

Addendum

to the SEA Screening Report

relating to the Draft Enniscrone Local Area Plan 2014-2020

Environmental consequences of the Proposed Amendments to the Draft LAP

28 July 2014

1. Introduction

The *Draft Enniscrone Local Area Plan 2014-2020* (LAP) was on public display from 24 April to 6 June 2014. The Draft LAP was accompanied by a Strategic Environmental Assessment (SEA) Screening Report, which described the characteristics and assessed the expected effects of implementing the LAP, based on the criteria set out in Schedule 2A of the SEA Regulations 2004.

The conclusion of the Screening Report was that the proposed LAP would not have significant effects on the environment and, accordingly, a full SEA (involving the preparation of an Environmental Report) was not required.

Following consultation with prescribed environmental authorities, the Planning Authority issued a Decision indicating that “full SEA is not required for the Draft Enniscrone Local Area Plan, which is unlikely to give rise to any environmental effects, significant or otherwise”.

1.1 First Chief Executive’s Report

The First Chief Executive’s Report (formerly known as Manager’s Report) on submissions and observations relating to the Draft LAP summarised all the issues raised and gave the Chief Executive’s response to each one, including recommendations as to whether or not the Draft LAP should be modified.

On 27 June 2014, the First Chief Executive’s Report was submitted to those members of Sligo County Council who are also members of the Ballymote-Tobercurry Municipal District.

1.2 The role of the elected members

Deciding whether to adopt or to propose amendments to the Draft LAP is a function reserved for the elected members of Sligo County Council / Municipal Districts. In the case of Enniscrone LAP, it is the members of the Ballymote-Tobercurry Municipal District Members who make decisions regarding the Enniscrone LAP.

On foot of the submissions received, and on review of the content of the Draft LAP, the Chief Executive recommended only a clarification to the wording of transport objective TCO-4, by inserting the road number R-297. This clarification does not represent an amendment to the Draft Plan.

It was the elected members' role to decide whether any other alterations should be made to the Draft Plan. At this stage, the members were required to consider all of the following:

- the Draft LAP;
- the SEA Screening Report and the Habitats Directive Assessment Screening Statement;
- the recommendations contained in the First Chief Executive's Report.

At the special meeting on 10 July 2014, the members of the Ballymote-Tobercurry Municipal District considered the Draft LAP and the First Chief Executive's Report and resolved to amend the Draft Plan.

The Planning Authority considered that the proposed amendments, if made, would be material alterations of the Draft LAP. Consequently, a further period of public consultation is necessary.

1.3 Proposed amendments to the Draft LAP

The members resolved to propose an amendment which has implications on zoning and on transport objectives (refer to the Proposed Amendments document). The proposed amendment was separated into several amendments: an amendment to the Zoning Map, an amendment to the Transport Objectives Map and corresponding amendments to the text (narrative and objectives) of the Draft LAP.

None of the proposed amendments requires a full environmental assessment. Their inclusion in the LAP would not change the conclusion of the Habitats Directive Assessment Screening Statement, as they do not impact on the nearby Natura 2000 areas.

The potential for significant environmental effects of the proposed amendments is assessed in Section 2 (below) of this Addendum.

2. Assessment of the proposed amendments

Amendments have been proposed to the text of the Draft LAP (narrative and two objectives) and also to the Zoning and Transport Objectives maps.

The proposed amendments to the text of the LAP are shown as follows:

- in red, strikethrough type ~~like this~~ for text proposed to be deleted;
- in blue type like this for text proposed to be inserted.

The amendment to the Zoning Map and Zoning Detail is indicated by a **black outline**.

The amendment to the Transport Map is indicated as a **solid red line**.

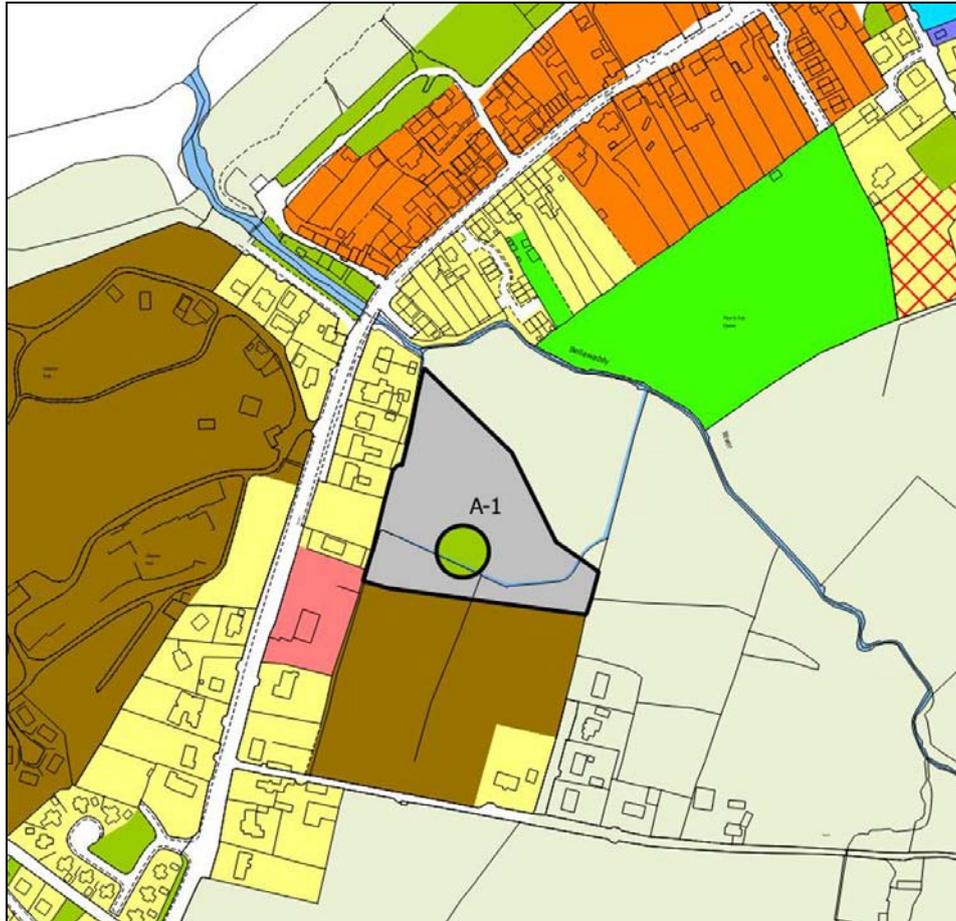
The text in green under each proposed amendment represents the Planning Authority's assessment of the amendment's potential to change the conclusion of the initial SEA Screening Report and Habitats Directive Assessment Screening Statement relating to the Draft LAP.

The SEA assessment is based on the criteria specified in Schedule 2A of the SEA Regulations 2004.

2.1 Proposed amendment to Maps 2 and 3 – Zoning Map/Detail

A-1

Change the zoning of the **site marked A-1** (the grey area outlined in black on the map below, excluding the green circle which represents a zone of archaeological potential) from ‘transport node and car parking’ to ‘tourism-related uses’ (brown colour, similar to the area immediately to the south).



This change of zoning objective is a material alteration. However, the impact of “tourism-related uses” would be less significant than the impact of the initial “transport node and car parking” zoning objective, as the tourism-related use, as described by the landowners who made the submission leading to this proposed amendment, would consist of a caravan/camping/“glamping” area.

This area is intended to be mostly soft-landscaped, as opposed to the hard surface required for a car parking area. It is considered that impact of a soft-landscaped area on the receiving environment would be lower than that of a hard-landscaped area; therefore the proposed zoning change would be positive.

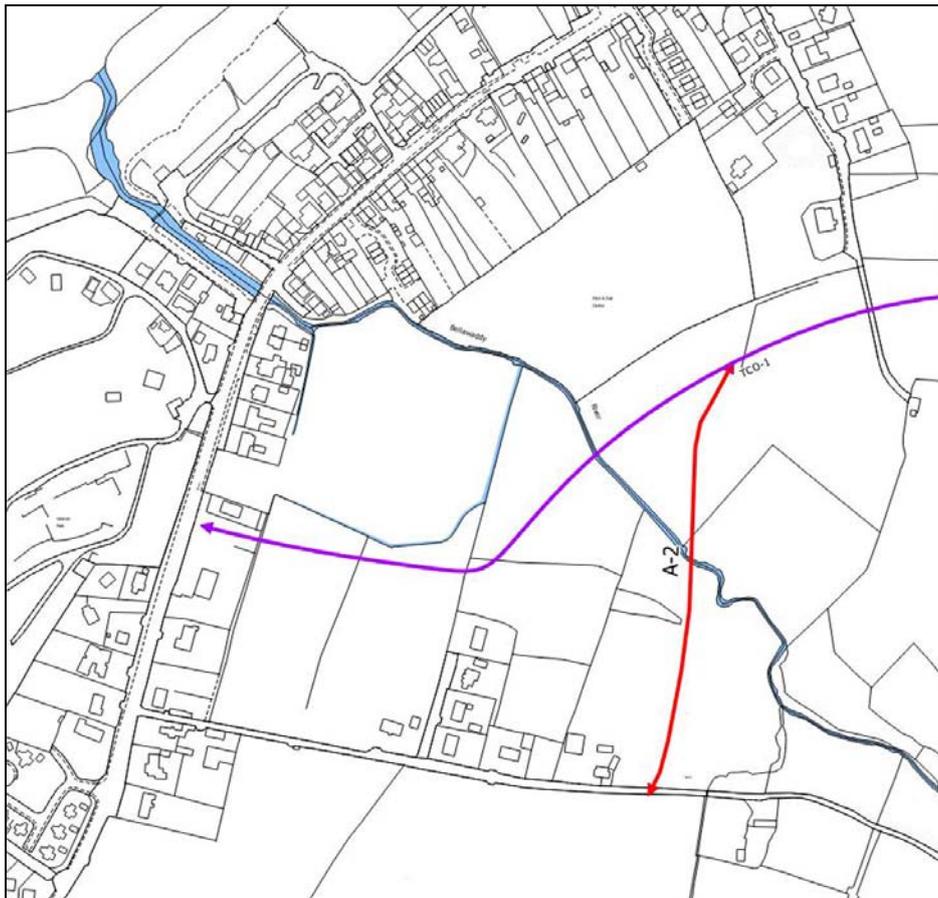
This amendment, if adopted, would not change the conclusion of the initial SEA Screening.

The Habitats Directive Assessment Screening Statement predicted “no impacts” in relation to the tourism objective “caravan park” (objective TOO-4). Extending this zoning objective as required by the proposed amendment A-1 would not affect the nearby Natura 2000 areas. Therefore the amendment, if adopted, would not change the conclusion of the initial Habitats Directive Assessment Screening.

2.2 Proposed amendment to Map 10 – Transport and circulation objectives

A-2

On **Map 10 Transport and circulation objectives**, modify the link road required by objective TCO-1 by routing its southern extremity to connect with the local road L-26027-0 instead of the regional road R-297, as shown in **RED** on the map extract below.



The re-routing of the road link proposed by the transport objective TCO-1 involves a shorter portion of new road to be constructed and most likely an upgrading of the existing local road into which it is proposed to connect. As such, it is considered that the environmental impact of the proposed re-routing would be lower than that of the initial draft proposal.

This amendment, if adopted, would not change the conclusion of the initial SEA Screening.

The Habitats Directive Assessment Screening Statement predicted “no impacts” in relation to objective TCO-1. The nearby Natura 2000 area would not be affected by the proposed re-routing, therefore the amendment, if adopted, would not change the conclusion of the initial Habitats Directive Assessment Screening.

Appropriate Assessment will be required **at project stage**, when the objective will be implemented. It is anticipated, however, that implementation of this objective will not occur during the lifetime of the Enniscrone LAP 2014-2020.

2.3 Proposed amendments to the text

A-3

Modify **Section 8.2.2 New roads** (p. 73 of the Draft LAP) as follows:

Corridors will be reserved for the following routes (refer to objective TCO-1):

- a new link road to the south of the R-297, between the L-2602-14 (at Frankford) and the ~~R-297~~ L-26027-0 (at Muckduff).

This is a minor modification, which would not change the conclusion of the initial SEA Screening or that of the Habitats Directive Assessment Screening.

A-4

In Section **8.3.3 Provision of additional parking space**, modify the first paragraph on page 76 of the Draft LAP as follows:

It is proposed to ~~construct a large car park~~ provide a publicly-accessible car park comprising a minimum of 100 spaces as part of the tourism-related development at Muckduff, to the south-west of the Bellawaddy River (refer to objective TCO-9 and Map 10 in Chapter 12). Once this car park is fully operational, parking on the beach and random on-street parking along the access road to the beach will also be prohibited and pedestrian access to the beach improved (refer to TCO-8).

The proposal to provide a minimum of 100 car-parking spaces at Muckduff as part of the tourism-related development (caravan/camping/"glamping" site) would involve soft-landscaped areas to be used as overflow parking in summer. This proposed amendment substantially reduces the area initially reserved for parking. Therefore, it is considered that its environmental impact would be lower than that of the originally proposed, larger area reserved exclusively for car-parking.

This proposed amendment would not change the conclusion of the initial SEA Screening or that of the Habitats Directive Assessment Screening.

A-5

In Chapter **8 Transport and circulation**, modify objective **TCO-1** (p. 79 of the Draft LAP) as follows:

- TCO-1** Reserve the following corridors to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town:
- A.** a new link road to the south of the R-297, between the L-2602 (at Frankford) and the ~~R-297~~ L-26027-0 (at Muckduff) – to preserve the future development potential of these lands, currently located to the south of the development limit.

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This is a minor modification, which would not change the conclusion of the initial SEA Screening or that of the Habitats Directive Assessment Screening.

A-6

In Chapter 8 **Transport and circulation**, modify objective **TCO-9** (p. 80 of the Draft LAP) as follows:

- TCO-9** Pursue, in consultation with the relevant landowners, the provision of a ~~new public car park~~ publicly-accessible car park, comprising a minimum of 100 spaces, in conjunction with any tourism-related development at Muckduff, to the south of the Bellawaddy River.

The proposal to provide a minimum of 100 car-parking spaces at Muckduff as part of the tourism-related development (caravan/camping/"glamping" site) would involve soft-landscaped areas to be used as overflow parking in summer. This proposed amendment substantially reduces the area initially reserved for parking. Therefore, it is considered that its environmental impact would be lower than that of the originally proposed, larger area reserved exclusively for car-parking.

This proposed amendment would not change the conclusion of the initial SEA Screening or that of the Habitats Directive Assessment Screening.

3. Conclusion of the assessment

It is the opinion of the Planning Authority that the proposed amendments to the Draft Enniscrone LAP 2014-2020, if adopted, would not change the conclusion of the initial SEA Screening Report or that of the Habitats Directive Assessment Screening Statement.