

# **REPORT TO INFORM STRATEGIC ENVIRONMENTAL ASSESSMENT SCREENING**

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**FOR  
PROPOSED AMENDMENT  
TO  
SECTION 4.2.10  
OF 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 to Section 4.2.10 of the Cherrywood Strategic Development Zone (SDZ) Planning Scheme 2014 in accordance the Planning and Development Act 2000 (as amended).

The Proposed Amendment must 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 Amendment must be undertaken. This Screening for SEA Report has been prepared by CAAS on behalf of Dún Laoghaire-Rathdown County Council in order to help inform the Screening for 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 findings of the SEA process for the Scheme are detailed in an SEA Environmental Report and SEA Statement, which are available through the Council's website, alongside related Scheme and Amendment documents, (refer to Appendix I) and which have been taken into account in the preparation of this report.

The eight previous Amendments to the Scheme were found not to require full SEA or Stage 2 AA.

## **1.2 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.

Whether SEA is or is not required needs to be determined. Such a determination should take account of relevant criteria set out in Annex II of the SEA Directive which is reproduced as Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, and Schedule 2A 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 Purpose of the Proposed Amendment**

The purpose of the proposed Amendment is to update the Planning Scheme to align and accord with changed and emerging national, regional and local policy context relating to car parking, and to promote sustainable public and active travel modes, and climate change mitigation measures.

## **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 Annex II of the SEA Directive, which is reproduced as Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, and Schedule 2A 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 the Proposed Amendment to the Cherrywood Strategic Development Zone Planning Scheme 2014 (as amended) will not give rise to any significant effect on any European site, alone or in combination with any other plans, programmes, projects etc. Consequently, it is advised that a Stage 2 AA is not required to be undertaken for the Proposed Amendment.

### **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 Annex II of the SEA Directive, which is reproduced as Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, and Schedule 2A of the SEA Regulations, as amended (see Section 2.4).

The full range of environmental effects<sup>1</sup>, including cumulative effects are considered by this assessment.

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<sup>1</sup> These include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

Table 2.1 Screening for SEA

Scheme Heading/ Provision	Proposed Amendment	Screening for SEA Considerations
4.2.10 Car Parking Standards	<p>National, Regional and local policies set the context for a shift to more sustainable modes of transport. The Government has committed to a legally binding target of net zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030 as outlined in the Climate Act of 2021. The Government's Climate Action Plan 2021 Report acknowledges that change will have to occur through a combination of low carbon technologies and societal and behavioural changes. The Regional Spatial and Economic Strategy for the Eastern &amp; Midland Regional, 2019-2031, includes several policy objectives including RPO5.3 which outlines 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. The Dun Laoghaire Rathdown County Council Climate Change Action Plan, 2019 – 2024, features a range of actions relating to sustainable travel, including the need to reduce parking to provide for sustainable travel alternatives.</p> <p>The current policy context presents a strong rationale for reducing car parking, in particular the NTA's Greater Dublin Area Transport Strategy, 2022 – 2042, which outlines that residential parking standards should be set at the lowest provision in areas with high levels of accessibility to sustainable transport modes. The Cherrywood SDZ is noted within this strategy to be a transit orientated development, in that a significant part of the Cherrywood transport demand can be serviced by Luas and bus. Having regard to traffic management and travel options, the strategy outlines that planned development for the public transport network, the growth of cycling, and emergence of shared mobility has the potential to facilitate reduced car ownership rates across the Greater Dublin Area and an associated reduced demand for car parking.</p>	<p>This text sets the context for Planning Scheme provisions, referring to the existing National, Regional and local policy framework that sets the context for a shift to more sustainable modes of transport and has already been subject to environmental assessment. This policy context provides the rationale for amending the car parking standards.</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>
Specific Objective PI 21 and Residential	<p>Specific Objective PI 21 It is an objective that car parking within the Planning Scheme be controlled so as to <del>determine</del> influence car use and ownership, and to promote sustainable, public and active travel modes, and climate change mitigation measures. For residential development, this objective will be balanced with ensuring adequate car parking facilities are provided <del>to meet</del> having regard to car ownership and usage, <del>needs in order</del> and also the need to avoid any overspill car parking or adverse impacts on built form and the public realm.</p> <p>Reduced car usage and ownership can only be achieved over time with alongside the development of the network of high-quality public transport routes, facilities and services. Car parking policies <del>have to</del> should reflect this evolving/ expanding public transport network. <del>This will be achieved by the use of temporary car parks that will be removed as development progresses and the public transport network improves.</del></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>The Cherrywood Planning Scheme has the potential to deliver a high level of accessibility via public, active and other sustainable modes, which will aid in the achievement of Cherrywood's mode share targets, as outlined in Planning Scheme Table 4.1. Having regard to the current and proposed sustainable travel infrastructure within Cherrywood, with appropriate incorporation of local sustainable transport measures and an emphasis on accessibility to public, sustainable and active travel modes, each development within the Planning Scheme can contribute to these goals. Controlling / Moderating parking availability alongside such measures can further support sustainable travel demand within the Planning Scheme. On this basis, all planning applications for new floorspace development must comprehensively address how the proposed development maximises the potential for travel by sustainable, active or public transport modes having regard to each of the following criteria:</p> <ul style="list-style-type: none"> <li>• Proximity to public transport services and level of service and interchange available.</li> <li>• Walking and cycling accessibility/permeability and any improvement to same.</li> <li>• The need to safeguard investment in sustainable transport and encourage a modal shift.</li> <li>• Provision of EV facilities and provision of car sharing and bike / e-bike sharing facilities.</li> <li>• Existing availability of parking and its potential for dual use.</li> <li>• Particular nature, scale and characteristics of the proposed development.</li> <li>• The range of services available within the area.</li> </ul>	<p>These changes would update the Planning Scheme to align and accord with changed and emerging national, regional and local policy context relating to car parking and notes for Cherrywood high levels of public transport accessibility and emerging connectivity in terms of greenways and active travel links.</p> <p>The changes would require that all planning applications for new floorspace development must comprehensively address how the proposed development maximises the potential for travel by sustainable, active or public transport modes having regard to various criteria, thereby further promoting sustainable public and active travel modes and climate change mitigation measures, which are already promoted elsewhere in the existing Scheme as amended.</p> <p>The changes would elaborate on the innovative mobility solutions already referred to, including with respect to smart parking, and identify the need for a high-quality public realm, consistent with the existing Planning Scheme and NTA's Design Manual for Urban Roads and Streets.</p> <p>The changes would also provide requirements for car parking design and for retrospective repurposing of existing or permitted car parking spaces, which will have regard to the overall objectives and requirements of the Planning Scheme. The changes would have the potential to allow for other uses that could further contribute towards the</p>

Scheme Heading/ Provision	Proposed Amendment	Screening for SEA Considerations
	<p>Text to be deleted shown as <del>strikethrough</del> New text shown in red</p> <ul style="list-style-type: none"> <li>• Impact on traffic safety and the amenities of the area.</li> <li>• Capacity of the surrounding road network.</li> <li>• Urban design, regeneration and civic benefits including street vibrancy.</li> <li>• Robustness of Mobility Management Plan to support the development.</li> <li>• The availability of, as well as any proposed, on-street parking controls in the immediate vicinity.</li> <li>• Any specified sustainability measures being implemented including but not limited to: the provision of bespoke public transport services; the provision of bespoke mobility interventions.</li> </ul> <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 and smart parking measures have become increasingly popular in urban environments and have the potential to reduce car ownership and usage levels. In this regard, technological changes and changes in the design and management of the built environment are contributing to a change in personal car ownership and usage levels and the link between car ownership and travel.</p> <p>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>Smart Parking is a broad term relating to the application of innovative measures to support and manage reduced car parking provision in Cherrywood, including the use of technology; car-related services; the design, layout and location of residential parking space; car parking management; and also measures to influence user behaviour. Smart parking measures are encouraged and will be considered for consistency with 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. The provision of electric charging points as part of residential and non-residential developments, including developments with publicly accessible car parking spaces, shall be provided in line with the standards outlined in the current Dun Laoghaire Rathdown County Development Plan. 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>All proposals relating to car parking will be required to prioritise the creation of a high-quality public realm in Cherrywood, including in terms of visual impact, amenity and safety consistent with the Planning Scheme, and NTA's Design Manual for Urban Roads and Streets (DMURS).</p> <p><b>Future Repurposing of Car Parking Spaces</b></p> <p>Proposals for retrospective repurposing of existing or permitted car parking spaces will be expected to maximise basement car parking and minimise surface level / under-croft parking. Surface level spaces should be re-utilised for sustainable/active travel measures or public realm</p>	<p>sustainable development of the lands that is already contributed towards by the Scheme.</p> <p>The changes proposed are relatively minor when considered both in isolation (the Scheme already provides for car parking standards, protection of the public realm and change of use) 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 addition of text associated with the Specific Objective would further contribute towards maximising the uptake in smarter, more sustainable modes of transport and the protection and management of the public realm – both of which are already provided for by the existing Scheme.</p> <p>Changes in residential car parking standards and associated text would update the Planning Scheme to align and accord with changed and emerging national, regional and local policy context relating to car parking – making standards maximum standards and allowing for exceptional circumstances where a reduction in residential car parking provision below the stated maximum may be warranted. The new standards are evidence based (informed by Cherrywood Strategic Development Zone Parking Advice Update, May 2023). The reduced standards proposed take 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 and other recent and emerging innovations in car parking.</p> <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"> <li>• 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</li> </ul>

Scheme Heading/ Provision	Proposed Amendment	Screening for SEA Considerations
	<p>Text to be deleted shown as <del>strikethrough</del> New text shown in red</p> <p>improvements, including amenity space, landscaping and other public / communal realm enhancements. Decommissioned basement and under-croft parking, or the amendment of such permitted developments, should be re-utilised for communal, commercial, and / or uses related to the primary land-use, resident facilities or appropriate sustainable / active travel measures. In assessing such proposals regard will be had to the overall objectives and requirements of the Planning Scheme, having particular regard to urban design and place-making objectives; the character of the area; landscape and visual amenity impact; the permeability and connectivity of walking and cycling routes; traffic safety; and the level of access by sustainable modes to the proposed development. In this regard applicants / developers must clearly demonstrate that there will no under-provision of car parking having regard to the existing or permitted development.</p> <p>Proposals for development will be required to demonstrate consideration of the future repurposing of car parking provision in the development in the event of future reductions in car parking provision, and to ensure that the design of the development is sustainable and as such that the effective repurposing of car parking is feasible. In this regard, car parking designs should prioritise appropriately scaled and grouped layouts, rather than linear layouts insofar as feasible to facilitate future repurposing.</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 <del>near served by</del> public transport.</p> <p><b>Residential</b></p> <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. 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 <del>in line with</del> having regard to 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.</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 residential car parking standards set out in Table 4.4 below shall apply in each of the areas where homes are permissible. The standards take cognisance of the guidance set out in the <del>National Transport Authority Greater Dublin Area Transport Strategy 2022 – 2042</del>, Ministerial Guidelines "<i>Sustainable Urban Housing: Design Standards for New Apartments, March December 2018 22</i>", (DHPLG&amp;H), other relevant Ministerial Guidelines, and SPPRs, as applicable.</p>	<p>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).</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <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>

Scheme Heading/ Provision	Proposed Amendment	Screening for SEA Considerations											
	<p>Text to be deleted shown as <del>strikethrough</del> New text shown in red</p> <p><b>Table 4.4: Maximum Residential car parking standards</b></p> <table border="1"> <tr> <td><b>Town Centre</b></td> <td><del>0.9</del> 0.5 spaces per unit</td> </tr> <tr> <td><b>Village Centres</b></td> <td><del>0.9</del> 0.5 spaces per unit</td> </tr> <tr> <td rowspan="4"><b>Res 1, 2, 3 and 4</b></td> <td><del>0.9</del> 0.5 spaces per 1 bed unit</td> </tr> <tr> <td><del>1.2</del> 0.75 spaces per 2 bed unit / house</td> </tr> <tr> <td>1.0 space per 2 bed house</td> </tr> <tr> <td><del>1.4</del> 1.25 spaces per 3 or more bed unit.</td> </tr> <tr> <td><b>All Residential Units/Houses</b></td> <td><del>2.0</del> 1.5 spaces per 3 or more bed house Minimum <del>0.01</del> 0.02 Car Share space per unit</td> </tr> </table> <p><i>NOTE 1: 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.</i></p> <p><i>NOTE 2: Car parking spaces for 1 and 2 bed dwelling units, and dwelling units in Town and/or Village Centres shall be unallocated and with a usage charge applying to each space. All other car parking shall be allocated, with no usage charge. Developers will have sole responsibility for appointing a management company to manage and enforce areas of parking designated for visitor use or for residents in studio, 1- and 2- bed units. Plans for car parking management and enforcement must be clearly outlined in full within submitted planning applications to ensure that the surrounding public realm is not affected by nuisance / overspill parking.</i></p> <p><i>NOTE 3: Reduced car parking provision 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; therefore, the lowest parking rate available for studio apartments is 0.25 spaces per unit.</i></p> <p><del>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.</del></p> <p><del>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.</del></p> <p>The standards as set out in Table 4.4 above are maximum standards and shall apply as the residential car parking standards for all planning applications. There may be exceptional circumstances where a reduction in residential car parking provision below the stated maximum may be warranted. Developments seeking to avail of a reduced residential car parking provision below the maximum standards set out above, may only do so upon evidence-based demonstration of exceptional circumstances. This will be dependent on the level of sustainable infrastructure and/or services proposed; the potential for travel by active, public or sustainable modes; the extent to which proposals complement strategic infrastructure proposals; and implementation of demand management methods and solutions. To enable provision of car parking below the stated maximum, applicants/developers must commit to providing and/or contributing to additional infrastructure provision and/or demand management measures, such as: Regional Mobility Hubs; Strategic active travel / public transport link infrastructure or services; and comprehensive smart parking measures. An applicant's proposals shall demonstrate to the satisfaction of the Planning Authority that their proposals significantly and strategically advance and contribute to the social, economic and sustainable physical infrastructure within the Planning Scheme area. In this regard, the Planning Authority may consult with NTA, TII and other relevant stakeholders.</p> <p>Early engagement with DLRCC as the Development Agency will be an essential prerequisite in this regard. The Development Agency Project Team will work with applicants to explore viable proposals that accord with the overall objectives of the Planning Scheme. To enable provision</p>	<b>Town Centre</b>	<del>0.9</del> 0.5 spaces per unit	<b>Village Centres</b>	<del>0.9</del> 0.5 spaces per unit	<b>Res 1, 2, 3 and 4</b>	<del>0.9</del> 0.5 spaces per 1 bed unit	<del>1.2</del> 0.75 spaces per 2 bed unit / house	1.0 space per 2 bed house	<del>1.4</del> 1.25 spaces per 3 or more bed unit.	<b>All Residential Units/Houses</b>	<del>2.0</del> 1.5 spaces per 3 or more bed house Minimum <del>0.01</del> 0.02 Car Share space per unit	
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## 2.4 Annex II/Schedule 1/Schedule 2A Criteria

### 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***

These changes would update the Planning Scheme to align and accord with changed and emerging national, regional and local policy context relating to car parking and notes for Cherrywood high levels of public transport accessibility and emerging connectivity in terms of greenways and active travel links.

The changes would require that all planning applications for new floorspace development must comprehensively address how the proposed development maximises the potential for travel by sustainable, active or public transport modes having regard to various criteria, thereby further promoting sustainable public and active travel modes and climate change mitigation measures, which are already promoted elsewhere in the existing Scheme as amended.

The changes would elaborate on the innovative mobility solutions already referred to, including with respect to smart parking, and identify the need for a high-quality public realm, consistent with the existing Planning Scheme and NTA's Design Manual for Urban Roads and Streets.

The changes would also provide requirements for car parking design and for retrospective repurposing of existing or permitted car parking spaces, which will have regard to the overall objectives and requirements of the Planning Scheme. The changes would have 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 changes proposed are relatively minor when considered both in isolation (the Scheme already provides for car parking standards, protection of the public realm and change of use) 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 addition of text associated with the Specific Objective would further contribute towards maximising the uptake in smarter, more sustainable modes of transport and the protection and management of the public realm – both of which are already provided for by the existing Scheme.

Changes in residential car parking standards and associated text would update the Planning Scheme to align and accord with changed and emerging national, regional and local policy context relating to car parking – making standards maximum standards and allowing for exceptional circumstances where a reduction in residential car parking provision below the stated maximum may be warranted. The new standards are evidence based (informed by Cherrywood Strategic Development Zone Parking Advice Update, May 2023).

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:

- 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 Proposed Amendment 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 Proposed Amendment 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 Proposed Amendment 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 Proposed Amendment 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 Proposed Amendment 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination 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 Annex II/ Schedule 1/ Schedule 2A Criteria Part 1 above and the examination of the Proposed Amendment provided under Section 2.3).

## **Section 3 Conclusion**

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 to Section 4.2.10 of the Planning Scheme (as amended).

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

The assessment of the Proposed Amendment provided in this report [including against the criteria set out in Annex II of the SEA Directive, which is reproduced as Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, and 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.

## **Appendix I SEA for the Scheme and Related Documents**

The findings of the SEA process for the 2014 Scheme are detailed in documents which are available, alongside related Scheme and Amendment documents, through the Council's website at <https://www.dlrcoo.ie/en/planning/cherrywood-sdz>.