor the emerging shared accommodation/co-living sector and in particular the delivery of any permitted developments and may issue further additional technical updates to this document as appropriate”.

A report on co living prepared by the DEHLGH in October 2020, references the fact that the “ cohort of people at whom co-living is targeted, are typically those at a stage of life where they have yet to accumulate significant possessions and have a shorter-term outlook with regard to choice of tenure i.e. they are not seeking to settle-down on a long-term basis.” and references the fact that examples of purpose-built co-living accommodation that have been developed elsewhere, tend to be “centrally or near-centrally located in large cities that are centres of business and creativity.” UK examples in the city of London are cited where the average age of those inhabiting the co living space is 29- 30.

Whilst the Housing Strategy and HNDA has shown that there is clear demand for housing in the County, household sizes actually increased slightly in the County in the intercensal period 2011 – 2016 (it is assumed that they will follow overall national demographic trends and reduce). In terms of age profile, the County has a greater proportion of people over 65 than in County Dublin, the EMRA region or in the State. The County has a smaller proportion of children in the 0-4 years age group than in all areas except for in Dublin City Council, but there was a significant increase between 2011 and 2016 in the number of children under the age of 5.”

(345) Amend the policies listed in Section 2.9.3 ‘Relevant Draft Development Plan Policies’ (pages 96-97) of Appendix 2 as follows:

“Policy Objective PHP25: ‘Housing for All – A new Housing Plan for Ireland, 2022’

It is a policy objective to support as appropriate the delivery of the actions set out in the 4 pathways contained in “Housing for All – A new Housing Plan for Ireland, 2021”.

Policy Objective PHP256: Implementation of the Housing Strategy

It is a Policy Objective to facilitate the implementation and delivery of the Housing Strategy and ~~interim~~ Housing Need Demand Assessment (HNDA) 2022 - 2028.

Policy Objective PHP267: Housing Mix

It is a Policy Objective to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided throughout the County in accordance with the provisions of the Housing Strategy and Interim Housing Need Demand Assessment (HNDA) and any future Regional HNDA.

Policy Objective PHP278: Build-to Rent and Shared Accommodation/Co-Living Developments

It is a Policy Objective to facilitate the provision of Build-to-Rent ~~and Shared Accommodation~~ in suitable locations across the County and accord with the provisions of ‘Sustainable Urban Housing: Design Standards for New Apartments’, 2020 (and any amendment thereof). Proliferation of ~~these housing types~~ Built to rent should be avoided in any one area. **There shall be a presumption against granting planning permission for shared accommodation/co-living development.”**

Policy Objective PHP289: Provision of Student Accommodation

It is a Policy Objective to facilitate increased provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy (2017). Purpose built student accommodation should be provided on campus or in suitable locations which have convenient access to Third Level colleges (particularly by foot, bicycle and high quality and convenient public transport) in a manner compatible with surrounding residential amenities **avoiding overprovision of student accommodation in any one area.**

Policy Objective PHP2930: Housing for All

It is a policy objective to:

- support housing options for older people and persons with disabilities/mental health issues consistent with NPO 30 in the NPF, RPO 9.1 and 9.12 of the RSES.
- support the provision of specific purpose-built accommodation, including assisted living units and lifetime housing, and adaptation of existing properties.
- promote ‘aging in place’ opportunities for ‘downsizing’ or ‘right sizing’ within their community.

Policy Objective PHP301: Provision of Social Housing

It is a Policy Objective to promote the provision of social housing in accordance with the Council’s Housing Strategy and Government policy as outlined in the DoHPLG ‘Social Housing Strategy 2020’. **The Affordable Housing Act 2021 provides for 20% for social and affordable homes.**

Policy Objective PHP312: Homeless Accommodation

It is a policy objective to support the provision of homeless accommodation and/or support services throughout the County.

Policy Objective PHP323: Traveller Accommodation:

It is a policy objective to implement the ‘Traveller Accommodation Programme 2019-2024’. In accordance with the Programme, Traveller specific accommodation for the County’s indigenous Traveller Community will be provided through the development of new sites, the refurbishment and extension of existing sites, Part V Developments, casual vacancies and standard housing.

Policy Objective PHP334: Provision of Refuges

It is a Policy objective to encourage and support proposals being brought forward from Túsla the Child and Family Agency and other relevant agencies, which seek to provide appropriate Domestic Abuse Crisis Intervention Services including a crisis refuge service and wraparound services in DLR.”

Note: All policy objective numbers set out above will be amended to reflect those contained within the final plan, as required.

Appendix 3: Development Management Thresholds (2022-2028)

(346) Amend 'Thresholds' table (page 104) in Appendix 3 as follows:

Section	Policy/Heading	Submit	Threshold	Commentary*
4.3.2.3	PHP 27: Built to Rent / Co-living Developments and Shared Accommodation	Covenant or Legal Agreement.	To ensure that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that units will not be sold or rented separately for that period.	
12.3.6	Built to Rent (BTR)			
12.3.7	Shared Accommodation			

Appendix 4: Heritage Lists

Section 4.1 Record of Protected Structures

(347) Amend item listed in Table 4.1 'Record of Protected Structures' (page 114) of Appendix 4 as follows:

Notre Dame School (formerly Fernbank)		Churchtown Road Upper, Churchtown, Dublin 14.	Original Front Facade only	823	1
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(348) Amend item listed in Table 4.1 'Record of Protected Structures' (page 114) of Appendix 4 as follows:

Carnegie Library		Churchtown Road Upper, Dundrum Churchtown , Dublin 14.	Library	883	1
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(349) Amend items listed in Table 4.1 'Record of Protected Structures' (page 115) of Appendix 4 as follows:

	2	Sydenham Road, Dundrum Kilmacud , Dublin 14	House Terrace	1924	1
	1	Sydenham Road, Dundrum Kilmacud , Dublin 14	House Terrace	1925	1
	3	Sydenham Road, Dundrum Kilmacud , Dublin 14	House Terrace	1926	1
	4	Sydenham Road, Dundrum Kilmacud , Dublin 14	House Terrace	1927	1
	5	Sydenham Road, Dundrum Kilmacud , Dublin 14	House Terrace	1952	1
	6	Sydenham Road, Dundrum Kilmacud , Dublin 14	House Terrace	1953	1
Railway Station		Taney Drive, Dundrum Goatstown , Dublin 14.	Railway Station (former) (Note: Underpass and Granite Steps also Protected Structures)	905	1
Annefield		Taney Road, Dundrum, Dublin 14	House	1040	1
Christ Church		Taney Road, Dundrum Goatstown , Dublin 14.	Church and Two Cottages (Note: Boundary Walls, Railings and Gates also Protected Structures)	1004	1
Christ Church		Taney Road, Dundrum Goatstown , Dublin 14.	Boundary Walls, Railings and Gates (Note: Church and Two Cottages also Protected Structures)	1004	1

(350) Amend an item listed in Table 4.1 'Record of Protected Structures' (page 119) of Appendix 4 as follows:

Town Hall (Dún Laoghaire VEC) (BFEI)		Dún Laoghaire Senior College , Blackrock Further Education Institute, Main Street, Blackrock, Co. Dublin.	College	201	2
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(351) Amend an item listed in Table 4.1 'Record of Protected Structures' (page 152) of Appendix 4 as follows:

Dunleary House		Old Dunleary Road, Dún Laoghaire, Co. Dublin	Former House (excluding later 20th Century extensions)	2131	3
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(352) Amend an item listed in Table 4.1 'Record of Protected Structures' (page 121) of Appendix 4 as follows:

Order of Malta (BFEI)		Main Street, Blackrock, Co. Dublin.	Archway to Fire station (former)	198	2
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(353) Add item to Table 4.1 'Record of Protected Structures', page 160 as follows:

Gothic Red Brick and Granite Chapel		Rear of Centenary House, York Road, Dún Laoghaire/Tivoli Terrace South	Late nineteenth century gothic chapel of red brick with granite dressing	2135	3
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(354) Amend item listed in Table 4.1 'Record of Protected Structures', page 167 as follows:

Marlay House		Grange Road, Dublin 16	Gateway-Gate Lodge	2057	5
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(355) Amend item listed in Table 4.1 'Record of Protected Structures', page 167 as follows:

The Gables		Torquay Road, Foxrock, Dublin 18	Building (exterior only)	1961	6
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(356) Delete an item listed in Table 4.1 'Record of Protected Structures', page 168 as follows:

Rosefield		Kerrymount Avenue, Foxrock, Dublin 18	House	1965	6
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(357) Amend item listed in Table 4.1 'Record of Protected Structures', page 169 as follows:

Heather Lodge		Kerrymount Avenue, Foxrock, Dublin 18	House	2053	6
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(358) Delete an item listed in Table 4.1 'Record of Protected Structures', page 169 as follows:

Leopardstown Park		Leopardstown Road, Dublin 18	Hospital	1963	6
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(359) Amend item listed in Table 4.1 'Record of Protected Structures', page 170 as follows:

Belclare (former gateway to Ardmeen)		Newtownpark Avenue, Blackrock, Co. Dublin	Gateway	2068	6
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(360) Amend item listed in Table 4.1 'Record of Protected Structures', page 172 as follows:

Saint Brigid's Catholic Church		Johnstown Road, Cabinteely, Dublin 18.	Original two-storey former Presbytery (excluding the later pastoral centre to the rear)	2064	7
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(361) Amend item listed in Table 4.1 'Record of Protected Structures', page 172 as follows:

Kill of the Grange Church (Kill)		Kill Lane, The Grange, Dean's Grange, Blackrock, Co. Dublin	Church\Parish Centre	2039	7
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(362) Delete an item listed in Table 4.1 'Record of Protected Structures', page 171 as follows:

Mangerton		Westminster Road, Foxrock, Dublin 18	House	2051	6
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(363) Delete an item listed in Table 4.1 'Record of Protected Structures', page 174 as follows:

National Rehabilitation Hospital		Rochestown Avenue, Dún Laoghaire, Co. Dublin.	House/Hospital	1969	7
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(364) Amend item listed in Table 4.1 'Record of Protected Structures', page 174 as follows:

Dún Mhuire		Seafield Road, Killiney, Co. Dublin	House (excluding later mid-20 th century extension to the rear)	2134	7
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(365) Amend item listed in Table 4.1 'Record of Protected Structures', page 176 as follows:

Jamestown House		Enniskerry Road, Dublin 18.	House (exterior only)	2043	9
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(366) Delete an item listed in Table 4.1 'Record of Protected Structures', page 176 as follows:

Ingleside		Glenamuck Road North, Dublin 18	House	2029	9
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(367) Amend item listed in Table 4.1 'Record of Protected Structures', page 178 as follows:

Beechlands		Shanganagh Road, Shankill, Dublin 18	Gate Lodge (exterior only)	1978	10
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(368) Amend item listed in Table 4.1 'Record of Protected Structures', page 179 as follows:

Marlay House		Grange Road, Dublin 16	Gateway	2081	12 5
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(369) Amend items listed in Table 4.1 'Record of Protected Structures', page 180 as follows:

Beauchamp		Dublin Road, Bray, Co. Dublin.	House (exterior only)	2042	14
Woodbrook		Dublin Road, Bray, Co. Dublin.	Former Cricket Pavillion now Golf Club (excluding later extensions to east and west)	2060	14

(370) Amend item listed in Table 4.1 'Record of Protected Structures', page 181 as follows:

The Ochra		Thornhill Road, Old Conna, Bray, Co. Dublin.	Gate Lodge (exterior only)	1977	14
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Section 4.2 Architectural Conservation Areas

(371) Amend Table 4.3: 'Candidate Architectural Conservation Areas (cACA)' of Appendix 4 (page 184) as follows:

cACA Name	Map Number
Dundrum Village Crossroads	1
Blackrock Village	2
Boosterstown Avenue	2
Seafort Parade, Rock Road, Blackrock*	2
Society of Friends Quaker Burial Grounds and Meeting House, Temple Hill	2
Sydney Avenue, Blackrock*	2
Waltham Terrace, Blackrock*	2

Dún Laoghaire Harbour, Dún Laoghaire	3
Dún Laoghaire Seafront, Dún Laoghaire	3
De Vesci Terrace and Gardens, Dún Laoghaire (including Willowbank)*	3
Vesey Place and Gardens, Dún Laoghaire*	3
Peoples Park, Dún Laoghaire	3
The Metals	3, 4, 7
Ardburgh Villas	4
Marlborough Road, Glenageary*	3, 7

(372) Amend Table 4.4 'Proposed Additions / Removals to/from cACA list' of Appendix 4 (page 184) as follows:

cACA Name	Addition/Removal	Map Number
Dundrum Main Street	addition	1
Idrone Terrace, Blackrock	Removal	2
Marlay Park	Addition	5
Knocksinna, Foxrock	Removal	9

(373) Amend Section 4.3.1 'Introduction' of Appendix 4 (page 185) to include the following:

"Dún Laoghaire-Rathdown County Council will designate the following Candidate Architectural Conservation Areas as Architectural Conservation Areas as part of the Dún Laoghaire-Rathdown County Development Plan, 2022 - 2028:

- De Vesci, Vesey and Willow Bank.
- **Dundrum.**
- Marlborough Road and **Adelaide Road.**
- Seafort Parade.
- Sydney Avenue.
- Waltham Terrace

~~The boundary of the existing Dundrum Candidate Architectural Conservation Area (cACA), will be extended and will consists of two areas, the existing corner/roads (as per the existing cACA), and a section of Dundrum Main Street, as part of the Dún Laoghaire Rathdown County Development Plan, 2022 – 2028 – refer to Map for more details"~~

Section 4.3 Proposed Architectural Conservation Areas

(374) Amend Section 4.3.2 'What is an Architectural Conservation Area?' (page 185) of Appendix 4 to include an additional paragraph at the end of this section as follows:

"Section 3.7 of the Architectural Heritage Protection guidelines (2004, 2011) sets out criteria with respect to Development Control in Architectural Conservation Areas. It is considered that the Policy Objectives as detailed in Chapter 11 (Heritage and Conservation) and Chapter 12 (Development Management) of the Written Statement and in Sections 4.3.3, 4.3.4, 4.3.5, 4.3.6, 4.3.7, 4.3.8 and 4.3.9 of this Appendix provide adequate guidance on how proposals will be assessed."

(375) Include the following new Sections after the last paragraph of Section 4.3.6 'Works not likely to affect the character of the ACA' (page 187) of Appendix 4 as follows:

"4.3.7 Amalgamation of Properties or Sites

Amalgamation of Structures: The amalgamation of two or more buildings into one functional unit requires planning permission irrespective of whether it is located in an ACA or not.

Amalgamation of Plots:

The existing plot structure is generally to be retained to express the existing grain, which is an important determining factor of the special character of the ACA.

4.3.8 Commercial Frontages

Alterations to Existing Shop fronts and Signage:

- Planning applications for alterations to shop fronts within the ACA boundaries will also be assessed on the impact of the proposed design on surrounding structures and the special character of the ACA, having regard to scale, proportions, materials, and detailing.

New Shop fronts:

- The introduction of shop fronts to buildings within the ACA may damage the special character of the ACA and need to be considered in the context of the streetscape.

Replacement Shop fronts:

- For the existing shop fronts, applications within the ACA boundaries will be assessed on the impact of the proposed design on the special character of the ACA, having regard to scale, proportions, materials and detailing. This does not preclude good modern design, and well considered design solutions will be favoured to ensure the authentic quality of the ACA is maintained.
- Proposed shop front designs should follow general design guidance for shop fronts given in Section 12.6.8 Shop fronts, Signage, Advertising and Public Art and Section 12.11.4 New Development within an ACA of the Draft 2022-2028 Dún Laoghaire-Rathdown County Development Plan.

New Signage:

- New signage on the commercial structure in the ACA should be of an appropriate design to complement or enhance the structure and should not be overly dominant on the streetscape.
- Standard corporate signage, which would detract from the character of the ACA should be adapted in scale, colour, or material colour to be more in keeping with the area.
- Outdoor Advertising Billboards:
- Outdoor advertising will detract from the special character of the ACA and should therefore be limited.
- Billboards which conceal historic features or impinge on significant views will not be deemed acceptable.

Shutters:

- The design of security shutters should complement rather than damage the character of the building and the ACA. Security shutters should not cover the entire commercial building frontage, but only the vulnerable glazed areas. Shutter boxes should be positioned discreetly behind the fascia board or sliding lattice grilles be positioned behind the shop window. Where appropriate to the type of shop or to the historic interior arrangement, security shutters should be placed behind the window display.
- Where external security screens are deemed acceptable, they should be of transparent open chain-link grille design rather than solid or perforated shutters, which are not transparent when viewed obliquely.
- Shutters and grilles should be painted or finished in colour to complement the rest of the exterior.
- Metal roller shutters with visible boxes are not acceptable within the ACA boundaries.

External Seating and Screening:

- External seating should be of wood, painted metal or other material which enhances the visual appearance of the ACA. Plastic is not an acceptable material for seating.

Other External Elements to Commercial Premises:

- Canopies, awnings, newspaper receptacles, vending machines, etc. can incrementally damage the special character of an ACA.
- Where canopies or awnings are deemed acceptable in this location, they should not be made of plastic, but of heavy-duty cotton material with painted metal or timber hardware.
- Commercial premises should limit the clutter of temporary external retail furniture, such as external heaters, bins, menu-boards, etc.
- Such fittings are only acceptable where their design complements or enhances the character of the area".

In addition to the above guidance, applicants should also refer to Section 12.6.8 Shopfronts, Signage, Advertising and Public Art of the Draft Plan.

4.3.9 Works to the Public Realm

Unsympathetic works can have a detrimental impact upon the character of the ACA. In this instance, any planned works to the public realm should be respectful of the special character of the area and enhance the

appreciation and setting of the streetscape in line with Policy Objectives within 11.4.3 Protection of Other Elements of Built Heritage of the 2022-2028 Draft County Development Plan.

Any alterations to paving and street furniture should be in keeping with the visual simplicity of the ACA, and any existing original feature i.e. paving, cobble stones, kerbing retained, where possible. Where historic evidence of street furniture does not survive, new elements should be of a high quality and low-key. Conspicuous arrays of litter bins or bollards should be avoided to minimise clutter. The impact of necessary items should also be mitigated by well considered positioning. Overhead electricity supply and telephone cables and poles detract strongly from the character of the ACA. Any initiatives to place overhead services underground and the removal of redundant services from the façades of building would be encouraged within the historic ACA.

Notwithstanding the above guidance, applicants are strongly advised to refer to the details contained within each ACA Character Appraisal Report.”

Section 4.5 Industrial Heritage

(376) *Insert additional items to SPPR ‘Industrial Heritage Sites’ (pages 197-199) as follows:*

Map	Site No.	Description	Location	RPS No. (where appropriate)
1	4	Weir	Spans river Dodder to east of Orwell Road / Waldron’s Bridge	
1		Weir	Spans river Dodder to west of Classon’s Bridge	
1		Bridge	Packhorse Bridge to west of Bankside Cottages	
4		Sign	‘7 Eire’ sign, Hawkcliffe, Vico Road, Dalkey	
10	993	Bridge	Railway Bridge on disused railway line at mouth of Shanganagh (Loughlinstown) River	
10	822	Former Railway Bridge	Eastern end of Quinn’s Road, Shankill	

Appendix 5: Building Height Strategy

(377) *Insert the following criteria into Table 5.1 in Section 5 ‘Performance Based Criteria’ (page 29) of Appendix 5:*

“Proposals must demonstrate regard to the relative energy cost of and expected embodied and operational carbon emissions over the lifetime of the development.”

(378) *Insert new paragraph in Section 4.4 ‘Policy Approach’ (page 27) of Appendix 5 before the first paragraph after Policy Objective BHS 1 ‘Increased Height’ as follows.*

“It should be noted that there are a number of existing bus lanes in the County which afford some localised bus priority, however following the adoption of the Bus Connects Network Redesign they are no longer part of an overall bus priority network. In this regard higher densities can be justified along the proposed Core Bus Corridor routes (existing QBCs on N11 and Rock Road) and the Kill Lane/Avenue Mounttown route (Bus Priority Route), which is a strategic bus link between Dún Laoghaire and the N11 and along which, sections of bus lanes are already in place.”

Appendix 7: Sustainable Drainage System Measures

Section 7.1 Stormwater Management Policy

(379) Insert text in the 'Climate Change' sub-section in Section 7.1.1 'General Requirements' (page 245) of Appendix 7 as follows:

"All developments must apply a **minimum** factor of ~~1.3~~ **1.2** to their drainage design and attenuation volumes to accommodate climate change."

(380) Amend the fourth bullet point in the 'Pumping of Surface Water' sub-section in Section 7.1.1 (page 246) of Appendix 7 as follows:

"•When the pumped discharge rate is limited to 2l/s/ha or Qbar for that portion of the site being served by the proposed pumping arrangement. ~~Provision should be made for storage for events up to and including the 0.1% AEP event.~~ **Storage (attenuation) is required up to and including the 1.0% AEP event but provision should also be made for containment of volumes in excess of the 1.0% event within the site/basement area in circumstances where pump failure occurs during critical storm events. For guidance, volumes for the 0.1% event should be considered.**"

Section 7.1.3 All Other Developments

(381) Amend the fourth paragraph in Section 7.1.3 'All Other Developments' (page 247) of Appendix 7 as follows:

"Hardstanding/Parking Areas

All proposed parking and hardstanding areas should ~~not be discharged to the public sewer but must be infiltrated locally~~ **maximise local infiltration before discharge to the surface water drainage system, via a specifically designed permeable paving/porous asphalt system, in accordance with the requirements of Section 12.4.8.3 Driveways/Hardstanding Areas of the DLCC County Development Plan 2022-2028.**"

Section 7.1.5 Stormwater Audit Procedure

(382) Insert the following text and Table after the fourth paragraph on page 250 in Appendix 7:

"All Stormwater Audits must include the following table completed by the scheme designers.

Surface Cover Type	Area (m ²)
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	
Semi-natural vegetation (e.g. hedgerows, trees, woodland, species-rich grassland) maintained or established on site.	
Reuse of existing soils and seed source to develop vegetation cover	
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	
Non intensive Brown Roof (Biodiversity Roof). Substrate minimum settled depth of 150mm. Design will be site specific and developed by a suitably qualified ecologist.	
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket)	

Extensive green roof of sedum mat or other lightweight systems	
Green wall –modular system or climbers rooted in soil.	
Rain gardens and other vegetated sustainable drainage elements.	
Flower-rich perennial planting.	
Hedges (line of mature shrubs one or two shrubs wide).	
Hedgerows or double hedgerow of native species (may have an associated ditch and bank)	
Groundcover planting.	
Amenity grassland entire area or sections managed for lesser mowing frequencies for pollinators e.g. six week meadow)	
Amenity grassland (species-poor, regularly mown lawn).	
Water features (chlorinated) or unplanted detention basins.	
Permeable paving.	
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	

Any assumptions (e.g. how expected tree canopy has been calculated) and which features (e.g. the type of semi-natural habitat) have been included should be noted. Maintenance and management of these systems should be carefully considered as this is an integral part of the process.)”

Section 7.2 Green Roof Policy,

(383) Amend ‘Standard GR2 – Aerial coverage: Exemptions and Amplifications’ in Section 3.0 ‘Green and Blue Roof Policy Standards’ in Section 7.2 of Appendix 7 as follows:

“Extensive roofs are defined having a minimum substrate depth of 80mm (or 60mm beneath vegetation blanket) and Intensive Roofs are defined as having a substrate minimum depth of 200mm. (Source: The GRO Green Roof Code).”

Appendix 8: Interim Dún Laoghaire Urban Framework Plan

Section 8.1 Introduction

(384) *Insert a new sentence at the end of the first paragraph in Section 8.1 'Introduction' (page 265) of Appendix 8 as follows:*

"This Framework Plan is entitled an Interim Plan and will be reviewed following on from the outcomes of the two ongoing studies of the Harbour and the town. **The outcomes of the two studies will also inform the future Local Area Plan.**"

Section 8.3 Opportunities and Challenges

(385) *Insert a new sentence at the end of Section 8.3 'Opportunities and Challenges' (page 267) of Appendix 8 as follows:*

"The future Local Area Plan may contain specific policies on appropriate mix of uses informed by the two studies."

Section 8.5 Creating synergies between the Town Centre and the Waterfront

(386) *Amend paragraph 2 of Section 8.5.1 'The Waterfront and St Michaels Wharf' (page 270) as follows:*

"Historically, Marine Road terminated at the water's edge off the Victoria Wharf. This simple and direct relationship between the Town Centre and the water's edge was dissipated and compromised with the redevelopment of the ferry terminal in the 1990's. While the space around the terminal is reasonably attractive, it is isolated from both the Town Centre and the water's edge. It is also underused **and lacks any greenery**. It is desirable, therefore, that this space be redeveloped **as a public space** to realise its full potential **with appropriate planting, street furniture and amenities**. The wall and lower car park that blocks the view out to the sea should be redesigned to allow direct access for the public to the water's edge and so promote improved engagement with the marine activities of the Harbour. As a space **it should primarily be a public space but** it would benefit from a mix of active uses including employment, marine, leisure **and** tourism ~~and~~ **residential** that would bring much needed activity, both during the day and at night and throughout all seasons. Uses should be informed by the forthcoming Economic and Strategic review of the Harbour. Any development within this area should connect directly with Marine Road so as to prevent a differentiation between the town and the harbour."

Appendix 10: Ecological Network

(387) Amend Supplementary Map B2 (Appendix 10) to replace the following text at the end of Section 10.1.1 'Policy GIB23: County-wide Ecological Network' (page 297):

~~"Note: The map will be updated at amendment stage with data from the forthcoming wildlife corridor plan~~

This map is indicative only and does not purport to show all occurrences of ecologically sensitive sites. Locally Important Biodiversity Sites (LIBS) do not have a legal status."

Note: Show the Cherrywood Planning Scheme area greyed out.

Note: Update open spaces to show Beckett and Ticknick Park

Appendix 11: Wind Energy Strategy

Section 11.3 Analysis of Suitable Areas for Wind Energy

(388) Insert a new section after the last paragraph in Section 11.3.9 ‘Electricity Transmission and Distribution Grids’ (page 321) of Appendix 11 as follows:

“11.3.10 Offshore Wind Energy

In the last decade there has been significant growth in Ireland’s renewable energy capacity, driven largely by the development of onshore wind generation infrastructure. However, Ireland possesses a significant offshore wind resource which has not been developed to the same extent and it is expected that the initial phases of offshore generation are likely to be focused on the east coast of the country in order to help to meet growing demands for energy in the region. In locations such as Dún Laoghaire-Rathdown where opportunities for the development of large onshore facilities are negligible, there is potential to develop the offshore wind resource where such facilities can be developed in an environmentally acceptable manner. Given the lack of suitable onshore locations and the strong wind resource off Ireland’s east coast, the greatest contribution that the County is likely to make in terms of large scale renewable energy development is likely to be in the form of offshore wind farm development and/or associated hybrid technologies. Indeed, offshore wind generation has the potential to play a key part in meeting Ireland’s 2030 climate change targets.

It should be noted that the jurisdiction of planning authorities for determining applications for off-shore wind farms is limited and relates only to the landside infrastructure. The County Development Plan only relates to the jurisdiction of the County and does not cover infrastructure that falls outside that area which will be covered by the maritime Plan.

A critical component of the development of offshore wind generation capacity is the ability to connect the offshore power generation infrastructure into the onshore electricity generation network. This generally consists of all of the components of a given project between the Mean High Water Mark (where water meets land) and the final point of connection into the existing transmission grid network. In the context of Dún Laoghaire-Rathdown, the final point of connection for offshore wind farms is likely to be at the 220 kilovolt (kV), where capacity exists to connect new offshore wind generation infrastructure.”

Note: The above amendment will also require the renumbering of Section 11.3.10 ‘Summary’, which will be updated to 11.3.11 ‘Summary’.

Appendix 12: Public Rights of Way/Recreational Access Routes

Section 12.1 Public Rights of Way

(389) *Delete the following Right of Way reference from the Table Section 12.1 (page 327) of Appendix 12:*

~~*“St. Laurence’s College from N11 entrance to Wyattville Estate”*~~

Note: This will also require the ROW to be deleted from Map 10.

Appendix 13: Policy Context

(390) Update Department names in the list of acronyms (page 332) as required.

(391) Include the following acronym in the list on page 332 of Appendix 13 'Policy Context':

“DETE: Department of Enterprise, Trade and Employment (in use)”

Section 13.6 National Policies

(392) Amend Section 13.6 'National Policies' (page 339) of Appendix 13 to include the following within the list:

“DETE (2021) Making Remote Work - National Remote Working Strategy

<https://assets.gov.ie/119312/299c21e9-9ec6-4dab-a7fe-71bd0da3e1d0.pdf>

The National Remote Working Strategy sets out the Government’s vision to ensure remote working is a permanent feature in the Irish workplace in a way that maximises economic, social and environmental benefits.”

(393) Amend Section 13.6 'National Policies' (page 339) of Appendix 13 to include the following within the list:

“National Marine Planning Framework (NMPF) (2021)

The National Marine Planning Framework represents a comprehensive and integrated system for planning, protecting and managing Ireland’s extensive marine area, coastal areas, ports and harbours.”

Section 13.7 Guidelines for Planning Authorities

(394) Update Guidelines (pages 346-352) as required.

(395) Amend the following item in Section 13.7 'Guidelines for Planning Authorities' (page 347) as follows:

“~~DHPLG (2018)~~ DHLGH (2020) Sustainable Urban Housing, Design Standards for New Apartments: Guidelines for Planning Authorities”

Note: Weblinks to be updated as required.

Appendix 14: Statement Demonstrating Compliance with Section 28 Guidelines

(396) Amend the following item in Table 1 of Appendix 14 'Statement Demonstrating Compliance with Section 28 Guidelines' (page 364) as follows:

"DHPLG (2018/20) Sustainable Urban Housing, Design Standards for New Apartments: Guidelines for Planning Authorities"

(397) Amend the following items in Table 2 'Implementation of SPPRs from DLPLG (2018) Sustainable Urban Housing' (page 368) of Appendix 14 as follows:

~~"SPPR 9: Shared Accommodation may be provided and shall be subject to the requirements of SPPRs 7 (as per BTR). In addition, (i) No restrictions on dwelling mix shall apply; (ii) The overall unit, floor area and bedroom floorspace requirements of Appendix 1 of these Guidelines shall not apply and are replaced by Tables 5a and 5b; (iii) Flexibility shall be applied in relation to the provision of all storage and amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities. The obligation will be on the project proposer to demonstrate the overall quality of the facilities~~

Specific Planning Policy Requirement 9 There shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is either:- (i) required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process; or, (ii) on the date of publication of these updated Guidelines, a valid planning application to a planning authority, appeal to An Bord Pleanála, or strategic housing development (SHD) planning application to An Bord Pleanála, in which case the application or appeal may be determined on its merits"

~~"Section 12.3.7 sets out requirements in relation to Shared Living. This complies with SPPR 9~~
Section 4.3.2.3 sets out policy in relation to Shared Living. This complies with SPPR 9"

(398) Update Appendix 14 with new guidelines as required

Appendix 16: Strategic Flood Risk Assessment 2022-2028

- (399) Delete reference to “Annex A” from Table of Contents.
- (400) Append flood zone images/maps in a larger scale to the end of Appendix 16.
- (401) Replace all references of “www.floodmaps.ie” with “www.floodinfo.ie”
-

Section 2 The Planning System and Flood Risk Management

- (402) Insert new section 2.4 ‘Incorporation of Climate Change into the SFRA’ at the end of Section 2.3 of Appendix 16 (page 5) as follows:

“2.4 Incorporation of Climate Change into the SFRA

Climate change has been addressed at both the Plan Making and Development Management stages of development management as part of this SFRA. From a Plan Making perspective, the Flood Zones for the current and future scenarios were compared with a view to identifying locations where climate change impacts could be significant, (i.e. where there was a significant difference between the current and future extents in both Flood Zone A and B). In locations where there was a difference in extents, further consideration was given to how development proposals could be managed in the processes contained in this SFRA. Consideration was also given to the presence or otherwise of flood defences, and where a flood relief scheme is ongoing or planned it was noted that an adaptation plan would be an integral part of the scheme design. The findings of this assessment are noted in the relevant risk reviews in Section 5.

Climate change risk mitigation through development management is also addressed in the recommendations for the scope of site specific FRAs and in the discussion on potential flood mitigation measures, including consideration of site layouts and landscaping, finished floor levels and design of drainage systems and SUDS. This is detailed in Section 5.”

Note: Re-number all subsequent sub-sections within Section 2 of Appendix 16 accordingly.

- (403) Amend the first sentence of the third paragraph in Section 2.5 ‘The Sequential Approach and Justification Test’ (page 6) as follows:

“Where rezoning is not considered appropriate, exceptions to the development restrictions are provided for through the **Development Plan** Justification Test.”

- (404) Amend the first sentence of the last paragraph of Section 2.5 (page 6) as follows:

“A Planning circular (PL2/20141) ~~has also been issued~~ which provides greater clarity on the need to apply the Justification Test to existing development and areas which are proposed for redevelopment, included as Section 4.27a of the Planning Guidelines.”

Section 3 Strategic Flood Risk Assessment of Dún Laoghaire-Rathdown

- (405) Insert the following text before Table 3-1 in Section 3.2 ‘Identification of Flood Risk Stage (Stage 1)’ (page 9) of Appendix 16 as follows:

“The flood maps are shown in Section 6 of this document and are also reproduced at a larger size in Appendix A and B, and maps for the whole County are shown in the Mapping section of the County Development Plan.”

- (406) Insert the following text in Table 3-1 in Section 3.2 of Appendix 16 (page 10):

"Data	Description / Coverage	Quality	Data used in developing Flood Zones
Dodder CFRAM Flood Extents	Flood extents (defended) covering the Dodder River and its tributaries, the Dunderum Slang and the Little Dargle	Low. The data is old (study carried out between 2007 and 2014) and methods of assessment have progressed in the intervening years.	Superseded in the main by the Dunderum Slang ICM modelling study (see below).
Eastern CFRAM extents and defence layers, finalised in 2016	Flood extents covering the Crinken Stream, Shanganagh River, Loughlinstown River, Deansgrange Stream, Carrickmines River and Carysfort Maritimo, as well as the coastline of the County.	High in most locations, having been subject to several iterations of review through the CFRAM development process.	Flood extents, defence lines and defended area polygons have been used to develop Flood Zones.
Dunderum Slang ICM modelling study, completed in 2020	The Dunderum Slang catchment. Includes fluvial, pluvial and combined risk	High	Yes
Whitechurch Stream modelling study	Limited to the boundary of DLR	Moderate	Yes
Coastal risk and wave overtopping Study, commissioned by DLR and completed as part of a Stage 3 assessment to this SFRA.	DLR coastline	Moderate	Still water flood zones reviewed against ICPSS, but not used as little difference. Overtopping extents indicate a screening area for site specific FRAs.
JFLOW® (JBA's multi-scale two-dimensional hydraulic fluvial flood modelling software)	Covers full study area, including all watercourses with catchment greater than 3km ² .	Low - Moderate	Some minor watercourses, and the upstream reach of some CFRAM watercourses. Flood zones developed from this source will be treated as a guidance/flagging tool only and will not be relied upon by either the Planning Authority or applicant in the making of planning decisions.
OPW Preliminary Flood Risk Assessment (PFRA) flood maps	The PFRA was a national screening exercise that was undertaken by OPW to identify areas at potential risk of flooding.	Low	Some minor watercourses, and the upstream reach of some CFRAM watercourses. Flood zones developed from this source will be treated as a guidance/flagging tool only and will not be relied upon by either the Planning Authority or applicant in the making of planning decisions."

(407) Insert new Section 3.3 'Areas of Flood Risk Concern shown on Flood Zone Maps' at the end of Section 3.2 'Identification of Flood Risk (Stage 1)' of Appendix 16 (page 11), as follows:

"3.3 Areas of Flood Risk Concern shown on Flood Zone Maps

Non-specific address locations that may be subject to localised flooding from sources other than out-of-bank river flooding have been identified in the flood maps by triangles as follows:

- "P" (green triangle) - pluvial (rainfall) foul sewage overflow

- “P” (blue triangle)- pluvial (rainfall) surface water overflow
- “F” (blue triangle)- Fluvial - (river/watercourse) surface water overflow

The purpose of identifying these areas is to alert potential applicants of the necessity to consult with the Local Authority as to the nature, source, and possible extent(s) that may be impacted. Following such consultations, a site-specific flood risk assessment to factor in and mitigate against flood risk identified, if any, needs to be prepared, the details of such measures being set out in Section 5.”

Note: Re-number all subsequent sub-sections in Section 3 of Appendix 16 accordingly.

(408) Amend the second sentence of the second paragraph of Section 3.3.1 of Appendix 16 (page 11) as follows:

“This is typical of the River Dodder.”

(409) Insert the following text after the final paragraph of Section 3.3.2 ‘Tidal Flooding’ of Appendix 16 (page 13):

“The Government has recently established an Inter-Departmental Group on Coastal Change Management to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. The Inter-Departmental Group is jointly chaired by the Department of Housing, Planning and Local Government and the OPW and will bring forward options and recommendations for the Government to consider as soon as possible. Should these recommendations be available during the lifetime of the plan they will be given due consideration and assessed for impacts on the SFRA.”

Note: Section 3.3.2 ‘Tidal Flooding’ re-numbered to Section 3.4.2 as a result of amendments contained herein.

(410) Amend Section 3.3.6 ‘Groundwater Flooding’ of Appendix 16 (page 13) as follows:

“Groundwater flooding is caused by the emergence of water originating from underground and is particularly common in karst landscapes. This can emerge from either point or diffuse locations. The occurrence of groundwater flooding is usually very local and unlike flooding from rivers and the sea, does not generally pose a significant risk to life due to the slow rate at which the water level rises. However, groundwater flooding can cause significant damage to property, especially in urban areas and pose further risks to the environment and ground stability. There are many underground streams within Dún Laoghaire-Rathdown, particularly in the Dalkey, Killiney, Dún Laoghaire, Glenageary and Glasthule areas. Some of these streams continue to give issues in private properties, and care should be taken to ensure high-water tables do not impact on basements, foundations, percolation areas or other sub-ground construction works. Data available on the Geological Survey Ireland map viewer² has been examined and found no particular karst or other ground water systems within the catchment, although one spring / well is noted to the west of Cherrywood. There are no recorded historic or predictive groundwater flood extents within the County. Groundwater risks. This should be assessed on a site by site basis through percolation testing and bore holes as appropriate.”

Note: Section 3.3.6 ‘Groundwater Flooding’ re-numbered to Section 3.4.6 as a result of amendments contained herein.

Section 4 Policy Response

(411) Amend paragraph 4 of Section 4.1 (page 14) as follows:

“A summary of flood risks associated with each of the zoning objectives has been provided in Table 4-1, below. It should be noted that this table is intended as a guide only and should be read in conjunction with the detailed assessment of risks in Section 5.6 and the details on the application of the Justification test for Plan Making, also detailed in Section 6.”

(412) Add new title to the start of Section 4.2 ‘Development Management and Flood Risk’ of Appendix 16 (page 16) as follows:

“5.1 Development Scenarios”

Note: Section 4.2 ‘Development Management and Flood Risk’ re-numbered to Section 5.0 as a result of amendments contained herein. All subsequent sections to be re-numbered accordingly.

(413) Add the following text to the end of the first paragraph of Section 4.2 ‘Development Management and Flood Risk’ of Appendix 16 (page 16):

“In order to guide both applicants and planning officials through the process of planning for, and mitigating flood risk, the key features of a range of development scenarios have been identified (relating to the flood zone, development vulnerability and presence or absence of defences). For each scenario, a number of considerations relating to the suitability of the development are summarised below. **These scenarios are focused on the Flood Zones, but consideration also needs to be given to flood risk identified through historic records and marked as an ‘Area of Flood Risk Concern’ on the Flood Zone maps (see Section 3.3 for more details).**”

Note: Above text will appear in new Section 5.1 ‘Development Scenarios’ as a result of amendments contained herein.

(414) Remove the last sentence from the end of Section 4.3.1 ‘Minor Developments’ of Appendix 16 (page 16):

~~“Further details of such locations are provided in Section 5.”~~

Note: Section 4.3.1 ‘Minor Developments’ re-numbered to Section 5.1 as a result of amendments contained herein.

(415) Add the following text to the title of Section 4.3.2 ‘Highly vulnerable development in Flood Zone A or B’ of Appendix 16 (page 16):

“4.3.2 Highly vulnerable development in Flood Zone A or B **other than Minor Development**”

Note: Section 4.3.2 ‘Highly vulnerable development in Flood Zone A or B’ re-numbered to Section 5.2.2 as a result of amendments contained herein.

(416) Amend Section 4.3.2 ‘Highly vulnerable development in Flood Zone A or B’ of Appendix 16 (pages 16-17) as follows:

~~“4.3.2.1 New development~~

~~It is not appropriate for new, highly vulnerable, development to be located in Flood Zones A or B outside the core of a settlement. Such proposals do not pass the Justification Test for Development Plans. other than in those areas deemed to have passed the Development Plan Justification test in Section 5. Instead, a less vulnerable or water compatible use should be considered.~~

~~In some cases, land use objectives which include for highly vulnerable uses have been justified in the Development Plan. This includes zonings focused around an urban core which allow for a mix of residential, commercial and other uses. In such cases, a sequential approach to land use within the site must be taken and will consider the presence or absence of defences, land raising and provision of compensatory storage, safe access and egress in a flood and the impact on the wider development area. The supporting Flood Risk Assessment must take into account residual risks, including the impacts of climate change.~~

~~4.3.2.2 Existing developed areas~~

~~The Planning Circular (PL02/2014) states that “notwithstanding the need for future development to avoid areas at risk of flooding, it is recognised that the existing urban structure of the country contains many well established cities and urban centres which will continue to be at risk of flooding. In addition, development~~

plans have identified various strategically important urban centres ... whose continued consolidation, growth, development or generation, including for residential use, is being encouraged to bring about compact and sustainable growth."

In cases where specific development proposals have passed the Justification Test for Development Plans, the outline requirements for a flood risk assessment and flood management measures are detailed in this SFRA in the following sections and the site specific assessments in Section 5, which also detail where such development has been justified. Of prime importance is the requirement to manage risk to the development site and not to increase flood risk elsewhere **and to consider residual risks. In particular, a sequential approach to land use within the site must be taken and will consider the presence or absence of defences, land raising and provision of compensatory storage, safe access and egress in a flood and the impact on the wider development area. The supporting Flood Risk Assessment must take into account residual risks, including the impacts of climate change."**

Note: Section 4.3.2 'Highly vulnerable development in Flood Zone A or B' re-numbered to Section 5.2.2 as a result of amendments contained herein.

(417) *Add the following text to the title of Section 4.3.3 'Less vulnerable development in Flood Zone A or B' of Appendix 16 (page 17):*

"4.3.3 Less vulnerable development in Flood Zone A or B **other than Minor Development"**

Note: Section 4.3.3 'Less vulnerable development in Flood Zone A or B' re-numbered to Section 5.2.3 as a result of amendments contained herein.

(418) *Amend the second paragraph in Section 4.4 'Development in Flood Zone C' of Appendix 16 (page 18) as follows:*

"The impacts of climate change should be considered for all proposed developments. This is particularly important for development near areas at risk of tidal flooding. A development which is currently in Flood Zone C may be shown to be at risk when an allowance for sea level rise is added to the extreme (~~1 in 200 year~~ **0.5% AEP**) tide. Details of the approach to incorporating climate change impacts into the assessment and design are provided in Section ~~4.4~~ **5.7**."

Note: Section 4.4 'Development in Flood Zone C' re-numbered to Section 5.3 as a result of amendments contained herein.

(419) *Amend the final sentence of the first paragraph in Section 4.6 'Requirements for a Flood Risk Assessment' of Appendix 16 (page 18) as follows:*

"In addition, flood risk from sources other than fluvial and tidal should be reviewed, **as should the impacts of climate change.**"

Note: Section 4.6 'Requirements for a Flood Risk Assessment' re-numbered to Section 5.5 as a result of amendments contained herein.

(420) *Amend the first sentence of the second paragraph in Section 4.6 'Requirements for a Flood Risk Assessment' of Appendix 16 (page 18) as follows:*

"For sites within Flood Zone A or B, **and which have either passed the Plan Making Justification Test or are classified as 'Minor Development' in accordance with Section 5.1.1**, a site specific "Stage 2 - Initial FRA" will be required and subject to the outcome ~~would most likely~~ **may** need to be developed into a "Stage 3 - Detailed FRA"."

Note: Section 4.6 'Requirements for a Flood Risk Assessment' re-numbered to Section 5.5 as a result of amendments contained herein.

(421) Amend the second bullet point in Section 4.6.1 'Checklist for Applications for Development in Areas at Risk of Flooding' of Appendix 16 (page 18) as follows:

- "Has passed ~~Pass~~ the Justification Test for Development Plans ~~under this SFRA~~ and ~~can pass the~~ Justification Test for Development Management to the satisfaction of the Planning Authority."

Note: Section 4.6.1 'Checklist for Applications for Development in Areas at Risk of Flooding' re-numbered to Section 5.5.1 as a result of amendments contained herein.

(422) Amend the bullet points in Section 4.9.3 'Finished Floor Levels' of Appendix 16 (page 22) as follows:

- "As a minimum, for highly ~~vulnerable~~ and ~~most~~ less vulnerable development, finished floor levels are to be set, ~~as a minimum,~~ above the 1% AEP fluvial (0.5% AEP tide) level, with an appropriate allowance for climate change (see Table 4-2) plus a freeboard of at least 300mm. The freeboard allowance should be assessed, and the choice justified.
- In situations concerning ~~For some~~ less vulnerable development, ~~where the risks of climate change are included in the development through adaptable designs or resilience measures,~~ it is possible that a finished floor level as low as the 1% AEP fluvial or 0.5% tidal levels could be adopted, ~~provided the risks of climate change are included in the development through adaptable designs or resilience measures.~~ This approach should reflect emergency planning and business continuity to be provided within the development. It may reflect the design life of the development, the proposed use, the vulnerability of items to be kept in the premises, the occupants and users, emergency plan and inclusion of flood resilience and recovery measures. In a tidal context, the analysis should also take into account emerging research on sea level rise."

Note: Section 4.9.3 'Finished Floor Levels' re-numbered to Section 5.8.3 as a result of amendments contained herein.

(423) Insert new Section 5.8.5 'Nature-based Solutions / Green Infrastructure' after final paragraph of Section 4.9.4 'Raised Defences' of Appendix 16 (page 23) as follows:

"5.8.5 Nature-based Solutions / Green Infrastructure

Nature-based measures can be adopted in river environments that aim to retain water on the landscape during periods of high rainfall and flood by mimicking the functioning of a natural landscape, thereby reducing the magnitude of flood events and providing complimentary ecosystem services. In general, nature-based measures aim to:

- Reduce the rate of runoff during periods of high rainfall;
- Provide flood storage in upper catchment areas; and
- Use natural materials and "soft" engineering techniques to manage flooding in place of "hard" engineering in river corridors.

Nature-based measures to control flooding typically focus on the use of porous surfaces in developments (Sustainable Urban Drainage Systems or SUDS), planting of native vegetation communities/assemblages that are tolerant of both wet and dry conditions and reversing the impacts of over-engineered river corridors (river restoration) to reduce the peak of flood events by mimicking the function of a natural catchment landscape. In addition to providing flood relief benefits, nature-based solutions can provide an array of ecosystem services including silt and pollution control for runoff entering the river system, improved riparian and in-river habitats, localised temperature reduction during periods of extreme heat, reduced maintenance requirements in engineered systems, groundwater recharge, and carbon sequestration.

These measures can be implemented across an array of scales, for instance across a catchment as part of a wider flood relief scheme, or on a site-specific basis as part of a landscaping or green infrastructure plan. Nature-based solutions can provide flood mitigation benefits and ecosystem services across all scales if given adequate planning and should be considered during the site layout and design stages of a development."

Note: Section 4.9.5 'Nature-based Solutions / Green Infrastructure' re-numbered to Section 5.8.5 as a result of amendments contained herein.

(424) Amend Section 4.10 'Green Corridor' of Appendix 16 (page 23) as follows:

"It is recommended that, where possible, and particularly where there is greenfield land adjacent to the river, a 'green corridor', is retained on all rivers and streams. This will have a number of benefits, including:

- Retention of all, or some, of the natural floodplain;
- **Opportunities to undertake works to restore natural in-river processes and habitats;**
- Potential opportunities for amenity, including riverside walks and public open spaces;
- Maintenance of the connectivity between the river and its floodplain, encouraging the development of a full range of **riparian and floodplain** habitats;
- Natural attenuation of flows **in the immediate floodplain** will help ensure no increase in flood risk downstream;
- Allows access to the river for maintenance works;
- **The presence of riparian buffer or green corridor can improve water quality, minimise pollution impacts and have significant benefits for ecology and biodiversity on the bank and in channel;**
- **Helping to achieve "Good" Ecological Status for river waterbodies under the EU Water Framework Directive (WFD);**
- Retention of clearly demarcated areas where development is not appropriate on flood risk grounds, and in accordance with the Planning Guidelines, **and provides a buffer to allow for climate change impacts on flood extents.**

The width of this corridor should be determined **through undertaking of a river restoration strategy, but can also be indicated** by the available land, and topographical constraints, such as raised land and flood defences, but would ideally span the fully width of the floodplain (i.e. all of Flood Zone A). The DLR Green Infrastructure Strategy has identified core green corridors which have been mostly formed along watercourses."

Note: Section 4.10 'Green Corridor' re-numbered to Section 5.9 as a result of amendments contained herein.

Section 5 Application of the Justification Test for Development Plans

(425) Amend Section 5 'Application of the Justification Text for Development Plans' of Appendix 16 (page 24) as follows:

"6.1 Core Principles

Having reviewed the level of flood risk within the County and determined appropriate measures for assessing and managing risks to high and low vulnerability development in Flood Zones A, B and C, a more detailed assessment of sites and areas was carried out. The aim of this assessment was to apply the Justification Test for Development Plans, taking into account circular PL02/2014 in relation to existing development.

With the exception of the **screening land-use classifications** in Table **5-1 6-2**, **new** highly vulnerable development within Flood Zones A or B, or less vulnerable development within Flood Zone A, does not pass the Justification Test for Development Plans and will not be permitted. **This applies to lands which are zoned for development but are currently undeveloped and to areas of existing low intensity development. Whilst lands may have retained a zoning objective which would include development, applying the guidance in Section 4 means such development is restricted to Flood Zone C, with water compatible uses located within Zone A and B.**"

Note: Amended text of Section 5.2 (pages 39-40) to be moved here (see below).

Note: Section 5 'Application of the Justification Test for Development Plans' re-numbered to Section 6.0 as a result of amendments contained herein.

(426) Amend Section 5.1 'Existing developed and zoned areas at risk of flooding: All other lands' of Appendix 16 (page 24) as follows:

"5.1 Existing developed and zoned areas at risk of flooding: Mixed Use Lands

6.2 Justification Test for Development Plan

~~There are a number of areas within Dún Laoghaire Rathdown County that consist of existing mixed use development and also form the core of a settlement or district centre.~~ For the areas listed in Table ~~5-1~~ 6-2, the requirement for application of the Justification Test for development plans has been reviewed through a screening assessment. The screening assessment has been based on the Flood Zone the area is located in, and the land use that is within Flood Zone A or B.

Where ~~the screening as identified there is~~ a requirement to apply the Justification Test for plan making, this is detailed in the following sections of ~~this~~ report.

For all other lands, an overview of the flood risks and implications for development has been provided on a ~~watercourse by watercourse~~ basis.

The flood maps shown in the following sections are also reproduced at a larger size in Appendix A, and maps for the whole County are shown in the Mapping section of the County Development Plan.”

(427) *Insert the following text after the first sentence in the response to Justification Criterion 3 ‘Flood Risk Considerations’ of Section 5.1.3 ‘Blackrock District Centre’ of Appendix 16 (page 30):*

“The land within the District Centre zoning is mainly within Flood Zone C, but there is an area within Flood Zones A and B to the east of the District Centre, and a small incursion of Flood Zone B to the west, within the bus station carpark. ~~Wave overtopping analysis has indicated the potential for impacts, particularly under future climate scenarios (see Section 6.3) to properties on the seafront.~~”

Note: Section 5.1.3 ‘Blackrock District Centre’ re-numbered to Section 6.2.3 as a result of amendments contained herein.

(428) *Amend the final sentence in the response to Justification Criterion 3 ‘Flood Risk Considerations’ of Section 5.1.6 ‘Rathmichael’ of Appendix 16 (page 36) as follows:*

“Risks to these lands can be further defined through site specific risk assessment ~~as part of the LAP preparation, following the guidance within this SFRA, which should also consider the potential impact of climate change and how this may impact on land use in the future. In this area, the sequential approach should then be applied, with highly or less vulnerable~~ development in Flood Zone A and B to be avoided.”

(429) *Amend the final sentence in the ‘Conclusion’ of Section 5.1.6 ‘Rathmichael’ of Appendix 16 (page 36) as follows:*

“The lands within Flood Zone A and B ~~(even after more detailed assessment under the LAP)~~ in Rathmichael **do not pass** the Justification Test and should be used for open space/amenity/water compatible uses.”

Note: Section 5.1.6 ‘Rathmichael’ re-numbered to Section 6.2.6 as a result of amendments contained herein.

(430) *Insert the following text after the second paragraph in the response to Justification Criterion 3 ‘Flood Risk Considerations’ of Section 5.1.7 ‘Old Connaught’ of Appendix 16 (page 38):*

“The CFRAM Study also indicates that climate change impacts on flood extents could be significant. It is important that the LAP SFRA also reviews the likely impact of climate change, and where appropriate, incorporates measures for management of such risks, both in the plan making stage and by adopting the design recommendations contained in this County Development Plan SFRA.”

Note: Section 5.1.7 ‘Old Connaught’ re-numbered to Section 6.2.7 as a result of amendments contained herein.

(431) *Amend Section 5.2 ‘Existing developed and zoned areas at risk of flooding: All other lands’ of Appendix 16 (page 39-40) as follows:*

~~“5.2 Existing developed and zoned areas at risk of flooding: All other lands~~

Circular PL02/2014 states that “In some instances, particularly in older parts of cities and towns, an existing land use may be categorised as a “highly vulnerable development” such as housing, be zoned for residential purposes and also be located in flood zone A/B. Additional development such as small scale infill housing, extension or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future. In these instances, where the residential/vulnerable use zoning has been considered as part of development plan preparation, including uses of the Justification Test as appropriate, and it is considered that the existing use zoning is still appropriate, the development plan must specify the nature and design of structural or non-structural flood risk management measures prior to future development in such areas in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced”.

There are a number of such areas in the County identified on the Flood Zone maps. It is considered that it would be unrealistic to down zone these lands as they are **fully already** developed. Parts 1 and 2 of the Justification Test for Development Plans in relation to **these areas** of existing **housing development** in the County is outlined below in Table **5-2 6-1. Whilst lands outside those listed in Table 6-2 may have retained a zoning objective which would allow consideration for development, applying the guidance in Section 5 means such development is restricted to Flood Zone C, with water compatible uses located within Zone A and B.**

In applying the Justification Test, particularly Part 3, consideration has been given to structural and non-structural measures which may be required prior to further development taking place. In most locations, future opportunities for development are likely to be limited to small extensions, infill houses or small commercial units and changes of use, **as defined in section 5.** As such, in most areas flood risk can be addressed through non-structural responses, such as requiring a site-specific flood risk assessment which will identify appropriate mitigation measures such as retaining flow paths, flood resilient construction and emergency planning.”

“There are a number of locations where flood risk is greater and non-structural responses are not appropriate to the scale of risks. In these locations, structural measures, generally in the form of flood defences, will be required prior to future development occurring. Further detail on the specifics of the flood management measures in these locations is available in the ECFRAM Preliminary Options Reports, and in the areas where Flood Relief Schemes are being progressed, or have been shortlisted for progressing in the coming years. **The policies in Sections 4 and 5 will determine the types of development which will be acceptable for consideration.**

The following sections provide more detail on the various flood risk areas within the County, and gives a details of the outcome of Part 3 of the Justification Test for Development Plans.”

Note: Amended section 5.2 as above (together with Table 5-2) to be moved to new section 6.1 ‘Core Principles’ of Appendix 16

(432) Amend the first paragraph of Section 5.2.1 ‘Crinken Stream’ of Appendix 16 (page 41) as follows:

“At the downstream end of the Crinken Stream there is flooding to **an area zoned for Economic Development and Employment (1b) which is currently carparking. Although the zoning has been retained, redevelopment of this land for less or highly vulnerable development does not pass the Plan Making Justification Test and only water compatible uses will be permitted with Flood Zone A and B. There is also flooding to the open space area associated with Woodbrook Glen residential development (1) see Figure 56-1. Flooding is also predicted the east of M50 either side of Allies River Road (2). . Flood risk arising from the Crinken Stream in this area is primarily within land zoned as greenbelt (GB and F). Flooding is also shown at St Brendan’s School, Wilford and lands to north at Woodbrook Downs and Woodbrook Golf course and to west of M50 south of Crinken Lane (3) and. This land is also zoned as greenbelt. These zonings are water compatible and therefore appropriate within Flood Zone A and B and should be retained. Although some minor development associated with the existing uses, including the school, may be permitted under Section 5.28 of the Planning Guidelines, it is important to ensure that there will be no significant additional number of people into flood risk areas, amongst the other requirements of Section 5.28.”**

Note: Section 5.2.1 ‘Crinken Stream’ re-numbered to Section 6.2.8 as a result of amendments contained herein.

(433) Amend Section 5.2.2 ‘Deansgrange Stream’ of Appendix 16 (pages 42-43) as follows:

“The CFRAM Study extends along the Deansgrange River and included flood relief options within the POR. The Deansgrange FRS commenced in January 2020 and construction of any cost beneficial flood alleviation works is not envisaged prior to 2024.

The majority of the Flood Zones associated with the Deansgrange River (Figure 56-2) cover land zoned for water compatible open space uses (7). Areas at risk include, but are not limited to, residential areas of Little Meadow and Cabinteely Court, the rear of properties along Pottery Road near its junction with Johnstown Road, the rear of houses in Coolevin estate, the Glenavon Park residential estate, Clonkeen Park, particularly to rear of Kill of Grange School and Kilbogget Park. Within the areas of existing residential there are some undeveloped areas, including public open space which is within Flood Zones A and/or B. Although the residential zoning has been retained in this area, new highly or less vulnerable development within Flood Zone A / B has not passed the Plan Making Justification Test and will not be permitted.

It is noted that no flooding is shown in Deansgrange Village despite recent significant flooding events. These events have been attributed to pluvial flooding and not fluvial and are therefore not included in the Flood Zones, but have been identified as areas of flood risk concern and risks arising from pluvial sources should be identified and mitigated as part of the drainage impact assessment.

Planning Permission has been granted Construction has commenced for a storage scheme to increase flood storage on Kilbogget Park with a view to limiting downstream flows and manage flooding to residential development downstream of Kilbogget Park (8). The storage area is part of a suite of measures that form part of the Deansgrange Flood Relief Scheme. Until such time as the whole Deansgrange Flood Relief Scheme has been constructed, development downstream of Kilbogget Park within this area would be considered premature. Minor developments as defined in Section 4.3-15.2.1, within Flood Zone A are unlikely to increase flood risk and may be considered, but uses which introduce additional people into the floodplain or change of use from less to highly vulnerable should be avoided until the scheme is in place.

The CFRAM modelling outputs indicate climate change impacts, particularly at the downstream end of the catchment in the Bayview and Seafield areas, could be significant. As part of the FRS a climate change adaptation plan will be produced which will outline the process for managing flood risk into the future. This should inform future Development Plans and be an integral part of associated SFRA.

At the downstream end of the Deansgrange Steam there is a high level of flood risk arising from a combination of low capacity watercourses and culverts below the DART line the result is extensive flood risk to the Seafield, Bayview and neighbouring residential areas (9). This risk could be exacerbated during periods of high tide which could further restrict outflows into the sea. This area is within the Eastern CFRAM and has progressed from the Preliminary Options Report (POR) to the early stages of preparation of a Flood Relief Scheme (FRS). Consultants were appointed to design the FRS in early 2020. Further details are available on the project website.

Whilst Parts 1 and 2 of the Justification Test for Development Plans have been passed, the CFRAM outputs indicate possible flood depths of up to 1m and therefore Part 3 cannot be passed at present. Until the scheme is complete, any development in Seafield, Bayview and neighbouring residential areas in Flood Zone A is not permitted and development in Flood Zone B should be limited to Minor Development as defined in Section 4.3-15.2.1. Care should also be taken to ensure minor developments will not have a negative impact on the CFRAM's POR outline scheme, or the FRS as the design progresses. Upon completion of a Flood Relief Scheme to the 1.0% AEP event standard, proposals for all development will be considered subject to a Site Specific Flood Risk Assessment satisfying the requirements of Section 45 of this SFRA.”

Note: Section 5.2.2 ‘Deansgrange Stream’ re-numbered to Section 6.2.9 as a result of amendments contained herein.

(434) Add the following text after the first paragraph of Section 5.2.3 ‘Shanganagh River’ of Appendix 16 (page 44):

“The CFRAM Study extends along the Shanganagh River and included flood relief options within the POR. The Carrickmines Shanganagh FRS commenced in August 2020 and construction of any cost beneficial flood alleviation works is not envisaged prior to 2024. As part of the FRS a climate change adaptation plan will be produced which will outline the process for managing flood risk into the future. This should inform future Development Plans and be an integral part of associated SFRA.”

(435) Amend the first sentence of the final paragraph of Section 5.2.3 ‘Shanganagh River’ of Appendix 16 (page 44) as follows:

“Within the Flood Relief Scheme study area, whilst Parts 1 and 2 of the Justification Test for Development Plans have been passed, but the CFRAM outputs indicate possible flood depths up to 2m and therefore Part 3 cannot be passed at present.”

Note: Section 5.2.3 ‘Shanganagh River’ re-numbered to Section 6.2.10 as a result of amendments contained herein.

(436) Amend Section 5.2.5 ‘Carrickmines River’ of Appendix 16 (page 47) as follows:

“The Carrickmines River is shown in Figure 56-5. The CFRAM study extends along the Carrickmines River and included flood relief options within the POR. The Carrickmines Shanganagh FRS commenced in August 2020 and construction of any cost beneficial flood alleviation works is not envisaged prior to 2024. As part of the FRS, a climate change adaptation plan will be produced which will outline the process for managing flood risk into the future. This should inform future Development Plans and be an integral part of associated SFRA. As part of the Cherrywood SDZ (17) process a stage 3 FRA was carried out and included assessment of risks at the M50 and Carrickmines Luas Station (Priorsland). As a result, the SDZ has not been re-reviewed under this SFRA. However, it is noted that under the CFRAM mapping outputs, a significant increase in flood extents is shown between the current and MRFS scenarios.

It should be noted that the north-west-east quadrant of the Carrickmines Shopping Centre (18) is subject to extreme depths of flooding and development within Flood Zone A and B does not pass the Justification Test for plan making and is not permitted.

~~Flood Zone A and B are within land zoned for open spaces uses and this must be retained as water compatible uses (19). In Ballyogan Business Park, new development within Flood Zone A cannot be justified and less vulnerable development in Flood Zone B needs a detailed SSFRA. Minor development, as defined in Section 5.2.14.3.1, is permissible, subject to appropriate SSFRA. Examination of climate change impacts, produced through the CFRAM Study, show a significant increase in the extent of Flood Zone A in the future, having a similar coverage to the current Flood Zone B. However, as this area forms part of the Carrickmines Shanganagh FRS the adaptation plan for the scheme should provide guidance on climate change management here. It is important that climate change is fully considered in any site specific flood risk assessments carried out. Towards the upstream end of the Carrickmines River is an area of existing residential development (20). Flood risk in this area is indicated to be high, with many properties in Flood Zone A. The CFRAM extends along the Carrickmines River and included flood relief options within the POR.~~

~~A flood relief scheme is now proposed, with works on the design of the scheme due to commence in mid-2020. Future Development within the Flood Scheme Study in this area which is also in Flood Zone A shall be limited to Minor Development, as defined in Section 5.2.14.3.1. Infill or other new development will be considered premature until the FRS is constructed. When the FRS has been completed, development may be considered subject to analysis of residual risk but this would require application of the Plan Making Justification Test and is allowed for in the SFRA Review and Monitoring triggers laid out in Section 7. Both the SFRA and site specific FRAs will need to take into account climate change impacts. The Carrickmines Shanganagh FRS has commenced in August 2020 and construction of any cost beneficial flood alleviation works is not envisaged prior to 2024. Upon completion of a Flood Relief Scheme to the 1.0%~~

~~AEP event standard, proposals for all development will be considered subject to a Site Specific Flood Risk Assessment satisfying the requirements of Section 4 of this SFRA.”~~

Note: Section 5.2.5 ‘Carrickmines River’ re-numbered to Section 6.2.12 as a result of amendments contained herein.

(437) *Add text to the first and second paragraphs of Section 5.2.6 ‘Carysfort Maretimo’ of Appendix 16 (page 48) as follows:*

“The CFRAM shows flood risk along the majority of the Carysfort Maretimo River, being a combination of Flood Zone A and B and covering a range of land existing land uses, including open space, residential and office and enterprise (Figure 5-6). Funding for a flood relief scheme for the Carysfort Maretimo, **and including the Crinken Stream**, has been secured, but the scheme will be in the second round (following Carrickmines and Deansgrange), so timelines for these works are unknown at this stage. **As part of the FRS a climate change adaptation plan will be produced which will outline the process for managing flood risk into the future. This should inform future Development Plans and be an integral part of associated SFRA.**”

The majority of flood risk highlighted in the Sandyford Business District (21) and surrounding area is shown to be Flood Zone B, with small pockets indicated to be Flood Zone A. Development in Flood Zones in this area has passed the Justification Test for Development Plans (Section 5.1). Similarly, the Justification Test for plan making has been passed for the Stillorgan and Blackrock District Centres. **Under the MRFS climate change scenario in the CFRAM Study, there is some increase in flood extents predicted in the future. It is important that this is assessed and suitable mitigation measures provided within any site specific flood risk assessments.”**

Note: Section 5.2.6 ‘Carysfort Maretimo’ re-numbered to Section 6.2.13 as a result of amendments contained herein.

(438) *Insert the following text after the final paragraph of Section 5.2.10 ‘Coastal Flooding’ of Appendix 16 (page 54):*

“An analysis of coastal risks has been carried out as part of this SFRA, which included a reappraisal of still water sea levels, building upon work undertaken in the ICPSS, and an assessment of wave overtopping potential. The findings of the coastal risk assessment have culminated in wave overtopping risk areas, and the characterisation of the coastal flood risk along the DLR coastline based on still water and wave overtopping risks. A traffic light colour coded map was generated to clearly define coastal flood risk areas and is included in Figure 6-10 to Figure 6-13 and in Appendix B. Further details of this classification system are provided in Section 6.3.1.

In Booterstown and Blackrock (Figure 6-10), flooding extends from the coast at Booterstown Marsh towards Rock Road, staying on the coastal part of Rock Road for the present day and MRFS and overflowing above the road for the HEFS. The 29th Dublin Blackrock Scout Group premises is falling within the flood extents for all scenarios as well as the properties lying in between Brighton Vale and Seapoint Avenue.

The section of the railway line from Booterstown to Dùn Laoghaire Harbour is impacted as well as Dùn Laoghaire quays and piers (Figure 6-10). Sandycove, Forty Foot point and Bulloch Harbour are impacted (Figure 6-11), showing many properties at risk during the HEFS scenario.

South of Bulloch Harbour to the Shanganagh River, the elevation of the inland areas rises rapidly and therefore, the flood extent is limited to the beach areas (Figure 6-12). In Shanganagh the wastewater treatment plant is at risk from the MRFS and above.

South of the Shanganagh river, the coast is again quickly rising in elevation and therefore the flood extent is limited to the beach and coastline areas. A large part of the coastline is fronting rural or natural areas (Figure 6-13).

Figure 6-10: Booterstown to Blackrock coastal risk (County Development Plan 2022-2028 Flood Zone Map 2)

Figure 6-11: Dún Laoghaire to Dalkey coastal risk (County Development Plan 2022-2028 Flood Zone Maps 3&4)

Figure 6-12: Dalkey to Loughlinstown coastal risk (County Development Plan 2022-2028 Flood Zone Maps 4 ,7 &10)

Figure 6-13: Loughlinstown to Wicklow boarder coastal risk (County Development Plan 2022-2028 Flood Zone Maps 10 &14)

6.3.1 Coastal risk maps

The DLR coastline was divided into segments of theorised coastal flood risk exposure. These segments were assigned either a 'High', 'Medium' or 'Low' coastal flood risk.

For each segment, the risk was determined based on analysis of the projection model results, considering the present day and sea level rise scenarios that aim to account for both extreme still water level and potential wave overtopping flood risk. The starting point for the characterisation was therefore based on topographic elevation, ICWWS extreme sea levels, and future sea level rise estimates. The lower the topography of a specific location the greater the coastal flood risk. The flood risk classification was then further developed based on consideration of the still water and wave overtopping risks.

The coastal flood risk classification is shown in Figure 610 to Figure 613 and in Appendix B and the general summary of the classification is as follows:

- High (red): Flooding risks under both still water flooding and wave action.
- Medium (amber): Flooding risks from either still water flooding or wave overtopping only. Includes locations that are sheltered from wave action but are at risk of extreme water level flooding.
- Low (green): Limited or negligible flood risk.

The maps above also show the extent of wave overtopping risk associated with the 1% AEP H+EFS14 in addition to the Flood Zones.

Proposals for development along the coastline must consider the following factors as part of the flood risk assessment:

- Flood Zone A, B or C – guidelines for development within the Flood Zones is as the guidance in Section 5.
- Vulnerability to wave overtopping – Regardless of the Flood Zone, all proposals for development within the extent of the 1% AEP H+EFS wave overtopping outline should be accompanied by an appropriately detailed assessment of overtopping risk.
- Flood risk summary classification – the following recommendations are made in respect of the analysis needed in each of the flood risk classifications (red, amber and green).
 - For green areas, the flooding risks are limited and therefore further flood modelling might not be needed.
 - For the amber and red areas, there is a potential for still water flooding and/or wave overtopping risks. In these areas, further numerical modelling may be needed to assess the flooding risks in more details, and this modelling may conclude that development, particularly in the high risk (red) sectors, is not sustainable. The recommended numerical modelling would consist of the steps described below:
 - Numerical wave modelling to transform waves from the offshore to the nearshore
 - Wave overtopping calculations using empirical equations, Neural Network method...
 - 2D hydraulic flood inundation”

Note: Section 5.2.10 'Coastal Flooding' re-numbered to Section 6.3 as a result of amendments contained herein.

Section 6 FRA Review and Monitoring

(439) *Insert following before Table 6-1 (page 55):*

“The flood maps shown in the following sections are also reproduced at a larger size in Appendix A, and maps for the whole County are shown in the Mapping section of the County Development Plan.”

Section 7 Glossary

(440) *Insert the following definition in Section 7 'Glossary' of Appendix 16 (page 56):*

“High end future scenario (HEFS): One of the climate change scenarios described in the OPW Guidance note on climate change (Assessment of Potential Future Scenarios for Flood Risk Management, 2009), which indicates a 30% increase in river flows and a 1m increase in sea level rise. This is intended to represent a more extreme potential future scenario, but one that is nonetheless not significantly outside the range of accepted predictions available, and with the allowances for increased flow, sea level rise, etc. at the upper the bounds of widely accepted projections.”

“Medium range future scenario (MRFS): One of the climate change scenarios described in the OPW Guidance note on climate change (Assessment of Potential Future Scenarios for Flood Risk Management, 2009), which indicates a 20% increase in river flows and a 0.5m increase in sea level rise. This is intended to represent a 'likely' future scenario, based on the wide range of predictions available and with the allowances for increased flow, sea level rise, etc. within the bounds of widely accepted projections.”

Note: Section 7 'Glossary' re-numbered to Section 8 as a result of amendments contained herein.

Note: Update all Development Plan flood maps to include wave overtopping extents.

Appendix 17: Sandyford Urban Framework Plan

Section 1 Introduction

(441) Amend Section 1.5 'The Plan Area' (page 2) of Appendix 17 as follows:

- "Stillorgan Business ~~Estate~~ Park;
- Sandyford Business ~~Estate~~ Park;"

(442) Amend items in legend of Drawing No. 1 under Section 1.7 'The Existing Built Form' (page 4) of Appendix 17 as follows:

"Stillorgan Business ~~Estate~~ Park", "Sandyford Business ~~Estate~~ Park"

(443) Amend Section 1.7 'The Existing Built Form' (page 5) of Appendix 17 as follows:

"(a) Stillorgan Business ~~Estate~~ Park

Stillorgan Business ~~Estate~~ Park roads have retained their original form with freestanding developments located along a network of cul-de-sacs and loops. The land uses generally reflect its layout, with light industrial and warehousing/retail warehousing.

(b) Sandyford Business ~~Estate~~ Park

Sandyford Business ~~Estate~~ Park is in the process of transforming from an area of low-density freestanding buildings formed around a road network, to higher density development within a tighter urban grain. Since 2011, proposed developments have been informed by the Urban Framework Plan."

Section 2 Future Land Uses

(444) Amend Section 2.2.2 'Residential and Retail' (page 8) of Appendix 17 as follows:

"it is considered that sufficient residential development has been permitted in totality, in the combined mixed use MIC and MOC zoning objective areas so as to allow for a sustainable mix of uses. However, consideration of a maximum of 110 residential units to facilitate the completion of the unfinished block at Carmanhall Road/Blackthorn Drive is provided for by Specific Local Objective (SLO) 141."

(445) Amend third paragraph of Section 2.3.2.1 'Retail within the Mixed Use Core Areas (MIC and MOC)' (page 10) of Appendix 17 as follows:

"Limited retail shall be permitted beyond these core areas. Two separate core areas have been identified (Map 1). One located in Sandyford Business ~~Estate~~ Park, serving Sandyford Business ~~Estate~~ Park, Stillorgan ~~Industrial Estate~~ Business Park and those within a walkable catchment. The second one is located in Central Park, serving Central Park, South County, Leopardstown Park Hospital and the Legionaries of Christ lands."

(446) Amend Section 2.3.2.2 Residential within the Mixed Use Core Areas (MIC and MOC) (page 10) of Appendix 17 as follows:

"It is considered that the number of apartments permitted to date in the Mixed Use Core Areas is sufficient to provide vitality to these areas. A further 110 units may be considered to facilitate the completion of the unfinished block at Carmanhall Road/Blackthorn Drive (See SLO 141) Future residential development should primarily be focused within the residential zoned land (Map 1, Zone 5)."

(447) Amend first paragraph after Objective LIW under Section 2.3.4 'Objective LIW – Light Industrial/Warehousing Zone 4' (page 12) of Appendix 17 as follows:

“Zone 4 currently encompasses traditional low density, low rise warehouse type development located within Stillorgan **Industrial Estate Business Park** and along Heather/Furze/Bracken Road and areas on the southern and western periphery of Sandyford Business District. Due to their location, and also given the carrying capacity of infrastructure in the overall area, these lands lend themselves to a continuation of lower intensity employment uses such as warehousing, car showrooms, and light industrial uses.”

(448) Amend fifth paragraph (Page 15) as follows:

“This zoning also includes lands known as Legionaries of Christ lands. The current use of these lands is educational and religious.”

(449) Amend seventh paragraph under Section 2.3.6 ‘Objective SNI Sustainable Neighbourhood Infrastructure Zone 6’ (page 15) of Appendix 17 as follows:

“The residual lands within Zone 6 shall be developed in accordance with an overall ~~to a~~ Master Plan (see also section 3.5) to enable their full potential to be realised.”

(450) Amend the first line of Objective F1 ‘Objectives in Zone 7’ (page 16) in Appendix 17 to include the following:

“It is an objective of the Council to continue to improve and retain **Páirc Uí Bhriain**, Blackthorn local park and sports facilities by entering into dialogue with the relevant stakeholders in relation to public usage of the adjoining sport facilities on the southern site of St. Benildus Avenue.”

Section 3 Urban Form, Public Realm, Linkages and Building Height

(451) Amend Policy SUFP 3 in Section 3.2 ‘Building Height Policies and Objectives’ (page 21) of Appendix 17 as follows:

“3.2.1 Policy SUFP 3 Building Height in Sandyford Business District It is Council Policy that building height in Sandyford Business District accords with the height limits indicated on Building Height Map 3, subject to Policy Objectives BHS1 and BHS2 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028”

(452) Amend Public Realm Objective PR7 under Section 3.3 ‘Public Realm Policies and Objectives’ (page 24) of Appendix 17 as follows:

“PR7

It is an objective of the Council to provide a clear, direct, accessible and inviting pedestrian and cycle route from the planned transport interchange in the vicinity of Blackthorn Avenue into the centre of Sandyford Business **Estate Park**. This shall be achieved by creating a generous crossing point at the location of the interchange, clearly defined by the building edges and setting back the building line at the junction of Ballymoss Road and Blackthorn Avenue and by providing a shared surface environment along the entirety of the route.”

(453) Amend Public Realm Objective PR10 under Section 3.3 ‘Public Realm Policies and Objectives’ (page 24) of Appendix 17 as follows:

“PR10

It is an objective of the Council to design sustainable urban drainage systems in accordance with best practice. A multidisciplinary design approach should be taken to integrate run off and water attenuation requirements into:

- The design of a water feature in the civic park;
- The design of the capacity in streetscapes for structured soils for trees;
- Maximise the planting of large canopy trees in accordance with the Council’s Tree Strategy; and

- Maximising the use of green roof systems within new developments.”

Section 4 Infrastructure

(454) Amend Public Transport Objectives under Section 4.2 ‘Sustainable Transport Infrastructure Policies and Objectives’ (pages 33-34) of Appendix 17 as follows:

“TAM3

It is an objective of the Council to encourage the expansion of bus services within Sandyford Business District providing:

- Fast and frequent shuttle bus service from the DART to the Stillorgan Luas and Sandyford Business [Estate Park](#). This service shall open up public transport as an option to the vast hinterland of the DART line from Greystones to Malahide and Howth.”

“TAM5

In order to improve permeability and connectivity within the Sandyford Business District, it is an objective of the Council to create a low speed environment for cyclists and pedestrians by implementing the following internal circulation routes, and traffic management measures (including 30kph zones and traffic signal measures) (Drawing No. 6):

- Construct or complete, cycle routes on roads as follows:
 - Blackthorn Road, from the junction of Burton Hall Road to Blackthorn Drive.
 - Burton Hall Road, from the junction of Burton Hall Road Extension to Blackthorn Road.
 - Carmanhall Road.
- Provision of traffic calming measures and traffic management at key junctions and routes in the area to reduce inappropriate traffic speeds and improve safety for all users
- Encourage and support proposed pedestrian links from the Central Park Luas station and the adjoining areas.
- Upgrade existing signalised junctions to incorporate better cyclist and pedestrian facilities.
- To prioritise Ballymoss Road to facilitate a quality cycle/pedestrian link from the Stillorgan Luas station to the heart of Sandyford Business [Estate Park](#).”

(455) Amend Section 4.2 ‘Sustainable Transport Infrastructure Policies and Objectives’ – Travel Planning Objectives to replace TAM 7 (page 35) with the following:

“It is an objective of the Council to review the Mobility policies and objectives for Sandyford Business District by way of an Area Based Mobility Study, with regard being had to:

- changing work practices
- intensity of land uses
- modes of travel
- Changing policy environment
- Changes in infrastructure

This review will include the six-year roads objectives in the Sandyford Urban Framework Plan area and the network of travel options available. This infrastructure review will inform a review and update of the area wide travel plan for Sandyford business district. The work will be carried out in conjunction with stakeholders in the area and in consultation with the NTA Transport Strategy for the greater Dublin area.”

(456) Amend Section 4.2 ‘Sustainable Transport Infrastructure Policies and Objectives’ – Parking Objectives to include a new objective under TAM 10 (page 36) as follows:

“It is an objective of the SUFP to carry out a Smart parking study for the SUFP area. Smart Parking is a study the purpose of which is to research and apply measures to create efficiencies in SUFP’s area required parking provision and management. Smart Parking could integrate a wide range of measures such as the use of technology or services to maximise the use of fewer spaces, or changes in the way parking space is provided. The study will examine exemplar and innovative design solutions which could be shared with fellow local

authorities and state agencies. The Smart parking study should commence within 2 years of the adoption of the 2022-2028 CDP.”

(457) Amend Section 4.2 ‘Sustainable Transport Infrastructure Policies and Objectives’ – Parking Objectives TAM14 (page 36) with the following:

“TAM14

It is an objective of the Council that development shall adhere to the parking standards as set out in section 12.4.5 of the Written Statement, **save as set out below for new parking maximums for all future residential developments in SUFP**, and the cycle standards as set out in – ‘Standards for Cycle Parking and Associated Cycling Facilities for New Developments’ (2018) or any subsequent review of these standards.

New residential parking thresholds in SUFP

Unit size	Car parking spaces per unit
1 bed	0.6
2 bed	0.8
3 or more bed	1
All units	Minimum of 0.02 car share spaces”

(458) Amend Section 4.3 ‘Community Infrastructure Policies and Objectives’ – Green Infrastructure/Open Space Objectives OS1 (page 37) as follows:

“Public open space for active uses (Drawing 10, A1, A2, and B) will be located at St.Benildus Sports Grounds, Páirc Uí Bhriain, Blackthorn Park and in the Civic Park.”

(459) Insert new Section 4.3.5 ‘Policy SUFP 12 Smart Sandyford’ at the end of Page 39 of Appendix 17 as follows:

“4.3.5 Policy SUFP 12 Smart Sandyford

It is an objective of the Council to support the Smart Sandyford programme which aims to improve smart systems and attempts to integrate technology within the district.”

Section 5 Phasing and Funding

(460) Amend Phasing Objectives under Section 5.1 ‘Phasing Policies and Objectives’ (Page 40) of Appendix 17 as follows:

“P4

It is an objective of the Council, in co-operation with Irish Water, that within Sandyford Business **Estate Park, Central Park and South County Business Park applicants will be required to submit Confirmation of Feasibility from Irish Water to the Planning Authority with any planning applications. ~~no additional development shall be permitted to commence construction until the new tank sewers in the Blackthorn Avenue environs commences construction.~~**

~~P5~~

~~It is an objective of the Council, in co-operation with Irish Water, that within Central Park and South County Business Park **no additional development shall be permitted to commence construction until the new foul sewer line from Central Park across Leopardstown Road to Burton Hall Road commences construction.**~~

Note: Update Objective numbers in Section 5 and references to same throughout Appendix 17.

(461) Insert a new objective under Section 5.1 'Phasing Policies and Objectives' (page 41) of Appendix 17 as follows:

"It is an objective of the SUFP to ensure the orderly development of the area and accordingly the following restrictions will apply:

No additional apartment development will be permitted that exceeds 1500 units (cumulate total) until the planning approval process for the Sandyford Business District Civic Park at the corner of Corrig Road and Carmanhall Road shall be complete and planning permission granted."

(462) Amend Section 5.2 'Funding Policies and Objectives' – Objective M1 (page 41) as follows:

"It is an objective of the Council to retain a levy scheme that covers the future cost of providing infrastructure that benefits the development of the area. Within 2 years of the adoption of this plan a report will be produced on the levy scheme in order to provide clarity on the funding of the projects within the SUFP."

Appendix 1 Land Use Zoning Objectives (page 43-45)

Zone 1: Mixed Use Inner Core (MIC)

(463) Insert text to 'Open for Consideration' (page 43), and additional caveat as follows:

"Residential * 3"

(464) Insert an additional caveat to 'Open for Consideration' into 'Zone 1: Mixed Use Inner Core (MIC) (page 43)' as follows:

Under caveats *1 & *2 add:

"* 3 only applies to the unfinished building referred to in Specific Local Objective 141 (Carmanhall Rd /Blackthorn Drive)".

Zone 3: Office Based Employment

(465) Delete text in 'Permitted in Principle' in 'Zone 3: Office Based Employment (page 43)' as follows:

~~'Petrol Station'.~~

~~'motor sales outlet'.~~

(466) Insert text in 'Open for Consideration' Table 13.1.19 (page 43) as follows:

'Service Station'.

Zone 6: SNI Sustainable Neighbourhood Infrastructure

(467) Delete text in 'Open for Consideration' in 'Zone 6: SNI Sustainable Neighbourhood Infrastructure' (page 44) as follows:

~~"Bring banks/Bring Centres"~~

Zone 5: Residential

(468) Insert text to 'Open for Consideration' in 'Zone 5: Residential' (page 44) as follows:

“Residential – Build to Rent”

Appendix 2 of the SUFP (page 46)

(469) Amend SLO 4 as follows:

“To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway/cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA. In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This should include the consideration of sustainable transport, biodiversity and recreation projects.”

(470) Amend SLO 51 under ‘Specific Local Objectives’ section (page 46) of Appendix 17 as follows:

“51: To provide for primary and post primary education facilities at Legionaries of Christ lands and at Stillorgan Industrial Estate Business Park/Benildus Avenue.”

(471) Amend SLO 63 as follows:

“To improve, encourage and facilitate the provision and expansion of ~~provide for~~ medical/hospital campus at Beacon and Leopardstown Hospital.”

(472) Amend SLO 64 as follows:

“To provide for office-based employment uses in accordance with the zoning objective section 2.3.6 of Appendix 17 and a masterplan, outside of the campus required for primary and post primary school(s), on the lands known as the Legionaries of Christ.”

(473) Insert a new SLO 140 at Drummartin Link Road /Blackthorn Drive as follows:

“To promote the subject lands as a location for an urban forest.”

(474) Insert a new SLO 141 at Carmanhall Road /Blackthorn Drive as follows:

“To facilitate completion of the unfinished Block and allow consideration of a maximum of 110 residential Units.”

Mapping (maps 1-3 are attached)

(475) Amend Map 1 Land Use Zoning of Appendix 17 Draft Sandyford Urban Framework Plan to reflect changes in Map 6 of the Proposed Amendments to Draft Plan 2022-2028.

(476) Amend Map 2 Plot Ratios & Residential Densities of Appendix 17 Draft SUFP to provide more distinction between colours.

(477) Amend Map 3 Building Height of Appendix 17 Sandyford Urban Framework Plan 2022-2028 to replace red star symbols with triangle symbols.

(478) Amend Map 3 (Building Height) of Appendix 17 Sandyford Urban Framework Plan 2022-2028 to include a Black Star symbol on the Leopardstown West (former FAAC site), Burton Hall Road, to provide for “Additional heights over building limit”.

(479) Amend text on the following drawings under ‘Drawings’ section (Pages 52-57) of Appendix 17 as follows:

Drawing No. 1 (items in legend): “Stillorgan Business Estate Park”, “Sandyford Business Estate Park”

Drawing No. 6 (annotation): “Stillorgan Business Estate Park”

Drawing No. 7 (annotations): “Stillorgan Business Estate Park”, “Sandyford Business Estate Park”

Drawing No. 8 (annotation): “Stillorgan Business Estate Park”

Drawing No. 9 (annotation): “Stillorgan Business Estate Park”

COMHAIRLE CHONTAE DHÚN LAOGHAIRE-RÁTH AN DÚIN
DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL
COUNTY DEVELOPMENT PLAN 2022-2028
Proposed Amendments to Draft Plan
November 2021

- Zone 1: Mixed Core Area - Inner Core
- Zone 2: Mixed Use Core Area - Outer Core
- Zone 3: Office-based Employment Use
- Zone 4: Light Industrial/Warehousing
- Zone 5: Residential
- Zone 6: Sustainable Neighbourhood Infrastructure
- Zone 7: Open Space
- Protected Structures
- INST To protect and/or provide for Institutional Use in open lands
- 6 Year Road Objectives/Traffic Management/Active Travel Upgrades
- Long Term Road Objectives/Traffic Management/Active Travel Upgrades
- Long Term Strategic Road Proposal
- To protect and preserve Trees and Woodlands
- A Sustainable Neighbourhood
- TA Existing Traveller Accommodation
- 55 See Appendix 2 of Sandyford Urban Framework Plan Document for Proposed Specific Local Objectives
- Boundary of Specific Local Objective
- Sandyford Urban Framework Plan Boundary



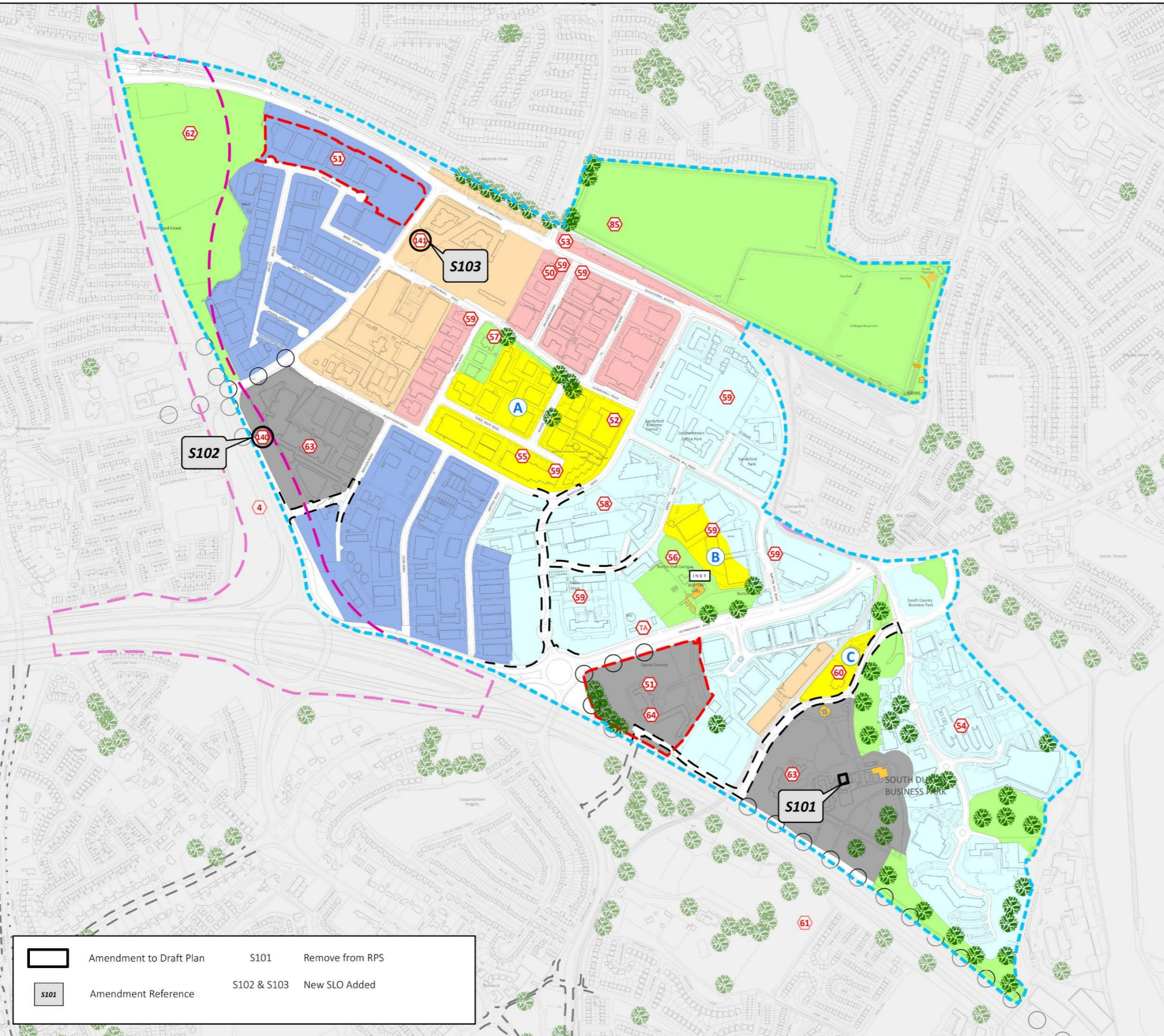
When printing this map, colours may vary depending on type of printer used. Please refer to dlr website for definitive colours.

Planning Department
 M Henchy
 Director of Planning



Sandyford Urban Framwork Plan 2022- 2028
Map 1 - Land Use Zoning

Senior Planner: L.McGauran		Chief Technician :	
Prepared By: M.Costello		Drawn By: M.Hennessy	
Date: November 2021	Scale: 1:8000	Drawing No: PL-21-102	



	Amendment to Draft Plan	S101	Remove from RPS
S101	Amendment Reference	S102 & S103	New SLO Added

COMHAIRLE CHONTAE DHÚN LAOGHAIRE-RÁTH AN DÚIN
DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL
COUNTY DEVELOPMENT PLAN 2022-2028
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 November 2021

- Plot Ratio 1:4
- Plot Ratio 1:3
- Plot Ratio 1:2.5
- Plot Ratio 1:2
- Plot Ratio 1:1.5
- Plot Ratio 1:1
- Plot Ratio 1:0.5
- Residential Density = 175/Ha
- Residential Density = 150/Ha
- Residential Density = 120/Ha
- Residential Density = 95/Ha
- Residential Density = 70/Ha
- Residential Density = 55/Ha
- Hospital / Medical Campus
- 6 Year Road Objectives/Traffic Management/Active Travel Upgrades
- Long Term Road Objectives/Traffic Management/Active Travel Upgrades
- Long Term Strategic Road Proposal
- Sandyford Urban Framework Plan Boundary



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M Henchy
Director of Planning



Sandyford Urban Framework Plan 2022- 2028

Map 2 - Plot Ratios & Residential Densities

Senior Planner: L.McGauran

Chief Technician :

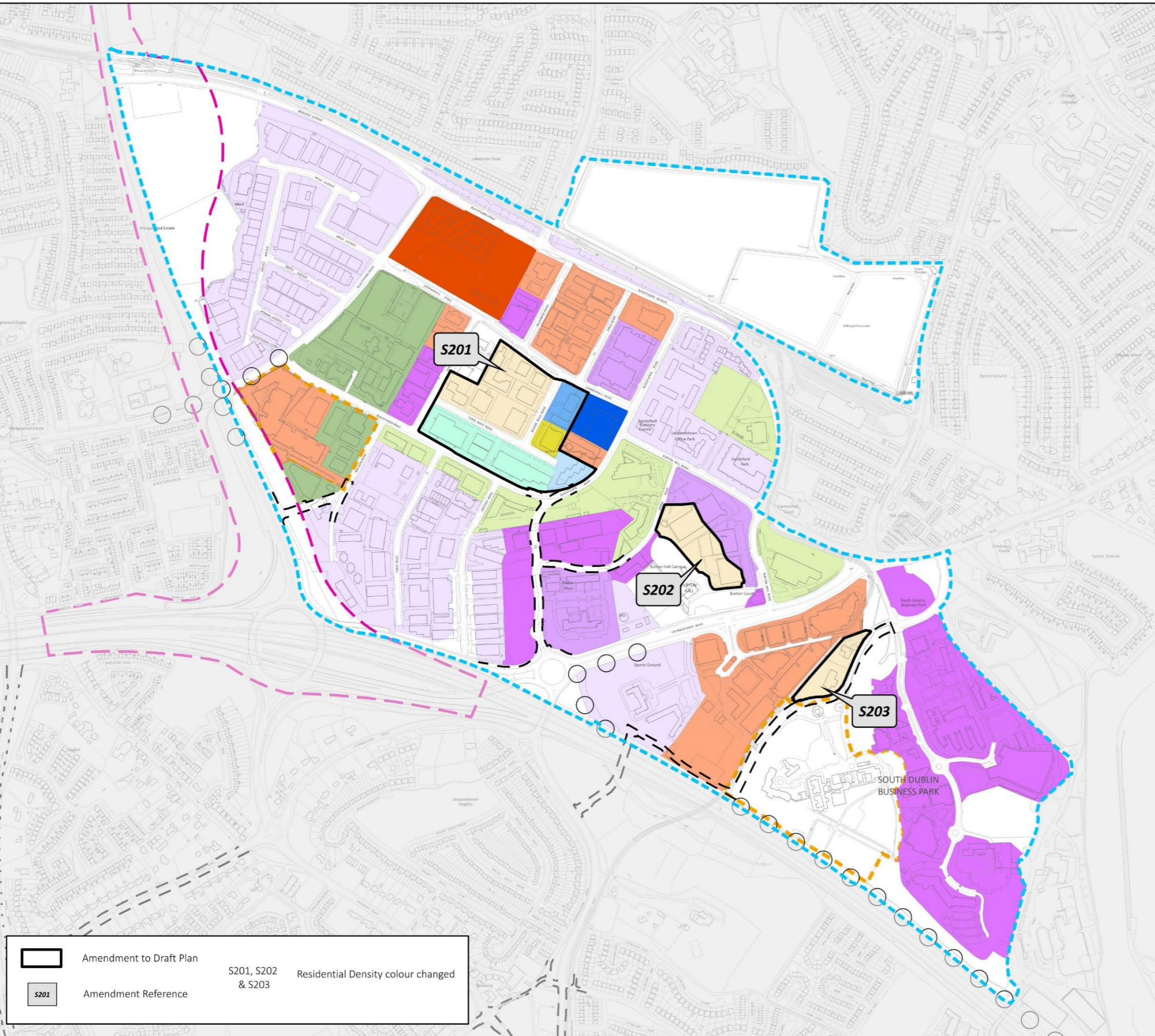
Prepared By: M.Costello

Drawn By: M.Hennessy

Date:
October 2021

Scale:
1:8000

Drawing No:
PL-21-103



	Amendment to Draft Plan	S201, S202 & S203	Residential Density colour changed
	Amendment Reference		

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COUNTY DEVELOPMENT PLAN 2022-2028
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November 2021

Proposed Building Height Limit

- 2 Storey Height
- 2 - 3 Storey Height
- 3 - 5 Storey Height
- 4 Storey Height
- 5 Storey Height
- 6 Storey Height

Permitted/Developed Building Height Limit

- 1 Storey Height
- 2 Storey Height
- 3 Storey Height
- 4 Storey Height
- 2-5 Storey Height
- 3-5 Storey Height
- 5 Storey Height
- 5 - 6 Storey Height
- 6 Storey Height
- 7 Storey Height
- 8 Storey Height
- 6-8 Storey Height
- 4-9 Storey Height
- 7-9 Storey Height
- 9 Storey Height
- 5-10 Storey Height
- 5-14 Storey Height
- 10-17 Storey Height
- 17 Storey Height

- Open Space
- Building to be of notable design
- Additional heights over building height limit
- 6 Year Road Objectives/Traffic Management/Active Travel Upgrades
- Long Term Road Objectives/Traffic Management/Active Travel Upgrades
- Long Term Strategic Road Proposal
- Sandyford Urban Framework Plan Boundary

Planning Department

M Henchy
 Director of Planning



Sandyford Urban Framwork Plan 2022- 2028

Map 3 - Building Heights

Senior Planner: L.McGauran

Chief Technician :

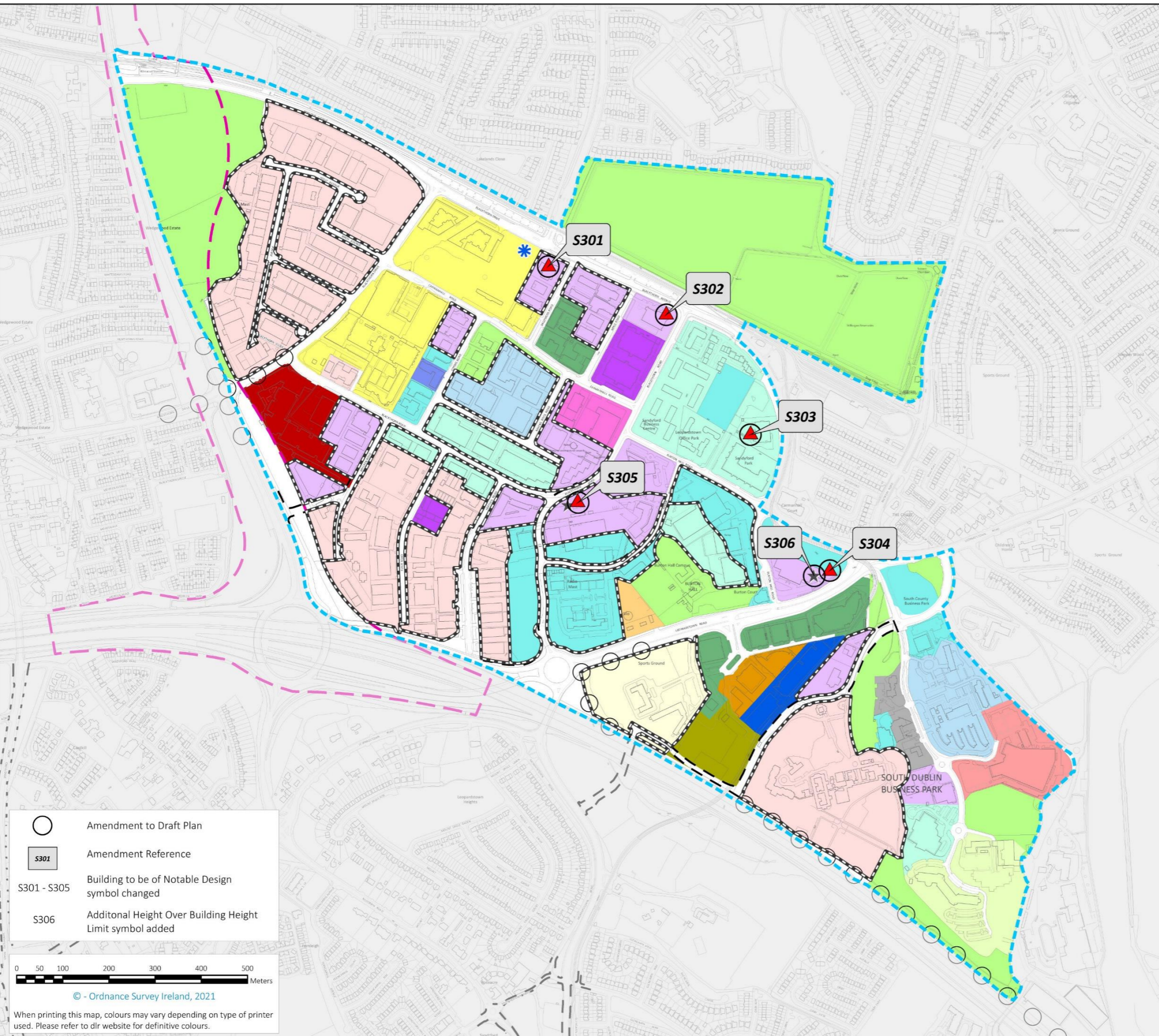
Prepared By: M.Costello

Drawn By: M.Hennessy

Date:
 October 2021

Scale:
 1:8000

Drawing No:
 PL-21-104



- Amendment to Draft Plan
- Amendment Reference
- S301 - S305 Building to be of Notable Design symbol changed
- S306 Additional Height Over Building Height Limit symbol added



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Strategic Environmental Assessment - Environmental Report

Section 5 Strategic Environmental Objectives

(480) Update Appendix I 'Relationship with Legislation and Other Policies, Plans and Programmes' (page 168) of the SEA Report to include reference as follows to the:

"EU Biodiversity Strategy for 2030."

(481) Add to the SEOs under the 'Material Assets' row in Table 5.1 'Strategic Environmental Objectives (SEOs), Indicators and Targets' (page 71) of the SEA Report as follows:

"Optimise existing infrastructure and provide new infrastructure to match population distribution proposals in the County – this includes transport infrastructure"

Section 4 Environmental Baseline

(482) Delete the following from the list of Monuments in State Care in the last paragraph on page 57 in Section 4.12.1 'Archaeological Heritage':

- "Howth Church"
-

Section 10 Monitoring Measures

(483) Amend the 'Remedial Actions' column for the 'Cultural Heritage' row in Table 10.1 'Indicators, Targets, Sources and Remedial Action' of the SEA Report (page 156), as follows:

- "Where monitoring reveals visitor **pressure** or development pressure is causing negative effects **on key tourist features designated archaeological or architectural heritage**, the Council will work with Regional Assembly, Fáilte Ireland and the National Monuments Service and other stakeholders, as relevant, to address pressures through additional mitigation."