

SEA Screening Report BACKGROUND DOCUMENT

Greater Dublin Area **Draft Transport Strategy** **2011-2030**

2030 vision



STRATEGIC ENVIRONMENTAL ASSESSMENT SCREENING DETERMINATION

in relation to the

'TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2010 – 2030'

The Dublin Transportation Office, as the competent authority responsible for the development of the proposed 'Transport Strategy for the Greater Dublin Area 2010 – 2030' hereby determines that a **full and comprehensive Strategic Environmental Assessment of the Strategy is required** in compliance with EU Directive 2001/42/EC as transposed into Irish legislation through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004).

The DTO has determined that an SEA is required as the Strategy is likely to set a framework for the future development consent of projects and is likely to have significant environmental effects both within and beyond the Greater Dublin Area.

This determination is based on a purposive interpretation of the Directive supported by the following:

- an assessment of the purpose and nature of the proposed Strategy against the criteria set out in SEA Directive 2001/42/EC and
- consultation with a range of authorities who by reason of their specific responsibilities are likely to be concerned by the environmental effects of the Strategy.

A detailed statement setting out the nature and purpose of the Strategy, the screening process used and the full reasons for this determination is given in the SEA Screening Report. In accordance with the requirements of the Directive and Statutory Instrument No. 435 of 2004 the consultation bodies, including the statutory environmental authorities, have been notified of this determination and notice of it has been made public on the Dublin Transportation Office website at www.dto.ie. The determination and associated documentation are available for public inspection at the office of the DTO during office hours (9.15am -1.00pm & 2.15pm -5.30pm)



John Henry
CEO/Director

DATE: 29th February 2008

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1.0 INTRODUCTION

The Dublin Transportation Office (DTO) was established by Ministerial Order SI No. 289 of 1995 as amended and provides transport and land use planning advice to the agencies and organisations involved in this sector in the Greater Dublin Area (GDA). This DTO's remit, set out therein, requires the Office to review and update the original Dublin Transportation Initiative Strategy at least once in every five years embracing a review of the changing economic, land-use and demographic factors that influence travel and transport. In compliance with this obligation, the DTO Steering Committee decided to produce a new Transport Strategy for the Greater Dublin Area 2010 – 2030.

2.0 PURPOSE OF THIS REPORT

As required under EU Directive 2001/42/EC, the decision to prepare a 'plan¹ or programme' triggers the consideration of whether or not 'Strategic Environmental Assessment' (SEA) is required. Making a determination on this issue is the first stage of SEA and is known as the 'Screening' process. The DTO, as the competent body responsible for the Strategy preparation is also responsible for ensuring the new Strategy is prepared in compliance with the SEA Directive.

The purpose of this report, by way of completing the Screening process, is as follows:

- to inform various organisations within the Greater Dublin Area and the general public with regard to the purpose and nature of the proposed Strategy,
- to present the DTO assessment in relation to the need for a Strategic Environmental Assessment,
- to set out the consultation process carried out on the above including submissions and observations from various organisations (including statutory consultees) and
- to demonstrate how the assessment and consultation process have contributed to the Screening determination

The DTO prepared a Draft SEA Screening Report presenting an initial determination in relation to the need for SEA of the Strategy. This can be found at www.dto.ie. The Draft Report was sent to a number of bodies for consultation. The content of this final report incorporates amendments reflecting the submissions received and details of the consultation process.

3.0 PURPOSE OF DTO STRATEGY (INITIAL VERSION)

The following is a description of the proposed strategy that formed part of the Draft Screening Report for consultation. The description of the purpose and nature of the Strategy has since been amended and can be found in Appendix 1 of this report – this does not affect the outcome of the Screening process.

¹ For the purpose of clarity the term 'Strategy' is regarded as interchangeable with the term 'plan' as used in the SEA Directive

“The purpose of this project is to formulate a transport strategy for the Greater Dublin Area for a target year of 2030 and look beyond this to 2050 to examine the robustness of the emerging strategy. The DTO will do this by learning lessons from the recent past, analysing current circumstances and anticipating future changes and their impact on the quality of life of people living in the GDA. The new strategy will be a successor to ‘*A Platform for Change*’.

The DTO will address means of reducing environmental emissions and will take into account the National Climate Change Strategy and the emerging National Sustainable Travel and Transport Action Plan.

A broad approach will be adopted to developing the Strategy in the context of the DTO’s responsibilities as the transport planning agency for the region. More specifically, the DTO will:

- Consult with the public and relevant agencies at appropriate stages of the process,
- Establish an overall Vision for the GDA as a region, through consultation with its agencies, interested parties and the general public, and working from this Vision will establish a set of high-level Objectives for the strategy,
- Examine historical trends of how circumstances have changed for people living in the GDA over the past 15 to 20 years,
- Review lessons from past strategy development processes here and abroad – including Dublin Transportation Initiative, A Platform for Change and strategies developed for other cities,
- Make projections to 2030 under various scenarios, including a scenario based on current trends and a scenario that takes account of national and regional planning policies,
- Examine future trends in the GDA in a state-wide and all-island context,
- Develop a series of alternative transport strategies for 2030 consistent with the agreed Vision and Objectives,
- Examine the implications of forecasts and trends up to 2050 on strategy options, with a view to testing the robustness of the emerging strategy,
- In developing alternative transport strategies, examine the movement of goods as well as the movement of people,
- Select a preferred strategy,

- Clearly define the linkages and synergies between the emerging preferred strategy and other strategic policies in the areas including Health, Education, Land Use, Energy, and Environment,
- Examine how current plans and programmes fit into the newly developed strategy – recognising commitments already made, but clearly identifying where other plans may have to be tailored to better conform to the new strategy objectives,
- Develop an implementation plan and investment programme. “

4.0 SCREENING METHODOLOGY

There are various guidance documents, which assist the SEA screening process. Articles 2 and 3 of the SEA Directive set out the criteria to be used to determine the need for SEA.

In making this decision the primary concern in the SEA process (as set out in Article 3 of the Directive) is to determine whether the Strategy is likely to have significant environmental effects. This determination should be made having regard to the criteria set out in Annex II of the Directive and in consultation with the designated national environmental authorities (as required by Article 6 of the Directive).

Article 2 of the SEA Directive details the type of ‘plans and programmes’ to which the provisions of the Directive shall apply, by way of their administrative nature, as those which:

*- ‘are subject to preparation and/or adoption by an authority at national, regional or local level **or** which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, **and***

- ‘are required by legislative, regulatory or administrative provisions.’

With regard to this it is noted that responsibility for preparation of the Strategy lies with the Dublin Transportation Office, a government agency established by Ministerial Order under S.I. No. 298 of 1995 (as amended). The legislative requirement for the preparation of the Strategy is clearly defined in Sub-Article 2 (a-d) of this Statutory Instrument. The DTO operates at a regional level within the Greater Dublin Area².

Article 3 of the SEA Directive details the type of ‘plans and programmes’ to which the provisions of the Directive shall apply, by way of their purpose and likely effects. According to this Article, environmental assessment is required for plans or programmes that:

- ‘are likely to have significant environmental effects’

² The Greater Dublin Area includes the Dublin Counties, Meath, Kildare and Wicklow

- 'are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use **and** which set the framework for future development consent of projects listed in Annexes I and II to Directive 85/337/EC' (the EIA Directive) **or**

- 'in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of Directive 92/43/EEC'

The DTO's Transport Strategy 2010 – 2030 falls within the transport sector for the purposes of the Directive. The DTO used the criteria set out in Annex II of the Directive to evaluate the potential for the Strategy to have significant effects on the environment. This evaluation, together with the views expressed by those consulted on the matter, provided the basis for deciding whether or not an SEA is required.

5.0 SEA SCREENING

5.1 CRITERIA AND ASSESSMENT

Below are the key findings of the evaluation detailed under each criterion: -

1. The Characteristics of the Strategy having particular regard to:

(a) The degree to which the Strategy sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources

The Regional Transport Strategy will provide a framework of the development consent of transport infrastructure within the Great Dublin Area for the period to 2030 with guidance in relation to its location and nature and including an interim implementation plan and investment programme. Recognising the inextricable link between transport and land use the Strategy is also likely to be taken into consideration in the making of decisions on land use planning applications thereby influencing the nature, size and location of future land use development. The transport sector also has implications in relation to energy consumption. As such, it is likely that an environmental assessment, under the SEA Directive, will be required.

(b) The degree to which the Strategy influences other plans, including those in a hierarchy,

The Strategy is regional / strategic in nature and will interact with the land use planning hierarchy across the Greater Dublin Area. The Strategy will recognise commitments already made in other plans, but will also clearly identify where other plans may have to be tailored to better fit the new strategy objectives. The Strategy will also include the development of an interim implementation plan and investment programme to follow Transport 21

and/or as input into a future National Development Plan. In this regard the Strategy will influence other plans with the result that its environmental effects might have wider impact. It is likely that an environmental assessment would be necessary to evaluate these effects.

(c) Environmental problems relevant to the Strategy

Key environmental problems relevant to transport are urban sprawl, emission levels, energy, environmental degradation from congestion and noise and air pollution. The Strategy is likely to have the potential to contribute to reducing the negative impacts of these problems. Transport and land use also have the potential for both positive and negative impacts across a wider range of environmental issues such as landscapes, cultural heritage and human health.

(d) The relevance of the Strategy for the integration of environmental considerations in particular with a view to promoting sustainable development

The Strategy is fundamentally about sustainability in that it will have the potential to influence travel and transport patterns across the GDA – it therefore has a significant role to play in working towards sustainable development of the region by improving accessibility and promoting the roles of walking, cycling and public transport. The Strategy will seek to identify and address any current negative impacts of existing transport patterns. The Strategy will also specifically focus on means of reducing emissions and will take into account the National Climate Change Strategy and the emerging National Sustainable Travel and Transport Action Plan.

(e) The relevance of the Strategy for the implementation of EU legislation on the environment

The Strategy does not have the direct purpose of implementing EU legislation. Despite this it has the potential to influence the implementation of EU environmental policies and legislation at a regional level thereby contributing to national implementation. It is considered that the Strategy would be relevant to, for example, European Climate Change Programme, EU Air Quality Directive and EIA Directive (99/11/EC).

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

(a) The probability, duration, frequency and reversibility of the effects,

The probability that the Strategy will result in significant environmental effects is high. It is expected that the effects will be largely positive (i.e. contribute to reduced urban sprawl, increase use of sustainable transport modes, reduce emissions from transport) and of a long-term nature with the Strategy-life extending to 2030 but also looking past this towards 2050. There may also be negative effects associated with the construction of new transport infrastructure. It is likely that some of the effects will not be reversible.

(b) The cumulative nature of the effects

The Strategy will be developed for the period 2010 – 2030 and will also look beyond this to 2050 to examine its robustness. In this regard and given the timeframes required to develop transport infrastructure and influence travel demand / behaviour it is considered that the effects of the Strategy will be long-term and cumulative in nature. The interaction between transport and land use in terms of location and type of development will be central to the Strategy and will have cumulative effects. These effects are likely to be widespread (acting beyond the region).

(c) The transboundary nature of the effects

The Strategy will apply to the Greater Dublin Area. The nature of travel patterns and transport issues are such that they straddle administrative and geographical boundaries. The Strategy will include an examination of future trends not only in the GDA but also in a state-wide and all-island context. The Strategy has the potential to result in inter-regional, national and inter-national effects. It is likely that an environmental assessment would be necessary to evaluate these effects.

(d) The risk to human health or the environment (e.g. due to accidents)

The Strategy has the potential to influence the overall quality of life of people living in, working in or / and visiting the GDA by impacting upon factors such as accessibility, severance, travel related accident rates, noise and air pollution, human health, visual impact on landscapes. The Strategy will review the changing economic, land-use and demographic factors that influence travel and transport and the impact of this on quality of life for people.

(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

The Greater Dublin Area is approximately 6,987 square kilometres in area and has a population of 1,662,536 persons (Census 2006). By 2021 the population of the GDA is expected to increase to an estimated 2,063 million³. The spatial extent of the effects of the Strategy is likely to extend well outside the GDA area to an all-island level. Besides the GDA itself, areas contiguous to the GDA are likely to be particularly affected.

(f) The value and vulnerability of the area likely to be affected due to:

- *Special natural characteristics or cultural heritage*
- *Exceeded environmental quality standards or limit values*
- *Intensive land use*

It is expected that the Strategy will not be the cause of environmental quality standards being exceeded. The GDA has been subject to unprecedented growth and change in recent years - a review of the changing economic, land-

³ Central Statistics Office, 'Regional Population Projections 2006 – 2021' May 2005

use and demographic factors that influence travel and transport will have a central role in the development of the Strategy

(g) The effects on areas or landscapes, which have a recognized national, EU or international protection status.

The Greater Dublin Area includes a range of areas or landscapes that have varying levels of protection by EU and National law and in the various Development Plans for the Region. None of the identified elements in the Strategy are directed or targeted specifically at such areas. However, the Strategy will include elements such as transport infrastructure, which may impact on designated areas.

Where these impacts relate to specific proposals, e.g. a major infrastructure scheme, the potential for, and significance of, these effects are likely to be more appropriately considered as part of the environmental impact assessment required as part of the relevant consent procedures. However, there may be more diffuse and non-specific impacts on these environmental resources on a cumulative basis.

5.2 INITIAL DETERMINATION

Arising from the above evaluation of the proposed nature and purpose of the Strategy against criteria outlined in the Directive the DTO formed the opinion that the Strategy is likely to set a framework for the development consent of projects of a significant scale and is likely to have significant environmental effects both within and beyond the Strategy area. The DTO, therefore, made an initial determination that a full Strategic Environmental Assessment of the Transport Strategy for the Greater Dublin Area 2010 – 2030 is required in keeping with a purposive interpretation of Directive 2001/42/2004.

5.3 SEA SCREENING CONSULTATION

The following subsections briefly describes the consultation, which was undertaken in relation to the Draft Screening Report, including the initial determination and the nature of the submissions received. The submissions were taken into account by the DTO in making its final determination on the need for SEA. (Appendix 3 contains copies of the submissions)

5.4 CONSULTATION PROCESS

Statutory Instrument 435 of 2004 identifies the following as the 'environmental authorities' to be consulted in determining whether or not an SEA is required:

- The Environmental Protection Agency
- The Minister for Environment, Heritage and Local Government and
- The Minister for Communications, Energy and Natural Resources

Given the nature of the proposed Strategy and for the purposes of ensuring full and comprehensive consultation, the DTO decided to consult on a wider

scale than the agencies listed above. A range of authorities, who by reason of their specific responsibilities are likely to be concerned by the environmental effects of the Strategy were identified and the list of consultees was extended to include the following:

- Department of Transport
- Dublin City Council
- South Dublin County Council
- Fingal County Council
- Dun Laoghaire-Rathdown County Council
- Meath County Council
- Kildare County Council
- Wicklow County Council
- Dublin Docklands Authority
- Dublin Regional Authority
- Mid East Regional Authority
- Midlands Regional Authority
- Border Regional Authority
- Southeast Regional Authority
- Environment and Heritage Service Northern Ireland
- Department for Regional Development Northern Ireland
- Coras Iompair Eireann
- National Roads Authority
- Railway Procurement Agency

A hard copy of the Draft SEA Screening Report together with a covering letter (see Appendix 2) was sent to the authorities and bodies listed above on the 29th November 2007 for consultation. The initial consultation period, during which submissions could be made in writing to the DTO, ran for six weeks, to 9th January 2008. The consultation period was extended to 6th February 2008 to enable one of the consultees to respond.

A total of 8 submissions were received.

A summary of the observations made and appropriate responses to these is detailed below.

5.5 RESULTS OF CONSULTATION

Submissions	Summary Content	DTO Response / Implications
Environmental Protection Agency	<p>Agree that a full SEA is Required</p> <p>Advice with regard to next steps. Drew attention to EPA and DoEHLG guidance / methodology documents</p> <p>Advised that EPA is preparing a 'Draft Consultation SEA Process Checklist' for use during the SEA process that could be utilised by the DTO. (Jan 08)</p>	<p>SEA Required</p> <p>The DTO will have regard to EPA, DoEHLG and other guidance on SEA and ensure that all requirements are met</p> <p>The DTO will be piloting the EPA 'Checklist' throughout the SEA process.</p>
Department of Environment, Heritage and Local Government	<p>Depending on the provisions of the Strategy it has the potential to have significant effects on the natural heritage.</p> <p>The Strategy may result in additional loss of biodiversity and impact on sites designated under the Birds Directive (Council Directive 79/409 EEC) and Habitats Directive (Council Directive 92/43/EEC) or species listed on the annexes of these Directives.</p>	<p>SEA Required</p> <p>The DTO will consider requirements under the Birds and Habitats Directives and ensure that impact on biodiversity and natural heritage is considered throughout the SEA process.</p>
Department of Communications, Energy and Natural Resources	<p>Pointed to the possible need to liaise with the Eastern Regional Fisheries Board (ERFB)</p> <p>Possible need for compliance with Foreshore Acts</p> <p>Drew attention to their generic guidelines on the preparation of Environmental Reports</p>	<p>The ERFB will be informed of the Screening determination and will be consulted at subsequent stages</p> <p>Compliance with Foreshore Acts should be considered as part of the planning consents procedure</p> <p>Regard will be had to the DCMNR guidelines in the progressing of the SEA</p>
Minister for Transport	<p>Formally requested the undertaking of a SEA of the Strategy in full accordance with EU Directive 2001/42/EU. Stated that it would be prudent to undertake an SEA given the possibility for handover of the Strategy to the DTA and the fact that it is likely to have</p>	<p>SEA Required</p>

	significant environmental effects and may also form a framework for development consents.	
Meath County Council	<p>The Strategy is likely to have significant effects on the environment.</p> <p>A full and comprehensive SEA is required</p>	SEA Required
National Roads Authority	<p>Suggested need to review the thinking that the terms 'Strategy' and 'Plan' are interchangeable through a review of the content of the proposed Strategy and its status (i.e. aspirational / officially adopted) by way of ensuring consistency with the requirements of the Directive</p> <p>Suggested consideration be given to whether or not an SEA might be more appropriately prepared on the implementation plan that is expected to emerge from the proposed Strategy</p>	<p>The DTO considers that the description of the proposed Strategy as set out in the Draft Screening Report and the accompanying assessment of this against the criteria set out in Annex II of the Directive represents an adequate and clear review of the proposed Strategy and demonstrates the fact that it is, in effect, a 'plan'</p> <p>The evolving jurisprudence of the ECJ indicates that the court is not concerned with 'the label' but is rather concerned with whether the exercise constitutes a plan or a programme in accordance with a purposive interpretation of Directive. In the instance case it is considered that, notwithstanding the fact that a transport <i>strategy</i> is being prepared the impact of the strategy in environmental terms ensures that it should be construed as a plan or programme in accordance with a purposive interpretation of the Directive.</p> <p>With regard to the status of the Strategy the Statutory Instrument (SI 289) under which the DTO was established requires the office to review and update the original Dublin Transportation Initiative Strategy at least once in every five years. It is the aim of the DTO that the proposed Strategy will be officially adopted. Furthermore, the Department of Transport has confirmed that Strategy related work will be handed over to the Dublin Transport Authority (DTA) on its establishment. Any transport</p>

		<p>strategy prepared under statute by the DTA would require SEA.</p> <p>The Implementation Plan for the proposed Strategy will deal specifically with phasing of the content of the Strategy and finances. All decisions with regard to the contents of the implementation plan will have already been made through the Strategy development process in arriving at a final Strategy. As such, SEA of the implementation plan would not be seen as appropriate.</p> <p>The suggestions have been taken onboard and the screening assessment (Section 5.0 of this report) amended accordingly.</p>
	<p>The Screening report should recognise that negative impacts will be inevitable (specifically under paragraphs 4.1(c) and 4.1 2(a)) and that the risk factors identified in paragraph 4.1 2(d) are too restrictive</p>	
<p>Department of the Environment Northern Ireland</p>	<p>SEA would be prudent and valuable in light of the potential impacts from transport</p>	<p>SEA Required</p>
<p>Department of Regional Development Northern Ireland</p>	<p>Agreed that a full SEA is appropriate</p> <p>Acknowledged the likelihood of the Strategy to impact on areas beyond the Great Dublin Area.</p>	<p>SEA Required</p> <p>The DTO will ensure that the SEA includes consideration of impacts beyond the GDA and transboundary consultation</p>

6.0 FINAL DETERMINATION

It is clear from the submissions received that there was general agreement with the DTO's evaluation of the proposed nature and purpose of the Strategy against the criteria outlined in Annex II of the SEA Directive. The DTO's views that the Strategy is likely to set a framework for the development consent of projects of a significant scale and is also likely to have significant environmental effects both within and beyond the Strategy area is also supported.

The Dublin Transportation Office, therefore, makes a final determination that ***a full and comprehensive Strategic Environmental Assessment of the proposed 'Transport Strategy for the Greater Dublin Area 2010 – 2030' is required in keeping with a purposive interpretation of Directive 2001/42/2004.***

In accordance with the requirements of the Directive and Statutory Instrument No. 435 of 2004, the consultation bodies, including the statutory environmental authorities, are hereby notified of this determination. Notice of the determination including this report and all associated documentation has also been made public on the Dublin Transportation Office website at www.dto.ie and is available for public inspection at the office of the DTO during office hours (9.15-1.00 & 2.15-5.30)

7.0 NEXT STEPS

The DTO will now proceed with the next stage of the SEA - the 'Scoping' stage. Scoping is the process for determining the likely extent and range (geographic, temporal and thematic) of environmental issues to be considered, the level of detail of the assessment and the information to be included in the SEA. Consultation with the statutory environmental authorities and other relevant authorities, in relation to the Strategy and to the scope and level of detail of the information to be included in the environmental assessment, will form a critical part of the Scoping Stage.

The DTO is also currently procuring professional services to assist with all remaining stages of the SEA of the Strategy.

Appendix 1 –

PURPOSE AND SCOPE OF THE DTO STRATEGY (Final Version)

The Statutory Instrument (SI 289) under which the DTO was established requires the office to review and update the original Dublin Transportation Initiative Strategy at least once in every five years. In compliance with this obligation, the DTO is developing a Transport strategy that will be inextricably linked to sustainable land use planning and will be directed by the economic, social, cultural and environmental needs of the people of the Greater Dublin Area (GDA).

Central to the process of formulating the Strategy will be a detailed examination of the integration of transport with best-practice land-use and related principles and policies. The target year from the strategy is 2030, but to ensure a robust examination of strategic transport investment consideration will be given to a 2050 horizon. The process will embrace an examination of the lessons from the recent past, an analysis of current circumstances, and will predict future changes and their impact on the quality of life of people living in the GDA and beyond.

The Strategy development process will include *inter alia*:

- Consultation with the public, relevant agencies and other interested bodies at appropriate stages of the process,
- The development of an overall Vision for the GDA as a region and the establishment of associated objectives that will guide the development of the strategy,
- The integration of land use with transport as a critical determinant of the strategy formulation,
- An examination of historical trends of how circumstances have changed for people living in the GDA over the past 15 to 20 years,
- A review of lessons from past strategy development processes here and abroad – including The Dublin Transportation Initiative, *A Platform for Change* and strategies developed for other cities,
- A study of current plans and programmes and how they fit into the new strategy, recognising commitments already made, but clearly identifying where other plans may have to be amended to better conform to the new strategy objectives,
- A consideration of relevant EU, national and regional policies and directives in this area,
- The development of projections to 2030 under various scenarios, including a scenario based on current trends and a scenario that takes account of national and regional planning policies,

- An examination of future trends in the GDA in a state-wide and all-island context,
- The development of a series of alternative transport strategies for the period up to 2030 consistent with the agreed Vision and Objectives,
- An examination of the implications of forecasts and trends up to 2050 on strategy options, with a view to testing the robustness of the emerging strategy,
- A study of the movement of goods as well as the movement of people,
- An assessment of alternative transport strategies and the selection of a preferred strategy,
- A clear definition of linkages and synergies between the emerging preferred strategy and other strategic policies in the areas including Land Use, Environment, Energy, Health and Education,
- The consideration of the timetable for statutory plans (Development Plans, Local Area Plans, Regional Plans) within the GDA in order to ensure that these plans are informed by the emerging preferred strategy,
- The development of an implementation plan and investment programme taking into consideration how delivery of transport infrastructure and other key components of previous strategies has or has not matched previous strategy expectations
- A review of the relevant policies contained in key documents including the National Spatial Strategy, Regional Planning Guidelines, A Platform for Change, National Climate Change Strategy etc., and emerging policy documents such as the National Sustainable Travel and Transport Action Plan.

Appendix 2

DRAFT SCREENING REPORT COVERING LETTER

Consultee,
XXX XXX,
XXX XXXX,
XXX XXXX.

29th November 2007

Re: Strategic Environmental Assessment of the 'Transport Strategy for the
Greater Dublin Area 2010 – 2030'

Dear Sir or Madam:

The Dublin Transportation Office, under the obligations set out in its establishment order (S.I. 289 of 1995), has been tasked by its Steering Committee, with the production of a new Transport Strategy for the Greater Dublin Area 2010 – 2030.

The decision to prepare the Strategy has resulted in the need to consider whether or not 'Strategic Environmental Assessment' of the Strategy is required, as set out under EU Directive 2001/42/EC⁴, (hereafter known as the SEA Directive). The DTO must decide whether the Strategy would or would not be likely to have significant effects on the environment and in doing so must take account of the relevant criteria set out in the Directive – as transposed into Irish Legislation in S.I. 435 of 2004⁵.

The DTO have made an initial assessment of the nature and purpose of the Strategy against the requirements and criteria set out in the SEA Directive and is of the view that a full and comprehensive SEA is required in keeping with the purposive nature of the Directive.

Details of the proposed Strategy along with the DTO's initial assessment in relation to SEA are presented in the accompanying 'SEA Screening Report'.

The DTO hereby invites you to make submissions or observations in relation to the content and conclusions of the Screening Report including whether the Strategy would or would not be likely to have significant effects on the

⁴ The requirement to carry out SEA of certain plans or programmes results from Directive 2001/42/EC of the European Parliament and Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (the SEA Directive).

⁵ Specifically Schedule 1

environment. Any comments received will be take into consideration in making a final determination in relation to the need for SEA of the DTO Strategy. Submissions should be made, to the contact details below, on or before Wednesday 9th January 2008.

Kind Regards,



John Henry
CEO/Director

Submission to:
Lisa Tierney
Dublin Transportation Office
Irish Life Centre
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Abbey Street Lower
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Email: lisa.tierney@dto.ie