

REPORT TO INFORM STRATEGIC ENVIRONMENTAL ASSESSMENT SCREENING

**FOR
PROPOSED AMENDMENT
(RESIDENTIAL CAR PARKING STANDARDS)**

**TO THE
CHERRYWOOD SDZ PLANNING SCHEME 2014, AS AMENDED**

for: Dún Laoghaire-Rathdown County Council

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Section 1 Introduction and Terms of Reference

1.1 Introduction

Dún Laoghaire-Rathdown County Council has prepared a Proposed Amendment (Residential Car Parking Standards) to the Cherrywood Strategic Development Zone (SDZ) Planning Scheme 2014 in accordance with the Planning and Development Act 2000 (as amended).

The Proposed Amendment needs to be screened for the need to undertake Strategic Environmental Assessment (SEA). Screening is the process for determining whether a particular plan - or amendment to a plan - other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.

A determination as to whether SEA is or is not required for the Proposed Amendments must be undertaken. This report has been prepared by CAAS on behalf of Dún Laoghaire-Rathdown County Council in order to help inform the SEA determination.

The Cherrywood SDZ Planning Scheme 2014 was subject to full Strategic Environmental Assessment (SEA) and to Appropriate Assessment (AA) Screening. These processes, throughout which the environmental authorities were consulted, facilitated the mitigation of potential environmental effects. The 2017¹ and 2018² Amendments to the Cherrywood SDZ Planning Scheme were found not to require full SEA or Stage 2 AA.

1.2 Legislative Context for the SEA Screening Requirement

SEA is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme - or amendment to a plan - before a decision is made to adopt it. Screening is the process for deciding whether a particular plan - or amendment to a plan - other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.

The Planning and Development Act 2000 (as amended) requires An Bord Pleanála to determine whether SEA is or is not required. Such a determination is required to take account of relevant criteria set out in Schedule 2A *'Criteria for determining whether a plan is likely to have significant effects on the environment'* of the Planning and Development (SEA) Regulations 2004 (as amended).

This report has been prepared by CAAS on behalf of Dún Laoghaire-Rathdown County Council in order to help inform the SEA determination.

1.3 Reasons for the Proposed Amendment

The purpose of the Proposed Amendment is to update the Planning Scheme so as to align with Government Policy on housing and in particular to take cognisance of the updated ministerial guidance on car parking provision for apartment development as set out in the *"Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities"* (March 2018) as published by the Department of the Housing Planning and Local Government (DHPLG).

In the approved scheme, the residential car parking standards were based on the premise that Cherrywood was designed so that residents should not require the use of the car for daily commutes; that the plan

¹ These amendments addressed/clarified the implications of the "Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities", 2015, and amended the sequencing of the retail development within the Town Centre.

² These amendments addressed sequencing and phasing of development so as to enable an appropriate quantum of residential development to proceed commensurate with the level of infrastructure permitted to date and currently under construction within the Planning Scheme Area.

facilitates local provision of residents' daily commercial, educational and recreational needs; and that the majority of future residents can access their place of employment by walking, cycling or public transport. Furthermore, the plan layout with its network of safe and attractive routes for the pedestrian and cyclist was a further key influencing factor. Accordingly, the car parking standards in the Scheme factored in a reduction from the typical standards across the county.

Further to the guidance set out in the above ministerial guidelines, DLRCC commissioned a review of the car parking standards for Cherrywood to ascertain the appropriate level of car parking provision, having regard also to the need to provide for car parking and to safeguard against under-provision so as to protect the public realm. The evidence-based review findings indicate the potential to reduce the car parking requirements for apartment development in the two lower residential density zones; to allow for a reduction of car parking spaces in all residential density zones on the basis of the provision of car sharing facilities across Cherrywood; and a further reduction for studio apartments as a specific unit type.

The amendment also addresses BTR development having regard to SPPR8 of the Sustainable Urban Housing Guidelines and the designation of Cherrywood as a Strategic Development Zone (SDZ) which necessitates an element of certainty for applicants and third parties alike. The guidelines refer to minimal or significantly reduced car parking provision for BTR developments on the basis of the suitability of this type of development for central locations and / or proximity to public transport services. In this regard, the Board's attention is drawn to the fact that the reduced car parking standards as proposed by way of this amendment, already takes cognisance of proximity to public transport services; the ambitious modal split targets for sustainable transport modes as set in the Cherrywood Planning Scheme; and the potential for car sharing. Accordingly, DLRCC considers that the reduced standards for residential development represent the default minimal for BTR development in Cherrywood as supported by the Study.

On the basis of the foregoing, it is considered that the Proposed Amendment represents an appropriate locational and area-specific response to the ministerial guidelines for the Cherrywood SDZ Area.

Section 2 SEA Screening

2.1 Introduction

This section examines whether each part of the Proposed Amendment would be likely to have significant environmental effects (and thus would warrant the undertaking of SEA).

This examination takes account of relevant criteria set out in Schedule 2A '*Criteria for determining whether a plan is likely to have significant effects on the environment*' of the SEA Regulations (as amended) (see Section 2.4).

2.2 AA Screening

Appropriate Assessment (AA) Screening must also be undertaken on the Proposed Amendment and a determination must be made regarding whether there is a need, or not, to undertake Stage 2 AA on the Proposed Amendment. AA is an impact assessment process concerning European Sites - these sites have been designated or proposed for designation by virtue of their ecological importance.

The Proposed Amendment is also accompanied by a report to inform AA Screening. The findings of this report are that

2.3 SEA Screening Analysis

Table 2.1 examines whether each part of the Proposed Amendment would be likely to have significant environmental effects (and thus would warrant the undertaking of full SEA).

The examination takes account of relevant criteria set out in Schedule 2A '*Criteria for determining whether a plan is likely to have significant effects on the environment*' of the SEA Regulations, as amended (see Section 2.4).

The full range of environmental effects³, including cumulative effects are considered by this assessment.

³ These include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

Table 2.1 SEA Screening

No.	Title	Proposed Amendment (new text in blue/deleted text strike through)	SEA Screening Considerations
Planning Scheme Section 4.2.10 "Car Parking Standards"			
1	Specific Objective	<p>PI 21 It is an objective that car parking within the Planning Scheme be controlled so as to determine car use and promote sustainable travel modes. For residential development, this objective will be balanced with ensuring adequate car parking facilities are provided to meet car ownership needs in order to avoid any overspill car parking or adverse impacts on the public realm.</p> <p>Reduced car usage can only be achieved over time with the development of the network of public transport routes and services. Car parking policies have to reflect this evolving/expanding public transport network. This will be achieved by the use of temporary car parks that will be removed as development progresses and the public transport network improves.</p> <p>Where multi use / public car parks are proposed, the management regime will be subject to the agreement of the local authority.</p> <p>Managed on-street parking will provide surface animation and passive supervision in off-peak periods. Where on-street parking is provided adjoining a development plot it will count towards the maximum parking requirement. Priority will be given to unloading and service vehicles as well as disabled badge holders and car sharing proposals.</p> <p>Innovative mobility solutions such as car sharing schemes have become increasingly popular in urban environments and have the potential to reduce car ownership levels. In this regard, technological changes are contributing to a change in personal car ownership levels and the link between car ownership and travel. Car sharing involves a recognised organisation or company that provides cars in various agreed locations. The cars shared amongst members, are either owned or leased by the car share provider or by members. A car sharing scheme may operate privately within a development subject to a strong central management regime, or may be in a publicly accessible location to serve a wider range of potential users. Car sharing works best in areas of high urban density supported by good public transport access and is an innovation which would be acceptable throughout Cherrywood in the employment, retail and residential areas. Cherrywood with its permeable layout and attractive walking environment will afford a high degree of ease of access to the car sharing fleet for future residents and other potential users. Accordingly, car sharing schemes will be actively pursued in the implementation of the Planning Scheme.</p> <p>In addition, all development will be required to ensure that all car parking spaces are future-proofed for Electric Vehicles (EVs) or 'EV Ready'. At a minimum, applicants for residential and non-residential developments will be required to future proof for electric vehicle charging points at appropriate locations, including homes, businesses, on-street and multi-storey car parks, where parking is provided through the installation of ducting.</p> <p>The provision of electric charging points as part of residential and non-residential developments, including developments with publicly accessible car parking spaces, shall</p>	<p>This part of the Proposed Amendment relates to the amendment of Specific Objective PI 21 relating to car parking standards and the amendment of associated text. The amendments are relatively minor when considered both in isolation (the Scheme already provides for car parking standards and protection of the public realm) and within the context of the wider Scheme, which contains provisions relating to a wide variety of sectors, uses and activities across the Strategic Development Zone.</p> <p>The amendment to the Specific Objective recognises the requirement for car parking in residential developments (which is already provided for by the Scheme) in order to avoid, inter alia, adverse impacts on the public realm. This part of the amendment therefore contributes towards the protection and management of the public realm that is already provided for throughout numerous parts of the existing Scheme.</p> <p>The addition of text associated with this Specific Objective further contributes towards maximising the uptake in smarter, more sustainable modes of transport that is already provided for by the existing Scheme:</p> <ul style="list-style-type: none"> Innovative car sharing schemes are encouraged – these have the potential to further contribute towards the reductions in/limits in increases of car ownership levels (with associated potential interactions with emissions and energy usage) that are already provided for by the Scheme. Commitments relating to future proofing for Electric Vehicles and the provision of electric charging Points – such commitments would have the potential further contribute towards the reductions in emissions and associated interactions with air quality and human health that are already provided for by the Scheme). Associated requirements would contribute towards avoidance of adverse effects in the public realm. <p>The amended Specific Objective and associated text would – as is the case with the existing, already in force Special Objective and associated text – contribute towards the overall development of the Strategic Development Zone and associated effects that have been identified by the SEA for the existing Scheme:</p> <ul style="list-style-type: none"> Positive effects include contributions towards: sustainable mobility (arising from a high public transport and non-motorised mode share and a high percentage of internal sustainable mode trips between the residential, employment, education and leisure uses within Cherrywood and), including associated interactions with energy usage and greenhouse gas and other emissions to air; and contributions towards the protection and management of various environmental components (including habitats, species, ecological connectivity, water quality/status, soil, flood risk management, visual sensitivities, archaeological heritage, architectural heritage and exposure to noise levels). Potential adverse (if unmitigated) environmental effects include those relating to various environmental components (including habitats, species, ecological connectivity, water quality/status, soil, flood risk management, visual sensitivities, archaeological heritage, architectural heritage and exposure to noise levels).

SEA Screening Report for the Proposed Amendment (Residential Car Parking Standards) to the
Cherrywood SDZ Planning Scheme 2014 (as amended)

No.	Title	Proposed Amendment (new text in blue/deleted text strikethrough)	SEA Screening Considerations								
		<p>be provided in line with the standards outlined in the current Dun Laoghaire Rathdown County Development Plan.</p> <p>For all developments, applicants will be encouraged to embrace emerging Smart City innovative technology with the use of pop-up EV chargers, or an appropriate alternative, which facilitates access to electric charging points in more dense urban environments without adding to visual or street clutter in the public realm.</p> <p>It is not considered necessary for the purpose of this Planning Scheme to detail requirements for all land use types within Cherrywood. Those not detailed below are considered to be covered by the relevant policies and objectives in the current Dún Laoghaire-Rathdown County Development Plan for areas served by public transport.</p>	<p>However, these effects have already been identified, assessed and mitigated (where relevant) by the SEA undertaken on the existing Planning Scheme.</p> <p>The Proposed Amendment does not propose anything that would exceed the previously identified environmental envelope of effects considered by that SEA.</p> <p>Taking the above into account, it is <u>not</u> considered that the changes proposed would be likely to result in significant environmental effects.</p>								
2	Residential	<p>Cherrywood is designed so that daily commutes for residents should not require the use of a private car. The plan facilitates local provision of residents' daily commercial, educational and recreational needs. It is laid out so that the majority of future residents can access their place of employment by walking, cycling or public transport. <i>It is important to understand the difference between car usage and car ownership and for any parking standards to take cognisance of car ownership trends. In any development proposed a balance needs to be found between providing car parking in line with car ownership needs for residents whilst also ensuring parking is not overprovided. In addition, the provision of car sharing facilities and operators would encourage more environmentally friendly car usage, reduce the need for car ownership and car spaces whilst providing residents with the same mobility freedom.</i></p> <p>It is critical to the success of the plan that the scale, layout, urban form, mix of uses and detailed design all contribute to an attractive environment for people to walk and cycle. The layout proposed in this plan provides a network of safe and attractive routes for the pedestrian and cyclist.</p> <p>On that basis the following residential car parking standards set out in Table 4.4 below shall apply in each of the areas where homes are permissible. <i>The standards take cognisance of the guidance set out in the Ministerial Guidelines "Sustainable Urban Housing: Design Standards for New Apartments, March 2018", (DHPLG).</i></p> <p>Table 4.4: Minimum Residential car parking standards</p> <table border="1" data-bbox="383 1107 1191 1418"> <tbody> <tr> <td>Town Centre</td> <td>1 space per unit</td> </tr> <tr> <td>Neighbourhood Centres</td> <td>1 space per unit</td> </tr> <tr> <td>Res 3 and 4</td> <td>1 space per 1 bed unit. 1.25 spaces per 2 bed unit. 1.5 spaces per 3 or more bed unit.</td> </tr> <tr> <td>Res 1 and 2</td> <td>1 space per 1 bed unit. 1.5 spaces per 2 bed unit. 2 spaces per 3 or more bed unit.</td> </tr> </tbody> </table>	Town Centre	1 space per unit	Neighbourhood Centres	1 space per unit	Res 3 and 4	1 space per 1 bed unit. 1.25 spaces per 2 bed unit. 1.5 spaces per 3 or more bed unit.	Res 1 and 2	1 space per 1 bed unit. 1.5 spaces per 2 bed unit. 2 spaces per 3 or more bed unit.	<p>This part of the Proposed Amendment relates to the amendment of the existing Scheme's residential car parking standards and associated text. The amendments are relatively minor when considered both in isolation (the Scheme already factors in a reduction from the typical car parking standards that are applied across the County) and within the context of the wider Scheme, which contains provisions relating to a wide variety of sectors, uses and activities across the Strategic Development Zone.</p> <p>Further to the guidance set out in the above ministerial guidelines, DLRCC commissioned a review of the car parking standards for Cherrywood to ascertain the appropriate level of car parking provision, having regard also to the need to provide for car parking and to safeguard against under-provision so as to protect the public realm. The evidence-based review findings indicate the potential to reduce the car parking requirements for apartment development in the two lower residential density zones; to allow for a reduction of car parking spaces in all residential density zones on the basis of the provision of car sharing facilities across Cherrywood; and a further reduction for studio apartments as a specific unit type (see Cherrywood Strategic Development Zone Parking Advice Technical Note, November 2018).</p> <p>The Proposed Amendment takes cognisance of the review findings and sets out reduced car parking standards for apartment development within the Town Centre and Neighbourhood Centres (Village Centres), as well as across each of residential density zones (Res 1 - Res 4). The Proposed Amendment also provides for further reduced car parking standards in certain circumstances (for studio apartments in the range of 50-70% of the rate applied to a 1 bed unit/apartment, where provision is made for car sharing facilities and operators under a strong central management regime for the development). The amendment also addresses BTR development, identifying that the reduced standards for residential development represent the default minimal for BTR development in Cherrywood.</p> <p>The relatively minor reductions in space per unit residential car parking standards (the Scheme already factors in a reduction from the typical standards that are applied across the County) has the potential to allow for other uses that could further contribute towards the sustainable development of the lands that is already contributed towards by the Scheme.</p> <p>SEA Screening Considerations provided under no. 1 above (especially relating to innovative car sharing schemes and contributions towards the overall development of the Strategic Development Zone and associated effects that have been identified by the SEA for the existing Scheme) are also relevant.</p>
Town Centre	1 space per unit										
Neighbourhood Centres	1 space per unit										
Res 3 and 4	1 space per 1 bed unit. 1.25 spaces per 2 bed unit. 1.5 spaces per 3 or more bed unit.										
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SEA Screening Report for the Proposed Amendment (Residential Car Parking Standards) to the Cherrywood SDZ Planning Scheme 2014 (as amended)

No.	Title	Proposed Amendment (new text in blue/deleted text striketrough)	SEA Screening Considerations								
		<p>Table 4.4: Residential car parking standards</p> <table border="1" data-bbox="385 226 1182 507"> <tr> <td>Town Centre</td> <td>0.9 space per unit</td> </tr> <tr> <td>Village Centres</td> <td>0.9 space per unit</td> </tr> <tr> <td>Res 1, 2, 3 and 4</td> <td>0.9 space per 1 bed unit. 1.2 spaces per 2 bed unit / house 1.4 spaces per 3 or more bed unit. 2.0 spaces per 3 or more bed house</td> </tr> <tr> <td>All Residential Units/Houses</td> <td>Minimum 0.01 Car Share space per unit</td> </tr> </table> <p>NOTE: Under Table 4.4 a unit refers to an apartment, duplex or triplex and a house refers to a detached, semi-detached or terraced stand alone dwelling. A lower standard may be considered for studio apartments in the range of 50-70% of the rate applied to a 1 bed unit/apartment, where provision is made for car sharing facilities and operators under a strong central management regime for the development.</p> <p>For Build-To-Rent (BTR) developments, the relevant Government guidance is set out in Specific Planning Policy Requirement 8 (SPPR 8) of the 'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities', 2018 (or as subsequently amended). In the case of Cherrywood, it is considered that there is limited capacity for further reduction of the above car parking standards for BTR, having regard to the fact that these standards already take cognisance of the ambitious modal split targets for sustainable transport modes; proximity to public transport services; and the potential for car sharing. Accordingly, car parking provision for BTR developments shall as a default minimal match the car parking standards for Res 1,2, 3 and 4 as set out in Table 4.4 and the standards for studios set out above</p> <p>Car parking proposals will be assessed having regard to their impact on place making as well as providing residents with adequate and safe access to their private vehicle. Car parking for the whole plot should be considered at the strategic design stage prior to going into the detail of individual sites. A combination of approaches may be appropriate in the majority of plots.</p> <p>Within the Town Centre, the village centres and the adjacent higher density residential plots, designated as Res 3 and Res 4, parking should be provided either in an underground or undercroft car park which has been designed to minimise any negative visual impact. Car parking may be provided in a mixed use car park or in a peripheral location subject to there being environmentally attractive and safe pedestrian linkage between the residential units and the car park and subject to there being a limited amount of parking spaces available in the immediate vicinity for loading / unloading and for residents with disabilities.</p> <p>The urban form envisaged for areas designated as Res 1 and Res 2 is street frontage, terraced housing, perimeter blocks, individual house designs, duplex and apartment mixes. The traditional layout with private car parking in the front garden will not be an option for the majority of homes in these areas so well considered undercroft car parking, grouped parking, off-site parking, etc should all be considered at the design stage.</p>	Town Centre	0.9 space per unit	Village Centres	0.9 space per unit	Res 1, 2, 3 and 4	0.9 space per 1 bed unit. 1.2 spaces per 2 bed unit / house 1.4 spaces per 3 or more bed unit. 2.0 spaces per 3 or more bed house	All Residential Units/Houses	Minimum 0.01 Car Share space per unit	<p>Taking the above into account, it is <u>not</u> considered that the changes proposed would be likely to result in significant environmental effects.</p>
Town Centre	0.9 space per unit										
Village Centres	0.9 space per unit										
Res 1, 2, 3 and 4	0.9 space per 1 bed unit. 1.2 spaces per 2 bed unit / house 1.4 spaces per 3 or more bed unit. 2.0 spaces per 3 or more bed house										
All Residential Units/Houses	Minimum 0.01 Car Share space per unit										

2.4 Schedule 2A

PART 1

1. The characteristics of the plan having regard, in particular, to: the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources

The purpose of the Proposed Amendment is to update the Planning Scheme so as to align with Government Policy on housing and in particular to take cognisance of the updated ministerial guidance on car parking provision for apartment development as set out in the "*Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities*" (March 2018) as published by the Department of the Housing Planning and Local Government (DHPLG).

The Proposed Amendment includes the amendment of: Specific Objective PI 21 relating to car parking standards; amendment of the existing Scheme's residential car parking standards; and associated text. The amendments are relatively minor when considered both in isolation (the Scheme already provides for car parking standards, factors in a reduction from the typical car parking standards that are applied across the County and provides for protection of the public realm) and within the context of the wider Scheme, which contains provisions relating to a wide variety of sectors, uses and activities across the Strategic Development Zone.

The amendment to the Specific Objective recognises the requirement for car parking in residential developments (which is already provided for by the Scheme) in order to avoid, inter alia, adverse impacts on the public realm. This part of the amendment therefore contributes towards the protection and management of the public realm that is already provided for throughout numerous parts of the existing Scheme.

The relatively minor reductions in space per unit residential car parking standards (the Scheme already factors in a reduction from the typical standards that are applied across the County) has the potential to allow for other uses that could further contribute towards the sustainable development of the lands that is already contributed towards by the Scheme.

The text proposed to be added to the Scheme would further contribute towards maximising the uptake in smarter, more sustainable modes of transport that is already provided for by the existing Scheme:

- Innovative car sharing schemes are encouraged – these have the potential to further contribute towards the reductions in/limits in increases of car ownership levels (with associated potential interactions with emissions and energy usage) that are already provided for by the Scheme.
- Commitments relating to future proofing for Electric Vehicles and the provision of electric charging Points – such commitments would have the potential further contribute towards the reductions in emissions and associated interactions with air quality and human health that are already provided for by the Scheme). Associated requirements would contribute towards avoidance of adverse effects in the public realm.

The amended provisions would – as is the case with the existing, already in force Special Objective and associated text – contribute towards the overall development of the Strategic Development Zone and associated effects that have been identified by the SEA for the existing Scheme:

- Positive effects include contributions towards: sustainable mobility (arising from a high public transport and non-motorised mode share and a high percentage of internal sustainable mode trips between the residential, employment, education and leisure uses within Cherrywood and), including associated interactions with energy usage and

greenhouse gas and other emissions to air; and contributions towards the protection and management of various environmental components (including habitats, species, ecological connectivity, water quality/status, soil, flood risk management, visual sensitivities, archaeological heritage, architectural heritage and exposure to noise levels).

- Potential adverse (if unmitigated) environmental effects include those relating to various environmental components (including habitats, species, ecological connectivity, water quality/status, soil, flood risk management, visual sensitivities, archaeological heritage, architectural heritage and exposure to noise levels). However, these effects have already been identified, assessed and mitigated (where relevant) by the SEA undertaken on the existing Planning Scheme.

The Proposed Amendment does not propose anything that would exceed the previously identified environmental envelope of effects considered by that SEA.

Taking the above and the examination of the various parts of the Proposed Amendment provided under Section 2.3 into account, arising from the degree to which the Planning Scheme (as amended) and Proposed Amendment set a framework for projects and other activities, the Proposed Amendment would not be likely to result in significant environmental effects.

2. The characteristics of the plan having regard, in particular, to: the degree to which the plan influences other plans, including those in a hierarchy

The Proposed Amendment will not influence higher level plans; lower level plans comprise non-statutory plans relating to mitigation that may be required by the current Scheme such as Construction Management Plans, Traffic and Transport Assessments and Travel Plans.

Taking the above and the examination of the various parts of the Proposed Amendment provided under Section 2.3 into account, arising from the degree to which the Planning Scheme (as amended) and Proposed Amendment influence other plans, the Proposed Amendment would not be likely to result in significant environmental effects.

3. The characteristics of the plan having regard, in particular, to: the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development

The Cherrywood Planning Scheme, as amended, - to which the Proposed Amendment relates - has undergone SEA. This process integrated environmental considerations into the Strategic Development Zone and found that it contributes to environmental protection and management and sustainable development.

Taking the above and the examination of the various parts of the Proposed Amendment provided under Section 2.3 into account, arising from the relevance of the Planning Scheme (as amended) and Proposed Amendment for the integration of environmental considerations in particular with a view to promoting sustainable development, the Proposed Amendment would not be likely to result in significant environmental effects.

4. The characteristics of the plan having regard, in particular, to: environmental problems relevant to the plan

Environmental problems arise where there is a conflict between current environmental conditions and legislative targets.

Through its provisions relating to environmental protection and management, the existing Planning Scheme, as amended, contributes towards ensuring that environmental conditions do not get worse and, where possible, it contributes towards its amelioration.

Taking the above and the examination of the various parts of the Proposed Amendment provided under Section 2.3 into account, arising from environmental problems relevant to the Planning Scheme (as amended) and Proposed Amendment, the Proposed Amendment would not be likely to result in significant environmental effects.

5. The characteristics of the plan having regard, in particular, to: the relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection)

The Planning Scheme, as amended, relates to the land use sector and has undergone SEA. This process integrated considerations with regard to EU and national legislation on the environment into the Scheme, including those relating to the waste management and the Water Framework Directive.

Taking the above and the examination of the various parts of the Proposed Amendment provided under Section 2.3 into account, arising from the relevance of the Planning Scheme (as amended) and Proposed Amendment for the implementation of European Union legislation on the environment, the Proposed Amendment would not be likely to result in significant environmental effects.

PART 2

1. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the probability, duration, frequency and reversibility of the effects

The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

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

The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

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

The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

4. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the risks to human health or the environment (e.g. due to accidents)

The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

5. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

6. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the value and vulnerability of the area likely to be affected due to:

- a) special natural characteristics or cultural heritage;**
The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).
- b) exceeded environmental quality standards or limit values, and;**
The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).
- c) intensive land-use.**
The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

7. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the effects on areas or landscapes which have a recognised national, European Union or international protection status

The Proposed Amendment would not be likely to result in significant environmental effects (see responses under Schedule 2A Part 1 above and the examination of the various parts of the Proposed Amendment provided under Section 2.3).

Section 3 Conclusion

The SEA Screening is the process for determining whether a particular plan - or amendment to a plan - other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA. The purpose of the report is to evaluate the requirement for SEA to be undertaken on the Proposed Amendment (Residential Car Parking Standards) to the Cherrywood Planning Scheme (as amended).

A determination as to whether SEA is or is not required for the Proposed Amendments must be undertaken. This report has been prepared by CAAS on behalf of Dún Laoghaire-Rathdown County Council in order to help inform the SEA determination.

The assessment of the Proposed Amendment provided in this report [including against the criteria set out in Schedule 2A of the Planning and Development (SEA) Regulations, as amended] has found that the Proposed Amendment would not be likely to result in significant environmental effects.