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# CHERRYWOOD SDZ PLANNING SCHEME - PROPOSED AMENDMENT TO NON- RESIDENTIAL CAR PARKING STANDARDS

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## Report to Inform Screening for Strategic Environmental Assessment

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**Prepared for:**

Dún Laoghaire-Rathdown County Council



**Date:** November 2024

**Document No:**

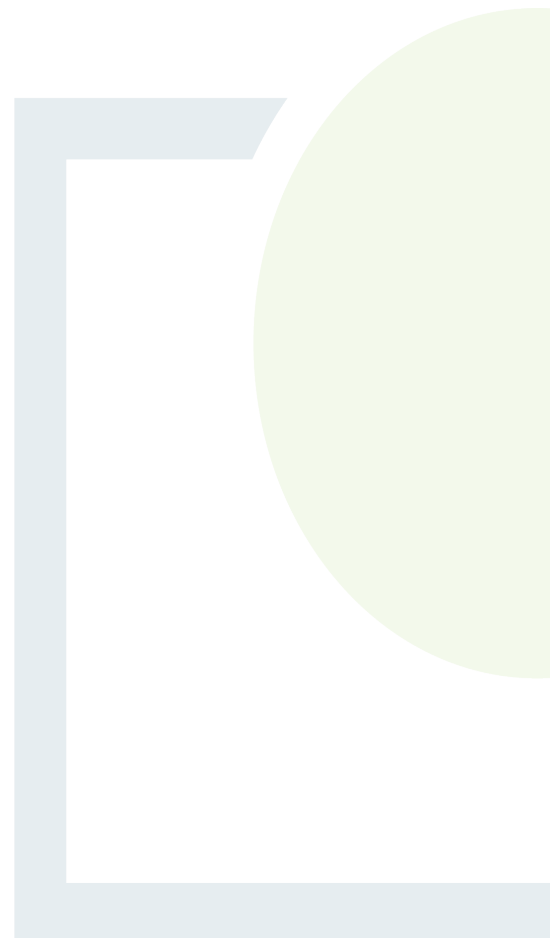
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# Strategic Environmental Assessment Screening Report

## REVISION CONTROL TABLE, CLIENT, KEYWORDS AND ABSTRACT

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**Abstract:** Fehily Timoney and Company is pleased to submit this SEA Screening Report to Dún Laoghaire-Rathdown County Council for a Proposed Amendment to the Non-Residential Parking Standards for Retail and High Intensity Employment land uses to the Cherrywood SDZ Planning Scheme.

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## 1. INTRODUCTION

### 1.1 Background to the Cherrywood Strategic Development Zone and Proposed Amendment

Cherrywood was designated a Strategic Development Zone (SDZ) in May 2010 by Government Order on behalf of Dún Laoghaire-Rathdown (DLR) County Council. The SDZ contains around 360 hectares (ha) of development lands located around 16 km south-east from Dublin City Centre. The lands are bounded to the south by the M50, to the east by the M11/N11 and to the north by the Brennanstown Road. The Cherrywood SDZ consists of eight development areas, with the following primary land-uses:

- Town and Village Centres
- Residential
- Education
- High Intensity Employment (HIE)
- Commercial Uses

A site may be designated an SDZ to facilitate development which is, in the opinion of the Government, of economic or social importance to the State. The Strategic Environmental Assessment Environmental Report (SEA ER) of the Cherrywood SDZ Planning Scheme notes that the proposed infrastructure within the SDZ has the potential to support a resident population of 20,800 and a working population of 17,500 in higher intensity employment.

An objective of the Cherrywood SDZ Planning Scheme as approved in 2014 is to develop and support a culture of sustainable travel into and within Cherrywood i.e. transit orientated development as discussed in the GDA Transport Strategy. As part of this, targets for sustainable travel modes within Cherrywood were developed for both external and internal trips. As seen in Figure 1-1, only 39% of all trips undertaken are aimed to be by private car, and therefore parking demand management across all land uses within the SDZ will be required to be utilised as a key tool to achieve these targets. These targets intend to achieve the following objectives:

- Reduce car dependency.
- Reduce long distance commuting.
- Increase public transport modal share.
- Encourage walking, cycling and wheeling.

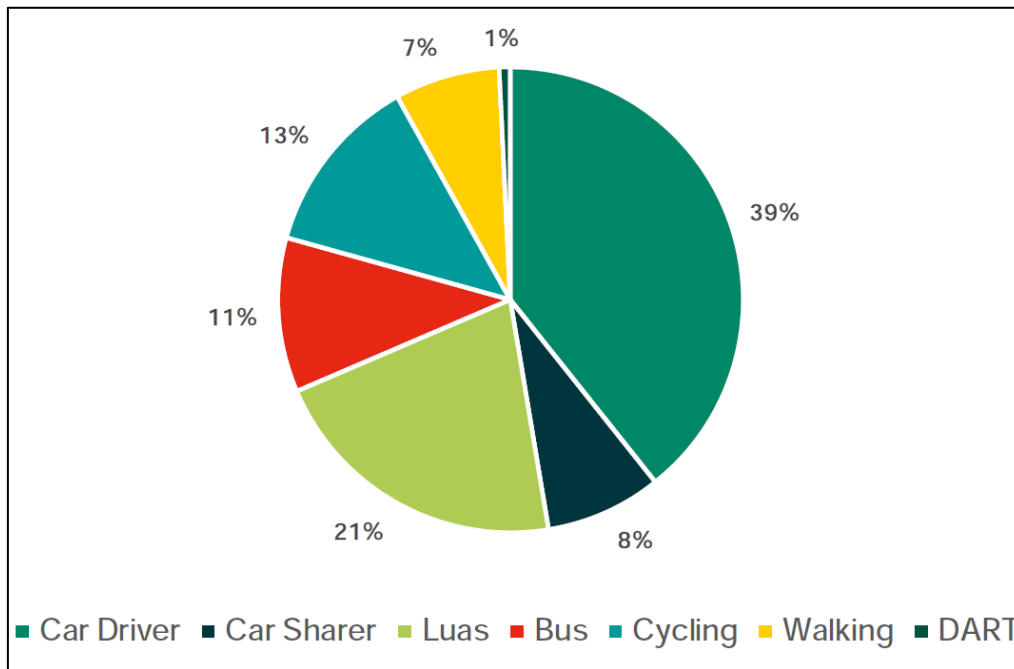


Figure 1-1: Cherrywood SDZ Sustainable Travel Targets<sup>1</sup>

Currently, the Planning Scheme outlines bespoke non-residential parking standards in relation to three land use types, including Office and Industry Employment Uses, Education and Retail. The parking standards for non-listed, non-residential land use types have been deferred to the standards defined in the DLR County Development Plan 2022-2028.

DLR commissioned AEOCM Ireland Ltd. to undertake a review of the existing non-residential parking standards within Cherrywood SDZ. The review, published September 2024, recommended that parking standards in relation to particular land use types, such as High Intensity Employment (HIE) and some aspects of retail, could be amended.

DLR, in its role as Planning Authority, are now proposing to amend the non-residential parking standards contained in the Cherrywood SDZ, as supported by the evidence-based findings and conclusion(s) of the AECOM report. The proposed amendment - which will be termed Proposed Amendment No. 10 to the Cherrywood SDZ Planning Scheme - comprises a reduction in parking standards for employment and retail land-uses within Cherrywood SDZ. The amendment will ensure that the level of non-residential parking provided in the area is appropriate and in alignment with the sustainable travel targets of the Planning Scheme. This Proposed Amendment is being submitted to An Bord Pleanála (ABP), the competent authority, under Section 170 of the Planning and Development Act, 2000, as amended.

DLR have commissioned Fehily Timoney and Company to prepare SEA and AA Screening Reports for the proposed amendment. This report intends to inform, along with the Proposed Amendment and corresponding AA Screening, the competent authority (ABP) in completing their statutory obligation to carry out a Screening for SEA.

<sup>1</sup> Sourced from the Non-Residential Parking Study, as prepared by AECOM (September 2024)



## 1.2 Previous Relevant Amendment(s)

### 1.2.1 Amendment No. 6 (ABP Ref. 305785)

Proposed Amendment No. 6 was made in October 2019 to amend the Planning Scheme in relation to Residential Car Parking Standards (Section 4.2.10 of the Approved Planning Scheme 2018), with the intention of updating the Cherrywood SDZ Planning Scheme as to align with the 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).

ABP approved the Proposed Amendment without conditions on 08/01/2020, on the rationale that the proposed amendments would not be material, given its limited potential to impact on the overall scheme objectives or the character of the overall Cherrywood Planning Scheme Area. ABP adopted the screening assessment carried out by the Inspector in relation to the requirement for SEA and AA, agreeing that the need of a full SEA or a Stage 2 AA does not arise, owing to the limited nature of the proposed amendments and the scope of the original SEA and AA procedures already completed for the adopted scheme.

### 1.2.2 Amendment No. 9 (ABP Ref. 317574)

DLR County Council, in its role as Planning Authority, lodged Proposed Amendment No. 9 to ABP to amend the Cherrywood SDZ Planning Scheme 2014 (as approved) in May 2023, in accordance with Section 170(A) of the Planning and Development Act 2000 (as amended). The purpose of this review was to update the approved Cherrywood SDZ Planning Scheme 2014 (as amended) to align with National, Regional and Local policy, promote sustainable public and active travel modes and address Climate change mitigation measures.

This previous amendment related to the reduction in residential car parking standards (Section 4.2.10 of the Planning Scheme). This amendment was supported by a technical review, also undertaken by AECOM, with the purpose of establishing an appropriate level of parking provision, as well as providing for 'car storage' and protection of public realm. The findings of the study indicated that there was potential to reduce car parking requirements across the following zones:

- Potential to reduce car parking requirements for apartment development in certain lower density zones.
- Potential to reduce car parking requirements in all density zones on the basis of the provision of car sharing facilities throughout Cherrywood.
- Potential for the reduction in car parking requirements for studio apartments as a specific unit type.

ABP, as the relevant Competent Authority, notified the Planning Authority on 17 May 2024 regarding their determination, under Section 170A(4)(b), that the Proposed Amendment No. 9 to the Cherrywood Planning Scheme constituted a material change but that which falls within the criteria set out in subsection 3(b).

Therefore, in accordance with Section 170A (7) of the Planning and Development Act, 2000, as amended. DLR County Council, as the Development Agency for the Cherrywood SDZ, was required to undertake and document a formal statutory public consultation process for this proposed amendment. DLR County Council submitted the required Planning Authority Response Report to ABP on 25th July 2024.



## 2. SEA SCREENING METHODOLOGY

### 2.1 Overview of the SEA Process

SEA is a process for evaluating, at the earliest appropriate stage, the environmental consequences of implementing Plan or Programme (P/P) initiatives prepared by authorities at a national, regional or local level or which have been prepared for adoption through legislative means.

The SEA Directive – Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment, requires that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.

The overarching objective of the SEA Directive is *'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plan with a view to promoting sustainable development'*<sup>2</sup>.

The SEA Directive was transposed into Irish legislation through:

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

S.I. 435 relates to the SEA for the following plans or programmes:

- Sectoral Plans and Programmes, prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications and tourism, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or
- Plans or programmes which are not directly connected with or necessary to the management of a European Site, but either individually or in combination with other plans, are likely to have a significant effect on any such site.

S.I. 436 Regulations apply to a specific range of land-use plans in Ireland, including Regional Spatial and Economic Strategies, City and County Development Plans, Local Area Plans (for areas with a population or target population of 5,000 persons or more, or if the geographical extent of the plan area is greater than 50km<sup>2</sup>, or if the LAP is prepared for a town and its environs area), and Planning Schemes in respect of Strategic Development Zones. These plans are subject to mandatory SEA without the requirement for Screening. Screening for SEA, however, is mandatory for the following cases:

- Local Area Plans where the population or the target population is less than 5,000 persons or the geographical extent of the plan area is less than 50km<sup>2</sup>

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<sup>2</sup> Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment – Guidelines for Regional Authorities and Planning Authorities (Department of the Environment, Community and Local Government, 2004)





- Development Plans where the population or population target is less than 10,000 persons
- Variations, amendments or modifications of City and County Development Plans and Planning Schemes, in respect of Strategic Development Zones.

SEA is described within the Department of the Environment, Community and Local Government's (2004) Guidelines for Regional Authorities and Planning Authorities on the Implementation of SEA Directive (2001/42/EC) as the *'formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme'*.

The SEA process comprises the following steps:

- Screening – the process whereby a decision is made on whether a particular P/P, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would require SEA. This is the current stage of the SEA process to which this report relates.

If SEA is required following the Screening Determination, the following steps are necessary:

- Scoping – Scope and level of detail in the environmental assessment is decided upon, in consultation with the identified statutory bodies;
- Environmental Assessment - An assessment of the likely significant impacts on the environment as a result of the relevant P/P;
- Preparation of an Environmental Report;
- Consultation of the P/P and associated Environmental Report;
- Evaluation of the submission and observations made on the P/P and environmental report; and
- Provision of an SEA Statement, identifying how environmental considerations and consultation have been integrated into the Final P/P.

SEA is intended to provide the framework for influencing decision-making at an earlier stage when P/Ps – which give rise to individual projects – are being developed. It is noted that SEA should result in more sustainable development through the systematic appraisal of policy options.

## 2.2 Legislative Context - S.I. 436 of 2004 in relation to the Proposed Amendment

S.I. 436 Regulations apply to a specific range of land-use plans in Ireland, including Planning Schemes in respect of Strategic Development Zones.

Full SEA is not mandatory for the proposed amendment to Cherrywood's non-residential parking standards. Screening for SEA is mandatory in this instance given that an amendment is being made to a Planning Scheme.

## 2.3 Overview of the SEA Screening Process under S.I. 436

The first step of the SEA process in this instance is to carry out SEA Screening to determine the requirement for SEA.



The assessment criteria for determining whether a P/P is likely to have significant effects on the environment is known as 'Schedule 2A' Criteria and is set out in Annex II of the SEA Directive and Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004. This process is typically undertaken following an eight-step approach, which can be viewed in Figure 2-1.

The first environmental significance criterion relates to the characteristics of the P/P, having regard to: the degree to which the P/P sets out a framework for other projects and activities; the influence of the P/P on other projects, plans or activities; the role of the plan for integrating environmental considerations to promote sustainable development; environmental issues of relevance to the P/P and the relevance of the P/P for the implementation of EU legislation on the environment.

The second environmental significance criterion refers to the characteristics of the effects and area likely to be affected, having regard to; the probability, duration, frequency and reversibility of the effects; the cumulative nature of the effects; the transboundary nature of the effects; the value and vulnerability of the area likely to be affected due to special natural characteristics or cultural heritage, exceeded environmental quality standards or limit values or intensive use; the effects on areas or landscapes which have a recognised national, European or international protection status.



Figure 2-1: SEA Screening steps as per the EPAs Good Practice Guidance on SEA Screening



## 2.4 Relevant SEA Guidance

This SEA Screening has been carried out in accordance with and having appropriate regard to the following guidance documents:

- Good Practice Guidance on SEA Screening (EPA, 2021).
- SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources (EPA, 2024)
- Synthesis Report on Developing A Strategic Environmental Assessment (SEA) Methodologies For Plans And Programmes In Ireland (EPA, 2013).
- Synthesis Report on Developing A Strategic Environmental Assessment (Sea) Methodologies for Plans and Programmes in Ireland (EPA, 2003).

## 2.5 Appropriate Assessment and Relationship to SEA Screening

The EU Habitats Directive (92/43/EEC) requires an 'Appropriate Assessment' (AA) be carried out where a plan or project is likely to have a significant impact on a Natura 2000 Site. Natura 2000 Sites in Ireland include Special Areas of Conservation (SACs) and Special Areas of Protection (SPAs).

The first step is to establish whether AA is required for the particular plan or project. This is referred to as Screening for AA and the purpose is to determine, on the basis of a preliminary assessment and objective criteria, whether a plan or project, alone and in combination with other plans or projects, could have significant effects on a Natura 2000 site in relation to the site's conservation objectives.

Screening for AA is relevant to Screening for SEA where it is found that a draft plan or amendment may have an impact on the conservation status of a Natura 2000 Site, or where such an impact cannot be ruled out on a precautionary approach, an appropriate assessment of the Plan must be carried out, and in any case where a SEA is not otherwise required. Therefore, where the proposed amendment requires an appropriate assessment, it will also require an SEA.

The proposed amendment is accompanied by a report to inform AA Screening which should be read in conjunction with this document. This report concludes "*beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information, that the proposed amendment, individually or in combination with other plans and projects, is not likely to have a significant effect on European sites.*"



### 3. AMENDMENT TO THE CHERRYWOOD SDZ NON-RESIDENTIAL PARKING STANDARDS

#### 3.1 Summary of the Amendment to the Cherrywood Non-Residential Parking Standards

DLR, in its role as Planning Authority, are proposing an Amendment to the Non-Residential Parking Standards of the Cherrywood SDZ Planning Scheme. The rationale to restricting non-residential car parking standards has been on the basis of climate change targets and the shift towards sustainable transport and behavioural change. Under the Dún Laoghaire-Rathdown County Development Plan 2022-2028, the majority of Cherrywood is located within Car Parking Zone 2. This classification sets out car parking standards for non-residential zonings. These are in keeping with the goals and objectives for Cherrywood in the majority of cases

The Planning Scheme currently defines bespoke non-residential parking standards in relation to the following three land use types:

- High Intensity Employment
- Education
- Retail

Parking standards excluding the three land use types above have been deferred to standards defined in the Dún Laoghaire-Rathdown CDP.

Current non-residential parking standards in Cherrywood SDZ were reviewed in comparison to the baseline standards of other local authorities in conjunction with best practice relating to non-residential parking standards both in the UK and Republic of Ireland. DLR now propose to amend these non-residential parking standards in light of this review, supported by a study conducted by AECOM (this study is discussed in Section 3.2 below).

The revised parking standards DLR are proposing can be viewed in Table 3-1 below. These standards are considered as maximum standards that will optimise the balance between supply and demand in Cherrywood. No further reduction shall be permitted unless there is a specific development requirement for a lower number of spaces than outlined by the maximum standards. This is to ensure that appropriate monitoring is undertaken in order to manage the impacts of the Planning Scheme standards, in tandem with the delivery of active travel infrastructure and public transport services.

**Table 3-1: Current and Proposed Non-Residential Car Parking Standards**

Land Use Type	Current Cherrywood Parking Standard	Amended Maximum Parking Standard
<b>Office and Industry Employment Uses</b>		
Office	1 per 100sqm	1 per 140sqm
Industry	1 per 200sqm	1 per 280sqm
<b>Retail</b>		
Food Retail	1 per 20sqm	1 per 35sqm
Non-Food Retail	1 per 50sqm	1 per 85 sqm



Any Employment or Retail Use development proposals that seek to provide either a reduced car parking provision (as defined above) or additional car parking provision that exceeds the proposed standards, will be required to outline a supporting rationale for such proposals, with the subsequent outcome of these planning applications determined by the Planning Authority on a case-by-case basis.

With reference to the current to the Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and associated Cycling Facilities for New Developments (2018), cycle parking provision for residential, employment and retail land uses in Cherrywood will exceed minimum requirements as a measure to cater for future demand and to complement tightened car parking standards for Cherrywood. Cycle parking proposals will be determined by the Planning Authority on a case-by-case basis.

### 3.2 Cherrywood Strategic Development Zone Non-Residential Parking Study

A study published by AECOM<sup>3</sup> in September 2024 has recommended to reduce parking standards for High Intensity Employment (HIE) and Retail land uses, to provide for a better balance between supply and demand. This has been based on the following rationale (taken verbatim from the AECOM report):

- *'Current HIE and Retail land use standards are considered low in comparison to other CDPs<sup>4</sup> as more parking is provided on a pro-rata basis.*
- *The TRICS<sup>5</sup> analysis shows that these land use types operate with a maximum parking occupancy of less than the acceptable occupancy level as stated by the Chartered Institute of Highways and Transportation (CIHT) document, i.e. 85%. Therefore, the standards have been determined by assuming the maximum number of spaces that can maintain 85% occupancy*
- *Parking provision for these land uses is generally provided on a large scale and as such a reduction can provide the push measure for employees and customers to consider more sustainable modes.*
- *The NTA GDA Strategy considers that measures are required for destination parking and also parking management at retail centres.'*

In summary, the existing parking standards for HIE and Retail land uses are resulting in an oversupply of parking in the area. The new parking standards will better balance parking supply and demand, and better promote use of sustainable transport modes.

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<sup>3</sup> Cherrywood Strategic Development Zone Non-Residential Parking Study, prepared by AECOM for Dún Laoghaire-Rathdown County Council (September 2024).

<sup>4</sup> Reviewed Development Plans included those for: Dún Laoghaire-Rathdown County, Dublin City, Fingal County, and South Dublin County

<sup>5</sup> Trip Rate Information Computer System is the system of trip generation analysis for the UK and Ireland. The system allows its users to establish potential levels of trip generation for their development scenarios, using a series of database filtering process.



### 3.3 Proposed Amendment Text for Cherrywood Planning Scheme.

The proposed amendment text changes for Amendment 10 to the Cherrywood Planning Scheme are presented in Table 3-2. Detail on the type of text change made original text and new text is provided as appropriate.



**Table 3-2 Proposed Amendment Text for the Cherrywood Planning Scheme**

Type of Text Alteration	Original Text	New Text
Text Added	-	<p><u>Non-Residential Car Parking</u>                      There is a need to achieve a balance between historic over supply and observed demand for parking at non-residential land use types on a wider scale and Cherrywood SDZ aims to lead the way in encouraging the use of sustainable modes of transport for all trip types. Sustainability is a key theme in the over-arching national, regional and local policies which includes a modal shift through infrastructure, service improvements, demand management, and behavioural change measures. It is also identified that future development should be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes. There is a strong rationale to restrict non-residential car parking standards on the basis of climate change targets and the shift towards sustainable transport and behavioural change. Under the Dún Laoghaire-Rathdown County Development Plan, 2022-2028, the majority of Cherrywood is located within Car Parking Zone 2. This classification sets out car parking standards for non-residential zoning. These are in keeping with the goals and objectives for Cherrywood in the majority of cases. Exceptions, including Employment uses and Retail, have been highlighted below.</p>
Text Changed	<p><u>High Intensity Employment</u>                      The Dún Laoghaire-Rathdown County Development Plan 2010-2016 has maximum parking standards for high intensity employment that are appropriate on a countywide basis. In Cherrywood new neighbourhoods and a new Town Centre are being proposed in what is primarily green field property with no overhang of car parking that was permitted when the hierarchy of modal share was more private vehicular dominated. Therefore, Cherrywood specific standards are required for higher density employment. In addition to the ratio of spaces to floor area, the car parking locations are to be used in the</p>	<p><u>Employment Uses</u>                      The Dún Laoghaire-Rathdown County Development Plan, 2022-2028 has maximum parking standards for employment uses that are appropriate on a countywide basis. However, specific standards are required for higher density employment uses in Cherrywood. In addition to the ratio of spaces to floor area, the car parking locations in the Planning Scheme area are to be used to enhance the urban form, support the mixed use nature of the district centre, and reinforce the modal share targets.</p>



Type of Text Alteration	Original Text	New Text				
	Planning Scheme to enhance the urban form, support the mixed use nature of the district centre, and reinforce the modal share targets.					
Text Added	-	Parking provision for Employment land uses is generally provided on a large scale and as such, tightened standards can provide the push measure for employees and customers to consider sustainable modes. As a result of this, the car parking standards for Employment uses will differ from those provided in the broader Dún Laoghaire Rathdown County Development Plan and are shown below in Table 4.5.				
Text Deleted	On-site car parking will be permitted in accordance with the County Development Plan 2010-2016 maximum car parking standard for offices along public transport corridors. i.e. 1 space to 100sqm gfa of new office space. In addition, within the area of the Cherrywood Planning Scheme, off- site car parking consisting of temporary surface car parking and permanent multi-storey car parking will be permitted in accordance with Table 4.5. The temporary car parking will allow for the ratio of parking spaces to employees to be managed downwards over time in line with improvements to public transport. The permanent multi-storey car park will enable a turnover of spaces more in keeping with the mixed use nature of the area.					
Text Changed	Table 4.5 Parking Standards for High Intensity Employment	Table 4.5: Maximum Parking Standards for Office and Industry Employment Uses				
Text Changed	Table 4.5 data was deleted and a new table 4.5 was included, as below: <table border="1" style="margin-left: 40px; border-collapse: collapse;"> <tbody> <tr> <td style="padding: 5px;">Office</td> <td style="padding: 5px;">1 space per 140 sqm gross floor area</td> </tr> <tr> <td style="padding: 5px;">Industry</td> <td style="padding: 5px;">1 space per 280 sqm gross floor area</td> </tr> </tbody> </table>		Office	1 space per 140 sqm gross floor area	Industry	1 space per 280 sqm gross floor area
Office	1 space per 140 sqm gross floor area					
Industry	1 space per 280 sqm gross floor area					





Type of Text Alteration	Original Text	New Text				
Text Changed	<p><u>Retail</u>                      As retail is primarily located within mixed use areas it is appropriate that retail parking be provided in village or Town Centre car parks either underground or multi storey rather than in individual car parks associated with each retail unit. Where surface car parking is proposed it will be required to demonstrate that this is not to the detriment of the vitality of the area, the public realm, pedestrian linkages, urban form and achieving the potential scale of development identified within the Development Area, see Chapter 6.</p>	<p><u>Retail</u>                      As retail is primarily located within mixed use areas, it is appropriate that retail parking be provided within the built form of the Town Centre or Village Centres rather than in individual car parks associated with each retail unit. Where surface car parking is proposed it will be required to demonstrate that this is not to the detriment of the vitality of the area, the public realm, pedestrian linkages, urban form and achieving the potential scale of development identified within the Development Area, see Chapter 6.</p>				
Text Changed	-	<p>Current retail trip generation analysis indicates that a significant portion of retail trip demand is not considered to be new on the transportation network, as such trips either pass by on the way to another destination or specifically divert to the retail land use. Therefore, the typical short stay nature of retail parking often results in the same parking space being utilised several times throughout the day, with a higher turnover of spaces achieved.</p>				
Text Changed	The car parking requirements are set out below.	The Retail use car parking requirements are set out below.				
Text Changed	Table 4.6: Maximum retail car parking standards	Table 4.6: Maximum Parking Standards for Retail Uses				
Text Changed	<p>Table 4.6 data was deleted and a new table 4.6 was included, as below:</p> <table border="1" data-bbox="456 1054 1559 1139"> <tbody> <tr> <td>Retail- Food</td> <td>1 space per 35 sqm gross floor area</td> </tr> <tr> <td>Retail- Non Food</td> <td>1 space per 85 sqm gross floor area</td> </tr> </tbody> </table>		Retail- Food	1 space per 35 sqm gross floor area	Retail- Non Food	1 space per 85 sqm gross floor area
Retail- Food	1 space per 35 sqm gross floor area					
Retail- Non Food	1 space per 85 sqm gross floor area					
Text Added		<p>The standards in Tables 4.5 and 4.6 are considered as maximum standards that will optimise the balance between supply and demand in Cherrywood. No further reduction shall be permitted unless there is a specific development requirement for a lower number of spaces than outlined by the maximum standards, where for instance there are demonstrable benefits for the SDZ or where wider strategic initiatives such as provision of large-scale mobility hubs. This will ensure that appropriate monitoring is undertaken in order to manage</p>				



Type of Text Alteration	Original Text	New Text
		the impacts of the Planning Scheme standards, in tandem with the delivery of active travel infrastructure and public transport services.
Text Added		Employment or Retail use development proposals that seek to provide either a reduced car parking provision to that defined under Table 4.5 or Table 4.6, or additional car parking provision that exceeds the maximum standards as defined under Table 4.5 or Table 4.6, will be expected to outline a supporting rationale for such proposals. This rationale shall include robust evidence and consideration of impacts, as well as complementary sustainable transport measures, that may be required to support a reduced/increased Employment or Retail use car parking provision. In this regard, applicants should contact the Planning Authority via the pre-planning process to discuss evidence-based assessments that would support such proposals, which may also necessitate consultation with the NTA and TII if considered as strategically important, as outlined in Chapter 7 of the Planning Scheme. Following this process, subsequent planning applications will be determined by the Planning Authority on a case-by-case basis.
Text Added		As Employment use development is delivered, temporary surface Employment use car parking in Cherrywood shall be removed over time through monitoring of the continued need for and the usage of same. Proposals to decommission temporary surface Employment use car parking shall be expected to either incorporate these temporary spaces into permanent Employment use car parking provision (within existing or proposed Employment use development) in line with Table 4.5 standards; repurpose existing temporary parking areas to facilitate sustainable mode infrastructure; implement dual use parking; or revert to the land use as defined in the Planning Scheme. Planning applications of this nature will be determined by the Planning Authority.



Type of Text Alteration	Original Text	New Text
Text Deleted	<p><u>Park and Ride</u>                      The Green Luas line terminates at Bride’s Glen. Due to the proximity of the N11 and M50 the stops at Carrickmines, Cherrywood, and Bride’s Glen are accessible by car from a broad catchment. An underground Park and Ride at Carrickmines was permitted as part of the rail order for the extension of the Luas line from Sandyford to Cherrywood. Due to a number of factors this has not been built. A temporary surface car park is in operation at the Carrickmines stop. The plan envisages this temporary surface car park being replaced by a multi-storey park and ride as this area is developed. A temporary surface car park has also been permitted close to the Bride’s Glen Luas stop. This temporary park and ride was considered appropriate due to the limited development to date in Cherrywood. Any long term provision of park and ride proximate to the Town Centre will be dependent on the proposal according with the NTA Strategic Transport Plan for the Greater Dublin Area. The siting of any such proposal should be such as not to undermine the pedestrian environment, particularly in the Town Centre. It should also be located with good pedestrian links to the Luas stop. It may be appropriate to provide this type of parking in a mixed use car park and to control the Park and Ride aspect of the usage by the method of charging / ticketing.</p>	
Text Changed	<p>PI 22 Development in the Planning Scheme shall adhere to the guidance and standards for cycle parking and associated cycling facilities for new developments set out in the current ‘Dún Laoghaire-Rathdown County Council Cycling Policy (June 2010 or as updated).</p>	<p>PI 22 Development in the Planning Scheme shall adhere to the guidance and standards for cycle parking and associated cycling facilities for new developments set out in the current ‘Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and associated Cycling Facilities for New Developments’ (January 2018 or as updated).</p>
Text Changed	<p>The Cycling Policy sets out the minimum cycle parking requirements for short (e.g. visitor cycle parking) and long term use for various types of development (including residential). It also sets out the</p>	<p>Dún Laoghaire-Rathdown County Council’s Cycling Policy sets out the minimum cycle parking requirements for short (e.g. visitor cycle parking) and long term use for various types of development (including residential). It also sets out the appropriate quantum of</p>



Type of Text Alteration	Original Text	New Text
	appropriate quantum of showers and lockers, and incentives required to promote cycling in workplaces.	showers and lockers, and incentives required to promote cycling in workplaces.
Text Added		With reference to the current 'Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and associated Cycling Facilities for New Developments' (January 2018 or as updated), cycle parking provision for residential, employment and retail land uses in Cherrywood shall exceed minimum requirements as a measure to cater for future demand and to complement tightened car parking standards for Cherrywood as outlined in Tables 4.4, 4.5 and 4.6. Cycle Parking proposals will be determined by the Planning Authority on a case-by-case basis.



### 3.4 Potential Implications of the Proposed Amendment

#### 3.4.1 Reduction in Non-residential Parking Standards for Employment and Retail for New Development in the Area

First and foremost, the proposed amendment will reduce non-residential parking standards for Employment Uses (this term has replaced the term HIE) and Retail in the area. This will affect all new Employment Use and Retail development in the area. A reduction in the car parking standards will promote the use of sustainable transport modes.

#### 3.4.2 Alterations to Development in the Area

The proposed amendment may result in developers making new planning applications for the purpose of altering existing and permitted development - in line with the new parking standards. Developers may also seek to re-purpose parking spaces no longer required due to the proposed amendment, with the Planning Authority determining the final outcome of such planning applications.

### 3.5 Relationship with other Relevant Plans and Programmes

The proposed amendment will be required to comply with the existing Cherrywood SDZ Planning Scheme and relevant higher-level Plans and Programmes. The proposed amendment, therefore, is subject to compliance with a number of higher-level environmental protection policies and objectives contained within both the Planning Scheme document and the Strategic Environmental Objectives contained in Section 5 of the SEA ER of the Planning Scheme.

The proposed amendment has been informed by and is consistent with the following national, regional and local policy considered relevant to the consideration of non-residential parking.

#### 3.5.1 National Level Policy

- Project Ireland 2040: National Planning Framework 2018
- Project Ireland 2040 - National Sustainable Mobility Policy
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities
- Climate Action Plan 2024

#### 3.5.2 Regional and Local Level Policy

- Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019 - 2031
- Dún Laoghaire-Rathdown County Development Plan 2022-2028
- Dún Laoghaire-Rathdown County Council Climate Action Plan 2024-2029
- National Transport Authority - Greater Dublin Area Transport Strategy 2022-2042



## 4. STRATEGIC ENVIRONMENTAL ASSESSMENT SCREENING

This section of the report documents the SEA Screening undertaken for the amended parking standards.

Table 4-1 presents a holistic evaluation of the potential environmental implications of the proposed amendments itemized in Table 3-2.

Table 4-2 presents a holistic evaluation of the likely significant environmental effects of the proposed amendments relative to defined Schedule 2A criteria.



Table 4-1: Evaluation of Potential Environmental Implications of the Proposed Amendment

## Evaluation of Potential Environmental Implications of the Proposed Amendment

### Introduction

The study undertaken by AECOM states the following in relation to parking standards for retail and employment land uses in Cherrywood SDZ:

- The parking standards for convenience retail in Cherrywood are higher when compared to standards contained in Development Plans for Dún Laoghaire-Rathdown, Dublin, Fingal County, and South Dublin.
- The parking standards for food retail, and financial and professional services in Cherrywood are lower than those contained in Development Plans for Dublin City, Fingal and South Dublin.
- Cherrywood standards for offices and industry are either comparable or higher than Dún Laoghaire-Rathdown and Dublin City and lower than Fingal and South Dublin.

The study and emergent recommendations have been informed by baseline standards across these other local authorities, as well as best practice relating to non-residential parking standards in both the UK and the Republic of Ireland. The Demand Analysis carried out for the study notes that occupancy rates for assessed sites of retail outlets and places of employment range between 62% to 77%.

CIHT guidelines indicate that parking interventions should aim to ensure that demand does not exceed 85% of the available capacity during peak hours. As the maximum occupancies for retail outlets and employment destinations were recorded to be lower than the 85%, it indicates that parking is over-provided for these land uses.

The study recommended a reduction in non-residential car parking standards for retail and employment land uses in Cherrywood SDZ.

### Analysis

The Cherrywood SDZ Planning Scheme, 2014 (as amended) contains transportation objectives, including the following:

- 'PI 21. It is an objective that car parking within the Planning Scheme be controlled so as to deter car use and promote sustainable travel modes'.

It has been stated in the SEA ER of the Cherrywood Planning Scheme that the above policy objective is supportive of Strategic Environmental Objective (SEO) C1. *To reduce travel related emissions to air and to encourage modal change from car to more sustainable forms of transport.*

The environmental effects of promoting modal shift from cars have been considered under the existing SEA and AA Screening for the Planning Scheme. As the proposed amendment directly supports both policy objective PI 21 and SEO C1, it accords with the vision and goals of these objectives, as well as relevant higher order and interrelated policy.

The proposed amendment may result in developers making new planning applications for the purpose of altering existing and permitted development - in line with the new parking standards. Developers may also seek to re-purpose parking spaces no longer required due to the proposed amendment. These planning applications will be subject to focused project-level environmental assessment, and will need to accord with the existing land use policy defined in Cherrywood SDZ Planning Scheme - which has been subject to SEA and AA Screening already. The proposed amendment does not provide for a development type that has not already been considered at the appropriate level in the SEA and AA Screening for the Cherrywood SDZ Planning Scheme.



## Evaluation of Potential Environmental Implications of the Proposed Amendment

### Conclusions

The reviewed non-residential parking standards have been proposed after extensive assessment and modelling, the findings of which indicate that the proposed standards will still allow for spare parking space capacity, without creating parking overspill or road obstructions.

The shift to more sustainable modes of transport and the consequent impact of this on future development in Ireland will have a significant contribution to the delivery of future carbon reductions.

The proposed amendment has the potential to better support the realization of potential positive environmental effects relating to promoting modal shift.

The proposed amendment will not introduce any additional sources of adverse environmental impacts that have not been considered in the SEA for the Cherrywood SDZ Planning Scheme.





**Table 4-2: Evaluation of Potential Environmental Implications of the Proposed Amendment (Schedule 2A Criteria)**

Schedule 2A: Criteria for determining whether a plan is likely to have significant effects on the environment	
The characteristics of the Plan or Programme, having regard in particular to:	
<p>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</p>	<p>The purpose of the Proposed Amendment to the non-residential parking standards relating to retail and employment land uses is to review existing parking standards and adjust them to an appropriate standard based on best practice from comparable locations across neighbouring Local Authorities and Europe.</p> <p>The proposed amendment does not provide for a development type that has not already been considered at the appropriate level in the SEA and AA Screening for the Cherrywood SDZ Planning Scheme.</p> <p>The proposed amended parking standards do not define a detailed framework for projects and other activities in relation to their location, nature, size, operating conditions or allocation of resources. The proposed amendment is not foreseen to give rise to any potential significant environmental effects.</p>
<p>The degree to which the plan or programme influences other plans, including those in a hierarchy</p>	<p>The proposed amendment will not influence any higher-level plans but is compliant with the preceding higher-level plans and programmes listed in Section 3.5. Given that the amendment itself is placed at the lowest tier of the planning (SEA) hierarchy, it will not guide any lower-level plans.</p> <p>In consideration of the above, it is not expected that the Proposed Amendment will influence other plans resulting in significant environmental effects.</p>
<p>The relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development</p>	<p>The Cherrywood SDZ Planning Scheme, to which the Proposed Amendment relates, has undergone a full SEA and an AA Screening. The SEA has integrated environmental considerations into the Scheme, therefore ensuring that it contributes to the environmental protection and management and sustainable development.</p> <p>The proposed amendment itself will contribute to environmental protection and sustainable development by promoting a push measure to sustainable modal shift, without introducing any potential for additional significant adverse environmental effects.</p>
<p>Environmental problems relevant to the plan or programme</p>	<p>Environmental problems may arise where there is a conflict within existing environmental conditions and legislative targets. The proposed amendment will in fact contribute to existing environmental protection objectives contained within the original Cherrywood Planning Scheme.</p> <p>In consideration of the above, the proposed amendment does not introduce any additional sources of environmental impacts, which were not considered under the SEA for the Cherrywood SDZ Planning Scheme.</p>



<p>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)</p>	<p>The proposed amendment does not relate to the direct implementation of any EU legislation. It instead indirectly supports the achievement of principles and policies of various pieces of legislation, including the achievement of emissions reduction requirements defined in the Climate Action and Low Carbon Development (Amendment) Act 2021.</p> <p>In consideration of the above, the proposed amendment does not introduce any additional sources of environmental impacts, which were not considered under the SEA for the Cherrywood SDZ Planning Scheme.</p>
<p><b>Characteristics of the effects and of the area to be affected, having regard in particular to:</b></p>	
<p>The probability, duration, frequency and reversibility of the effects</p>	<p>The proposed amendment would not be likely to result in significant environmental effects. The proposed amendment has been put forth after careful review and analysis of existing parking standards, and the implementation of the same will contribute to enhancement of the receiving environment. The proposed amendment will not zone additional lands for any particular type of development and projects, as noted in preceding section, will be subject to statutory planning and environmental frameworks and higher-level plans, including the Cherrywood SDZ Planning Scheme, which has been subject to an SEA and an AA Screening.</p> <p>In consideration of the above, the proposed amendment does not introduce any additional sources of environmental impacts, which were not considered under the SEA for the Cherrywood SDZ Planning Scheme</p>
<p>The cumulative nature of the effects</p>	<p>The proposed amendment is not foreseen to create any cumulative effects. The current and future demand versus supply modelling undertaken by AECOM indicate that parking usage is relatively short stay and there will be high turnover throughout the day. The likelihood of ancillary overspill of car parking onto surrounding networks has been found to be low.</p>
<p>The trans-boundary nature of effects</p>	<p>The proposed amendment is restricted to the geographic location and extent of Cherrywood Strategic Development Zone. The proposed amendment will not give rise to any transboundary effects.</p>
<p>The risks to human health or the environment (e.g. due to accidents)</p>	<p>The Cherrywood Planning Scheme document and its SEA ER contain policies and objectives for human health and the environment. No risk to human health or the environment due to accidents through the implementation of the proposed amendment have been identified.</p>
<p>The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)</p>	<p>The magnitude and spatial extent of the effects from the amendment will not be over and above the effects of the original non-residential car parking standards proposed within the Cherrywood SDZ Planning Scheme.</p>



<p>The value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"><li>a) Special natural characteristics or cultural heritage</li><li>b) Exceeded environmental quality standards or limit values</li><li>c) Intensive land use</li></ul>	<p>The proposed amendment will not result in any specific environmental effects that have not been considered in the SEA of the Planning Scheme.</p> <p>An AA Screening of the proposed amendment has been carried out (See accompanying AA Screening Report), which has concluded that <i>'the proposed amendment, individually or in-combination with other plans or projects, would not be likely to have a significant effect on any European site in view of European site conservation objectives.'</i></p> <p>The proposed amendment will not introduce any environmental effects that will affect the sensitivity of the receiving environment or result in the exceedance of any prescribed Environmental Quality Standards.</p> <p>The proposed amendment will not introduce any intensive land use or land use changes.</p>
<p>The effects on areas or landscapes which have a recognised national, European Union or International Protection Status</p>	<p>The proposed amendment will not give rise to any significant impact on areas or landscapes which have a recognised national, EU or international protection status. The proposed amendment, in and of itself, does not support any visually-impactful developments.</p>



## 5. CONCLUSION

It is concluded the proposed amendment does not have the potential to generate likely, significant environmental effects.

The principal reasons for this are as follows:

- The proposed amendment does not introduce any additional sources of environmental impacts not already considered under the SEA and AA Screening for the Cherrywood SDZ Planning Scheme.
- The proposed amendment does not provide for a development type that has not already been considered in the SEA and AA Screening for the Cherrywood SDZ Planning Scheme.
- The proposed amendment only has the potential to generate positive environmental through the promotion of sustainable transportation and travel, and accords with and directly supports the existing policy objective PI 21 and Strategic Environmental Objective EO C1 defined for the Cherrywood SDZ Planning Scheme.
- The proposed amendment does not conflict with any objectives or policies defined in higher-order or inter-related plans.

A Strategic Environmental Assessment for the proposed amendment is not required.



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