

Addendum Report

SEA, AA and SFRA Screening of proposed Material Alterations to the Draft Fingal Development Plan 2017-2023

4th November 2016



**Fingal Development
Plan 2017-2023**

**Comhairle Contae
Fhine Gall**
Fingal County
Council



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1 INTRODUCTION

As part of the process of formulating the Fingal Development Plan 2017-2023 a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) are being undertaken. As part of this process this document identifies the environmental consequences of the proposed alterations to the Draft Plan.

This document accompanies the *Proposed Material Alterations to the Draft Fingal Development Plan 2017 – 2023, November 2016*.

1.1 BACKGROUND

The Draft Plan was placed on public display from the 19th February 2016 to 29th April 2016. A total of 897 submissions and observations were received during the prescribed period in response to this stage of public consultation. In accordance with the requirements of Section 12(4)(b) of the Planning and Development Act 2000 (as amended), a Chief Executive's Report was prepared, which summarised and detailed the submissions received on the Draft Plan and provided the response and recommendations of the Chief Executive to the issues raised.

The Elected Council Members, having considered the Draft Plan and the Chief Executive's Report on submissions received, resolved at Council meetings between the 27th September 2016 and 14th October 2016 to amend the Draft Plan. A number of these proposed amendments, if made, constitute a material alteration to the Draft Plan. Accordingly the Council resolved to place the proposed amendments 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).

2 SCREENING OF MATERIAL ALTERATIONS TO DRAFT PLAN

2.1 SCREENING PROCESS

Tables 2.1 and **Table 2.2** identify the environmental consequences of the proposed amendments made on the Draft Plan. The amendments made to the Written Statement are outlined in **Table 2.1** and the amendments made to the Development Plan Maps are outlined in **Table 2.2**.

It should be noted that this document includes screening for significant impacts in both the context of Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA). Where comment is being made in the context of AA and SFRA, this has been noted in the text.

The following approach has been taken to presenting the amendments as outlined below:

Approach	Example
Additions to the text are shown in green print	Amend the wording of paragraph 7 of Section 1.4 'Strategic Vision' to read as follows: 'Create a competitive business environment supporting economic development, job creation, tourism and prosperity for all.'
Deletions to the text are shown in red print with strikethrough	District heating is one of the most efficient and cost effective ways to heat apartments, homes and mixed use developments. As the system is centralised there will be a 90% reduction in fossil fuel use and significantly reduces the carbon footprint of the development.
Relocated Text is shown in blue print	Re-locate Objective EN08 to be included under the 'Energy Efficiency Section' (on page 268 of the Draft Plan) Objective EN08: Consider the adaptability of buildings over time and seek to improve the efficiency of existing building stock and promote energy efficiency and conservation in the design and development of all new buildings in the County.
Zoning Maps	The maps (outlined in the document, Proposed Material Alterations to the Draft Fingal Development Plan 2017-2023, November 2016) show the locations of objectives that were included, altered or omitted, and sites subject to rezoning.

Table 2.1 – Screening of Amendments on the Draft Plan – Written Statement

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
CHAPTER 1		
CH1.1 / S1.2	Delete the following text at Section 1.2, subsection Ministerial Guidelines: Ministerial Guidelines issued to Planning Authorities regarding their functions under the Planning Acts have been considered in the making of this Plan and have been implemented in the various chapters , in accordance with Section 28 of the Planning and Development Act 2000 (as amended).	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH1.2 / S1.4	Insert the following text at point 7 of Section 1.4: Create a competitive business environment supporting economic development, job creation, tourism and prosperity for all.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH1.3 / S1.6	Amend Strategic Policy 15: 15. Seek the development of a high quality public transport system throughout the County and linking to adjoining counties, including the development of the proposed new Metro-North indicative route for New Metro North and Metro-West Light Rail Corridor , improvements to railway infrastructure including the DART Expansion Programme, QBCs and BRT systems, together with enhanced facilities for walking and cycling.	This change is solely in relation to a name and as such there will be no additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA as a result of this proposed alteration to the Draft Plan.
CH1.4 / S1.7	Insert the following text before first paragraph of Section 1.7: The Planning and Development Act 2000 (as amended) requires that a Development Plan shall, so far as is practicable, be consistent with National and Regional Plans, Policies and Strategies which relate to proper planning and development and is also required to have regard to Guidelines by the Minister for Housing, Planning, Community and Local Government.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH1.5 / S1.7	Insert the following text into Figure 1.2: National ● Climate Action and Low Carbon Development Bill 2015 ● National Climate Change Adaptation Framework 2012	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<ul style="list-style-type: none"> ● National Development Plan 2007-2013 ● National Spatial Strategy 2002 -2020 ● Water Services Act 2013 ● National Biodiversity Plan ● Smarter Travel – A Sustainable Transport Future (2009) ● National Transport Authority (NTA) Integrated Implementation Plan (2013-2018) ● Transport 21 (2008) ● Spatial Planning and National Roads Guidelines for Planning Authorities (2012) ● National Climate Change Strategy 2007-2012 ● Sustainable Development: A Strategy for Ireland 1997 ● National Action Plan for Social Inclusion 2007-2016 ● Government Policy on Architecture 2009-2015 ● National Landscape Strategy 2015-2025 ● Design Manual for Urban Roads and Streets 2013 ● Food Harvest 2020 ● Ministerial Guidelines and Directives including those on Core Strategies, Housing Strategies, Retail Planning, Childcare, Residential Density, Architectural Conservation, Sustainable Development and Urban Design, Wind Energy, Waste Management, Quarries, Schools Provision, Public Transport and Cycling, Flooding and the Environment, Telecommunications Antennae and Support Structures. <p>Local</p> <ul style="list-style-type: none"> ● Fingal Development Plan 2011-2017 ● Fingal Development Board Strategy ● Local Economic and Community Plans (LECPs) ● Fingal Strategies and Plans (including Core Strategy, Retail, Housing, Tourism, Age Friendly County Strategy, Heritage and Biodiversity Plans, Tree Strategy, Fingal Growing Places, Open Space Strategy) ● Local Area Plans ● Conservation Plans ● Public Realm Strategies ● Urban Design Frameworks ● Masterplans ● Fingal Heritage Plan 2011-2017 	proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<ul style="list-style-type: none"> ● Fingal Biodiversity Action Plan 2010-2015 ● Biodiversity Management Plans ● Swords Strategic Vision 2035 ● adjoining Local Authority Development Plans <p>Amend the final two paragraphs of Section 1.8, subsection Climate Change:</p>	
CH1.6 / S1.8	<p>Addressing the risks posed by climate change will require both adaptation and mitigation. Adaption describes actions that are designed to cope with the consequences of climate change including warmer temperatures, more extreme precipitation events and sea level rise. Mitigation measures are designed to offset or stop the human caused drivers of climate change; namely emissions of greenhouse gases and land-use change.</p> <p>It is recognised that the nature of Fingal's economy, settlement patterns, infrastructure (including roads, electricity networks, water supply and sewer systems), physical geography (e.g. total area, extensive coastline and rivers) and mix of land use (e.g. horticulture and urban/ suburban) presents a unique set of challenges in the response to climate change. The Council through proper planning, promoting sustainable development, will work towards reducing greenhouse gas emissions. The Draft Plan 2017-2023 contains provisions dealing with climate change mitigation and adaptation throughout the Plan, in areas such as flood risk management, transportation, surface water, waste management, water services, urban design, energy, natural heritage and green infrastructure. It is an objective of this Plan that Fingal County Council will develop a Sustainable Energy Strategy to include policies and actions that will address climate change and maximize the harvesting of renewable energy at a local level. The Council will also develop a Sector Adaptation Plan for Fingal in line with the forthcoming National Adaptation Framework for Climate Change, recommendations of the Conference of Parties (COP) 21 Paris Conference and in line with the forthcoming legislation and guidelines to be produced by the Department of the Environment, Community and Local Government, when appropriate.</p> <p>The Council will also investigate joining the Covenant of Mayors, which supports Local Authorities by providing them with the recognition, resources and networking opportunities necessary to take their energy and climate commitments to the next level. Fingal supports the international co-operation of Local Authorities facing the challenge of climate change mitigation and adaptation.</p> <p>It is recognised that the nature of Fingal's economy, settlement patterns, infrastructure (including roads, electricity networks, water supply and sewer systems), physical geography (e.g. total area, extensive coastline and rivers) and</p>	<p>The inclusion of this text is directly positive for climate, air quality, population/ human health, biodiversity, flora and fauna water, soils/ landuse, cultural heritage, landscape and material assets as it ensures that the approach taken by Fingal to climate change is clearly outlined with reference to the most recent strategy that has been developed.</p>

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	<p>mix of land use (e.g. horticulture and urban/ suburban) presents a unique set of challenges in the response to climate change. The Council through proper planning, promoting sustainable development, will work towards reducing greenhouse gas emissions. The Draft Plan 2017-2023 contains provisions dealing with climate change mitigation and adaptation throughout the Plan, in areas such as flood risk management, transportation, surface water, waste management, water services, urban design, energy, natural heritage and green infrastructure.</p> <p>In May 2016 the EPA published 'Local Authority Adaptation Strategy Development Guidelines'. These Guidelines are designed to assist Local Authorities in developing local climate change mitigation and adaptation strategies which will assess local vulnerability to climate risks and identify, cost and prioritise adaptation actions (further detail is provided in Section 7.3 – Energy and Climate Change). The Guidelines describe the tasks that a Local Authority needs to complete in order to develop, adopt and implement an Adaptation Strategy.</p> <p>Fingal is working closely with Codema (Dublin's Energy Agency) and the 4 Dublin Local Authorities, who will act in unison and will work with all relevant stakeholders in order to deliver an inclusive and interconnected Climate Change Mitigation Action Plan. Internationally, Fingal will liaise closely with the Covenant of Mayors and is currently preparing documentation to become one of the international signatories (alongside the other Dublin Local Authorities). Fingal supports the international co-operation of Local Authorities facing the challenge of climate change mitigation and adaptation.</p> <p>Preparing a Strategy is likely to be a task which will require significant resources and 'buy in' at all levels and from all Council departments. Due to the timeframes involved in terms of preparation of the Draft Plan, it is likely that the Strategy will be completed post-adoption of the Draft Plan and will therefore be incorporated into the adopted Development Plan by way of a statutory Variation at a later date.</p>	
CH1.7 / SL.8	<p>Insert the following definition of the Ecosystem Services Approach after final paragraph:</p> <p>The Draft Plan has adopted the principle of sustainable development by promoting and encouraging the integration of economic, environmental, social and cultural issues into local policies and programmes and will integrate the emerging Ecosystem Services Approach within our Green Infrastructure. The Ecosystem Services Approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.</p>	<p>The inclusion of this text is directly positive for biodiversity, water and soils/ landuse as it will promote integrated management thus ensuring protection of the environment. There would be indirect positive impacts for population.</p>

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CHAPTER 2		
CH2.1 / S2.5	<p>Amend text in Section 2.5 Housing and Population Targets. However, under recent market conditions DECLG completion figures indicate a total of 2,599 units completed in Fingal between the Census in April 2011 and July 2015 (the most recent completion figures available), indicating an average of 650 units per annum. This gives an estimated housing stock in Fingal in mid-2015 of 105,392 units. Based on current housing stock, 5,700 units per annum over the 7 year period 2016 to 2023 would be necessary to fulfil RPG targets. Table 2.5 sets out the housing growth required to meet the RPG targets. In reality, this is an unsustainable unrealistic target in the context of current market conditions.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH2.2 / S2.6	<p>Amend text at Section 2.6 Housing Land Capacity under the 2011-2017 Development Plan, New Residential Zoning Lissenhall, Swords</p> <p>Swords is identified as a 'Primary Economic Growth Town' within the polycentric gateway under the Regional Planning Guidelines for the GDA and a driver within the core of the Greater Dublin Area, for sustained international and regional economic development and growth. In order to fulfil this role and in light of the emerging role that settlements such as Swords will be required to play in maintaining the success of the GDA, a long term, adequately planned vision is necessary. In this regard, the long term strategic vision for Swords is to create a sustainable city with a commensurate level of jobs and services and infrastructure to support a potential population of 100,000. In endeavouring to achieve this vision of an emerging green city with a thriving economy it is critical that adequate lands are zoned in the future to accommodate the full range of needs of the city's residential population, business community and visitors. Within the current development envelope of Swords, even allowing for the introduction of possible new intensive mixed use zonings along the Metro line, Swords would have the capacity only to reach a population of circa 65-70,000.</p> <p>There is potential for the proposed new Metro North to extend into the lands at Lissenhall and therefore, the zoning must be appropriate for the area. Furthermore, a substantial portion of these lands will be within 1km of the agreed Estuary Stop. Lissenhall is an expansive, low-lying, rural landscape comprising approximately 240 hectares. The area, in broad terms, is bound by the M1 and R132 to the east, the Broadmeadow River to the south and south west, and the proposed route of the Swords Western Ring Road to the north. These lands are adjacent to the M1 and Belfast-Dublin corridor.</p> <p>By identifying Lissenhall as a key future development area, the Council is seeking to maximize the opportunities created by the delivery of this key piece of strategic infrastructure in accordance with best planning practice and the principles of sustainable development. The development of the area, following the sequential development of</p>	<p>No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.</p>

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	the existing Swords envelope, is also consistent with the Council's long term strategic vision for Swords to develop as a sustainable city. It is envisaged that this area could accommodate the development of a significant mixed use urban district providing for a significant level of employment in addition to approximately 6,000 – 7,000 residential units. A Local Area Plan will be prepared for these lands to provide a framework for development. Lissenhall is detailed further in Chapter 4 Urban Fingal, in the context of Swords.	
CH2.3 / S2.6	Insert text before Table 2.8 The Guidance Note on Core Strategies distributed to Local Authorities under Circular Letter PSSP6/2010 sets out that 'apart from Regional Planning Guidelines for the Greater Dublin Area, the RPG housing figures have already taken account of the headroom requirements (of up to 50% extra over actual predicted land/unit requirements) specified in the Planning Guidelines on Development Plans, therefore, no further headroom capacity should be provided in development plan zoning outside of the seven planning authorities in the GDA'. Section 4 of the above Planning Guidelines on Development Plans sets out that 'planning authorities should take all reasonable steps to ensure that sufficient zoned residential land is available throughout the lifetime of the development plan and beyond to meet anticipated needs and allow for an element of choice. In particular, to ensure continuity of supply of zoned residential land, planning authorities should ensure that at the time they make a development plan, enough land will be available to meet residential needs for the next nine years. In this way, development plans will provide for sufficient zoned land to meet not just the expected demand arising within the development plan period of six years, but will also provide for the equivalent of 3 years demand beyond the date on which the current plan ceases to have effect'. Accordingly the following figures are based on a calculation of the population requirement over an additional three years from that of the Plan period (equivalent of 3 years demand beyond the date on which the current plan ceases to have effect') and is intended to cater for the longer term development of the County. The reservation of lands at Lissenhall, situated within the Metropolitan Area, accounts for the majority of this headroom allocation.	The change relates to explanatory text. No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH2.4 / S2.7	Insert new Objective SS The Council will work in cooperation and collaboration with key stakeholders including the DHPCLG and the Dublin Housing Supply and Co-Ordination Task Force (or any successor) to respond to the current supply challenge in the Dublin region. The Council also will support 'Active Land Management' using Exchequer funding to ensure the delivery of a convincing response to the current social housing demand.	The inclusion of this objective is directly positive for population/ human health and material assets in respect of ensuring that social housing supply is addressed.
CH2.5 / S2.7	Insert new Objective SS Engage and implement with the recommendations of the Dublin Housing Supply and Co-Ordination Task Force in responding to the current supply challenge in the Dublin region.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be

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		expected to result from the proposed objective.
CH2.6 / S2.7	Insert new Objective SS Identify and support the provision key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis.	There is potential for direct negative impacts on biodiversity, flora/ fauna, water, soils/landuse, cultural heritage, landscape in relation to the implementation of enabling infrastructure. There would be direct positive impacts for population/ human health and material assets from the development of more housing to meet the housing crisis. The development of enabling infrastructure will be subject to proper planning and environmental assessment.
CHAPTER 3		
CH3.1 / S3.2	Insert the following text at Section 3.2 Sustainable Communities Encourage and facilitate sustainable lifestyles and livelihoods.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH3.2 / S3.2	Insert new objective at Section 3.2, subsection Sustainable Placemaking Support the development of sustainable low-carbon climate resilient communities	The inclusion of this objective is directly positive for climate change, air quality, population/ human health and indirectly positive for biodiversity and water. A low carbon climate resilient community will both contribute to renewable energy and climate change targets

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		for Ireland.
CH3.3 / S3.2	Insert new Objective PM Use specific powers, such as the Vacant Sites register as provided for under the Urban Regeneration and Housing Act 2015, to address issues of vacancy and underutilisation of lands in town and village centres in Fingal.	The inclusion of this objective is directly positive for population and material assets as it ensures that brownfield land is developed in advance of greenfield sites thus being indirectly positive for biodiversity, soils/ landuse and water.
CH3.4 / S3.2	Insert new Objective PM Identify obsolete and potential renewal areas within the County and encourage and facilitate the re-use and regeneration of derelict land and buildings in the County's urban centres.	<p>There is potential for direct negative impacts on biodiversity, flora/ fauna, water, soils/landuse, cultural heritage, landscape in relation to infrastructural development, and the level of impact would be dependent on the specific site being developed. There would be direct positive impacts to material assets through re-use and regeneration of derelict land and buildings.</p> <p>Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) where an existing areas are proposed for residential regeneration, and are located in Flood Zones A and B, Fingal County Council should first consider the relocation of the residential use, if in the opinion of Fingal County Council this is not</p>

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		feasible, a Justification Test should be carried out along with a Flood Risk Assessment to must specify the nature and design of structural or non-structural flood risk management measures required prior to future development.
CH3.5 / S3.2	Insert new Objective PM Work with landowners and development interests to pursue the potential of suitable, available and viable land and buildings for appropriate development.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed objective. Environmental Protection measures such as screening for AA have already been included in the Plan.
CH3.6 / S3.2	Amend Objective PM02 Protect the primacy and maintain the future viability of the existing major towns in the County and develop them with an appropriate mix of commercial, recreational, civic, cultural, leisure, tourism and residential uses.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH3.7 / S3.2	Amend Objective PM03 Ensure each Rural Village develops in such a way as to provide a sustainable mix of commercial and community activity within an identified village core which includes provision for enterprise, retail, commercial, tourism and community facilities.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH3.8 / S3.2	Insert new Objective PM The Council will endeavour to review its Housing Strategy in line with the publication and findings of a Regional	The review of the Housing Strategy would be directly positive for

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	Spatial and Economic Strategy (RSES) for its area.	population/ human health and material assets.
CH3.9 / S3.2	Insert new Objective PM at Section 3.2, subsection Energy Performance and Viability in Provision of Housing Support the development of sustainable low-carbon climate resilient communities.	The inclusion of this text is directly positive for climate, air quality, population/ human health and material assets and indirectly positive for biodiversity, flora and fauna water, soils/ landuse and cultural heritage. The development of sustainable low-carbon communities will directly contribute to Ireland meeting its climate and energy targets in line with European policy.
CH3.10 / S3.2	<p>Amend Section 3.2, subsection Areas of Disadvantage and Vacant and Derelict Sites Create two new subsections.</p> <p>Areas of Disadvantage and Vacant and Derelict Sites Specific parts of the County are disadvantaged, particularly the RAPID area in Blanchardstown. The RAPID programme has allowed for a coordinated approach to disadvantage in the area.</p> <p>The Urban Regeneration and Housing Act 2015 aims to incentivise urban regeneration with a view to facilitating increased activity in the housing construction sector. The Act introduces a vacant site levy which will generally be an annual charge of 3% of the market value of each site on a vacant sites register which will be maintained by the Planning Authority. The Planning Authority is required to identify sites which are vacant and come within the scope of the Act.</p> <p>The Designated Urban Centre Grant Scheme has been developed by the Government to enable investment in urban centres. The objective of this Grant Scheme is to contribute to the improvement in the development potential of Irish urban centres by investing in, and enhancing their economic, social and environmental conditions. This scheme will be available until 2020.</p> <p>The €30 million Village and Town Renewal Scheme announced by Government will run over 6 years. Projects</p>	<p>No additional significant impacts (either positive or negative) in respect of SEA and AA would be expected to result from the proposed alteration to the Draft Plan.</p>

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	<i>eligible under this scheme will extend to the enhancement of villages, small towns and the surrounding countryside. Projects such as greenways, cycle-ways, upgrading of parks and civic areas, public utilities such as street lighting and renovation of derelict buildings are possible projects which could qualify for funding under this scheme.</i>	
CH3.10 / S3.2	Objective PM 17 Identify areas and recommend methods of small-scale urban regeneration in the RAPID area and other disadvantaged areas commensurate to the area and in consultation with the local population.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed objective. Environmental Protection measures such as screening for AA have already been included in the Plan.
CH3.11 / S3.2	Objective PM 18 (previously PM19) Implement the provisions of the Derelict Sites Act including listing sites on the Derelict Sites Register and imposing the Derelict Sites Levy.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the objective, which has now moved location within the draft Plan.
CH3.12 / S3.2	Objective PM19 (previously PM20) Promote the utilisation of the available funding to improve and revitalise urban centres, towns and villages.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the objective, which has now moved location within the Draft Plan.
CH3.13 / S3.2	Insert the following text at Section 3.2 Sustainable Communities. Vacant Sites Vacant development sites are both a challenge and an opportunity for the County to provide for additional housing, employment and other space. Active land management including the implementation of the vacant land levy are key planning policies to implement the vision and core strategy of the plan. The Urban Regeneration and Housing Act	No additional significant impacts (either positive or negative) in respect of SEA/ AA would be expected to result from the proposed alteration to the Draft

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	<p>2015 provides for a levy on vacant sites and this is a key measure in implementing the Core Strategy by encouraging the development of such vacant development sites.</p> <p>The Act sets out two classes of land</p> <ul style="list-style-type: none"> - Regeneration land, under Section 10(2)(h) of the Planning Act 2000 as amended. - Residential land, under Section 10 (2)(a) of the Planning Act 2000 as amended. <p>In accordance with the Urban Regeneration and Housing Act 2015, it is a key pillar of the Development Plan to promote the development and renewal of areas that are in need of regeneration, having regard to the core strategy, in order to prevent:</p> <ul style="list-style-type: none"> • Adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land, • Urban blight and decay, • Anti-social behaviour, or • A shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses. <p>The Act introduces a vacant site levy which will generally be an annual charge of 3% of the market value of each site on a vacant sites register which will be maintained by the Planning Authority. The Planning Authority is required to identify sites which are vacant and come within the scope of the Act and to make this list publically available.</p>	<p>Plan.</p> <p>Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) where an existing areas are proposed for residential regeneration, and are located in Flood Zones A and B, Fingal County Council should first consider the relocation of the residential use, if in the opinion of Fingal County Council this is not feasible, a Justification Test should be carried out along with a Flood Risk Assessment to must specify the nature and design of structural or non-structural flood risk management measures required prior to future development.</p> <p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the objectives, which has now moved location within the Draft Plan.</p> <p>A levy in relation to vacant development sites will be directly positive for material assets and population as it ensures that brownfield land is not left idle.</p>
CH3.14 / S3.2	<p>Relocate and renumber Objective PM16 Objective PM20 (previously PM16) Identify and secure the redevelopment and regeneration of areas in need of renewal.</p> <p>Relocate, renumber and amend Objective PM18 Objective PM21 (previously PM18) Implement the Vacant Sites Levy for all vacant development sites in the County and prepare and make available a Register of Vacant Sites, as per the requirements of the Urban Regeneration and Housing Act 2015.</p>	

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CH3.15 / S3.4	Insert new Objective PM at Section 3.4 Sustainable Design and Standards New urban developments in Fingal will be required to be low-carbon developments, in all aspects of layout design and construction.	The inclusion of this objective is directly positive for climate, air quality and material assets. There will also be indirect positive impacts on population and human health through ensuring that developments are designed to be low-carbon.
CH3.16 / S3.4	Insert new Objective PM at Section 3.4 Sustainable Design and Standards In general, require the use of low carbon building materials, and where available use Environmental Product Declarations (EPD) for the assessment of the sustainable use of resources and of the impact of construction works on the environment.	The inclusion of this objective is directly positive for climate, air quality and material assets. There will also be indirect positive impacts on population and human health as the objective strives to ensure that low carbon materials are utilised.
CH3.17 / S3.4	Amend Objective PM29 Locate different types of compatible land uses, e.g. residential, employment, local retail, tourism and daily service needs close together, so as to encourage a greater emphasis on the use of sustainable transport modes.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH3.18 / S3.6	Amend text at Section 3.6, subsection Educational Facilities Fingal County Council will continue to work closely with the Department of Education and Skills under the Memorandum of Understanding for the acquisition of schools sites to identify and procure sites where a shortfall in school places is identified. Communication between the Council and different patron bodies will assist in allowing the Council to ascertain demand for schools that are based on very wide catchment areas or which do not use a catchment area approach. In September 2015, a €3.8 billion capital plan was announced by the Government. This funding is for investment in primary, secondary and third level education facilities, combining the upgrade and extension of existing educational infrastructure and the provision of new buildings over the period 2016 – 2021. One of the main educational issues currently facing the County that needs to be addressed includes the increasing numbers of post-primary schools that are seeking permission to be accommodated at existing schools where existing open space is at a premium.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>The Fingal Schools Model is an example of best practice in the provision of new schools within developing areas.</p> <p>The Memorandum of Understanding previously known as the Fingal Schools Model is designed to codify practice in relation to cooperation between the Department of Education and Skills and Local Authorities in the acquisition of sites suitable for the construction and development of buildings for educational purposes. Based on the school planning projections of the Department of Education and Skills, the Council identifies and acquires appropriate sites on behalf of the Department where schools with enhanced sporting, community and arts facilities will be built to the benefit of both the school and the wider community. The design of the schools can vary to meet community needs as identified by the Council. The range of enhanced shared facilities will include amenities such as full-size sports halls, dressing rooms, community meeting rooms, all-weather pitches and playgrounds. These additional facilities (which are over and above the standard specifications for schools) will be available not only to the school during normal school hours but also to the local community outside of these school hours. In the case of schools that are not part of the Fingal Schools Model or the Memorandum of Understanding, the use by the community of school facilities outside of school times is encouraged by the Council.</p> <p>It is important that schools are located on easily accessible sites. The continued use and possible intensification of existing social infrastructure including schools is encouraged and is consistent with the consolidation strategy of the Draft Plan. Wherever possible, any detrimental impact that schools (or school extensions) may have on the environment of the immediate surrounding areas should be minimised. Therefore, all planning applications for education developments, whether for new development or extensions to existing schools, will be expected to meet the Council's standards regarding quality of design, vehicular movement/ parking and landscaping.</p>	
CH3.19 / S3.6	<p>Amend text at Section 3.6, subsection Educational Facilities</p> <p>In the case of schools that are outside of the Memorandum of Understanding, and the Fingal Schools Model not part of the Fingal Schools Model, the use by the community of school facilities outside of school times is encouraged by the Council.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH3.20 / S3.6	<p>Insert New Objective PM at Section 3.6, subsection Educational Facilities</p> <p>Encourage the continued use and possible intensification of existing educational infrastructure where appropriate.</p>	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		Risk Assessment would be expected to result from the proposed objective.
CH3.21 / S3.6	Amend Objective PM72 Reserve individual sites for primary and secondary schools in consultation with the Department of Education and Skills as-and-when they are required , based on current population using the most up to date statistical data, anticipated additional growth based on residentially zoned land, taking into consideration the timelines of planning and constructing new school places, and in line with access to public transport.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed objective.
CH3.22 / S3.6	Amend Objective PM78 Facilitate the development of additional places of worship through the designation and/or zoning of lands for such community requirements and examine locating places of worship within shared community facilities, to be delivered through actively engaging with the community to understand diverse religious needs for a place of worship and consulting with faith communities to understand which ones are compatible for shared premises/sites.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed objective.
CHAPTER 4		
CH4.1 / S4.2	Insert additional text after paragraph 3, Section 4.2. The Plan will also promote lands at Lissenhall, through the preparation of a Local Area Plan, to provide for the longer term strategic development of the area to provide for facilitate the long term development in Swords as required. It is envisaged that in the long term this area, subject to infrastructural improvements, could in the future accommodate the development of a planned sustainable mixed use urban district providing for a significant level of employment and residential development. Development of these lands will only be considered following the prioritisation of development in the Swords area, subject to a detailed phasing program for the release of development in a sequential manner within the lands themselves and subject to other policies contained within the Plan.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed text.
CH4.2 / S4.2	Replace Objective Blanchardstown 12 with a newly worded objective. Objective BLANCHARDSTOWN 12	No additional significant impacts (either positive or negative), outside those already identified in the

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>Prepare a comprehensive study for the strategic landbank at Dunsink. The study shall include detailed analysis of the physical infrastructure required to enable the lands to fulfil their full potential. The study shall investigate mitigation measures that may be required to address the impact on the site of the adjacent former landfill area.</p> <p>To carry out a feasibility study of lands at Dunsink to include a full investigation of requirements in terms of infrastructure, water, access, drainage and any remedial measures associated with the former landfill area to inform the future designation of these lands for development. This will be carried out in consultation with necessary statutory agencies and appropriate stakeholders to facilitate the orderly and appropriate release of lands at Dunsink.</p>	<p>Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the objective.</p>
CH4.3 / S4.2	<p>Separate Seatown Masterplan into Seatown North Masterplan and Seatown South Masterplan.</p> <p>Seatown Masterplan</p> <ul style="list-style-type: none"> Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east-west distributor road going through Swords Business Park. Provide for an appropriate relationship and integration of development with the R132 and the proposed new Metro North at this location. Provide for a vehicular connection between the subject lands and the Malahide Road. Higher/denser development shall provide a key urban edge adjoining the R132 and the east-west distributor road. Lower density family houses may be considered along the northern and southern parts of these lands adjoining existing residential development. Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic. Retain and consolidate existing trees and hedgerows within and bounding the Masterplan in as far as is practicable. Develop direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the proposed new Metro North; Swords town centre, Seatown Road and the Malahide Estuary. Provide for appropriate uses and layout on lands adjoining the M1. 	<p>No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>Seatown North Masterplan</p> <ul style="list-style-type: none"> Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east-west distributor road going through Swords Business Park. Provide for appropriate relationship and integration of development with the R132 and the proposed new Metro North at this location. Higher/denser development shall provide a key urban edge adjoining the R132 and the east- west distributor road. Lower density family houses may be considered along the northern part of these lands adjoining Seatown Road. Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic. Reserve a School site as required in consultation with the Department of Education and Skills. Retain and consolidate existing trees and hedgerows within and bounding the Master Plan lands in as far as is practicable. Develop direct, attractive and overlooked pedestrian and cycle routes within the subject lands and connecting these lands to the proposed new Metro North; Swords town centre, Seatown Road and the Malahide Estuary. Provide for the proposed Sutton to Swords cycle route along the east- west distributor road. Provide for appropriate uses and layout on lands adjoining the M1. <p>Seatown South Masterplan</p> <ul style="list-style-type: none"> Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east- west distributor road going through Swords Business Park. Provide for an appropriate relationship and integration of development with the R132 and the proposed new Metro North at this location. Provide for a vehicular connection between the subject lands and the Malahide Road. Higher/denser development shall provide a key urban edge adjoining the R132 and the east- west distributor road. Lower density family houses may be considered along the southern parts of these lands adjoining existing 	

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>residential development.</p> <ul style="list-style-type: none"> • Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic. • Retain and consolidate existing trees and hedgerows within and bounding the Masterplan lands in as far as is practicable. • Develop direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the proposed new Metro North; Swords town centre and the Malahide Estuary. • Provide for appropriate uses and layout on lands adjoining the M1. • Reserve a school site as required in conjunction with the Department of Education and Skills. <p>Create two new Masterplan areas where Estuary West is currently proposed. Lands to the east of Balheary Road will be known as Estuary Central and lands to the west as Estuary West.</p>	
CH4.4 / S4.2	<p>Estuary West / Holybanks Masterplan</p> <ul style="list-style-type: none"> • A mixed Local Services Area shall be provided in the centre of the M1-zoned land close to Newtown House and the stand of mature trees. • The lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures. • Provide for an extension to the Broadmeadow Riverside Park between Jugbaek Lane and Balheary Road in conjunction with the first phase of the development of the Masterplan lands. • Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a west – east access linking the subject lands to the Estuary Metro Stop, the proposed Local Service Area in the Masterplan lands with Applewood to the west); along the extended Riverside Park; and along Jugbaek Lane. • Provide for the retention and protection of the mature stands of trees around Newtown House as part of the development. • Future development shall provide a strong urban edge with attractive elevations which address, overlook and provide a high degree of informal supervision of: the Balheary Road (southern section, south of the junction with Glen Ellen Road); the link road between Castlegange and the Estuary Roundabout; the extended Broadmeadow Riverside Park to the north and the Ward River which crosses through the subject lands. • No development will be permitted on Balheary Park until these public open space lands are replaced by similar recreational facilities within the proposed Regional Park on the west side of the town. 	<p>No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<ul style="list-style-type: none"> ● Provide for buildings to be set back in a landscaped setting from the edge of Jugback Lane. ● Develop the Ward River corridor as a 'green spine' through the subject lands connecting into the Broadmeadow Riverside Park. ● Retain the existing stone walling along the R132. <p>Estuary East Masterplan</p> <ul style="list-style-type: none"> ● Facilitate the proposed new Metro North through these lands and an appropriate relationship with the proposed new Metro North at this location.94 ● Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a east – west axis linking the subject lands to the Estuary Metro Stop along the R132 and to adjoining Estuary West/Holybanks Masterplan lands; and also along the extended Broadmeadow Riverside Park and along the Ward River Valley); ● The Masterplan lands shall be subject to a detailed flood risk assessment. <p>Estuary West</p> <ul style="list-style-type: none"> ● Future development shall provide a strong urban edge with attractive elevations which address, overlook and provide a high degree of informal supervision of : the Glen Ellan distributor Road, the extended Broadmeadow Riverside Park and Jugback Lane ● A mixed use Local Services Area shall be provided in the centre of the subject lands close to Newtown House and the Stand of mature trees. ● Provide for an extension to the Broadmeadow Riverside Park between Jugback Lane and Balheary Road in conjunction with the first phase of the development of the MP lands. ● Reserve a School site as required in consultation with the Department of Education and Skills. ● Provide for pedestrian and cycle routes within the MP lands [in particular, along a west - east access linking the proposed Local Service Area in the MP lands with Appplewood to the west; along the extended Broadmeadow Riverside Park and along Jugback Lane. ● Provide for the retention and protection of the mature stands of trees around Newtown House as part of the development. ● Provide for buildings to be set back in a landscaped setting from the edge of Jugback Lane. ● Protect the residential amenities of existing property adjoining the subject lands. 	

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<ul style="list-style-type: none"> Retain the rural character of Balheary road north of its junction with Glen Ellan Road . The Master Plan lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures. Consult with HSA in relation to the designated Svesco site to south as part of the MP process. <p>Estuary Central</p> <ul style="list-style-type: none"> Provide for the proposed new Metro North aligned through these lands and an appropriate relationship and integration of development to the proposed new Metro North at this location. Future development shall provide a strong urban edge with attractive elevations which address, overlook and provide a high degree of informal supervision of: the Balheary Road [southern section, south of junction with Glen Ellan Road]; the link road between Castlegange and the Estuary roundabout; the extended Broad meadow Riverside Park to the north and the Ward River which crosses through the subject lands. Reserve a School site as required in consultation with the Department of Education and Skills. Provide for the retention and protection of existing mature trees and hedgerows within and bounding the MP lands in so far as is practicable. Provide for pedestrian and cycle routes within the MP lands [in particular, along a west - east axis linking the subject lands to any proposed new Metro North stop proposed along the R132 and to the adjoining Estuary West MP lands; and also along the extended Broadmeadow riverside park and along the Ward River valley]. Protect the residential amenities of existing property within and adjoining the subject zoned lands. Retain the rural character of Balheary road north of its junction with Glen Ellan Road No development will be permitted on Balheary Park until these public open space lands are replaced by similar recreational facilities within the proposed regional Park on the west side of the Town The Master Plan lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures. Develop the Ward River corridor as a 'Green Spine' through the subject lands connecting into the Broad meadow River Park. Retain existing stone walling along the R132. Consult with the HSA in relation to the designated Svesco site to south as part of the MP process. 	
CH4.5 / S4.2	<p>Amend the text accompanying the Crowcastle Masterplan</p> <ul style="list-style-type: none"> Crowcastle Masterplan 	It is recognised that these lands are already zoned and a masterplan will be developed. There could be direct negative impacts on biodiversity,

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<ul style="list-style-type: none"> Develop a detailed road design for Airside – Feltrim Link Road within the corridor and ensure delivery of this road in tandem with/prior to development of adjoining RS and HT lands. Establish strong links between Barryspark and Holywell. Provide for a linear park incorporating a Strategic SuDs and Flood Risk Management Corridor across these lands linking into the existing public open space at Holywell. Develop a detailed road design for Airside – Feltrim Link Road within the corridor and ensure delivery of this road in tandem with/prior to development of adjoining RS, RA and HT lands. A new road shall be constructed through the western section of the subject lands which shall in time connect the R132 to the proposed Airside – Drinan Link Road to the south. A new road shall be constructed through the eastern section of the subject lands which shall in time connect the R132 via the Drynam Road to the proposed Airside – Drinan Link Road to the south. Establish strong links between Barryspark and Holywell. Provide for a linear park incorporating a Strategic SuDs and Flood risk management corridor across the northern part of these lands. Provide for a linear park incorporating a Strategic SuDs and Flood risk management corridor across these lands, immediately to the south of the Airside – Drinan Link Road and linking into the existing Public open space at Holywell. 	<p>soil/landuse, cultural heritage and water from the development of a new road. Constraints and route selection should be undertaken on any road proposed.</p> <p>There is a potential for likely significant effects from this project on adjacent European Sites. The project will be subject to the requirements of the Habitats Directive and the protective policies included in the Development Plan will ensure that appropriate surveys and environmental assessments are carried out prior to any planning application.</p>
CH4.6 / S4.2	<p>Insert text at Fosterstown Master Plan.</p> <p>Consider the provision of a hotel at a suitable location at Cremona within the Fosterstown Lands.</p>	<p>No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.</p>
CH4.7 / S4.2	<p>Insert new Objective Blanchardstown</p> <p>Prepare an Urban Framework Plan for Blanchardstown Town Centre to guide and inform future development. This will include improvements to the urban fabric of the Town through the integration of public transport facilities and road corridors with increased density development and innovative building formats which will have regard to changing retail patterns, the potential for high technology employment growth and the changing education, community and recreational needs of the Town's diverse population.</p>	<p>The inclusion of this objective is directly positive for population and material assets and the future approach to development of Blanchardstown Town Centre.</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
CH4.8 / S4.2	Amend Objective Blanchardstown 7 Support the delivery of Metrolink a Light Rail Corridor linking Blanchardstown to Tallaght in South Dublin and to the proposed new Metro North line at Dardistown.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed text alteration to the Draft Plan.
CH4.9 / S4.2	Insert additional bullet point in the Old Schoolhouse Masterplan Provide for a recreational/tourism hub at this location facilitating a linear public park in addition to tourism related uses, restaurants and craft shops to be scaled and designed in a sensitive manner to reflect the sensitive environment.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH4.10 / S4.2	Insert additional bullet point in Objective Blanchardstown 17, Old School House Masterplan; <ul style="list-style-type: none"> A key priority of the Masterplan shall be safeguarding the viability of the schoolhouse restoration (financially and otherwise) 	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH4.11 / S4.2	Insert new Objective Castleknock Promote sympathetic cycle integration between Castleknock and both Blanchardstown Village and the Phoenix Park	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH4.12 / S4.2	Amend Objective Clonsilla 6 Create a network of pedestrian and cycle routes between Clonsilla, the Royal Canal and the adjacent railway	No additional significant impacts (either positive or negative) in

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	stations; and a connection from the 'Windmill' residential development to Dr.Troy Bridge and the future Metro West a new Light Rail Corridor stop.	respect of SEA/ AA/ SFRA would be expected to result from the proposed text alteration to the Draft Plan.
CH4.13 / S4.2	Amend Objective Baldoyle 2 Prepare an Urban Framework Plan Masterplan for Baldoyle Industrial Estate and Kilbarrack Industrial Estate to guide and inform future development including improvements to signage and physical appearance, determine appropriate uses , provision for intensification of employment, and facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops which can be implemented over the lifetime of the Plan.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH4.14 / S4.2	Amend Objective Charlestown and Meakstown 1. Develop an enhanced community identity within Fingal through the improvement of social, cultural, community and residential amenities. and Support the development of a sense of identity for the area including improvements to signage, landscaping and physical appearance and through the promotion of mixed uses, including residential, in Charlestown Centre.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH4.15 / S4.2	Insert new Objective Portrane Prepare a study to decide on the optimal future development of lands in the Burrow area, having regard to the local issues of coastal erosion, flooding, drainage and the significant landscape and biodiversity sensitivities in the area including a Flora Protection Order, Special Protection Area (SPA), Natural Heritage Area (NHA), Special Area of Conservation (SAC) and designated Ecological Buffer Zone.	The inclusion of this objective is directly positive for biodiversity, population, soils/ landuse, water and material assets as it will allow a multi criteria approach to be taken to future development of the Burrow area which has environmental sensitivities in relation to development.
CH4.16 / S4.3	Amend Objective Balbriggan 16 to include Mill Pond Masterplan and update associated Mill Pond Masterplan text. Objective BALBRIGGAN 16 Mill Pond Masterplan (see Map sheet 4, MP 4.F) Mill Pond Masterplan Facilitate the development of Mill Pond to provide for passive and active recreational facilities and amenities	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	including a feasibility study to develop the lake for the purposes of wildlife promotion.	to result from the proposed alteration to the Draft Plan.
CH4.17 / S4.3	Insert bullet point in Stephenstown Masterplan (MP 4.D) The development of lands in this area will be guided by the principles contained in the <i>'Stephenstown Urban Design and Landscape Masterplan (2009)'</i> .	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH4.18 / S4.3	Amend Objective Balbriggan 7 Preserve and improve access to the harbour, beaches and seashore, and other coastal areas while protecting environmental resources including water, biodiversity and landscape sensitivities.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH4.19 / S4.3	Amend Objective Lusk 8 Encourage the refurbishment and re-hatch of the existing (former thatched shop premise) cottage abutting Church Road.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH4.20 / S4.3	Insert the following text at Station Road Masterplan <ul style="list-style-type: none"> Ensure, in relation to the phasing and siting of development within the Masterplan boundary area, that the main retail anchor be developed within the central section of this area in a manner which provides for appropriate sustainable integration with the existing town core. Consider a second smaller retail anchor, as well as local commercial/office development, at the eastern end of the Masterplan area, which shall be designed as a nodal gateway building with a strong streetscape urban edge at the eastern approach to Lusk town and which shall only be developed in tandem with a comprehensive development and expansion of the town centre, commencing with the delivery of the main retail anchor centrally within the scheme. 	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH4.21 /	Amend Objective Rush 21	No additional significant impacts

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
S4.3	<p>● Kilbush Lane Masterplan (see Map Sheet 6B, MP 6.D)</p>	(either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH4.22 / S4.3	<p>Insert new Objective Rush Investigate the feasibility of a public car parking facility in the Town.</p>	While public car parking facilities are needed the feasibility should ensure that this objective does not contradict with the sustainable travel policies for Fingal.
CH4.23 / S4.3	<p>Insert new Objective Skerries Promote and facilitate increased permeability and accessibility for those using active travel modes, prams, wheelchairs, personal scooters and other similar modes.</p>	<p>This policy would be directly positive for population/ human health and material assets by ensuring that there is access for people that want to engage in a sustainable mode of transport.</p> <p>No additional significant impacts (either positive or negative) in respect of AA/ SFRA would be expected to result from the proposed new objective.</p>
CH4.24 / S4.3	<p>Provide a cycleway between Skerries and Ladys Stairs to improve accessibility of Ardgillan Demesne.</p>	<p>The provision of a cycleway is positive for population/ human health and material assets. However, the text is premature given that the Fingal Cycle/Pedestrian Network Strategy, requires a route evaluation study (ED61) 'Promote and facilitate opportunities to create an integrated pedestrian and cycle network linking key tourist destinations in the County, by</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		<p><i>advancing the proposed Fingal Coastal Way, through carrying out a route evaluation study within two years of the adoption of this Plan, ensuring a balance is achieved between nature conservation and public use and through identifying public rights of way in consultation with all relevant stakeholders, and by exploiting former rail networks for use as potential new tourist and recreational walking routes'. In addition policy G29 states to 'Develop a Cycle/ Pedestrian Network Strategy for Fingal that encompasses the Fingal Way and other proposed routes which will be Screened for Appropriate Assessment and Strategic Environmental Assessment". All routes are required to be cognisant of the mitigation measures accompanying the GDA plan and policy (MT09) 'Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas. The Council will work in cooperation with</i></p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		<p><i>the NTA to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan”.</i></p> <p>Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.</p>
CH4.25 / S4.3	<p>Insert new Objective Skerries</p> <p>Continue to support the delivery of enhanced recreational, community, social, youth and educational facilities in the area.</p>	<p>No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed new objective to the Draft Plan.</p>
CH4.26 / S4.3	<p>Insert new Objective Skerries</p> <p>Promote and facilitate the development of the Balbriggan to Skerries cycling/walking Scheme along the Coast Road within the lifetime of this Development Plan.</p>	<p>The provision of a cycleway is positive for population/ human health and material assets. However, the objective is premature given that the Fingal Cycle/Pedestrian Network Strategy, requires a route evaluation study</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		(ED61), which would be screened for Appropriate Assessment and Strategic Environmental Assessment (G29). All routes would also be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09). Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.
CH4.27 / S4.3	Include Skerries Town Park Masterplan in Objective Skerries 11 Skerries Town Park Masterplan (Map Sheet 5)	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH4.28 / S4.3	Insert new Objective Balrothery Prepare a Masterplan for Glebe Park, to improve passive supervision, improved connectivity, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities. (see Map Sheet 4)	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed new objective to the Draft Plan.
CH4.29 /	Insert new Objective Balrothery	No additional significant impacts

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
S4.3	Support the development of a Village Heritage Trail interpreting the built and natural Heritage of Balrothery in conjunction with local community groups.	(either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed new objective.
CH4.30 / S4.2	Amend Objective Donabate 17 Promote and enhance the visitor experience and amenities at Newbridge House and Demesne within the context of the Demesne's heritage importance and values, including the provision of a new pedestrian and cycle entrance into the Demesne on Turvey Avenue, subject to a feasibility study.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed new objective to the Draft Plan.
CH4.31 / S4.2	Amend Objective Coolmine 2 Ensure no individual unit within the Coolmine Industrial LC zoning is larger than 150m2 nfa.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CHAPTER 5		
CH5.1 / S5.1	Amend Para. 5.1 and specifically the Statement of Policy: Protect and enhance the attractiveness of rural towns and villages as places in which to work and live and as locations for appropriate sized enterprise, services and tourism investments that are of benefit to visitors and the community alike. <ul style="list-style-type: none"> Promote rural development and encourage the sustainable development of resources in agriculture, horticulture, agri-tourism, tourism, farm diversification, and renewable energy resources having regard to the ability of an applicant to demonstrate compliance with the principals and policies of sustainable tourism Protect Fingal's principle strengths and capitalise on the distinct tourism and recreational attractions that are on offer – scenic beauty, waterways, coastal areas and beaches, coastal towns and villages and built and cultural heritage. 	The inclusion of this text is directly positive for material assets and population as it is trying to encourage sustainable tourism.
CH5.2 / S5.2	Amend Objective RF01: Review the Rivermeade Local Area Plan before the end of 2017. This Plan will reassess the potential for higher densities which will help in the delivery of necessary physical and social infrastructure, particularly road	All LAPs will be screened for SEA and AA and as such any future development will ensure

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	improvements, expanded recreational facilities and local services for the benefit of existing and future residents in Rivermeade.	environmental protection. Therefore the review of the plan will have to consider impacts on the environment.
CH5.3/ S5.2	Insert new Objective RF: Include within the development of the Recreational Trails Network Plan, a cycle and pedestrian way linking Rivermeade to Swords, via Knocksedan and St. Margaret's.	The provision of a pedestrian/ cycleway is positive for population/ human health and material assets. However, the objective is premature given that the Fingal Cycle/Pedestrian Network Strategy, requires a route evaluation study (ED61), which would be screened for Appropriate Assessment and Strategic Environmental Assessment (G29). All routes would also be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09). Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.
CH5.4 / S5.2	Insert new Objective RF: Review the Rowlestown Local Area Plan including an assessment for potential higher densities which may help in the delivery of necessary physical and social infrastructure, particularly road improvements, expanded recreational facilities and local services for the benefit of existing and future residents in Rowlestown.	All LAPs will be screened for SEA and AA and as such any future development will ensure environmental protection.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		Therefore the review of the plan will have to consider impacts on the environment.
CH5.5 / S5.2	Amend Objective RF05: Objective RF05 Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of the attraction of Fingal's villages as places to live, work and visit.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH5.6 / S5.2	Amend Objective RF13: Promote the tourism potential of Fingal's villages, including the coastal villages by facilitating their enhancement and the provision of visitor services and accommodation and encourage collaboration between service providers and co-operate with the relevant bodies in the marketing and promotion of tourism in the area.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH5.7 / S5.2	<p>Amend Table RF01:</p> <p>Area zoning objective Maximum no. of houses to be granted planning permission per existing house: RU 2 (+1 for exceptional health reasons +1 for exceptional farming circumstances) GB 1 (+1 for exceptional health reasons) HA 1 (+1 for exceptional health reasons)</p> <p>Amend text on page 151: Example – housing under RU Zoning Objective A grant of planning permission to any farming family member in an area subject to the RU zoning objective based on their involvement in running the family farm will not preclude any other member of the family from applying for planning permission based on their eligibility under the additional qualifying criteria as outlined above. In an area zoned RU the total number of incremental houses granted to any one family within the rural area shall not exceed two with the potential for a third house to be granted planning permission where exceptional health circumstances can be demonstrated and a fourth where exceptional farming circumstances prevail.</p> <p>Amend Objective RF28: Permit a maximum number of two incremental houses for those who meet the relevant criteria set out in this chapter within areas with zoning objective RU plus one house for a person with exceptional</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	health circumstances, plus one where exceptional farming circumstances prevail. Insert new Objective RF: In exceptional circumstances in the RU zoning where two members of the family (excluding the occupier of the family farm) are actively engaged in the running of the family farm, permission may be considered for both. Documentation in support of an application must reflect the requirements of RF35. Amend paragraph 2 relating to Residential Accommodation for Seasonal Workers:	
CH5.8 / S5.2	<p>The provision of new on-site residential accommodation for seasonal farm workers shall be designed in an innovative, cohesive and purpose built manner resulting in a high standard of quality accommodation and minimising reduced visual impacts on the surrounding rural area. In this regard, new purpose built on-site accommodation shall be single storey only.</p> <p>Amend Objective RF49:</p> <ul style="list-style-type: none">New on-site residential accommodation for seasonal farm workers shall be designed in an innovative, cohesive and purpose built manner resulting in a high standard of quality accommodation whilst minimising visual impacts on the surrounding rural area. In this regard, new purpose built on-site accommodation shall be single storey only.A viable landholding can facilitate up to a maximum of 100 200 seasonal workers.New purpose built accommodation shall be provided in the form of a maximum 10-25 bed space unit.No bedroom shall accommodate more than 2 persons.Each bedroom shall have an ensuite shower, toilet and basin. <p>Replace with:</p> <ul style="list-style-type: none">1 no. shower, toilet and basin facility shall be provided per 4 bed spacesAppropriate indoor and outdoor communal and recreational facilities at a combined level of 5-7 sq.m per bedspace. These facilities shall be provided prior to occupation.Communal facilities and services shall be provided for and include laundry and refuse facilities. These facilities shall be provided prior to occupation.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH5.9 / S5.2	<p>Amend Objective RF61: Retain, appreciate and revitalise appropriately the vernacular buildings of Fingal by deterring the replacement of good quality vernacular buildings with modern structures and by protecting and promoting the sympathetic</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>maintenance, adaptation and re-use of vernacular buildings where they contribute to the character of the rural area.</p>	<p>expected to result from the proposed alteration to the objective.</p> <p>The inclusion of this text promotes the development of a strategy for forestry expansion. While there both positive (climate/ air quality) and negative (water/ soils/ landuse/ biodiversity) impacts associated with forestry, policy RF83 ensures that the development of forestry takes account of significant impacts on the environment. RF83: <i>To facilitate the sustainable development of forestry provided that it is in harmony with the surrounding landscape, that no significant adverse impacts are caused to natural waters, wildlife habitats, or conservation areas and that it does not have a significant adverse visual impact on the local landscape and subject to compliance with normal planning and environmental criteria.</i></p>
CH5.10 / S5.3	<p>Insert new text after 2nd paragraph:</p> <p>The Council shall prepare an Indicative Forest Strategy (IFS) with an emphasis on the promotion of broadleaf forestry where resources allow. This strategy will guide the future location and character of the forest industry in the County in line with national policy guidance and in consultation with the Forest Service of the Department of Agriculture, Food and Marine and other relevant stakeholders and interested parties. The strategy will also identify the potential that future afforestation can make towards the establishment of high quality forests serving a variety of purposes including timber production, rural development and off farm incomes, tourism, recreation and the enhancement of the environment in the County.</p>	<p>See response in CH5.10.</p>
CH5.11 / S5.3	<p>Insert new Objective RF:</p> <p>Support the Forest Service of the Department of Agriculture, Food and Marine in implementing sustainable forest development in line with National policy guidance.</p>	<p>The inclusion of this objective allows for the protection of biodiversity, soils/ landuse and water in relation to the development of forestry. There are direct positive benefits to</p>
CH5.12 / S5.3	<p>Insert new Objective RF:</p> <p>Support the protection and enhancement of existing native woodlands and where appropriate, the conversion of coniferous forest to native woodlands with a focus on opportunities for habitat linkage and wider eco-services.</p>	

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		climate and biodiversity from native planting.
CH5.13 / S5.3	Insert new Objective RF: Encourage access to forestry for walking routes, mountain bike trails and other non-noise generating recreational activities.	The inclusion of this objective is directly positive for population and material assets however the development of access routes will need to be in line with proper planning to ensure that there are no impacts on water and biodiversity from the development of routes and trails.
CH5.14 / S5.3	Insert new Objective RF: Prepare an Indicative Forest Strategy (IFS) with an emphasis on the promotion of broadleaf forestry where resources allow, in line with relevant National policy to guide the future location and character of the forest industry in the County in consultation with the Forest Service of the Department of Agriculture, Food and Marine and other relevant stakeholders and interested parties.	See response in CH5.10.
CH5.15 / S5.3	Insert new text after 1st paragraph: The Council will seek to ensure that significant aggregate resources in the County are appropriately protected and in this regard will restrict the siting of incompatible developments that would interfere with the efficient development of such resources.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH5.16 / S5.3	Insert new text after 1st paragraph: The potential use of alternative sources of sustainable material such as construction and demolition waste [C&D] is encouraged and should be employed where possible to reduce the need for excessive extraction.	The inclusion of this text is directly positive for material assets to ensure that reuse and recycling of materials are utilised to reduce the need for extraction.
CH5.17 / S5.3	Delete: 'In light of the seriously detrimental impacts of extractive industries, permission will only be granted where the Council is satisfied that, it is necessary in the light of the availability of recycled construction and demolition waste, or other more sustainable sources of material;	The deletion of this text is directly negative for biodiversity, water, population, landscape, soil/ landuse. There needs to be measures in place to ensure the protection of the

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	Environmental quality and amenity will be fully protected, and; Appropriate provision for the restoration of the landscape is being made.	environment against extractive industries.
CH5.18 / S5.3	Insert new Objective RF: Protect and safeguard the County's natural aggregate resources from inappropriate development, by seeking to prevent incompatible land uses that would interfere with the efficient development of such resources.	The inclusion of this text is positive for population by ensuring that incompatible land uses do not develop. However the extraction of natural aggregate resources can be directly negative for biodiversity, soils/landuse and therefore any extraction will have to be in line with proper planning and environmental protection.
CH5.19 / S5.3	Delete Objective RF84: Consider proposals for extraction only where the Council is satisfied that environmental quality and amenity will be fully protected and appropriate provision for the restoration of the landscape has been made.	The deletion of this objective is acceptable as it is being replaced by objective RF84 which ensures protection of the environment.
CH5.20 / S5.3	Replace with new Objective RF84: Ensure that proposals for extraction avoid significant adverse impacts on the environment and amenity of the area through environmental assessment, mitigation and appropriate provision for the restoration of the landscape.	The inclusion of this objective is directly positive for biodiversity, landscape, water and soils/landuse as it ensures that extraction has to be in line with environmental protection.
CH5.21 / S5.3	Amend Objective RF97: Support and facilitate the work of Teagasc and other farming / local bodies within the county in the promotion of the rural economy, including agriculture development, rural diversification, tourism adaptation, and in the development of new initiatives to support farming.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH5.22 / S5.3	Insert new text at end of paragraph 1: ,farmhouse accommodation, open-farms, bird watching and eco, geo and green tourism.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
CH5.23 / S5.3	<p>Insert new text after 2nd paragraph: The Fingal Tourism Strategy 2015-2018 estimates that tourism is worth €500m annually to the local Fingal economy and supports approximately 20,000 jobs across all sectors.</p> <p>Fingal's close proximity to Dublin City Centre and the location of Dublin Airport within its environs offers significant opportunities to expand the existing tourism offer and brand for the County. With Dublin's increasing importance as a popular destination for city-breaks, Fingal's coastal offering and rich built and natural heritage provide opportunities to attract visitors from the City Centre. Furthermore, the County can benefit from the constrained capacity of the City Centre and act as an accommodation base for those visiting Dublin and the wider area.</p> <p>The Grow Dublin Tourism Alliance was established in 2014, to drive a new collaborative strategy to market the Dublin region in the international marketplace. - 'Dublin. A Breath of Fresh Air' a new tourism brand, was launched in October 2015. The brand encourages visitors to look beyond the City Centre, positioning Dublin as a coastal city with mountains and sea at its doorstep.</p> <p>Fingal is excellently placed to contribute to the achievement of these targets. The Council will engage and collaborate with all relevant stakeholders to ensure the economic potential of the tourism sector is secured for the benefit of the local economy.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH5.24 / S5.3	<p>Insert new Objective RF: The following criteria will be used when assessing planning applications for new fencing in relation to lands open to or used by the public during the ten years preceding. Such fencing is not exempted development in accordance with Art. 9(1)(A)(x) of the Planning and Development Regulations.</p> <ul style="list-style-type: none"> • Such fencing in upland or amenity areas shall conform to the best agricultural practice. • The nature of the material to be used, the height of the fence and in the case of a wire fence, the type of wire to be used will be taken into account. • Stiles or gates at appropriate places may be required. 	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed objective.
CH5.25 / S5.3	<p>Insert new text before paragraph 1: Existing public rights of way constitute an important amenity and in particular, they enable the enjoyment of high quality landscapes, providing a valuable link to natural assets and places of natural beauty in the County. The Council recognises the importance of maintaining established rights of way and supports initiatives for establishing walking routes and general accessibility.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
CH5.26 / S5.3	Amend Objective RF117: Promote the development of appropriately located and sensitively designed campsites, with required ancillary facilities, as an alternative form of accommodation for visitors to the County.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CHAPTER 6		
CH6.1 / S6.2	Insert new Objective ED at Section 6.2 Strategy for Economic Development The Council will endeavour to continually review its employment strategy in order to ensure the allocation of sufficient quantum's of and types of lands for employment in urban and rural areas in line with the settlement hierarchy.	A continual review of the strategy will be directly positive for population and material assets, ensuring that an adequate quantum of land is allocated for employment use.
CH6.2 / S6.7	Amend ED30 at Section 6.7 Aviation Sector Ensure that the required infrastructure and facilities are provided at Support the provision of necessary infrastructure and facilities at Dublin Airport so that to enable the sustainable development of the aviation sector can develop further and operate to its maximum sustainable potential , whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH6.3 / S6.8	Insert new Objective ED at Section 6.8 Retail Sector As part of any future review of the Retail Planning Guidelines for the GDA, the Council shall seek to align the retail designation of Donabate, Lusk and Rush as Level 3 Major Town Centres to reflect the status of these settlements as Moderate Growth Towns, as defined by the RPGs.	The inclusion of this objective is directly positive for population as it ensures that the correct designation is given to the settlements.
CH6.4 / S6.8	Amend Table 6.1: Retail in Specific Areas <ul style="list-style-type: none"> Include the Local Centre at Holmpatrick Shopping Centre, Shenick Road, Skerries as a Level 5 centre in Table 6.1 Fingal Retail Hierarchy. Include the Local Centre at Skerries Point Shopping Centre, Skerries as a Level 5 centre in Table 6.1 Fingal Retail Hierarchy. Include the Local Centre zoning at the junction of the R125 and the Holywell Link Road as a Level 4 centre in Table 6.1 of the Fingal Retail Hierarchy. 	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text				Screening Response (SEA/ AA/ SFRA)															
	<p>Table 6.1: Fingal Retail Hierarchy.</p> <table><tr><th>Retailing Level</th><th>Urban Centre Location</th><th>Zoning Objective</th><th>Types of Services</th><th>Appropriate Retail Format</th></tr><tr><td>Level 3: Town Centres</td><td>Balbriggan Malahide Skerries Charlestown Donabate Lusk Rush</td><td>Major Town Centre 'MC' Town Centre 'TC'</td><td>Level 3 Centres will vary in terms of scale of provision and the size of catchment based on their proximity to a Level 2 Centre. Generally where the centre has a large catchment (such as Balbriggan) and is not close to a major town centre, there should be a good range of comparison shopping (though no large department store), with a mix of uses and services, some leisure activities and a range of cafes and restaurants. At least one supermarket and a smaller scale department store may be required to meet local needs. Where the Level 3 Centre is close to an existing major town centre, the scale of retail and mixed use provision should be lower, with the proposed range of shops meeting more basic day to day needs, with only small scale range of comparison units trading. Level 3 Centres should generally cater for a population of between 10,000 and 40,000 people.</td><td>Middle Order Comparison Lower Order Comparison Superstore Supermarket</td></tr><tr><td>Level 4:</td><td>Blackboardtown</td><td>Town</td><td>Level 4 Centres should generally provide</td><td>Leisure Outlets</td></tr></table>				Retailing Level	Urban Centre Location	Zoning Objective	Types of Services	Appropriate Retail Format	Level 3: Town Centres	Balbriggan Malahide Skerries Charlestown Donabate Lusk Rush	Major Town Centre 'MC' Town Centre 'TC'	Level 3 Centres will vary in terms of scale of provision and the size of catchment based on their proximity to a Level 2 Centre. Generally where the centre has a large catchment (such as Balbriggan) and is not close to a major town centre, there should be a good range of comparison shopping (though no large department store), with a mix of uses and services, some leisure activities and a range of cafes and restaurants. At least one supermarket and a smaller scale department store may be required to meet local needs. Where the Level 3 Centre is close to an existing major town centre, the scale of retail and mixed use provision should be lower, with the proposed range of shops meeting more basic day to day needs, with only small scale range of comparison units trading. Level 3 Centres should generally cater for a population of between 10,000 and 40,000 people.	Middle Order Comparison Lower Order Comparison Superstore Supermarket	Level 4:	Blackboardtown	Town	Level 4 Centres should generally provide	Leisure Outlets	
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Level 4:	Blackboardtown	Town	Level 4 Centres should generally provide	Leisure Outlets																

Proposed Amendment Reference	Proposed Amendment Text					Screening Response (SEA/ AA/ SFRA)
	Small Towns and Village Centres; and Local Centres	Village, Mulhuddart, Clonsilla, Castleknock, Howth, Portmarnock, Baldoyle, Ongar, Sutton, Balrothery Applewood, Stapolin, Racecourse, Santry Demesne, Bayside, Castlemills, Carrickhill, Tyrellstown, Donabate Lusk Rush Roselawn and Rathbeale	Centre 'TC' Local Centre 'LC'	for one supermarket ranging in size from 1,000-2,500 sq m with a limited range of supporting shops (low order comparison), supporting services, community facilities or health clinics grouped together to create a focus for the local population. This level of centre should meet the everyday needs of the local population and surrounding catchment.	Comparison (limited to a small number of shops meeting local needs) Supermarket	
CH6.5 / S6.8	<p>Insert new text at Section 6.8, subsection Retail Warehousing and Retail Parks</p> <p>Notwithstanding the precautionary approach, Fingal and the Retail Planning Guidelines acknowledge there is evidence of consumer demand in Ireland for innovative types of large-scale retail warehouses which are capable of displaying a very wide range of bulky goods under one roof, together with a range of customer facilities. The scale of such outlets requires a regional, if not a national, population catchment. Accordingly, proposed exceptions to the 6,000 sqm retail warehouse cap may be considered on the merits of individual development applications.</p>					The inclusion of this text to allow significant sized retail warehousing could have direct negative impacts on population and material assets depending on the location of the development. Such development will be in line with development applications guidelines and will be subject to both traffic impact

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		assessment and appropriate environmental assessment.
CH6.6 / S6.8	<p>Amend/Delete the following at Section 6.8 Retail Policy and Core Retail Areas</p> <ul style="list-style-type: none"> Amend Figure 6.1 Swords Core Retail Area to include the ancillary car parking of the Pavilions (see appendices). Remove Verona Playing Fields from the Blanchardstown Core Retail Area (see appendices). Remove Figures 6.7, 6.8 and 6.9 Core Retail Areas for Donabate, Lusk and Rush from the Draft Development Plan as these centres have been reclassified from Level 3 to Level 4 centres. 	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH6.7 / S6.9	<p>Insert new text at Section 6.9 Tourism Sector</p> <p>Sustainable tourism planning requires a balance to be struck between the needs of the visitor, the place and the host community. Our landscapes, our cultural heritage, our environment and our linguistic heritage all have an intrinsic value which outweighs their value simply as a tourism asset. Sustainable tourism planning ensures that they can continue to be enjoyed and cherished by future generations. Built development and other activities associated with tourism should in all respects be appropriate to the character of the place in which they are situated. Strategic tourism assets including special landscapes, important views, the setting of historic buildings and monuments, areas of cultural significance and access points to the open countryside should be safeguarded from encroachment by inappropriate development. Visitor accommodation, interpretation centres, and commercial/retail facilities serving the tourism sector should generally be located within established settlements thereby fostering strong links to a whole range of other economic and commercial sectors and sustaining the host communities. Sustainable tourism facilities, when properly located and managed can, especially if accessible by a range of transport modes, encourage longer visitor stays, help to extend the tourism season, and add to the vitality of settlements throughout the year. The Council will look favourably on sustainable tourism developments which are consistent with the proper planning and sustainable development of the County.</p>	The inclusion of text is positive for biodiversity, landscape, soils/ landuse, population, material assets and cultural heritage as it outlines that tourism needs to be developed in a sustainable manner.
CH6.8 / S6.9	<p>Amend Objective ED68 at Section 6.9 Tourism Sector</p> <p>Facilitate, where appropriate, the conversion of former demesnes and estates and their outbuildings into integrated tourist, leisure and recreational complex type developments subject to architectural conservation best practice, and proper planning and sustainable development, having regard to protecting the demesne type landscape and existing natural features, where appropriate.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH6.9 / S6.9	<p>Insert new Objective ED at Section 6.9 Tourism Sector</p> <p>Promote and facilitate tourism as one of the key economic pillars of the County's economy and a major generator of employment and to support the provision of necessary significant increase in facilities such as hotels, aparthotels, tourist hostels, cafes and restaurants, visitor attractions, including those for children.</p>	The inclusion of this objective will be directly positive for material assets. The policy is focused on economic development and other policies

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		have outlined that tourism needs to be developed in a sustainable manner ensuring protection of the natural environment.
CH6.10 / S6.9	<p>Include new Objective ED at Section 6.9, subsection Recreational Trails Network</p> <p>Promote and facilitate the development of the Liffey Valley Greenway taking full account of the need to protect the natural and cultural heritage of the route and the need to avoid significant adverse impacts on European site(s) and species protected by law and ensure the integration of the Liffey Valley Greenway with other strategic trails in Fingal and in adjoining local authorities.</p>	The inclusion of this objective will be directly positive for biodiversity, water, soils/ landuse, landscape and cultural heritage.
CH6.11 / S6.9	<p>Insert new text at Section 6.9 Tourism Sector</p> <p>Hampton Demesne, which is located to the east of Balrothery contains Protected Structure Nos. 91 (former outbuildings of Hampton Hall) and No.92 (six-bay two-storey house, former home of Hamilton family) respectively. An Integrated Tourism/Leisure development at Hampton Demesne will be facilitated where the Hampton Hall, the associated buildings and attendant grounds are conserved and Protected Structures, special character and setting protected.</p> <p>Beech Park House, located to the south-west of Clonsilla village contains the Protected Structure Nos.709 and 710 which comprise the 'former outbuildings of Beech Park house' and the 'house, lodge and gates'. Consideration will be given to a suitably scaled integrated tourism and recuperative centre at Beech Park House. The nature and extent of the facilities shall be determined primarily by the need to conserve the house, lodge and courtyard and their surroundings, which are of major architectural importance, and the special landscape character and heritage features of the land.'</p> <p>Abbeville</p> <p>The existing building complex is very extensive and accommodates a number of structures and attractive buildings in an extensive demesne type landscape. It is an exceptional site which, in the event of it no longer being suitable for residential use, could be reused to provide for future tourism, amenity and other recreational needs within the County. There is a need to examine options regarding the optimal re-use and refurbishment of the complex of buildings within the demesne setting, to ensure the future sustainable use of this important and unique resource. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve the house and its surroundings, which are of major architectural importance, and the special landscape character and heritage features of the demesne.</p>	<p>The inclusion of text to encourage the development of tourism will be directly positive for population and material assets. Whilst there is potential for direct negative impacts on cultural heritage and landscape there are objectives within the Draft Plan to ensure that tourism is developed in a sustainable manner and ensure protection of the environment.</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	An integrated tourism and recreational complex is encouraged on Abbeyville Demesne. This shall incorporate facilities which may include: Hotel / Conference Centre, Golf Course, Fitness Centre and at least one other extensive tourist/recreational facility. A strictly limited number of dwelling units, grouped in a courtyard type configuration, with the majority of the dwellings to be reserved for tourism use. which shall be reserved for tourism use.	
CH6.12 / S6.12	Insert new text at Section 6.12, subsection Incubation Units, Workshops, Starter Units and Home Working Co-working is a style of work that involves a shared working environment, often an office, and independent activity. Unlike in a typical office environment, those co-working are usually not employed by the same organisation. The concept of co-working is suitable for start-ups, entrepreneurs and freelancers. Opportunities exist where vacant/underused properties are available and can be used for co-working. The Council will support the concept of co-working, where appropriate.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH6.13 / S6.12	Amend Objective ED103: Promote the provision of workspace units, including co-working for SMEs, start-up companies and freelancers in general and with particular emphasis on ensuring their provision within large schemes to offer opportunities associated with clustering and networking.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH6.14 / S6.13	Amend Objective ED109: Encourage developments which are likely to generate significant levels of freight traffic to locate close to the existing County or national road network having regard to the DOELG's Spatial Planning and National Roads Guidelines for Planning Authorities (2012).	The inclusion of this text is directly positive for material assets and population by ensuring that freight traffic is not travelling on minor roads.
CHAPTER 7		
CH7.1 / S7.1	Amend 'Statement of Policy' in Section 7.1: <ul style="list-style-type: none"> Promote and facilitate movement to, from, and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport. Provide an appropriate level of safe road infrastructure and traffic management, in particular to support commercial and industrial activity and new development. Work with all relevant stakeholders to seek a reduction in greenhouse gas emissions from transport. 	The inclusion of this text is directly positive for climate, air quality and population/ human health as it will contribute to a reduction in GHG emissions from transport.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
CH7.2 / S7.1	<p>Amend 'Policy Context' in Section 7.1: There are a number of National and Regional Policies and Plans which provide a context for the Council's transportation strategy and policies as follows.</p> <ul style="list-style-type: none"> • Building on Recovery: Infrastructure and Capital Investment 2016-2021, • The National Spatial Strategy 2002-2020, • The Regional Planning Guidelines for the Greater Dublin Area 2010-2022. • Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland, 2009-2020. 	The inclusion of this text to refer to Smarter Travel policy document is directly positive for climate, air quality and population/ human health as the development of transport within Fingal needs to be in line with national sustainable travel policies.
CH7.3 / S7.1	<p>Amend Section 7.1 - Policy Context to include the following paragraph after 'Design Manual for Urban Roads and Streets':</p> <p>Spatial Planning and National Roads Guidelines for Planning Authorities</p> <p>These guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmph speed limit zones for cities, towns and villages. These guidelines have been developed by following a number of key principles and aim to facilitate a consistent approach that affords maximum support for the goals of achieving and maintaining a safe and efficient network of national roads, thereby facilitating continued economic growth and development.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.4 / S7.1	<p>Insert new Objective MT: Implement Smarter Travel policy and work to achieve the Key Goals set out in the policy.</p>	The inclusion of this objective is directly positive for climate, air quality and population/ human health as it will contribute to a reduction in GHG emissions from transport.
CH7.5 / S7.1	<p>Insert new Objective MT: Integrate the County's transport and tourism strategies to promote increasingly sustainable travel patterns and improved linkages between the City Centre, Villages and the Coast among visitors to the County.'</p>	The inclusion of this objective is directly positive for climate, air quality and population/ human health as it will contribute to sustainable transport.
CH7.6 / S7.1	<p>CE NTA 1.8 – Amended CE report agreed Include a new objective before MT03 (include the new Objective after 'Integrated Land Use and Transportation' text, and before Objective MT03) Objective MTXX</p>	The inclusion of this objective is directly positive for population and material assets as it will help to establish the issues relative to sustainable transport. There is

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>Carry out a comprehensive feasibility of the South Fingal area to produce a strategic 'vision' and overall strategy for the proper planning and sustainable development of the study area, based on a sustainable transport and smarter travel approach, planning for all transport modes and needs, whilst also being reflective of road network capacity and modal split assumptions. This will be carried out in consultation with statutory agencies and relevant stakeholders.</p> <p>Insert Study Area boundary on Sheet 11.</p>	<p>potential to be indirectly positive for climate and air quality if measures are put in place after the study to address the issues identified.</p> <p>Any feasibility study should be screened for the requirement of an AA.</p>
CH7.7 / S7.1	<p>Parking Control</p> <p>Amend Objective MT04 to state:</p> <p>Control on-street parking in the interests of the viability, vitality and amenity of commercial centres by maximising the supply of short stay parking for shoppers, while providing appropriate levels of long- term parking within a reasonable distance for employees.</p>	<p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.</p>
CH7.8 / S7.1	<p>Amend Objective MT09 as follows and insert new Objective after Objective MT09:</p> <p>Objective MT09</p> <p>Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas. The Council will work in cooperation with the NTA to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.</p> <p>Insert new Objective after Objective MT09</p> <p>Objective MTXX</p> <p>The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.</p>	<p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.</p>
CH7.9 / S7.1	<p>Add new objective after Objective MT09:</p> <p>Objective XX</p> <p>Investigate and avail of the opportunities provided by Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to</p>	<p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	active transport modes.”	proposed new objective as it is solely to investigate opportunities.
CH7.10 / S7.1	Insert new Objective after MT09: Objective XX Review existing cycle infrastructure which was not designed in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets and undertake appropriate remedial works.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed new objective as it comprises a review.
CH7.11 / S7.1	Insert new Objective after Objective MT09: Objective MTXX Design roads including cycle infrastructure in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.’	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed new objective.
CH7.12 / S7.1	Insert new Objective after Objective MT09: Objective MTXX Promote the design of roads, including cycle infrastructure, in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed new objective.
CH7.13 / S7.1	Insert new Objective after Objective MT09: Objective MTXX To investigate the use of demand management measures to improve the attractiveness of urban centres for cyclists (and public transport users).	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed new objective.
CH7.14 / S7.1	Insert the following text into the Sustainable Transport Section (Walking and Cycling) of the Draft Plan, under ‘Walking and Cycling’ on page 242, after the paragraph promoting cycle as a sustainable mode of transport. The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Chapter 12 Development Management Standards. In promoting a cycling culture and better public health, there should be a focus on making the trip to school and college safe and attractive for cyclists. School grounds themselves should be cycling-friendly environments with	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	well located, safe and sheltered bicycle parking facilities.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.15 / S7.1	Amend Objective MT11 as follows: Objective MT11 Improve pedestrian and cycle connectivity to schools and third level colleges and identify and minimise barriers to children walking and cycling to primary and secondary schools throughout the County.	The inclusion of this objective is directly positive for population as it provides increased protection for children and improved school safety.
CH7.16 / S7.1	Insert new Objective after Objective MT11: Objective MTXX Ensure that as soon as possible, but by the end of the lifetime of the Development Plan the environment in the immediate vicinity of schools is a safe and attractive low speed (30kph) environment with speed limits strictly enforced, and drop-off by car within a given distance restricted.	The inclusion of this objective is directly positive for population/ human health, air quality and climate as it encourages sustainable car-free neighbourhoods.
CH7.17 / S7.1	Insert new Objective after Objective MT11: Objective XX At locations where higher density development is being provided, encourage the development of car-free neighbourhoods, where non-motorised transport is allowed and motorised vehicles have access only for deliveries but must park outside the neighbourhood, creating a much better quality public realm with green infrastructure, public health, economic and community benefits.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH7.18 / S7.1	Add new objective after Objective MT12: Objective MTXX Improve pedestrian and cycle connectivity to stations and other public transport interchanges.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.19 / S7.1	Amend Objectives MT13, 14 and 18 to make reference to the NTA. Objective MT13 Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>Objective MT14 Support TII and the NTA in a possible future extension of the proposed new Metro North finishing point to connect with the Northern Line in Donabate, with a view to securing permission from An Bord Pleanála.</p> <p>Objective MT18 Support Iarnród Éireann and the NTA in implementing the DART Expansion Programme, including the extension of the DART line to Balbriggan, the design and planning for the expansion of DART services to Maynooth, and the redesign of the DART Underground.</p> <p>Amend Metro West paragraph on page 243 (after Objective MT14) to read as follows:</p>	
CH7.20 / S7.1	<p>Metro-West Light Rail Corridor (formerly known as Metro West) While Metro-West a light rail corridor has not been included in the Government's capital programme 2016 -2021, a significant amount of preliminary design work has already been carried out. This 25km route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the proposed new Metro North at Dardistown, south of Dublin Airport. Although the exact route has not been approved, it is prudent to maintain a corridor free from development to allow Metro-West a light rail corridor to be built in the future.</p> <p>Objective MT15 Support TII in progressing the design of Metro-West a Light Rail Corridor that addresses the needs of Fingal, in particular the Blanchardstown area, with a view to securing permission from An Bord Pleanála.</p> <p>Bus, Quality Bus Corridors (QBC) and Bus Rapid Transit (BRT) Amend paragraph as follows:</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.21 / S7.1	<p>In relation to the Swords/Airport to City Centre corridor, it will be necessary to provide a higher level of public transport than the existing provision in advance of the proposed new Metro North's delivery. This additional capacity will take the form of a BRT service or a BRT type service or a conventional bus corridor upgrade along this route. It will be designed to be complementary to the proposed new-Metro-North indicative route for the new Metro North proposal. As such a BRT scheme is included in the Transport Strategy for the Swords/Airport City Centre route but its scale may be reduced or modified in conjunction with the proposed new-Metro-North indicative route for the new Metro North.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.22 /	Traffic Management	No additional significant impacts

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
S7.1	Insert new Objective MT: Maintain and protect the safety, capacity and efficiency of National roads and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG, (2012), the Trans-European Networks (TEN-T) Regulations and with the regard to other policy documents, as required.	(either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.23 / S7.1	Amend Objective MT28 to make reference to Section 5.8.3 'Principles of Road Development' of the Transport Strategy, where practical: Objective MT28 Seek to implement the road improvement schemes indicated in Table 7.1 within the Plan period, subject to assessment against the criteria set out in Section 5.8.3 of the NTA Transport Strategy for the GDA, where appropriate, and where resources permit. Reserve the corridors of the proposed road improvements free of development.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed new objective to the Draft Plan.
CH7.24 / S7.1	Road Construction and Improvement Measures Include a new objective after Objective MT28 on page 248 to read as follows: Objective MTXX Protect the strategic transport function of national roads, including motorways through the implementation of the DoELCG guidelines on 'Spatial Planning and National Roads- Guidelines for Planning Authorities'.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed new objective.
CH7.25 / S7.1	Amend Table 7.1 'Road Schemes' as follows: Include the 'Highfield Link Road' within Table 7.1. Include 'Station Road, Portmarnock and Drumnigh Road Junction' in Table 7.1.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.26 / S7.1	Include the following new Objective after Table 7.1 'Road Schemes' as follows: Objective xx 'Support and facilitate the TII, Meath County Council and Kildare County Council in the planning and delivery of the N2 Upgrade north of Ashbourne and a possible link between the M3 and M4.'	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH7.27 / S7.1	Amend the paragraph under 'Section 48 and 49 Levies' and before Objective MT29, as follows: Section 49 (supplementary) schemes relate to the separately specified infrastructural service or projects – such as	No additional significant impacts (either positive or negative) in

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	Metro North, Metro West , Luas extensions, rail or roads infrastructure, which benefit a specific area (normally a corridor). Where schemes overlap with another Local Authority, the Section 49 Scheme will be developed in conjunction with that local authority.	respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.28 / S7.1	Dublin Airport - Amend Objective DA01 as follows: Objective DA01 Facilitate the operation and future development of Dublin Airport, <i>in line with Government policy</i> , recognising its role in the provision of air transport, both passenger and freight.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.29 / S7.1	Dublin Airport - Amend Objective DA06 as follows: Objective DA06 Continue to participate in the Dublin Airport Stakeholders Forum, <i>St Margarets Community Liaison Group and other public stakeholder forums involving which includes</i> representatives from local authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental, <i>community</i> and other issues.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.30 / S7.1	Dublin Airport - Amend Objective DA09 as follows: Objective DA09 Ensure that aircraft-related development and operation procedures proposed and existing at the Airport takes account and uses <i>consider</i> all measures necessary to mitigate against the possible <i>potential</i> negative impact of noise from aircraft operations (such as taxiing, taking off and landing), on existing established residential communities, whilst not placing unreasonable restrictions on airport development, and taking into account EU regulation 598/2014 <i>(or any future superseding EU regulation applicable) having regard to the 'Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.</i>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.31 / S7.1	Dublin Airport - Amend Objective DA11 as follows: Objective DA11 Review the operation of the Noise Zones on an ongoing basis in light of the EU Directive on Environmental Noise <i>line with the most up to date legislative frameworks in the area</i> , the ongoing programme of noise monitoring in the vicinity of the Airport flight paths, and the availability of improved noise forecasts.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH7.32 / S7.1	Dublin Airport - Amend Objective DA14 as follows: Objective DA14 <i>Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones for Dublin Airport.</i>	The inclusion of this text is directly positive for the protection of population and human health.

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CH7.33 / S7.1	General References to the Transport Strategy CE NTA 1.4: Refer to the Transport Strategy throughout Section 7.1.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.34 / S7.2	Foul Drainage and Wastewater Treatment CE CH 7.13 Amend Objectives WT03, WT04 and WT12 to read as follows: 'Objective WT03 Facilitate the provision of appropriately sized and located waste water treatment plants and networks, including a new Regional Wastewater Treatment Plant and the implementation of other recommendations of the Greater Dublin Strategic Drainage Study, in conjunction with relevant stakeholders and services providers, to facilitate development in the County and Region and to protect the water quality of Fingal's coastal and inland waters through the provision of adequate treatment of wastewater.' 'Objective WT04 Investigate the potential for the provision of temporary wastewater treatment facilities for new developments where a permanent solution has been identified and agreed with Irish Water but not yet implemented and where the provision of such a facility is environmentally sustainable, meets the requirements of the Habitats Directive, and is in accordance with the recommendations of the EPA and where adequate provision has been made for its maintenance.' Objective WT12 Establish an appropriate buffer zone around all pumping stations suitable to the size and operation of each station. The buffer zone should be a minimum 35 metres – 50 metres to avoid nuisance from odour and noise. The buffer zone should be a minimum 35 metres – 50 metres from the noise / odour producing part of the pumping station to avoid nuisance from odour and noise.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objectives.
CH7.35 / S7.2	Amend Objective SW01 to read as: Objective SW01 Protect and enhance the County's floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more	The inclusion of this text is directly positive for biodiversity and water as it ensures protection of wetlands and river/ stream catchments.

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	effectively managed and reducing the need to provide flood defences in the future and ensure that development does not impact on important wetland sites within river / stream catchments.	
CH7.36 / S7.2	Amend Objective SW04 to read as follows: Objective SW04 Require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments, in order to reduce to the potential impact of existing and predicted flooding risks'	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.37 / S7.2	Amend wording of Objective SW06 to remove the reference to green roofs on educational buildings. Objective SW06 Encourage the use of Green Roofs particularly on apartment, commercial and leisure and educational buildings.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.38 / S7.3	Amend 'Section 7.3 Energy' on page 266 to read as: '7.3 Energy and Climate Change' (and update the Table of Contents accordingly).	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.39 / S7.3	Amend the last sentence of the first paragraph of Section 7.3 (Energy) to read as follows: Modern societies consume huge amounts of energy to heat homes and cool homes and offices, fuel transport systems, power industry and generate electricity. Ireland's island location on the edge of Europe accentuates the need for secure and continuous energy supplies. Despite a reduction in energy consumption in recent times, Ireland still spends a significant amount of money on energy imports. International EU, and national policies all work for a rapid transition to a much more energy-efficient society relying on sustainable renewable energy sources. This transition also leads to increased use of indigenous resources and increased security of supply.'	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.40 / S7.3	It is recommended that the following paragraph on page 268 be removed and replaced as follows: 'Since the publication of the 2007 Energy Policy Framework, Delivering A Sustainable Energy Future for Ireland, global, EU and Irish energy landscape have undergone huge change as new technologies provide cleaner fuels as	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p><i>outlined in the Green Paper on Energy Policy in Ireland published by the Department of Communications, Energy and Natural Resources, which looks at Irish energy policies priorities towards 2030. Increasing renewable energy supplies have helped decarbonise the Irish economy.'</i></p> <p>And replace with:</p> <p>'Since the publication of the '2007 Energy Policy Framework, Delivering A Sustainable Energy Future for Ireland', global, EU and the Irish energy landscape have undergone huge changes as new technologies provide cleaner fuels. The recently published National Energy Policy White Paper 'Ireland's Transition to a Low Carbon Energy Future 2015-2030' published by the Department of Communications, Energy and Natural Resources, is a complete energy policy update which sets out a framework to guide policy and the actions that Government intends to take in the energy sector from now up to 2030.</p> <p>The paper takes into account European and International climate change objectives and agreements, as well as Irish social, economic and employment priorities. As we progress towards a low carbon energy system, this policy update will ensure secure supplies of competitive and affordable energy to our citizens and businesses.'</p>	proposed alteration to the Draft Plan.
CH7.41 / S7.3	<p>Amend the wording of Objective EN02 on page 268 as follows:</p> <p>Objective EN02</p> <p>Undertake a Local Authority Renewable Energy Strategy (LARES)</p> <p>Prepare a Climate Change Mitigation and Adaptation Strategy and a Local Authority Renewable Energy Strategy (LARES), Spatial Energy Demand Analysis (SEDA) and a Sustainable Energy Action Plan (SEAP).'</p>	<p>The inclusion of this text is directly positive for climate and population as it will ensure that strategies are developed for mitigation and adaptation to climate change in line with government policy.</p> <p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed text alteration to the Draft Plan.</p>
CH7.42 / S7.3	Re-locate Objectives EN02 and EN03 to be included within the list of objectives under the 'Renewable Energy Section', and positioned before Objective EN06 (on page 270 of the current Draft Plan).	<p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed text alteration to the Draft Plan.</p>
CH7.43 / S7.3	Re-locate Objective EN08 to be included under the 'Energy Efficiency Section', positioned after Objective EN05 (on page 269 of the current Draft Plan).	<p>No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed text alteration to the Draft Plan.</p>

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		Plan.
CH7.44 / S7.3	<p>Update the wording reference to SEDA to 'will' rather than 'will endeavour' (in paragraph 5, page 269 of the Draft Plan):</p> <p>The Council will endeavour to work with Fingal's energy advisors Codema to carry out a Spatial Energy Demand Analysis (SEDA) of the County which would facilitate an integrated approach to spatial planning and energy resulting in a better spatial understanding of energy needs.</p> <p>Amend paragraph 4 on page 271 of the Draft Plan relating to Solar Energy as follows:</p>	This commitment to work with Codema is indirectly positive for climate, air and population/ human health.
CH7.45 / S7.3	<p>'In the publication <i>Adding Solar Power to Irelands Energy Mix, Lightsource Renewable Energy Limited</i> it is estimated that by 2020 over 20% of Irelands energy could be generated by solar photovoltaic (solar PV). Solar PV provides energy consistently and By adding solar PV to Irelands energy mix, it will complement existing infrastructure as well as drive further renewable energy production. It is considered that solar PV farms are generally inconspicuous at ground level and are hidden by hedgerows. Additionally such farms can facilitate the regeneration of natural habitats in the rural areas.'</p> <p>Amend paragraph 1 on page 273, as follows:</p>	No additional significant impacts (either positive or negative) would be expected to result from the proposed alteration to the Plan.
CH7.46 / S7.3	<p>Low Carbon District Heating</p> <p>District heating is one of the most efficient and cost effective ways to heat apartments, homes and mixed use developments. As the system is centralised there will be a 90% reduction in fossil fuel use and significantly reduces the carbon footprint of the development. District heating networks can be based on a variety of technologies and renewable energy sources, such as combined heat and power (CHP), biomass energy, geothermal or energy from waste.'</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.47 / S7.3	<p>Delete the Section 'Energy Strategy for Fingal' on page 274 of the Draft Plan and Replace with the Following Text and Objectives:</p> <p>CE CH 7.23</p> <p>Delete the following paragraphs on page 274:</p> <p>Energy Strategy for Fingal</p> <p>To implement national policy on a local basis, Fingal County Council will prepare a Local Authority Renewable Energy Strategy (LARES). The aims of the strategy is to develop policies and actions which can realistically and coherently make the maximum contribution to the national effort to address climate change and maximise the harvesting of renewable energy resources most appropriate to the County and in a manner which is consistent</p>	The inclusion of this text and objective is directly positive for climate, air quality, population and human health as it ensures that the issues relative to climate change mitigation and adaptation are outlined and that strategies are developed to facilitate mitigation of GHG emissions and provide

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>with proper planning and sustainable development. To advance the Strategy, a Sustainable Energy Forum is proposed with Fingal County Council as the lead agency with relevant stakeholders and various interest groups. The Strategy shall include a Spatial Energy Demand Analysis (SEDA) of the County which would facilitate an integrated approach to spatial planning and energy resulting in a better spatial understanding of energy needs.</p> <p>Objective EN23 Establish a Sustainable Energy Forum within Fingal County Council to prepare a Local Authority Renewable Energy Strategy with relevant stakeholders and various interest groups within the County.</p> <p>Replace with the following: Climate Change Mitigation and Adaptation Strategy The Climate Action and Low Carbon Development Act 2015 established the national objective of transition to a low carbon, climate resilient and environmentally sustainable economy in the period up to and including the year 2050. The Draft Development Plan contains adaptation and mitigation measures and actions to address Climate Change and Fingal County Council recognises the need for the development of a robust strategy to increase climate resilience. Mainstream policies will be incorporated into the Draft Development Plan and integrated with National Plans and those of neighbouring Local Authorities.</p> <p>The importance of factoring climate change adaption measures into the Development Plan is recognised and the Draft Plan will have regard to the National Climate Change Adaptation Framework, Building Resilience to Climate Change (2012), which requires the integration of adaptation and mitigation measures into the Plan. The Department of Housing, Planning, Community and Local Government has been identified as the lead body on National Adaptation Policy and Local Authorities have been given the role to prepare local 'Adaptation Plans' through the Development Plan review process. In May 2016 the EPA published 'Local Authority Adaptation Strategy Development Guidelines'. These Guidelines are designed to assist Local Authorities in developing local climate change mitigation and adaptation strategies which will assess local vulnerability to climate risks and identify, cost and prioritise adaptation actions. It is noted that this Guidance can be used by each Local Authority to assess the adaptation fitness and coherence of its spatial plans and the other plans and policies under its remit.</p> <p>The Guidelines follow a clear step by step process to adaptation planning and subscribe to an adaptive risk management approach. The Guidelines describe the tasks that a Local Authority needs to complete in order to</p>	adaptation measures to climate change.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>develop, adopt and implement an Adaptation Strategy. The six stages are summarised as follows:</p> <ol style="list-style-type: none"> 1. Forming an adaptation team and preparing the ground. 2. Assessing the current adaptation baseline. 3. Assessing future climate risk. 4. Identifying, assessing and prioritising adaptation options, 5. Developing an adaptation pathway map and drafting the adaptation strategy. 6. Mainstreaming, monitoring and reviewing the adaptation strategy. <p>Fingal is working closely with Codema (Dublin's Energy Agency) and is at the initial stage of forming an adaptation team and assessing the current adaptation baseline. In response to the climate change challenge, the 4 Dublin Local Authorities (Dublin City Council, Dun-Laoghaire-Rathdown, Fingal and South Dublin County Council) have established expert steering groups with the goal of developing co-ordinated action plans to address the interconnected challenges of climate mitigation, adaptation and carbon free sustainable energy. The Dublin Local Authorities will act in unison and will work with all relevant stakeholders in order to deliver an inclusive and interconnected climate change mitigation action plan. Internationally, Fingal will liaise closely with the Covenant of Mayors and is currently preparing documentation to become one of the signatories (alongside the other Dublin Local Authorities). Fingal, in conjunction with the other Local Authorities and Codema will seek to draw down funding from various EU funding streams, such as LIFE+, INTERRED, Horizon 2020 and URBTRACT. Private commercial opportunities will also be encouraged wherever possible to deliver solutions.</p> <p>Preparing a Strategy is likely to be a task which will require significant resources and 'buy in' at all levels and from all Council departments. Due to the timeframes involved in terms of preparation of the Draft Plan, it is therefore likely that the Strategy will be completed post-adoption of the Draft Plan and will therefore be incorporated into the adopted Development Plan by way of a statutory Variation at a later date.</p> <p>Fingal will also work closely with Codema on the preparation of a Spatial Energy Demand Analysis (SEDA) as part of the Climate Adaptation Strategy. This will integrate energy planning into traditional spatial planning practices and will create an evidence-based energy-related planning policy and associated actions. The SEDA will show exactly where and what type of energy is being used, and the costs of this energy consumption throughout the County in the different sectors (residential, commercial and Local Authority).</p>	

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	Objective EN23 Establish a Climate Change Adaptation Team within Fingal County Council to prepare a Climate Change Mitigation and Adaptation Strategy with relevant stakeholders, Dublin Local Authorities and various interest groups.'	
CH7.48 / S7.3	Insert the following sentence before Objective EN23: The transition to low-carbon renewable energy systems will involve Fingal County Council in energy matters significantly more than it has been involved to date. One example is the important role of the Council in overcoming the difficulties of simultaneously developing markets and supplies for new renewable energy services.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH7.49 / S7.3	Amend Objective EN23 on page 274 as follows: Objective EN23 Establish a Climate Change Adaptation Team within Fingal County Council to prepare a Climate Change Mitigation and Adaptation Strategy with relevant stakeholders, Dublin Local Authorities and various interest groups. The Climate Mitigation and Adaptation Strategy will include targets for emissions reduction from the County; provision for reporting on progress in reducing emissions; and a process of engagement with citizens, businesses and civil society in relation to the changes required.	The inclusion of this text is directly positive for climate, air quality and population as it ensures that a reporting structure is put in place along with appropriate public consultation.
CHAPTER 8		
CH8.1 / S8.2	Insert new Objective GI: Support the implementation of the Fingal Heritage Plan in relation to the provision of Green Infrastructure.	The inclusion of this objective is directly positive for cultural heritage and its link with green infrastructure will ensure that its implementation is in line with environmental protection.
CH8.2 / S8.3	Amend Objective GI09: Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public, taking an ecosystem services approach to strategy development and public consultation.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CHAPTER 9		
CH9.1 / S9.1	Insert reference to Wildlife Acts 1976 to 2012 within the chapter, as required.	No additional significant impacts (either positive or negative) in

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
		respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH9.2 / S9.1	Insert new Objective CH: Support the implementation of the Fingal Heritage Plan in relation to the promotion and protection of Fingal's Natural Heritage.	The inclusion of this objective is directly positive for cultural heritage and biodiversity as the plan will help to protect both assets.
CH9.3 / S9.2	Insert new Objective CH: Consider developing a Natural Heritage Trail or Trails to support raising awareness about these natural assets amongst the public.	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
CH9.4 / S9.2	Insert Codling Fault Zone marine SAC into Table BD01: Protected Areas of International and National Importance with an asterisk that states: This area is not mapped on Green Infrastructure 2, Sheet 15 owing to the 24 km distance from shore but can be reviewed in SI 99 of 2016, 24 February 2016, as a map is attached. See www.npws.ie .	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH9.5 / S9.4	Include the following text: Dublin Bay Biosphere Reserve Biosphere Reserves are places where nature and people connect. They are areas which are internationally recognised for their biological diversity yet also actively managed to promote a positive relationship between people and nature. The Dublin Bay Biosphere Reserve is a special designation awarded by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). It is part of a global network of 651 Biosphere Reserves in 120 countries. In	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	2015 UNESCO expanded the North Bull Island Biosphere designation to include Dublin Bay, reflecting its significant environmental, economic, cultural and tourism importance. The Biosphere now extends to over 300 km ² , with over 300,000 people living within the newly enlarged Biosphere. The Biosphere designation does not add or detract from the regulatory framework already in place for the Bay but is designed to assist stakeholders in finding sustainable solutions to the management of the Bay which ensure good outcomes for both people and nature.	
CH9.6 / S9.4	Insert new Objective CH: Consider Baldoyle jointly with Portmarnock for a Special Amenity Order.	The inclusion of this objective is directly positive for biodiversity, soils/ landuse and water as it allows further protection to these areas.
CH9.7 / S9.4	Insert an updated Dublin Bay Biosphere Reserve Map, dated 2016.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed insertion to the Draft Plan.
CH9.8 / S9.5	Include an additional paragraph: The natural assets of the coastline including beaches are important economic assets particularly for tourism. They are also valuable amenity resources with significant recreational importance and public health benefits.	The inclusion of this text is directly positive for biodiversity, water and population/ human health.
CH9.9 / S9.5	Amend Objective NH64: Protect beaches, access to beaches and designated bathing areas as valuable local amenities and as a tourism resource and support the maintenance, protection and improvement of access to them.	The inclusion of this text is directly positive for biodiversity, water and population/ human health.
CHAPTER 10		
CH10.1 / S10.1	Insert new Objective CH: Support the implementation of the Fingal Heritage Plan in relation to the promotion and protection of Fingal's Cultural Heritage.	The inclusion of this objective is directly positive for cultural heritage and biodiversity as the plan will help to protect both assets.
CH10.2 / S10.3	Inset new Objective CH: Support, in accordance with CH21, the development of an integrated tourism and recreational complex on Abbeyville Demesne, incorporating facilities which may include: Hotel / Conference Centre, Golf Course, Fitness Centre and at least one other extensive tourist/recreational facility. A strictly limited number of dwelling units, grouped in a courtyard type configuration, the majority of which shall be reserved for tourism use may be considered. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve and rehabilitate the house and its surroundings, which are of major architectural importance, and the	The inclusion of this objective is directly positive for population and material assets, however there is potential for indirect negative impacts on biodiversity, flora and fauna, cultural heritage and landscape where protected

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	special landscape character and heritage features of the demesne.	structures/ trees are home to flora and fauna e.g. bats. Any development will have to be in line with proper planning to ensure protection of the environment. Screening for AA will have to be undertaken on the development proposed.
CHAPTER 11		
CH11.1 / S11.3	Insert new text at end of paragraph 1: for agreement	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH11.2 / S11.3	Insert new text at end of paragraph 2: These plans are subsidiary to their parent plan (i.e. Local Area Plan, County Development Plan) and their associated zoning strategies and objectives.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH11.3/ S11.5	Amend text to match Objective Z05: Throughout the County there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are unauthorized but have exceeded the time limit for enforcement proceedings. Reasonable intensification of extensions to and improvement of premises accommodating these uses will generally be permitted within the existing curtilage of the development and subject to normal planning criteria.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH11.4 / S11	Insert new section after 11.6: 11.7 Vacant Land Levy – Residential and Regeneration Lands The Urban Regeneration and Housing Act 2015 sets out two broad categories of vacant land that the levy may apply to: <ul style="list-style-type: none"> Lands zoned primarily for residential purposes 	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<ul style="list-style-type: none"> Lands in need of regeneration <p>The following lands zoned for residential or primarily residential purposes are included for the purposes as set out in the Urban Regeneration and Housing Act 2015 in relation to the vacant land levy.</p> <p>RS and RA zoned lands as they have capacity to provide residential accommodation.</p> <p>The following zoned lands are included as lands with the objective of development and renewal of areas in need of regeneration:</p> <p>LC & TC mixed use zonings as they offer great potential for the significant supply of housing and employment space, as set out in their Zoning Objectives. Furthermore, the local and town centre zoned lands are included given their critical role for sustainable neighbourhoods and wider communities.</p> <p>MC zoned lands are included as there are significant vacant lands in this zone which provide an opportunity for the County and given the Zoning Objective: “protect, provide for and/or improve major town centre facilities.”</p> <p>GE zoned lands are included because the Objective is “provide opportunities for the general enterprise and employment.” The primary objective is to facilitate long-term economic development in the region.</p> <p>Insert new note in relation to the ‘DA’ Dublin Airport zoning objective: Note: The extent to which the Dublin Airport LAP relates is set out under the ‘DA-Dublin Airport’ zoning and includes any associated lands identified as part of the designation of airport noise zones, noise contours, airport approach areas, public safety zones or other zones identified as necessary for designation in order to maintain or increase the quality of life of neighbouring communities and foster compatibility between aviation activities and residential areas.</p>	Plan.
CH11.5 / S11.7	<p>Insert caveat for Residential within the ‘Not Permitted’ category within the GE-General Employment zoning objective: 28 Except where a person who is an immediate member of a family in the immediate area who has not been granted permission for a dwelling previously, and is considered to have a need to reside adjacent to the family home by reason of that person’s exceptional health circumstances.</p> <p>Amend caveat no. 21 attached to the RU-Rural zoning objective: 21 Only where there is a demonstrated need to locate in a rural environment because of the nature of the clinic required is established or where immediately contiguous to a zoning where the use is permitted in principle and</p>	The additional text is positive in relation to population/ human health and material assets as it provides clarification on the zoning.
CH11.6 / S11.7		No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH11.7 / S11.7		No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	meets Development Plan standards in relation to access and infrastructure.	expected to result from the proposed alteration to the objective.
CH11.8 / S11.7	Amend Retail Warehouse Zoning vision: Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH11.9 / S11.7	Delete the use 'Retail Warehouse Club' from the 'Not Permitted' category within the RW - Retail Warehouse zoning objective.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH11.10 / S11.7	Delete the uses Retail-Hypermarket > 5000-sqm and Retail – Factory Outlet Centre from the 'Not Permitted' category within the RW - Retail Warehouse zoning objective.	The inclusion of retail hypermarkets greater than 500-sqm and factory outlet centres could have negative impacts on material assets and sustainable travel strategies depending on their location. This type of development can lead to increased car usage and would have negative impacts on air and climate.
CH11.11 / S11.7	Delete Hotel from the 'Not Permitted' category within the RW- Retail Warehousing zoning objective.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH11.12 / S11.7	Insert new caveat to Burial Grounds within the 'Permitted in Principle' category within zoning objectives GB, HA, RU and RV: 29. And appropriately scaled ancillary facilities.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH11.13 /	Insert new land use class 'Sheltered Accommodation' within the 'Permitted in Principle' category within zoning	No additional significant impacts

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
S11.7	objectives CI, LC, MC, ME, RA, RS, RV, TC. Insert new land use class ‘ Sheltered Accommodation ’ within the ‘Not Permitted’ category within zoning objectives DA, FP, GB, GE, HA, HI, HT, OS, RB, RC, RU, RW, WD.	(either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CHAPTER 12		
CH12.1 / S12.7	Amend Objective DMS63: Open space areas designed to a highly ornate and unsustainable standard will not be taken in charge as public open space. The design of areas to be taken in charge as public open space should vary according to the density of the development. More ornate and maintenance intensive designs are not appropriate to low density development.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH12.2 / S12.7	Amend Objective DMS67: Ensure, where possible, complementary facilities, such as dressing rooms and storage facilities, are provided as part of the open space provision, for new and existing areas.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the objective.
CH12.3 / S12.9	Insert new Objective DMS: Ensure through the development management process for retail developments that deliveries are planned and take place at a time and/or location that protects residential amenity.	The inclusion of this objective is directly positive for population and material assets as it ensures that deliveries are planned and do not cause congestion or a nuisance in relation to noise impacts.
CH12.4 / S12.10	Insert text at Section 12.10 Infrastructure and Movement Cycle Parking Secure cycle parking facilities shall be provided in new Public Transport Interchanges, Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 12.9. Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 12.9, whichever is greater. Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected	The inclusion of this text is directly positive for population and material assets allowing an increase in appropriate provisions for cyclists.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>from the weather.</p> <p>All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking should be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high-density cycle parking is provided in a secure location, stacked cycle parking is acceptable provided it is easily used.</p> <p>Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, 'Bicycle Parking Facilities'. Fingal County Council will have regard to this document when considering applications where bicycle parking is a requirement.</p> <p>Multi-Storey Parks and Cycle Facilities</p> <p>All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park. Where possible, segregated cycle access should be provided to basement car parks by a segregated cycle ramp or dedicated lift.</p> <p>Location of Cycle Stands</p> <p>Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered, where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible. In publicly accessible buildings, a proportion of cycle parking should be publicly accessible to visitors. These spaces should be easily identifiable and accessible and should generally be located at ground floor level close to the main entrance of the building.</p> <p>Security</p> <p>Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.</p> <p>Shower and Changing Facilities</p> <p>Suitable shower and changing facilities will be made available in large-scale developments incorporating large</p>	

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)
	<p>amounts of cycle parking. Facilities should be secure, lockable and located in well-lit locations. The following standards shall be adhered to:</p> <ul style="list-style-type: none"> • 1 shower per office development over 100sq.m (approximately 5 employees) • A minimum of 2 showers for office developments over 500sq.m (approximately 25 employees) • 1 shower per 1000sq.m thereafter • Changing/drying areas, toilets and lockers should be provided in association with shower facilities. <p>Lockers</p> <p>The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.</p>	
CH12.5 / S12.10	<p>Amend text at section 12.10:</p> <p>proposed new-Metro-North Indicative Route for New Metro North</p> <p>A-proposed new-Metro-North An Indicative Route for New Metro North has been included in the Government's capital programme. It will link Swords via the Airport, to Dublin City Centre. The provision of the proposed new-Metro-North Indicative Route for New Metro North is critical to the continued, sustainable growth of the County Town, Swords. It is essential that the metro stops are easily accessible to trip-intensive developments.</p> <p>Amend Objective DMS119</p> <p>Ensure that the proposed new-Metro-North indicative route for New Metro North and its stops are kept free from development. Require that all development alongside the proposed new-Metro-North indicative route for New Metro North includes permeability for pedestrians, cyclists and public transport so as to maximise its accessibility.</p> <p>Amend Objective DMS120</p> <p>Allow high-density development along the proposed new-Metro-North indicative route for New Metro North, in accordance with the land-use plans of the Council.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.
CH12.6 / S12.10	<p>Amend text and Objectives at section 12.10:</p> <p>Metro-West-Light Rail Corridor (previously known as Metro West)</p> <p>While Metro-West the Light Rail Corridor/Metro West has not been included in the Government's capital programme 2016-2021, a significant amount of preliminary design work has already been carried out. This route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the proposed new-Metro-North indicative route for New Metro North at Dardistown, south of Dublin Airport.</p>	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)																																																														
CH12.7 / S12.10	Objective DMS121 Ensure that the possible routes of Metro-West the Light Rail Corridor and its stops are kept free from development. Require that all development alongside the possible routes of Metro-West the Light Rail Corridor includes permeability for pedestrians, cyclists and public transport so as to maximise its accessibility.	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the Draft Plan.																																																														
	Objective DMS122 Allow high density development along the Metro-West Light Rail corridor, in accordance with the land-use plans of the Council.																																																															
	Amend Table 12.8 Car Parking Standards at Section 12.10:																																																															
	Table 12.8 - Car Parking Standards (extract from this table)																																																															
	<table><tr><th>Land Use</th><th>Order</th><th>Criterion</th><th>Proposed</th><th>Notes</th><th>Category</th><th>Norm or Max</th></tr><tr><td>Caravan / mobile home park</td><td>8</td><td>Stand</td><td>1</td><td></td><td>Residential</td><td>Norm</td></tr><tr><td>Hotel, Motel, Motor Inn, Guest House</td><td>9</td><td>Bedroom</td><td>1</td><td></td><td>Residential</td><td>Norm</td></tr><tr><td rowspan="2">Pre-school facilities / creche Primary school</td><td>10</td><td>Classroom</td><td>0.5</td><td></td><td>Education</td><td>Maximum</td></tr><tr><td>11</td><td>Classroom</td><td>1.5</td><td></td><td>Education</td><td>Maximum</td></tr><tr><td>Special needs unit</td><td>12</td><td>Classroom</td><td>2</td><td></td><td>Education</td><td>Maximum</td></tr><tr><td>Post primary school</td><td>13</td><td>Classroom</td><td>1.5</td><td></td><td>Education</td><td>Maximum</td></tr><tr><td>College of Higher Education*</td><td>14</td><td>Lecture theatre</td><td>5-10</td><td></td><td>Education</td><td>Maximum</td></tr><tr><td>Retail - Foodstore (incl discount foodstores)</td><td>15</td><td>GFA</td><td>1 per 20</td><td></td><td>Retail</td><td>Maximum</td></tr></table>		Land Use	Order	Criterion	Proposed	Notes	Category	Norm or Max	Caravan / mobile home park	8	Stand	1		Residential	Norm	Hotel, Motel, Motor Inn, Guest House	9	Bedroom	1		Residential	Norm	Pre-school facilities / creche Primary school	10	Classroom	0.5		Education	Maximum	11	Classroom	1.5		Education	Maximum	Special needs unit	12	Classroom	2		Education	Maximum	Post primary school	13	Classroom	1.5		Education	Maximum	College of Higher Education*	14	Lecture theatre	5-10		Education	Maximum	Retail - Foodstore (incl discount foodstores)	15	GFA	1 per 20		Retail	Maximum
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* Parking allowances for offices and labs / workshops on a Higher Education College Campus to be calculated separately in accordance with required car parking standards.																																																																
CH12.8 / S12.11	Amend Objective DMS152: A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form	This inclusion of the text within the objective is directly positive for																																																														

Proposed Amendment Reference	Proposed Amendment Text	Screening Response (SEA/ AA/ SFRA)																														
	<p>and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated or require sensitive design and professional expertise. The site assessment should evaluate:</p> <ul style="list-style-type: none"> • Character of the site in its setting (including existing buildings) • Access to the site • Services • Protected Designations • Rare and protected species (such as bats) 	biodiversity and the protection of species.																														
CH12.9 / S12.16	<p>Delete from Table 12.13:</p> <table> <tr> <th>Establishment</th><th>Tier</th><th>Consultation Distance</th></tr> <tr> <td>Barclay Chemicals Manufacturing Ltd, T/A Barclay Corp Protection, Damastown Industrial Park, Mulhuddart, Dublin 15</td><td>Upper Tier</td><td></td></tr> <tr> <td>Chemco (Ire) Ltd, T/A Macetown North, Damastown Industrial Estate, Mulhuddart, Dublin 15</td><td>Upper Tier</td><td>700m</td></tr> <tr> <td>Contract & General Warehousing Ltd. Westpoint Business Park, Navan Rd. Mulhuddart</td><td>Upper Tier</td><td>700m</td></tr> <tr> <td>Mallinckrodt Medical Imaging-Ireland T/A Convidien Damastown, Mulhuddart</td><td>Upper Tier</td><td>1,000m</td></tr> <tr> <td>Astellas Ireland Co., Ltd., Damastown, Mulhuddart</td><td>Lower Tier</td><td>1,000m</td></tr> <tr> <td>Clarochem Ireland Ltd., (formally Helsinn), Damastown, Mulhuddart</td><td>Lower Tier</td><td>1,000m</td></tr> <tr> <td>Gensys Power Ltd., T/A Huntstown Power Station, Huntstown Quarry,</td><td>Lower Tier</td><td>300m</td></tr> <tr> <td>Swords Laboratories, Watery Lane, Swords</td><td>Lower Tier</td><td>1,000</td></tr> <tr> <td>Swords Laboratories T/A Bristol Myers Squibb, Cruiserath Rd. Mulhuddart D15</td><td>Lower Tier</td><td>1,000m</td></tr> </table> <p>(Source HSA September 2015)</p>	Establishment	Tier	Consultation Distance	Barclay Chemicals Manufacturing Ltd, T/A Barclay Corp Protection, Damastown Industrial Park, Mulhuddart, Dublin 15	Upper Tier		Chemco (Ire) Ltd, T/A Macetown North, Damastown Industrial Estate, Mulhuddart, Dublin 15	Upper Tier	700m	Contract & General Warehousing Ltd. Westpoint Business Park, Navan Rd. Mulhuddart	Upper Tier	700m	Mallinckrodt Medical Imaging-Ireland T/A Convidien Damastown, Mulhuddart	Upper Tier	1,000m	Astellas Ireland Co., Ltd., Damastown, Mulhuddart	Lower Tier	1,000m	Clarochem Ireland Ltd., (formally Helsinn), Damastown, Mulhuddart	Lower Tier	1,000m	Gensys Power Ltd., T/A Huntstown Power Station, Huntstown Quarry,	Lower Tier	300m	Swords Laboratories, Watery Lane, Swords	Lower Tier	1,000	Swords Laboratories T/A Bristol Myers Squibb, Cruiserath Rd. Mulhuddart D15	Lower Tier	1,000m	No additional significant impacts (either positive or negative) in respect of SEA/ AA/ SFRA would be expected to result from the proposed alteration to the draft Plan.
Establishment	Tier	Consultation Distance																														
Barclay Chemicals Manufacturing Ltd, T/A Barclay Corp Protection, Damastown Industrial Park, Mulhuddart, Dublin 15	Upper Tier																															
Chemco (Ire) Ltd, T/A Macetown North, Damastown Industrial Estate, Mulhuddart, Dublin 15	Upper Tier	700m																														
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Table 2.2 – Screening of Amendments on the Draft Plan – Maps

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
3	PA SH 3.1	Rezone RU to RV and Rezone RC to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.2	Rezone RU to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.3	Rezone RU to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.4	Rezone RU to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.5	Rezone RU to FP	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. In addition there will be negative impacts on population in relation to noise and air quality as there will be additional traffic movements along the rural road network from the expansion of the food park. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.6	Rezone RU to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.7	Rezone RU to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands, however the level of landloss is of a low scale. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
3	PA SH 3.8	Rezone RU to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. There is a predictive floodplain on the zoned lands and following the principles of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) this land should not be zoned for highly vulnerable uses. There is a large Flood Zone B extent traversing the site with also a smaller Flood Zone A extent. Should this zoning remain Fingal County Council will be required to conduct a Justification Test on the zoned lands. No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from the proposed rezoning.
4	PA SH 4.1	Add New Masterplan to these lands	The land zonings will not be altered as a result of the masterplan. Any potential environmental impacts on biodiversity, cultural heritage, landscape, population, material assets, water and soils/landuse should be addressed through the development of a masterplan. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
4	PA SH 4.2	Rezone HT to GE	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
4	PA SH 4.3	Rezone OS to RS	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			rezoning.
4	PA SH 4.4	Add New Masterplan to these lands	<p>The land zonings will not be altered as a result of the masterplan. Any potential environmental impacts on biodiversity, cultural heritage, landscape, population, material assets, water and soils/landuse should be addressed through the development of a masterplan.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from designation of a masterplan for these lands.</p>
4	PA SH 4.5	Rezone RU to RC	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.</p>
5	PA SH 5.1	Rezone HA to GB	No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
5	PA SH 5.2	Fix spelling from Patirck to Patrick	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the alteration of the spelling.
5	PA SH 5.3	Rezone OS to RA	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space lands to residential development. There is potential that the lands are utilised for bird feeding and therefore any development on these lands will be subject to Screening for AA.</p> <p>No additional significant impacts (either positive or negative) in respect of the SFRA would be expected to result from the proposed rezoning.</p>
5	PA SH 5.4	Insert New Indicative Cycle/ Pedestrian Route	<p>There will be positive impacts on population and material assets from the development of a sustainable travel cycle/ pedestrian route. Potential for direct negative impacts on biodiversity and soil/landuse from loss of open space lands to linear developments.</p> <p>The Cycle/ Pedestrian Network Strategy, requiring a route evaluation study (ED61) would be screened for Appropriate Assessment and Strategic (G29). All routes would be required to be cognisant of the</p>

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			mitigation measures accompanying the GDA plan (MT09). Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.
5	PA SH 5.5	Add new Local Objective (Provide for a sheltered housing project and independent living housing model for the elderly.)	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
5	PA SH 5.6	Add New Masterplan to these lands	The land zonings will not be altered as a result of the masterplan. Any potential environmental impacts on biodiversity, cultural heritage, landscape, population, material assets, water and soils/landuse should be addressed through the development of a masterplan. It is recognised that a large portion of the site is within the predictive floodplain. No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from designation of a masterplan for these lands.
5	PA SH 5.7	Rezone GE to RS	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6A.1	RU to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6A.2	RU to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. There is an indicative floodplain on the zoned lands and following the principles of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) this land should not be zoned for highly vulnerable without first identifying Flood Zones A and B. Should this zoning remain Fingal County Council will be required to

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			conduct a Justification Test on the zoned lands. If the zoned lands pass the Justification Test a Flood Risk Assessment (FRA) will be required to identify the Flood Zones A and B. No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from the proposed rezoning.
6	PA SH 6A.3	RB to RS	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6A.4	TC to CI	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6A.5	TC to CI	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6A.6	RU to CI	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6A.7	RU to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the AA and SFRA would be expected to result from the proposed rezoning.
6	PA SH 6B.1	Reinstate Local Objective 141 from 2011-2017 CDP (Facilitate Agri Tourism)	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed local objective.
6	PA SH 6B.2	Remove Masterplan MP6.D	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed change.
6	PA SH 6B.3	Add new Masterplan to these lands	The land zonings will not be altered as a result of the masterplan. Any potential environmental impacts on biodiversity, cultural heritage,

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			<p>landscape, population, material assets, water and soils/landuse should be addressed through the development of a masterplan.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from designation of a masterplan for these lands.</p>
6	PA SH 6B.4	Add new Local Objective at Rogerstown (Examine the feasibility of developing a marina and auxiliary and associated facilities at the Ramparts, Rogerstown, Rush designed and built in accordance with sustainable ecological standards and avoiding significant adverse impacts on European Sites and species. Such consideration shall take cognisance of a wider study into marina development along the Fingal coastline (Objective ED78, Chapter 6: Economic Development refers).	<p>It is recognised that this local objective is within the draft Plan and that it is now just being identified on the mapping.</p> <p>Whilst the development of a marina would be positive for population and material assets, there is potential for negative impacts on biodiversity, flora and fauna and on sensitive coastal habitats and/or their qualifying interests in SACs and species in SPA's. A wider marina study has been identified in Policy ED78. The development of any marina will require a Flood Risk Assessment to ensure that the marina development is in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).</p>
7	PA SH 7.1	Rezone RU to RB	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. There is potential that the lands are utilised for bird feeding and therefore any development on these lands will be subject to Screening for AA.</p> <p>No additional significant impacts (either positive or negative) in respect of the SFRA would be expected to result from the proposed rezoning.</p>
7	PA SH 7.2	Rezone RU to RB	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. There is potential that the lands are utilised for bird feeding and therefore any development on these lands will be subject to Screening for AA.</p> <p>No additional significant impacts (either positive or negative) in respect of the SFRA would be expected to result from the proposed rezoning.</p>
7	PA SH 7.3	Rezone HA to CI	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. There is potential that the lands are utilised for bird feeding and therefore any development on these lands will be subject to Screening for AA.</p> <p>No additional significant impacts (either positive or negative) in respect of the SFRA would be expected to result from the proposed rezoning.</p>

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			of the SFRA would be expected to result from the proposed rezoning.
7	PA SH 7.4	Rezone CI to TC	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
7	PA SH 7.5	Rezone CI to TC	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
7	PA SH 7.6	Rezone HA to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. There is potential that the lands are utilised for bird feeding and therefore any development on these lands will be subject to Screening for AA. No additional significant impacts (either positive or negative) in respect of the SFRA would be expected to result from the proposed rezoning.
7	PA SH 7.7	Add a new transport reservation corridor	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. In addition the development of a road could have direct negative impacts on cultural heritage, water and landscape through change to the local landscape. Where scheme are sub-threshold for EIA it is strongly recommended that an environmental appraisal is still carried out in support of planning and that constraints and route selection processes are undertaken on the proposed alignment. There is a potential for likely significant effects from this project on adjacent European Sites. The project will be subject to the requirements of the Habitats Directive and the protective policies included in the DP will ensure that appropriate surveys and environmental assessments are carried out prior to any planning application. There is a floodplain crossing the reservation corridor and following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014). Fingal County Council will be required to conduct a Justification Test. If the reservation corridor passes the Justification Test a Flood Risk Assessment will be required.

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
7	PA SH 7.8	Insert new indicative cycle/ pedestrian route	<p>Potential for direct negative impacts on biodiversity and soil/landuse from loss of open space lands to linear developments.</p> <p>Potential for significant negative impacts on sensitive coastal habitats and/or their qualifying interests in SACs and species in SPA's.</p> <p>The Cycle/ Pedestrian Network Strategy, requiring a route evaluation study (ED61) would be screened for Appropriate Assessment and Strategic (G29. All routes would be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09).</p> <p>The cycleway traverses the coastline within the predicted coastal flooding extent in several locations along its route and following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) a Flood Risk Assessment will be required.</p>
8	PA SH 8.1	Spilt MP 8A in two along Balheary RD	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed split.
8	PA SH 8.2	Rezone GE to CI	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed rezoning.
8	PA SH 8.3	Rezone GB to RA	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands.</p> <p>No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.</p>
8	PA SH 8.4	Spilt MP 8D into along Sea town RD	No additional significant impacts (either positive or negative) in respect of the SEA/ AA and SFRA would be expected to result from the proposed split.
8	PA SH 8.5	Rezone RD to MC	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed rezoning.
8	PA SH 8.6	Add new local objective (Carry out, within 2 years of the adoption of this	The inclusion of this new local objective of a feasibility study is directly positive however, the local objective should also include for

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
		<i>Development Plan, a feasibility study, of lands at Knockedan to include a full investigation of requirements in terms of infrastructure, traffic, water, access, drainage and community facilities to inform the future designation of these lands for development.)</i>	environmental appraisal of the lands to ensure minimal impacts on cultural heritage and landscape.
8	PA SH 8.7	Rezone RA to MC	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed rezoning.
8	PA SH 8.8	Rezone OS to RS	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space lands to residential development. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
8	PA SH 8.9	Rezone RW to GE	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.1	Rezone GB to CI	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.2	Rezone HA to RS with new local objective Include Local Objective: (Permit the completion, before December 2018, 2 (no.) residential units associated with planning permission reference number F08A/1407, only.)	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. Screening for AA of the residential units will be required due to the proximity to Malahide Estuary SPA and SAC. No additional significant impacts (either positive or negative) in respect of the SFRA would be expected to result from the proposed rezoning.
9	PA SH 9.3	Amend local objective 49 ('New or widened entrances onto the Dublin Road between Streamstown lane and the Swords Junction will be restricted, to ensure the protection of the mature tree-lined approach along the Dublin Road to Malahide)	There will be positive impacts on biodiversity from the inclusion of this local objective. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed objective.

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
9	PA SH 9.4	Remove density symbol for these lands	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.5	Rezone GB to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space lands to residential development. The zoning is within the Inner Airport noise zone and will be subject to restrictions. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.6	Rezone GB to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space lands to residential development. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.7 Agenda Item 500 Kinsealy Garden Centre	Rezone RU GB to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.8 Agenda Item 529	Rezone GB to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.9	Rezone GB to RV	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space lands to residential development. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
9	PA SH 9.10	Insert new indicative cycle/ pedestrian route	Potential for direct negative impacts on biodiversity and soil/landuse from loss of open space lands to linear developments. Positive impacts for population and human health, along with material assets.

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			<p>Potential for significant negative impacts on sensitive coastal habitats and/or their qualifying interests in SACs and species in SPA's. The Cycle/ Pedestrian Network Strategy, requiring a route evaluation study (ED61) would be screened for Appropriate Assessment and Strategic (G29). All routes would be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09).</p> <p>Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.</p>
9	PA SH 9.10	Insert new indicative cycle/ pedestrian route	<p>Potential for direct negative impacts on biodiversity and soil/landuse from loss of open space lands to linear developments. Positive impacts for population and human health, along with material assets.</p> <p>Potential for significant negative impacts on sensitive coastal habitats and/or their qualifying interests in SACs and species in SPA's. The Cycle/ Pedestrian Network Strategy, requiring a route evaluation study (ED61) would be screened for Appropriate Assessment and Strategic (G29). All routes would be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09).</p> <p>Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.</p>
9	PA SH 9.10	Insert new indicative cycle/ pedestrian route	<p>Potential for direct negative impacts on biodiversity and soil/landuse from loss of open space lands to linear developments. Positive impacts for population and human health, along with material assets.</p> <p>Potential for significant negative impacts on sensitive coastal habitats and/or their qualifying interests in SACs and species in SPA's. The Cycle/ Pedestrian Network Strategy, requiring a route evaluation study (ED61) would be screened for Appropriate Assessment and Strategic (G29). All routes would be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09).</p>

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			mitigation measures accompanying the GDA plan (MT09). Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.
9	PA SH 9.10	Insert new indicative cycle/ pedestrian route	Potential for direct negative impacts on biodiversity and soil/landuse from loss of open space lands to linear developments. Positive impacts for population and human health, along with material assets. Potential for significant negative impacts on sensitive coastal habitats and/or their qualifying interests in SACs and species in SPA's. The Cycle/ Pedestrian Network Strategy, requiring a route evaluation study (ED61) would be screened for Appropriate Assessment and Strategic (G29). All routes would be required to be cognisant of the mitigation measures accompanying the GDA plan (MT09). Following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) the cycleway should be required to undergo a Flood Risk Assessment along its route to identify if it has any flood risk implications for users or the surrounding environment.
9	PA SH 9.11	Add new local objective (This road improvement route is not fixed or indicative. It could be along existing Moyne Road alignment or another alignment)	Potential for impact on biodiversity, water and soils/ landuse depending on the road improvement that is proposed and the design that is brought forward. To the south of the existing road is a predictive floodplain and an Flood Risk Assessment will be required on any works. There is a potential for likely significant effects of this indicative project due to the proximity to Baldoye Bay SAC/ SPA. The project will be subject to the requirements of the Habitats Directive and the protective policies included in the CDP will ensure that appropriate surveys and environmental assessments are carried out prior to any planning application.
9	PA SH 9.12	Add new transport reservation corridor	The inclusion of these new reservation corridors on the map sheets will ensure that no other development may be permitted in them.

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. In addition the development of a road could have direct negative impacts on cultural heritage, water and landscape through change to the local landscape. Where scheme are sub-threshold for EIA it is strongly recommended that an environmental appraisal is still carried out in support of planning and that constraints and route selection processes are undertaken on the proposed alignment.</p> <p>There is a potential for likely significant effects of any project on European Sites. All such projects will be subject to the requirements of the Habitats Directive and the protective policies included in the CDP will ensure that appropriate surveys and environmental assessments are carried out prior to any planning application.</p> <p>There is a floodplain crossing the reservation corridor and following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) Fingal County Council will be required to conduct a Justification Test. If the reservation corridor passes the Justification Test a Flood Risk Assessment (FRA) will be required.</p>
9	PA SH 9.13	Add new transport reservation corridor	<p>The inclusion of these new reservation corridors on the map sheets will ensure that no other development may be permitted in them.</p> <p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenfield lands. In addition the development of a road could have direct negative impacts on cultural heritage, water and landscape through change to the local landscape. Where scheme are sub-threshold for EIA it is strongly recommended that an environmental appraisal is still carried out in support of planning and that constraints and route selection processes are undertaken on the proposed alignment.</p> <p>There is a potential for likely significant effects of any project on European Sites. All such projects will be subject to the requirements of the Habitats Directive and the protective policies included in the CDP will ensure that appropriate surveys and environmental assessments</p>

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			are carried out prior to any planning application. There is a floodplain crossing the reservation corridor and following the principles of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014) Fingal County Council will be required to conduct a Justification Test. If the reservation corridor passes the Justification Test a Flood Risk Assessment (FRA) will be required.
11	PA SH 11.1	Rezone GB to GE	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
11	PA SH 11.2	Rezone GB to RC	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
11	PA SH 11.3	Add new local objective (Carry out a comprehensive feasibility study of the South Fingal area to produce a strategic 'vision' and overall strategy for the proper planning and sustainable development of the study area, based on a sustainable transport and smarter travel approach, planning for all transport modes and needs, whilst also being reflective of road network capacity and modal split assumptions. This will be carried out in consultation with statutory agencies and relevant stakeholders. Exact boundary to be agreed as part of the process).	The inclusion of this objective is directly positive for population and material assets as it will help to establish the issues relative to sustainable transport. There is potential to be indirectly positive for climate and air quality if measures are put in place after the study to address the issues identified. Any feasibility study should be screened for the requirement of an AA.
11	PA SH 11.4	Exclude these lands from masterplan MP11.B	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.5	Insert new CP symbol	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			change.
11	PA SH 11.6	Reinstate CP symbol	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.7	Rezone GE to RS	There would be negative impacts on population from noise due to the location of this residential zoning in proximity to the airport. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.8	Rezone GE to HT	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.9	Create two new masterplan areas	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.10	Rezone HT to RW	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.11	Reinstate LO448 from 2011-2017 CDP (Support provision of retail for local needs only)	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.12	Remove lands from masterplan	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
11	PA SH 11.13	Rezone OS to RS with new local objective (Prepare a Masterplan to facilitate the provision of a purpose built student accommodation facility in an appropriately landscaped setting to preserve the predominantly open space character).	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space. The development of a masterplan will provide the opportunity to ensure protection of the environment against impacts on cultural heritage, water and landscape from any proposed development. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
			rezoning.
12	PA SH 12.1	Rezone GB to GE	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. It is a significant piece of greenbelt lands that is being lost. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
12	PA SH 12.2	Rezone OS to RA with new local objective (Provide a recreational facility for the Dublin G.A.A. County Board, through the provision by them of a 2.5ha playing pitch and local recreational community facility including a clubhouse, related ancillary facilities and car and cycle parking')	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space. The provision of new community infrastructure will be positive for population and material assets. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
12	PA SH 12.3	Rezone GB to WD with local objective (Widen road from St.Margarets By Pass at the Kilshane junction to provide an extended left turning lane)	There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
12	PA SH 12.4	Rezone WD to GE	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
12	PA SH 12.5	Remove lands from masterplan	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
12	PA SH 12.6	Rezone RD to LC	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
12	PA SH 12.7	Rezone HT to GE	No additional significant impacts (either positive or negative) in respect of the SEA/ AA would be expected to result from the proposed rezoning. There is a predictive floodplain on the zoned lands and following the principles of the Planning System and Flood Risk Assessment

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			Guidelines for Planning Authorities (2009) this land should not be zoned for highly vulnerable uses. There is a large Flood Zone B extent traversing the site with also a smaller Flood Zone A extent. Should this zoning remain Fingal County Council will be required to conduct a Justification Test on the zoned lands for the Flood Zone A area. The site should still be subject to a Flood Risk Assessment as noted in the Strategic Flood Risk Assessment for Draft Fingal County Development Plan 2017-2023.
12	PA SH 12.8	Rezone HA to LC	There will be direct negative impacts on biodiversity, water and soil/landuse from the loss of high amenity lands. No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from the proposed rezoning. The site is within a defended area however there is a predictive floodplain on the zoned lands and following the principles of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) this land should not be zoned for highly vulnerable uses unless it can be justified. There is a large Flood Zone A extent traversing the site. Should this zoning remain Fingal County Council will be required to conduct a Justification Test on the zoned lands. The site should still be subject to a Flood Risk Assessment as noted in the Strategic Flood Risk Assessment for Draft Fingal County Development Plan 2017-2023.
13	PA SH 13.1	Spilt UFP in two along Snugborough road	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
13	PA SH 13.2	Rezone RS to OS	This is a positive impact on biodiversity, soils/ landuse and population as open space is being zoned. There are no additional significant (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed change.
13	PA SH 13.3	Rezone OS to CI with new local objective (Provide for places of worship only. Any application for development on the site should be sensitively designed and sited and	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space. No additional significant impacts (either positive or negative) in respect

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
		accompanied by a design statement, to ensure the protection of the sylvan characteristics of the site')	of the SFRA/ AA would be expected to result from the proposed rezoning.
13	PA SH 13.4	Rezone RS and OS to CI	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space. There will be positive impacts on population and material assets from the development of Community infrastructure. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
13	PA SH 13.5	Rezone OS to CI	There will be direct negative impacts on biodiversity and soil/landuse from the loss of open space. There will be positive impacts on population and material assets from the development of Community infrastructure. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
13	PA SH 13.6	Amend local objective 104 (Facilitate and promote synergies between Connolly Hospital, Institute of Technology Blanchardstown (ITB) and related industries and ensure that future healthcare needs in line with Government policy can be provided for at Connolly Hospital)	The facilitation of synergies will be directly positive for population and material assets allowing opportunities to develop for health care, education and industry. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed change.
13	PA SH 13.7	Add new local objective (Consider the provision of a hotel at a suitable location within the lands)	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
13	PA SH 13.8	Rezone RA to RS	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
13	PA SH 13.9	Add these lands to Castleknock Development Boundary	There will be direct negative impacts on biodiversity and soil/landuse from the loss of high amenity lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed

Sheet No.	Proposed Amendment Reference	Proposed Amendment Text	Screening Response
13	PA SH 13.10	Reinstate LO 643 from 2011-2017 CDP (Carry out a study of these lands, where currently in industrial use, to identify the mix and scale of uses and access arrangements appropriate to this visually sensitive area and the Council's objectives for the Liffey Valley SAAO and environs and to provide for the long term relocation of existing non-conforming industrial uses in this area)	rezoning. There will be direct negative impacts on biodiversity and soil/landuse from the loss of high amenity lands. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from the proposed rezoning.
13	PA SH 13.11	Amend Local Objective 147 (Optimize the benefits of Metro West to take account of existing commuter traffic, enterprise and employment while Ensuring that any crossing over the River Liffey Valley SAAO to facilitate a future light rail transit system is designed in such a way as would not compromise the amenity, tourism and economic potential of the Valley.)	No additional significant impacts (either positive or negative), outside those already identified in the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment would be expected to result from the proposed alteration to the Draft Plan.
14	PA SH 14.1	Remove OS GI maps Amend map to reflect RS – 'Residential' zoning at Clifflands, Rush	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
14	PA SH 14.2	Addition of GDA cycle network to the CDP	The GDA cycle network Plan has been subject to an SEA and AA process. These routes would need to be cognisant of the mitigation measures accompanying the GDA plan (MT09). However, the overall Fingal Cycle/ Pedestrian Network Strategy requires a route evaluation study (ED61), which would be screened for Appropriate Assessment and Strategic Flood Risk Assessment (G29).
Chapter 4	PA CH 6.6	Extend Core Retail area at The Pavillions	The area comprises a surface carpark and green space including trees and is currently zoned as MC (major town centre). No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
Chapter 4	PA CH 6.6	Remove Verona from the Core Retail Area	This is a positive impact as open space is being safeguarded from development. No additional significant impacts (either positive or negative) in respect of the SFRA/ AA would be expected to result from

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			the proposed change.
Chapter 12/ Sheet 8	PA CH 12.9	Remove Seveso Symbol at the Bristol Myers and Squibb Swords	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.
Chapter 12/ Sheet 12	PA CH 12.9	Remove Seveso Symbol at Chemco Ballycoolin	No additional significant impacts (either positive or negative) in respect of the SEA/ SFRA/ AA would be expected to result from the proposed change.

3 NEXT STEPS

The *Proposed Material Alternations to the Draft Fingal Development Plan 2017-2023, November 2016* and the *Addendum Report - SEA/AA/SFRA Screening of Proposed Material Alterations* will go on public display between the 4th November and by 4.30pm on the 2nd December 2016.

After the consultation period ends, the Chief Executive will prepare a report on all submissions and observations received during the prescribed period and submit the report to the Elected Members for their consideration. Having considered the proposed Material Alterations to the Draft Plan and the Chief Executive's Report on submissions received, the Elected Members may, by resolution, make the Fingal Development Plan 2017-2023 with or without amendment.

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