

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

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**FOR  
PROPOSED AMENDMENT No. 7  
(BECKETT ROAD REALIGNMENT)**

**TO THE  
CHERRYWOOD SDZ PLANNING SCHEME 2014 (AS AMENDED)**

**for: Dún Laoghaire-Rathdown County Council**

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**SEPTEMBER 2020**

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# Section 1 Introduction and Terms of Reference

## 1.1 Introduction

Dún Laoghaire-Rathdown County Council has prepared Proposed Amendment No. 7 (Beckett Road Realignment) to the Cherrywood Strategic Development Zone (SDZ) Planning Scheme 2014 in accordance with 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 report has been prepared by CAAS on behalf of Dún Laoghaire-Rathdown County Council in order to help inform the SEA determination.

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

## 1.2 Legislative Context for the SEA Screening Requirement

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

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

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

## 1.3 Summary of and Reasons for the Proposed Amendment

The Proposed Amendment relates to the realignment of a section of Beckett Road from where it meets with Lehaunstown Lane to Junction H on Cherrywood Avenue and an amendment to the cross section of Beckett Road from Junction E to Junction G to include a two-way cycle track along the northern side of Beckett Road instead of a with flow cycle track on either side of the road.

The preliminary design phase of the road identified a number of issues with regard to the constructability of this section of Beckett Road, in particular the underpass under the Wyattville Link Road its proximity to Lehaunstown Interchange off ramp to its west.

The proposed Beckett Road realignment will result in amendments to the adjoining land parcels, including the rezoning of the Wedge Tomb Site RMP: 026-024 from Commercial Uses to Green Infrastructure, but will not result in a significant amendment to the quantum of development already approved in the Cherrywood Planning Scheme.

## Section 2 SEA Screening

### 2.1 Introduction

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

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

### 2.2 AA Screening

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

The Proposed Amendment is also accompanied by a report to inform AA Screening. The findings of this report are that the Proposed Amendment to the Cherrywood Strategic Development Zone Planning Scheme 2014 (as amended) will not give rise to any effect on the ecological integrity of any European sites, 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 Schedule 2A '*Criteria for determining whether a plan is likely to have significant effects on the environment*' of the SEA Regulations, as amended (see Section 2.4).

The full range of environmental 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 SEA Screening**

Amendment Components	Description (refer to Proposed Amendment document for full details)	SEA Screening Considerations
<p><b>Realignment of Beckett Road (including associated changes to Zoning for adjacent Land Parcels and associated other changes to Planning Scheme text and maps)</b></p>	<p>The proposals contained in Proposed Amendment No. 7 would provide for: the realignment of a section of Beckett Road from where it meets with Lehaunstown Lane to Junction H on Cherrywood Avenue; and an amendment to the cross section of Beckett Road from Junction E to Junction G to include a two-way cycle track along the northern side of Beckett Road instead of a with flow cycle track on either side of the road.</p> <p>Various other proposals to change Planning Scheme text and maps in order to, inter alia, facilitate the realignment, including those relating to:</p> <ul style="list-style-type: none"> <li>• Adjoining land parcels configurations and zoning;</li> <li>• Specific Objective DA 44;</li> <li>• Specific Objective DA 46;</li> <li>• Specific Objective DA 47; and</li> <li>• Relatively minor changes to other Specific Objectives, including those relating to Green Infrastructure.</li> </ul>	<p>The preliminary design phase of the road identified a number of issues with regard to the constructability of this section of Beckett Road, in particular the underpass under the Wyattville Link Road its proximity Lehaunstown Interchange off ramp to its west. By realigning the route, the Proposed Amendment would therefore 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 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).</li> <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 inclusion of a two-way cycle track instead of a with flow cycle track on either side of the road would be likely to make its use more attractive thereby further contributing towards sustainable mobility and climate emission reduction targets - both of which are already provided for by the Scheme. In addition, new pedestrian/cycle connections that would also further contribute towards sustainable mobility and climate emission reduction targets are also provided for through revised Scheme Objective DA 47. Similarly, revised DA 46 and revisions to other Specific Objectives, including those relating to Green Infrastructure, would, inter alia, further contribute towards pedestrian and cyclist access. Other changes proposed are not considered important in the context of greenhouse gas emissions resulting from the Planning Scheme.</p> <p>Notwithstanding proposed changes to the configuration and/or zoning provisions of land parcels adjoining the realignment (which provide for relatively minor decreases in the Scheme area zoned as zoned as High Intensity Employment and Commercial and a minor increase in the Scheme area zoned as Residential), the Proposed Amendment would not significantly increase or decrease the overall floor area or density of the proposed development quantum in the SDZ. Proposed changes to the configuration and/or zoning provisions of adjoining land parcels, include:</p> <ul style="list-style-type: none"> <li>• The rezoning of the Wedge Tomb Site to Green Infrastructure and a slight decrease in the site area of HIE 4. Potential effects of damage arising from construction activities associated with the road, visual impact/linkage, landscaping and changes in drainage would be mitigated by the existing framework for protection and management of archaeological heritage at the site (including existing Scheme provisions and County Development Plan provisions as referred to in Scheme objective H1). Furthermore, the rezoning of the Wedge Tomb Site (RMP: 026-024) primarily from Commercial Uses (included as part of the current CU4 site) to Green Infrastructure would, in combination with the replacement of the current Specific Objective DA 47 (relating to the proposed tunnel on Beckett Road) with a Specific Objective relating to the protection of the Wedge Tomb Site and the provision of a safe pedestrian access to the site, further contribute towards the protection of archaeological heritage in the SDZ that is already provided for through Planning Scheme and associated provisions.</li> </ul>

SEA Screening Report for the Proposed Amendment No. 7 (Beckett Road Realignment) to the  
Cherrywood SDZ Planning Scheme 2014 (as amended)

Amendment Components	Description (refer to Proposed Amendment document for full details)	SEA Screening Considerations
		<ul style="list-style-type: none"> <li>• The splitting of the would-be former Commercial Uses CU4 site into a new Commercial Uses CU3 site located to the south Beckett Road and the extension of the existing Res 3 site to northern side of the realigned Beckett Road and a slight reduction in the site area of the HIE 5 - these changes are minor from an environmental perspective and would not present additional potential effects. The extended residential zoning would be closer to the M50 noise source however would remain buffered – under the Proposed Amendment by Beckett Road and the would-be new Commercial Uses CU3 site. Potential adverse effects on residential amenity and human health at this location would be mitigated by – and the nature of any proposed residential development determined by, inter alia – these buffers in combination with the existing framework for noise mitigation (including: proposed to be amended Scheme Objective DA 44, relating to buffering against noise; and Objective PD 33, relating to detailed noise assessment including mitigation and control measures to protect amenity).</li> <li>• Rezoning of the would-be former Commercial Uses CU3 site to Residential Res2. The new residential zoning would be closer to the M50 noise source however would remain buffered – under the Proposed Amendment by Beckett Road and parts of the would-be new Commercial Uses CU3 site. Potential adverse effects on residential amenity and human health at this location would be mitigated by – and the nature of any proposed residential development determined by, inter alia – these buffers in combination with the existing framework for noise mitigation (including: proposed to be amended Scheme Objective DA 44, relating to buffering against noise and requiring noise attenuation measures in a manner that is consistent with Objective PD 33; and Objective PD 33, relating to detailed noise assessment including mitigation and control measures to protect amenity).</li> </ul> <p>There is an increase in the range of residential dwellings proposed under the Scheme proposed to be amended – this change is relatively minor from a strategic environmental perspective and would not present additional effects. Other proposals contained in the Proposed Amendment, including those relating to frontage, site access and typographical errors are minor from a strategic environmental perspective and would not present additional effects.</p> <p>Taking all of the above into account, it is not considered that the changes proposed would be likely to result in significant environmental effects.</p>

## 2.4 Schedule 2A

### PART 1

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

By realigning the Beckett Road route, the Proposed Amendment would therefore contribute towards the overall development of the Strategic Development Zone and associated effects that have been identified by the SEA for the existing Scheme, including positive effects that are already provided for and potentially adverse effects that are already mitigated.

Improved provisions relating to walking and cycling infrastructure would contribute towards sustainable mobility and climate emission reduction targets - both of which are already provided for by the Scheme.

Notwithstanding proposed changes to the configuration and/or zoning provisions of land parcels adjoining the realignment (which provide for relatively minor decreases in the Scheme area zoned as High Intensity Employment and Commercial and a minor increase in the Scheme area zoned as Residential), the Proposed Amendment would not significantly increase or decrease the overall floor area or density of the proposed development quantum in the SDZ. The proposed changes to the configuration and/or zoning provisions of land parcels adjoining the realignment:

- Are minor from an environmental perspective; and/or
- Would result in potential adverse effects to be mitigated consistent with those predicted by the SEA of the Scheme; and/or
- Would further contribute to the environmental protection and management that is already provided for by the existing Scheme.

There is an increase in the range of residential dwellings proposed under the Scheme proposed to be amended – this change is relatively minor from a strategic environmental perspective and would not present additional effects. Other proposals contained in the Proposed Amendment, including those relating to frontage, site access and typographical errors are minor from a strategic environmental perspective and would not present additional effects.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**PART 2**

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

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



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

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

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

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

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

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

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

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

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

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

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

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

## **Section 3 Conclusion**

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 No. 7 (Beckett Road Realignment) to the Cherrywood Planning Scheme (as amended).

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

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