

REPORT TO INFORM APPROPRIATE ASSESSMENT SCREENING

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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1 Introduction

1.1 Background

This Screening for Appropriate Assessment (AA) Report has been prepared for Proposed Amendment to Section 4.2.10 of the Cherrywood Strategic Development Zone (SDZ) Planning Scheme 2014 in accordance with the requirements of Article 6(3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (as amended) (hereafter referred to as the "Habitats Directive")¹.

A determination as to whether a Stage 2 AA Natura Impact Report is or is not required for the Proposed Amendment must be undertaken. This Screening for AA Report has been prepared by CAAS on behalf of Dún Laoghaire-Rathdown County Council in order to help inform the Screening for AA determination.

1.2 Legislative Context

The Habitats Directive provides legal protection for habitats and species of European importance. The overall aim of the Habitats Directive is to maintain or restore the "favourable conservation status" of habitats and species of European Community Interest, in accordance with their Conservation Objectives. These habitats and species are listed in the Habitats and Birds Directives (Council Directive 2009/147/EC on the conservation of wild birds) with Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated to afford protection to the most vulnerable of them. These two designations are collectively known as European sites and Natura 2000.

AA is required by the Habitats Directive, as transposed into Irish legislation by the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) and the Planning and Development Act (as amended). AA is an assessment of the potential for adverse or negative effects of a plan or project, in combination with other plans or projects, on the conservation objectives of a European site. These sites consist of SACs and SPAs and provide for the protection and long-term survival of Europe's most valuable and threatened species and habitats.

1.3 Approach

The AA is based on best scientific knowledge and has utilised ecological and hydrological expertise. In addition, a detailed online review of published scientific literature and 'grey' literature was conducted. This included a detailed review of the National Parks and Wildlife (NPWS) website including mapping and available reports for relevant sites and in particular sensitive qualifying interests/special conservation interests described and their conservation objectives.

The ecological desktop study completed for the AA screening of the Proposed Amendment comprised the following elements:

- Identification of European sites within 15km of the Proposed Amendment boundary with identification of potential pathways links for specific sites (if relevant) greater than 15km from the Proposed Amendment boundary;
- Review of the NPWS site synopsis and conservation objectives for European sites with identification of potential pathways from the Proposed Amendment area; and
- Examination of available information on protected species.

There are four main stages in the AA process as follow:

Stage One: Screening

The process that identifies the likely impacts upon a European site of a project or plan, either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant.

¹ Directive 92/43/EEC

Stage Two: Appropriate Assessment

The consideration of the impact on the integrity of the European site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts. If adequate mitigation is proposed to ensure no significant adverse impacts on European sites, then the process may end at this stage. However, if the likelihood of significant impacts remains, then the process must proceed to Stage Three.

Stage Three: Assessment of Alternative Solutions

The process that examines alternative ways of achieving the objectives of the project or plan that avoids adverse impacts on the integrity of the European site.

Stage Four: Assessment where no alternative solutions exist and where adverse impacts remain

An assessment of compensatory measures where, in the light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project or plan should proceed.

The Habitats Directive promotes a hierarchy of avoidance, mitigation and compensatory measures. This approach aims to avoid any impacts on European sites by identifying possible impacts early in the plan-making process and avoiding such impacts. Second, the approach involves the application of mitigation measures, if necessary, during the AA process to the point where no adverse impacts on the site(s) remain. If potential impacts on European sites remain, the approach requires the consideration of alternative solutions. If no alternative solutions are identified and the plan/project is required for imperative reasons of overriding public interest, then compensation measures are required for any remaining adverse effect(s).

The assessment of potential effects on European sites is conducted following a standard source-pathway-receptor² model, where, in order for an effect to be established all three elements of this mechanism must be in place. The absence or removal of one of the elements of the model is sufficient to conclude that a potential effect is not of any relevance or significance.

In the interest of this report, receptors are the ecological features that are known to be utilised by the qualifying interests or special conservation interests of a European site. A source is any identifiable element of the Proposed Amendment provision that is known to interact with ecological processes. The pathways are any connections or links between the source and the receptor. This report provides information on whether direct, indirect and cumulative adverse effects could arise from the Proposed Amendment.

The AA Screening exercise has been prepared taking into account legislation including the aforementioned legislation and guidance including the following:

- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, 2009;
- "Commission Notice: Managing Natura 2000 sites - The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC", European Commission 2018;
- "Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC", European Commission Environment DG, 2002;
- "Managing Natura 2000 sites: The Provisions of Article 6 of the Habitats Directive 92/43/EEC", European Commission, 2000; and
- Practice Note PN01: Appropriate Assessment Screening for Development Management, Office of the Planning Regulator, 2021.

² Source(s) – e.g. pollutant run-off from proposed works; Pathway(s) – e.g. groundwater connecting to nearby qualifying wetland habitats; and Receptor(s) – qualifying aquatic habitats and species of European Sites.

2 Description of and background to the Proposed Amendment

2.1 The Cherrywood SDZ Planning Scheme 2014 (as amended)

The Cherrywood SDZ Planning Scheme 2014 was subject to full Strategic Environmental Assessment (SEA) and to Screening for Appropriate Assessment (AA). These processes, throughout which the environmental authorities were consulted, facilitated the mitigation of potential environmental effects.

The AA screening of the existing Planning Scheme has been carried out and this concluded that there is no requirement for Stage 2 AA to be undertaken. The Planning Scheme was found not to introduce any potential likely significant effects to any European Sites. Similarly, the existing Planning Scheme was subject to an SEA to ensure that environmental considerations were an integral element of the Planning Scheme including biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape and the interrelationship between these considerations, whenever applicable.

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

2.2 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.

3 Screening for Appropriate Assessment

3.1 Introduction to Screening

This stage of the process identifies any potential significant affects to European sites from the Proposed Amendment, either alone or in combination with other projects or plans.

An important element of the AA process is the identification of the “conservation objectives”, “Qualifying Interests” (QIs) and/ or “Special Conservation Interests” (SCIs) of European sites requiring assessment. QIs are the habitat features and species listed in Annexes I and II of the Habitats Directive for which each European site has been designated and afforded protection. SCIs are wetland habitats and bird species listed within Annexes I and II of the Birds Directive. It is also vital that the threats to the ecological / environmental conditions that are required to support QIs and SCIs are considered as part of the assessment.

The following NPWS Generic Conservation Objectives have been considered in the screening:

- For SACs - to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected.
- For SPAs - to maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA.

Where available, Site-Specific Conservation Objectives (SSCOs) designed to define favourable conservation status for a particular habitat³ or species⁴ at that site have been considered.

3.2 Assessment Criteria

3.2.1 Is the Plan Necessary to the Management of European Sites?

The primary purpose of the Proposed Amendment is not the nature conservation management of any European sites, but to update Planning Scheme content and provisions regarding car parking.

Therefore, the Proposed Amendment is not considered by the Habitats Directive to be directly connected with or necessary to the management of European designated sites.

3.2.2 Elements of the Proposed Amendment with Potential to Give Rise to Effects

The Proposed Amendment outlines an update to the Planning Scheme’s content and provisions relating to carparking. This consists of updates to Car Parking standards with regard to the legally binding targets of climate emissions for transport set out in the Climate Action Plan 2021, and the Regional Spatial and Economic Strategy for the Eastern & Midland Regional 2019-2031, the NTA’s Greater Dublin Area Transport Strategy and the Dun Laoghaire Rathdown County Council Climate Change Action Plan, 2019 – 2024 – whose aim is to reduce single vehicular use and increase smart parking spaces, and move towards more shared modes of transport and public transport, providing amenity for the use and change or electric vehicles and reducing emissions.

As the Proposed Amendment to the Planning Scheme’s content and provisions relating to carparking is to further reduce single vehicular use, and emissions, and encourage sustainable travel and electric vehicles, there are no sources with pathways with potential for likely significant effects as a result of the Proposed Amendment to Section 4.2.10 of the Cherrywood SDZ Planning Scheme 2014 (as amended).

³ Favourable conservation status of a habitat is achieved when: its natural range, and area it covers within that range, are stable or increasing; the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future; and the conservation status of its typical species is favourable.

⁴ The favourable conservation status of a species is achieved when: population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats; the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future; and there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

The complete consideration of the Proposed Amendment in terms of screening for Appropriate Assessment under the Habitats Directive are provided in section 3.2.3 and Table 3.1 below.

3.2.3 Screening of Sites

Table 3.1 examines whether, in considering the details of the Proposed Amendment to Section 4.2.10 of the Cherrywood SDZ Planning Scheme 2014 (as amended), under the provisions of the Habitats Directive, and in view of the precautionary principle, there are any sources with pathways for potential for likely significant effects on European sites. In the context of this screening for AA report, sites are screened in consideration on one or a combination of the following criteria:

- The existence of potential for source with pathways for significant effects
- The existence of a link between identified threats or vulnerabilities at a site to potential impacts that may arise from the Proposed Amendment.

Table 3.1 Screening for AA

Scheme Heading/ Provision	Proposed Amendment	Screening for AA Considerations
4.2.10 Car Parking Standards	<p>Text to be deleted shown as strikethrough New text shown in red</p> <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 & 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, these changes will not give rise to any likelihood for significant effect on any European site, alone or in combination with any other plans, programmes, projects etc.</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 determine 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 to meet having regard to car ownership and usage, needs in order 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 have to should reflect this evolving/ expanding public transport network. This will be achieved by the use of temporary car parks that will be removed as development progresses and the public transport network improves.</p> <p>Where multi-use / public car parks are proposed, the management regime will be subject to the agreement of the local authority.</p> <p>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"> • Proximity to public transport services and level of service and interchange available. • Walking and cycling accessibility/permeability and any improvement to same. • The need to safeguard investment in sustainable transport and encourage a modal shift. • Provision of EV facilities and provision of car sharing and bike / e-bike sharing facilities. • Existing availability of parking and its potential for dual use. • Particular nature, scale and characteristics of the proposed development. • The range of services available within the area. 	<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 AA Considerations
	<p>Text to be deleted shown as strikethrough New text shown in red</p> <ul style="list-style-type: none"> • Impact on traffic safety and the amenities of the area. • Capacity of the surrounding road network. • Urban design, regeneration and civic benefits including street vibrancy. • Robustness of Mobility Management Plan to support the development. • The availability of, as well as any proposed, on-street parking controls in the immediate vicinity. • Any specified sustainability measures being implemented including but not limited to: the provision of bespoke public transport services; the provision of bespoke mobility interventions. <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>Future Repurposing of Car Parking Spaces</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>There are no provisions for physical development beyond the Strategic Development Zone boundary and no proposals for potential sources for likely significant effects to any ecological process that do not already exist.</p> <p>Taking the above into account, the changes proposed will not give rise to any likelihood for significant effect on any European site, alone or in combination with any other plans, programmes, projects etc.</p>

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	<p>Text to be deleted shown as strikethrough 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 near served by public transport.</p> <p>Residential</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 in line with 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 National Transport Authority Greater Dublin Area Transport Strategy 2022 – 2042, Ministerial Guidelines <i>"Sustainable Urban Housing: Design Standards for New Apartments, March December 2018 22"</i>, (DHPLG&H), other relevant Ministerial Guidelines, and SPPRs, as applicable.</p>	

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	<p>Text to be deleted shown as strikethrough New text shown in red</p> <p>Table 4.4: Maximum Residential car parking standards</p> <table border="1"> <tr> <td>Town Centre</td> <td>0.9 0.5 spaces per unit</td> </tr> <tr> <td>Village Centres</td> <td>0.9 0.5 spaces per unit</td> </tr> <tr> <td rowspan="4">Res 1, 2, 3 and 4</td> <td>0.9 0.5 spaces per 1 bed unit</td> </tr> <tr> <td>1.2 0.75 spaces per 2 bed unit / house</td> </tr> <tr> <td>1.0 space per 2 bed house</td> </tr> <tr> <td>1.4 1.25 spaces per 3 or more bed unit.</td> </tr> <tr> <td rowspan="2">All Residential Units/Houses</td> <td>2.0 1.5 spaces per 3 or more bed house</td> </tr> <tr> <td>Minimum 0.01 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>A lower standard may be considered for studio apartments in the range of 50-70% of the rate applied to a 1 bed unit/apartment, where provision is made for car sharing facilities and operators under a strong central management regime for the development.</p> <p>For Build To Rent (BTR) developments, the relevant Government guidance is set out in Specific Planning Policy Requirement 8 (SPPR 8) of the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’, 2018 (or as subsequently amended). In the case of Cherrywood, it is considered that there is limited capacity for further reduction of the above car parking standards for BTR, having regard to the fact that these standards already take cognisance of the ambitious modal split targets for sustainable transport modes; proximity to public transport services; and the potential for car sharing. Accordingly, car parking provision for BTR developments shall as a default minimal match the car parking standards for Res 1,2, 3 and 4 as set out in Table 4.4 and the standards for studios set out above.</p> <p>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>	Town Centre	0.9 0.5 spaces per unit	Village Centres	0.9 0.5 spaces per unit	Res 1, 2, 3 and 4	0.9 0.5 spaces per 1 bed unit	1.2 0.75 spaces per 2 bed unit / house	1.0 space per 2 bed house	1.4 1.25 spaces per 3 or more bed unit.	All Residential Units/Houses	2.0 1.5 spaces per 3 or more bed house	Minimum 0.01 0.02 Car Share space per unit	
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	Minimum 0.01 0.02 Car Share space per unit													

Scheme Heading/ Provision	Proposed Amendment	Screening for AA Considerations
	<p>Text to be deleted shown as strikethrough New text shown in red</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 of car parking below the stated maximum developers must provide a detailed submission outlining all aspects of the existing and proposed sustainable transport infrastructure and management proposals to enable Cherrywood to enforce change and provide realistic options for residents. Sustainable infrastructure and/or services and demand management measures may be strategically important and also interdependent and may require collective delivery between numerous stakeholders, including DLRCC, the NTA and TII, and as such will be subject to consultation with stakeholders in order to determine potential locations, programme, management responsibility and cost implications. It shall be noted that for any reduced residential parking provision, proposals that are reliant on sustainable infrastructure and/or services and demand management measures, the onus shall be on applicants to demonstrate certainty of delivery of this infrastructure and/or services, and there shall be no additional responsibility or requirement placed upon the NTA, TII or the Local Authority for early delivery of such infrastructure in order for applicants to avail of reduced parking provision.</p> <p>Car parking proposals will be assessed having regard to their impact on place making as well as providing residents with adequate and safe access to their private vehicle. Car parking for the whole plot should be considered at the strategic design stage prior to going into the detail of individual sites. A combination of approaches may be appropriate in the majority of plots.</p> <p>Within the Town Centre, the vVillage eCentres and the adjacent higher density residential plots, designated as Res 3 and Res 4, parking should be provided either in an underground or undercroft car park which has been designed to minimise any negative visual impact. Car parking may be provided in a mixed-use car park or in a peripheral location subject to there being environmentally attractive and safe pedestrian linkage between the residential units and the car park and subject to there being a limited amount of parking spaces available in the immediate vicinity for loading / unloading and for residents with disabilities.</p> <p>The urban form envisaged for areas designated as Res 1 and Res 2 is street frontage, terraced housing, perimeter blocks, individual house designs, duplex and apartment mixes. The traditional layout with private car parking in the front garden will not be an option for the majority of homes in these areas so. Well considered undercroft car parking (basement car parking for apartment developments), grouped parking, off-site parking, and innovative car parking solutions, etc. should must all be considered at the design stage.</p> <p>For all residential development, plan layouts detailing a proliferation of surface level residential car parking will not be considered acceptable as it may lead to poor quality urban design.</p>	

3.3 Other Plans and Programs

Article 6(3) of the Habitats Directive requires an assessment of other plans or projects in order to consider other plans or programmes that might, in combination with the plan or project, have the potential to have likely significant effect upon European sites. As detailed in Section 3 above, the Proposed Amendment will not result in any likely significant effects to any European site as a result of the implementation of the Proposed Amendment. Therefore, the Proposed Amendment would also not result in any potential for likely significant in-combination effects on any European Site as a result of the implementation of the Proposed Amendment.

4 Conclusion

Stage 1 AA Screening Report for the Proposed Amendment to Section 4.2.10 of the Cherrywood Strategic Development Zone Planning Scheme 2014 (as amended) has been produced. This report, which is intended to inform the AA determination, has demonstrated that implementation of the Proposed Amendment is not foreseen to have potential for any likely significant effects on any European site.

Implementation of the Proposed Amendment as part of the Scheme must demonstrate compliance with the requirements of environmental and planning legislation and planning and licensing processes, including existing provisions of relevant land use plan(s) and policy documents such as the National Planning Framework, the Regional Spatial and Economic Strategy and policies, objectives and environmental provisions contained in the existing Scheme (as amended).

There are no provisions for physical development beyond the Strategic Development Zone boundary, and no proposals that have potential for likely significant effects to any European sites, that do not already exist.

It is concluded that the Proposed Amendment to the Cherrywood Strategic Development Zone Planning Scheme 2014 (as amended) is not foreseen to have any likelihood of significant effects on any European sites, alone or in combination with other plans or projects – and therefore any potential for significant effect to any European site as a result of the proposed scheme can be ruled out.

This evaluation is made in view of the Conservation Objectives of the habitats or species for which these sites have been designated. Consequently, a Stage 2 AA Natura Impact Report is not required.