



# ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT

FOR

STRATEGIC HOUSING DEVELOPMENT

AT


LANDS AT GLENAMUCK ROAD NORTH,  
CARRICKMINES, DUBLIN 18 (BOUNDED BY  
'TULLYBEG' TO THE NORTH, 'CHIGWELL' TO THE  
NORTHEAST, 'STAFFORD LODGE' TO THE SOUTH  
AND 'CARRICÁIL' TO THE SOUTHEAST).


March 2022


ON BEHALF OF

MORAN PARK HOMEBUILDERS  
LIMITED

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## DOCUMENT CONTROL SHEET

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# **1 INTRODUCTION**

## **1.1 Background**

Enviroguide Consulting was retained by Moran Park Homebuilders Limited (the Applicant) to prepare an Environmental Impact Assessment (EIA) Screening assessment in relation to a proposed Strategic Housing Development (the Proposed Development) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast). The purpose of this report is to provide information to assist the relevant competent authority to carry out a screening for Environmental Impact Assessment.

This EIA Screening report was approved by Jim Dowdall, Company Director (BSc in Chemistry, MSc in Chemistry, Diploma in Environmental and Planning Law, Master of Laws - Environmental and Natural Resources Law), Enviroguide Consulting.

## **1.2 Project Objective**

The overall objective of this EIA Screening exercise was to identify and assess any potential for environmental impact associated with the Proposed Development and to determine if EIA is required for the Proposed Development. The EIA requirement was determined as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the Regulations). Certain projects, listed in Schedule 5 of the regulations, due to their always having the potential for significant environmental effects, require mandatory EIA. Others listed in the Schedule 5 of the regulations, contain threshold levels, and for projects that fall below these thresholds, it is the decision of the competent authority whether an EIA (and the associated Environmental Impact Assessment Report (EIAR)) is required. Whether a 'sub-threshold' development should be subject to EIA is determined by the likelihood that the development would result in significant environmental impact. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

This report documents the methodology employed to complete the screening exercise, having regard to relevant legislation and guidance documents. It also sets out a clear rationale for each decision.

## 2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

### 2.1 Site Overview

Moran Park Homebuilders Limited intend to apply to An Bord Pleanála for planning permission for a strategic housing development on an overall site of c. 0.92 ha (c. 0.74 ha relates to the main development site and c. 0.18 ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast).

The application site comprises a large vacant site on the eastern side of Glenamuck Road North. The site, which is located a short distance to the north of the Carrickmines Luas stop, is situated approximately 220m to the south of the junction with Brighton Road and Brennanstown Road; and approximately 380m north of the M50 Motorway. With the exception of the Carrickmines Croquet & Lawn Tennis Club, which is opposite to the site on the western side of Glenamuck Road North, the area is in largely residential use. Lands associated with existing two storey dwellings at 'Stafford Lodge' and 'Carricáil' adjoin the site to the south; while lands associated with 'Tullybeg' adjoin the site to the north. The site of 'Chigwell' adjoins the site to the northeast. 'Cloverdale' and 'Bridgefield' residences, part of Brennanstown Vale are located to the east of the site.

The Site in its current condition is partially greenfield in nature, with areas of hardstanding and exposed earth also present. There are no trees located within the site, although trees are present along some of the boundaries of the site within the private adjoining lands. According to the Engineering Assessment Report prepared by Waterman Moylan Consulting Engineers Limited (*WM, February 2022*), the land naturally slopes significantly from the north (the highest point is c.79.60m) towards the south (the low point is c.74.0m).

The Site is within the administrative jurisdiction of Dun Laoghaire Rathdown County Council and the lands within the Site boundary have been zoned 'A' within the Dun Laoghaire Rathdown County Development Plan 2016-2022 (New plan in progress '*Dún Laoghaire-Rathdown County Council Draft County Development Plan, 2022-2028*'). The main objective within this zone is to protect and-or improve residential amenity.

Refer to Figure 2-1 for the Site Location and Figure 2-2 for Site Layout.



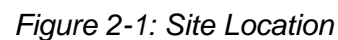






Figure 2-2: Site Layout (McGrane & Partners Architects)

## 2.2 Site Planning History

The Site is within the administrative jurisdiction of Dun Laoghaire Rathdown County Council and the lands within the Site boundary have been zoned 'A' within the Dun Laoghaire Rathdown County Development Plan 2016-2022. The main objective within this zone is to protect and/or improve residential amenity. The Site boundary have been zoned 'A' within the new 'Dún Laoghaire-Rathdown County Council Draft County Development Plan, 2022-2028', draft plan which is in progress and may be subject to change.

The main objective within this zone is to protect and/or improve residential amenity.

The planning history for the Site of the Permitted Development was reviewed from data sources including:

- Dun Laoghaire Rathdown County Council: <https://www.dlrcoco.ie/en/planning-applications/planning-applications-online-search>
- An Bord Pleanála website: <http://www.pleanala.ie/>
- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>
- MyPlan.ie, as provided by the Department of Housing, Local Government and Heritage in conjunction with Irish Local Authorities: <https://myplan.ie/>

Table 2-1 provides an overview of planning history at the Site:

*Table 2-1: Site Planning History*

Application Reg. Ref.	Location	Development Proposal	Decision
<b>D14A/0649</b>	Site of c.0.90ha (c.074ha being development area & c.0.16ha being drainage & wayleave area) at Glenamuck Road North, Carrickmines, Dublin 18, bounded by Chigwell to the north east, Tullybeg to the north and Stafford Lodge to the south.	Permission for the construction of 17 no. dwellings comprising 1 no. 5 bedroom plus study two storey with third floor in roof space detached dwelling (C Type), 4 no. 5 bedroom plus study two storey with third floor in roof space semi-detached dwellings (D Type), 6 no. 5 bedroom two storey with third floor in roof space semi-detached dwellings (A & A1 Type), 6 no. 4 bedroom plus study two storey with third floor in roof space semi-detached dwellings (B type), the provision of 34 car parking spaces, works to existing vehicular entrance, new boundary treatment to Glenamuck Road North, along with all other landscaping and ancillary site development works. Permission is also sought for the routing of new foul and surface water sewers (277m in length in total)	REFUSE PERMISSION  01/12/2014

Application Reg. Ref.	Location	Development Proposal	Decision
		along a 6m wide way leave through lands at Carricall, Glenamuck Road North, 10 Brennanstown Vale, Carrickmines, Dublin 18 and along Brennans-town Vale Road to connect to existing services.	
<b>D16A/0260</b>	Glenamuck Road North, Carrickmines, Dublin 18 (bounded by Tullybeg to the north, Chigwell to the north east, Stafford Lodge to the south and Carricáil to the south east)	Permission for development on an overall site of c.0.90ha (c.0.74ha being development area and c.0.16ha being drainage & wayleave area). The proposed development shall provide for the construction of 46 no. dwellings in the form of 39 no. apartments (GFA c.5,794 sqm) and 7 no. houses (GFA c.1,508 sqm). The development shall provide for: A. Apartment Blocks A (18 no. units) and B (21 no. units), both 3 storey with set back fourth floor level, comprising 6 no. 1 bed units, 17 no. 2 bed units, 15 no. 3 bed units and 1 no. 4 bed unit, over basement level, with balconies and roof terraces in each block. B. 7 no. 4 bed house units (3 storeys), all with associated rear gardens and balconies. Permission is also sought for 89 car parking spaces (73 at basement level, 16 at surface level); 40 bicycle parking spaces; plant areas; basement storage area; bin storage areas; access via Glenamuck Road North; the routing of new foul and surface water sewers through lands at Carricáil, Glenamuck Road North and 10 Brennanstown Vale, Carrickmines, Dublin 18, to connect to existing services and all associated site development and landscape works.	GRANT PERMISSION  02/12/2016

The permitted development (D16A/0260) as outlined in Table 2-1 was not implemented and the Site remained vacant.

### 2.3 Principal Features of the Proposed Development

Moran Park Homebuilders Limited intend to apply to An Bord Pleanála for planning permission for a strategic housing development on an overall site of c. 0.92 ha (c. 0.74 ha relates to the main development site and c. 0.18 ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast).

The Proposed Development will provide for the construction of (a) 118 no. residential apartment units in the form of 3 no. residential blocks of apartments ranging in height from 4 storey's and transitioning to 6-7 storeys overall.

The overall development proposal will provide for the following:

- Block A (7 storeys) comprising 44 no. units (13 no. 1 bed units, 28 no. 2 bed. units and 3 no. 3 bed units);
- Block B (6-7 storeys overall) comprising 38 no. units (11 no. 1 bed units, 26 no. 2 bed units and 1 no. 3 bed units); and
- Block C (6 storeys overall) comprising 36 units (10 no. 1 bed units; 22 no. 2 bed units and 4 no. 3 bed units);

Each new residential unit has an associated area of private open space in the form of balcony / terrace area and set back upper floor levels.

Open space (approx. 2,071 sqm) is provided by one major centrally located public open space (1158.4 sqm) between blocks A and B which include a play area of 63.2 sqm, two further communal open space areas are provided adjoining Blocks B (471.8 sqm) & Block C (440.8 sqm).

Communal Area located at the ground floor of Block B (approx. 161.3 sqm) comprising of a shared working space (35.6 sqm), meeting rooms (42.2 sqm.), a gym (36.6 sqm) and changing/tea stations (46.7 sqm) is also proposed.

2 no. basement level areas (approx. 2,340.9 sqm) are also proposed at lower ground / ground floor level of Blocks A, B (1,470.0 sqm) and C (834.9 sqm) and include car parking, bicycle parking, refuse storage areas, plant areas and ESB Substation which is located between Block B and C.

A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed.

Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only.

Associated site and infrastructural works including the provision for water services, foul and surface water drainage, and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services.

## 3 EIA SCREENING PROCESS

### 3.1 Introduction

This EIA Screening Report has been prepared by Enviroguide Consulting on behalf of Moran Park Homebuilders Limited. The overall objective of this EIA Screening exercise was to identify and assess any potential for environmental impact associated with the Proposed Development and to determine if EIA is required for the Proposed Development.

### 3.2 Legislative Requirements for an EIA

Directive 2011/92/EU was enacted as a means to assess the effects of projects on the environment, and to ensure that any potential significant effects are assessed before a project proceeds. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) (formerly EIS) and Annex II lists projects which do not necessarily have significant effects but can be subject to case-by-case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states the following:

*“An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for:*

*(a) Proposed development of a class specified in Schedule 5 of the Planning and Development Regulations 2001 (as amended) which exceeds a quantity, area or other limit specified in that Schedule, and*

*(b) Proposed development of a class specified in Schedule 5 to the Planning and Development Regulations 2001 (as amended) which does not exceed a quantity, area or other limit specific in that Schedule but which the planning authority or the Board determines would be likely to have significant effects on the environment”*

In some cases, Member States have also established “exclusion” or “negative” lists specifying thresholds and criteria below which EIA is never required or below which a simplified EIA procedure applies. There may be exceptions to the negative thresholds, for example, for projects in defined sensitive locations. Such exceptions will apply in the case of Habitats Directive assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States. In Ireland, the thresholds are defined in Article 120 of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended.

Schedule 5 of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended outlines the legislative requirements deeming whether a project requires a mandatory EIA. Projects that automatically require an EIA included in Annex 1 are listed in Part 1 of Schedule 5 to the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended. Projects that are assessed either on a case-by-case examination or on the basis of set mandatory thresholds are defined under Annex II of the Directive, and these are transposed in Irish legislation in Schedule 5, Part 2 of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended.

The Proposed Development at Glenamuck Road North, Carrickmines, Dublin 18, is not listed as a development type in Schedule 5, Part 1 of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended and accordingly a mandatory EIA is not required.

The Proposed Development is a project listed as a development type in Schedule 5, Part 2 of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended. The Proposed Development is considered a sub-threshold development as detailed below.

A sub-threshold development is defined as a “*development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development*”. Sub threshold developments can be screened to determine if an EIA is required or not.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (i) of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended:

***10 (b) (i) Construction of more than 500 dwelling units.***

The total number of units to be constructed for the Proposed Development has been confirmed as 118 no. dwelling units. Therefore, it is less than the 500-dwelling unit threshold and accordingly a mandatory EIA is not required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (ii) of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended:

***10 (b) (ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.***

The Proposed Development will include the provision of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) and 5 motorcycle parking spaces. It is below the 400-space threshold. Furthermore, as the car parking is incidental to the primary purpose of the Proposed Development, which is residential, therefore a mandatory EIA is not required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (iv) of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended:

***10 (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.***

***(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)***

The Proposed Development does constitute an ‘urban development’ as it is located within a built-up area on land which has been zoned for development by Dun Laoghaire and Rathdown County Council. However, as the total area of the Site for development has been confirmed as c. 0.92 hectares, it is less than the 10-hectare threshold and accordingly a mandatory EIA is not required.



The Proposed Development does not meet the criteria set in Schedule 5, Part 2 (15) of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended:

**15 Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.**

The criteria as set out in Schedule 7 have been incorporated into this EIA screening. This EIA Screening concludes, for reasons set out hereinafter, that the Proposed Development will not be likely to have significant effects on the environment as detailed in Sections 3.6 to 3.8, and therefore, a mandatory EIA is not required.

Table 3-1 provides a summary of the legislative requirements for an EIA:

*Table 3-1: Summary of EIA Activities*

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
Schedule 5 Part 2 (10)(b)(i)	Construction of more than 500 dwelling units.	Proposed Development does not exceed the 500 dwelling unit threshold. The total number of units to be constructed amounts to 118 no. dwelling units.	No
Schedule 5 Part 2 10 (b) (ii)	Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.	The Proposed Development does not exceed the 400-car parking space threshold. The total number to be included amounts to 103 spaces.	No
Schedule 5 Part 2 (10)(b)(iv)	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	Proposed Development does not exceed the 10-hectare threshold. The total Site area is c. 0.92 hectares.	No
Schedule 5 Part 2 (15)	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by this EIA Screening*

\* Note that Section 5 of this EIA Screening has concluded the Proposed Development will not be likely to have significant effects on the environment and therefore an EIA is not required.

### 3.3 Screening Process

Screening is the initial stage in the EIA process and determines whether or not public and private projects are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made.

Projects listed in Annex I to the Directive are automatically subjected to an EIA because their environmental effects are presumed to be significant. Projects listed in Annex II to the Directive require a determination to be made about their likely significant environmental effects. Screening must consider the whole development, including likely significant effects arising from any demolition works which must be carried out in order to facilitate the Proposed Development. A project's characteristics must be assessed, inter alia, in relation to its cumulative effects with existing and/or approved projects.

### 3.4 Sub-Threshold Development

The most important element to address in the assessment of a sub-threshold development and its possible requirement for an EIA is the likelihood of the project having any significant effects on the environment. In order to provide guidance with this, criteria have been transposed into Irish legislation and set out in Annex III of the EIA Directive it is also set out in Schedule 7 and Schedule 7A of the Planning & Development Regulations 2001 - 2020. Within Annex III of the EIA Directive 2014/52/EU, the characteristics under which a project must be considered in order to determine if an EIA is required includes:

1. The size and design of the Proposed Development,
2. The nature of any associated demolition works,
3. The use of natural resources, in particular land, soil, water and biodiversity,
4. The production of waste,
5. Pollution and nuisances,
6. The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge,
7. The risks to human health (for example due to water contamination or air pollution),
8. The existing and approved land use,
9. The relative abundance, availability, quality and regenerative capacity of natural resources,
10. The absorption capacity of the natural environment, paying particular attention to the following areas.
  - i. wetlands, riparian areas, river mouths,
  - ii. coastal zones and marine environment,
  - iii. mountain and forest areas,
  - iv. nature reserves and parks,
  - v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive,

- vi. areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure,
  - vii. densely populated areas,
  - viii. landscapes and sites of historical, cultural, or archaeological significance.
11. The magnitude and spatial extent of the impact,
  12. The Nature of the Impact
  13. The transboundary nature of the impact,
  14. The intensity and complexity of the impact.
  15. The probability of the impact,
  16. The expected onset, duration, frequency, and reversibility of the impact.
  17. Cumulation with other existing development and/or development the subject of a consent.
  18. The possibility of effectively reducing the impact.

The above criteria, as transposed in Irish legislation, are grouped under three main headings, as follows:

1. Description of the Proposed Development,
2. Location of the Proposed Development, and
3. Characteristics of the Potential Impacts.

In addition, the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017) contains helpful checklists such as “*Screening Checklist*” and the “*Checklist of Criteria for Evaluating the Significance of Environmental Impacts*”, that are beneficial in aiding the production of screening for EIA. The information provided within the EIA Screening Report incorporates the information which is to be provided under Schedule 7A:

1. A description of the proposed development, including in particular—
  - (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
  - (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
  - (a) the expected residues and emissions and the production of waste, where relevant, and
  - (b) the use of natural resources, in particular soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

### 3.5 Methodology

The process, as provided for by the EIA Directive and national law, including the 2001 Regulations (referred to previously herein), of evaluating the likelihood of a project listed in Annex II requiring an assessment is called Screening. Figure 3-1 from The Environmental Impact Assessment of Projects, Guidance on Screening (European Commission, 2017) illustrates the steps involved in the Screening process.

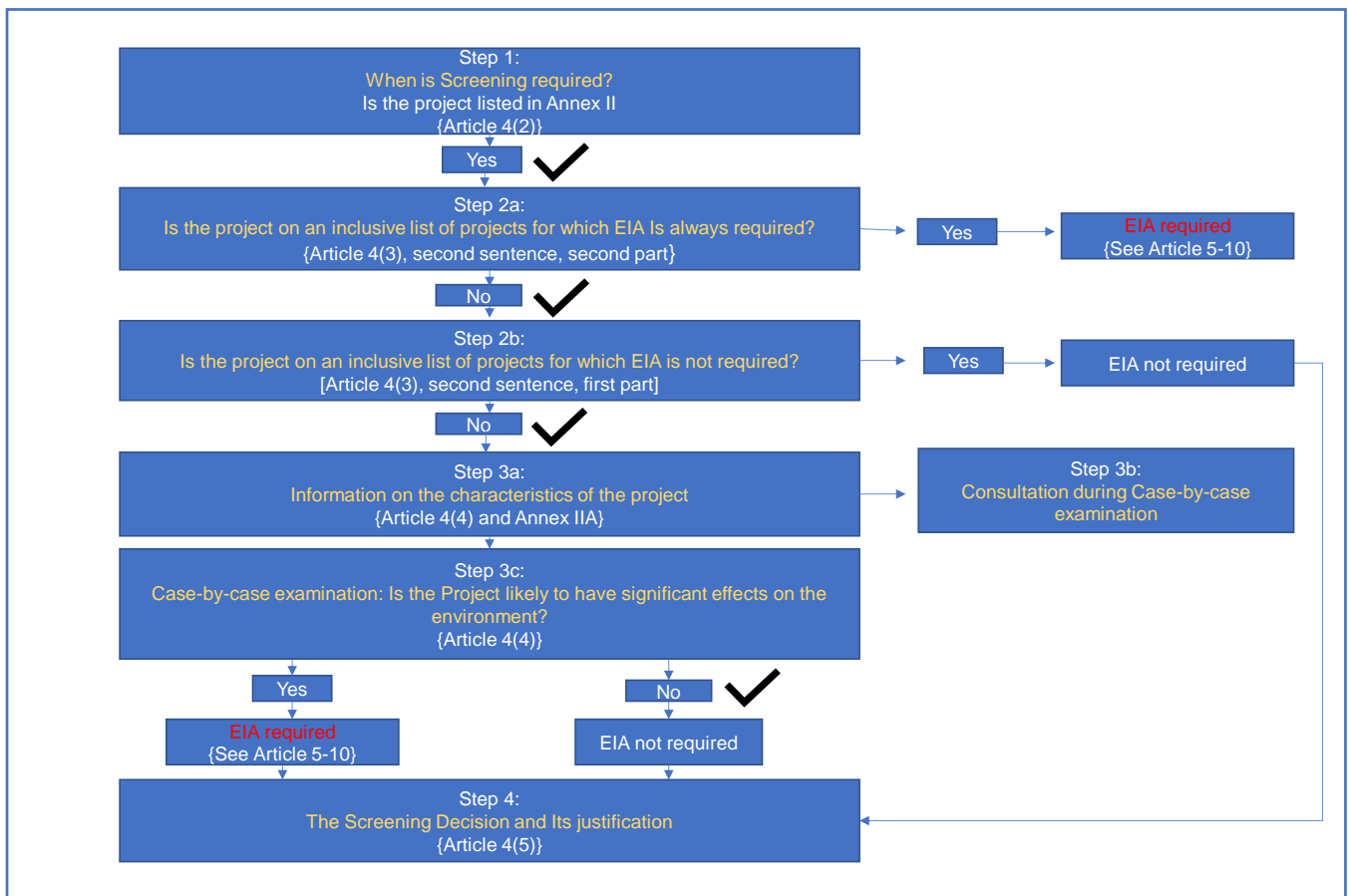


Figure 3-1: Flow Diagram of the Steps in Screening (Source: European Commission Environmental Impact Assessment of Projects, Guidance on Screening, 2017)

### 3.6 Characteristics of the Proposed Project

#### 3.6.1 Size of the Subject Site

The site c. 0.92 ha (c. 0.74 ha relates to the main development site and c. 0.18 ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast).

The Proposed Development shall provide for the construction of (a) 118 no. residential apartment units in the form of 3 no. residential blocks of apartments ranging in height from 4 storey's and transitioning to 6-7 storeys overall.

The overall development proposal shall provide for the following:

- Block A (7 storeys) comprising 44 no. units (13 no. 1 bed units, 28 no. 2 bed. units and 3 no. 3 bed units);
- Block B (6-7 storeys overall) comprising 38 no. units (11 no. 1 bed units, 26 no. 2 bed units and 1 no. 3 bed units); and
- Block C (6 storeys overall) comprising 36 units (10 no. 1 bed units; 22 no. 2 bed units and 4 no. 3 bed units);

Each new residential unit has an associated area of private open space in the form of balcony / terrace area and set back upper floor levels.

Open space (approx. 2,071 sqm) is provided by one major centrally located public open space (1158.4 sqm) between blocks A and B which include a play area of 63.2 sqm, two further communal open space areas are provided adjoining Blocks B (471.8 sqm) & Block C (440.8 sqm).

Communal Area located at the ground floor of Block B (approx. 161.3 sqm) comprising of a shared working space (35.6 sqm), meeting rooms (42.2 sqm.), a gym (36.6 sqm) and changing/tea stations (46.7 sqm) is also proposed.

2 no. basement level areas (approx. 2,340.9 sqm) are also proposed at lower ground / ground floor level of Blocks A, B (1,470.0 sqm) and C (834.9 sqm) and include car parking, bicycle parking, refuse storage areas, plant areas and ESB Substation which is located between Block B and C.

A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed.

Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only.

Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services.

### 3.6.2 Cumulation with Other Projects

Plans and projects in the surrounding area that could have the potential to result in cumulative impacts in were reviewed from data sources including:

- Dun Laoghaire Rathdown County Council website:  
<https://www.dlrccoco.ie/en/planning-applications/planning-applications-online-search>, accessed on 15<sup>h</sup> February 2022.
- Dun Laoghaire-Rathdown County Council Draft County Development Plan, 2022-2028, <https://www.dlrccoco.ie/en/county-development-plan/draft-county-development-plan-2022-2028> accessed on 15<sup>h</sup> February 2022.
- An Bord Pleanála website, <http://www.pleanala.ie/>, accessed on 15<sup>h</sup> February 2022.
- EIA Portal, as provided by the Department of Housing, Planning and Local Government  
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>, accessed on 15<sup>h</sup> February 2022.
- MyPlan.ie, as provided by the Department of Housing, Local Government and Heritage in conjunction with Irish Local Authorities. <https://myplan.ie/> accessed on 15<sup>h</sup> February 2022.

There are several existing granted planning permissions or in-progress developments on record in the area, ranging from small-scale renovations or modifications to the existing permissions. Relatively large-scale projects with either a significant planning footprint and/or within close proximity to the Site were reviewed and assessed for potential cumulative impacts with the Proposed Development and outlined in Table 3-2.

*Table 3-2 Development Plans and Projects in the surrounding area*

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
<b>DLRCC D17A/0742</b>	FWNH Ltd. (Applicant)  Brian & Paula Harrison (3rd Party Appellant) (Active)  Edward & Patricia Wallace (3rd Party)	Four Winds & Tall Trees, Brighton Road and Claremont Road, Foxrock, Dublin 18	Permission for development consisting of modifications to the permitted 113 bedroom Nursing Home granted under reg. ref. D15A/0807 (An Bord Pleanála ref. PL06D.246624) extending onto a larger site that incorporates part of the curtilage of the dwelling house known as Tall Trees. No additional bedrooms/bed spaces are proposed. The development includes: Repositioning of the northern building wings by 1m to the north to create additional internal amenity and circulation space within the central space within the central core at ground, first and second floors. Minor amendments to north-eastern wing to provide wider circulation corridors; Additional floor space at basement level to accommodate water storage tank room and	Grant permission with revised conditions  13/03/2018



Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
	Appellant) (Active)		staff changing facilities and reconfiguration of permitted basement floor space and car park layout; Amendments to floor levels and parapet level throughout buildings to accommodate M&E services, with associated increase in the height of the building by 300mm; Amendments to front entrance to provide double height glazed entrance atrium, infill of recesses in facade at second floor and associated amendments to front elevation; New northern boundary treatment with Tall Trees.	
<b>DLRCC D17A/0859</b>	Mr & Mrs A Jones (Applicant)  Damian & Linda Loscher (3rd Party Appellant) (Active)	Glenheather, Brennanstown Road, Carrickmines, Dublin 18	Permission for: A. Demolition of existing outhouses and domestic garage. B. Site clearance of selected trees and associated site works. C. Removal of existing vehicular entrance and construction of new relocated vehicular entrance into site from Brennanstown road. D. Removal of existing boundary wall and fence and replacement with new boundary fence setback from road verge by two metres along Brennanstown Road. E. Construction of 1 no. two-storey dwelling house with pitched roofs.	Grant permission with revised conditions  07/12/2018
<b>DLRCC D18A/0089</b>	Ingrid Goodwin	Lisieux, 9 Brennanstown Vale, Carrickmines, Dublin 18	Permission for conversion of two storey (dormer) side garage and gym/games room to Granny Flat including: 1. Front and rear façade alterations consisting of change of garage door to window and alter existing windows to doors. 2. New roof light to front, construction of 2 no. dormer windows and roof light to rear. 3. Construction of ground floor bay window to rear.	Grant Permission  22/03/2018
<b>DLRCC D18A/1144</b>	27 Brighton Avenue, Foxrock, Co Dublin	27 Brighton Avenue, Foxrock, Co Dublin	Permission for demolition of single storey extension to the rear, single storey extension to the side with dormer attic accommodation and canopy to front and two storey bay window to the front. Construction of new single storey extension to the rear, new two storey extension to the side with attic accommodation, new single storey extension to the front, new bay window to the rear at first floor, new dormer window to the rear at attic level. Works will also include 2 no. new windows to side, alterations to existing windows at side, front and rear all at first floor, new roof lights to main roof and within new extension to side and rear. All associated internal site, drainage and landscaping works.	Grant Permission  13/03/2019
<b>DLRCC D18A/1187</b>	Carricail Development Company Ltd	Carricáil, Glenamuck Road North,	Permission for a residential development on an overall site of c. 1.06 ha (c. 0.40 ha being development area and c. 0.66 ha being drainage / access area). The development shall provide for the demolition of a two-storey	Grant Permission  04/07/2019

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
		Dublin 18, D18 V8K5 Adjacent development.	dwelling on site (c. 326 sqm GFA) and the construction of 30 no. residential units (8 no. apartments and 22 no. duplex units) in the form of 1 no. 4 storey residential block. The development shall provide for 4 no. 1 bed units, 10 no. 2 bed units, and 16 no. 3 bed units, ranging in size from c. 63 - 143.8 sqm and all with private balcony / terrace areas. Vehicular access is proposed from Glenamuck Road North via the alignment permitted in the development to the north (Reg. Ref.: D16A/0260 and An Bord Pleanála PL06D.247822 refers). A pedestrian access point is also proposed via the existing vehicular access serving Carraicáil. The proposed development shall also provide for 44 no. car parking space, bicycle storage and bin storage at surface level; a central public open space area; all boundary treatment and landscaping works; the routing of new services through lands at no. 10 Brennanstown Vale, Dublin 18 (D18 K8N6) and via the proposed vehicular and pedestrian access points serving the development to connect to existing services; and all associated site development works.	
<b>ABP 30161418</b>			136 no. residential units (98 no. apartments and 38 no. houses), crèche facility, works to Brennanstown Road, alterations to the Brennanstown Road/Glenamuck Road North/Brighton Road/Claremont junction, connections to and through Cabinteely Park and associated site works.	Grant Permission with Conditions 31/08/2018
<b>DZ19A/0683</b>	Transport Infrastructure Ireland	Off Glenamuck Road, adjacent to Carrickmines roundabout, and the Carrickmines M50 interchange, Dublin	Permission (temporary for 3 years) for a park and ride facility, previously granted permission under Reg. Ref. D10A/0164 / DZ16A/0585. The development comprises an existing 350 space (including 13 disabled spaces) park and ride facility and access road off the existing Carrickmines roundabout (Junction 15, M50) and includes public lighting, fencing, drainage, landscaping, CCTV, bicycle stands, ticket vending machines bus drop off and 'kiss and ride' facilities and the pedestrian access to the Carrickmines Luas Stop. The facility serves the Luas green line extension - Sandyford - Cherrywood and is within the Cherrywood Strategic Development Zone.	Grant Permission 08/11/2019
<b>D19B/0473</b>	P. Murphy and S. Lennon	Mulberry, Brennanstown Vale, Brennanstown	Permission for the construction of a single storey domestic extension to link the existing house and garage, utility room extension to the north-west of the garage, with new first floor level over including a dormer window,	Grant Permission 17/01/2020

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
		Road, Dublin 18	conversion of garage to link into the existing house with proposed bay windows (total extension area of 90 sq.m.).	
<b>D20B/0101</b>	Denise Hooper & Jake Jackson	192 Castle View, Dublin 18, D18 K063	Permission for new raised pitched roof with dormer window to the side over existing single storey detached bungalow to accommodate 3no. of bedrooms and bathrooms at attic level; single storey extension with flat roof to the rear; alterations to elevations and internal layout; 6 No. of roof lights and all associated site development works.	Grant Permission 08/07/2020
<b>D18A/0377</b>	David and Jennifer Murray	Ingleside, Brennanstown Road, Dublin 18, D18 E3V7	Permission sought for 2 storey detached dwelling to the side of existing house with access off Brennanstown Road together with alteration to existing entrance. New and separate waste water treatment systems to serve new and existing dwellings together with sundry site works.	Grant Permission 12/11/2018

It is considered that cumulative impacts are most likely to arise due to potential increased traffic, pollution and nuisances. Good construction management practices will minimise the risk of pollution from construction activities at the Site.

Due to the full implementation of arrangements and measures, as outlined in the preliminary Construction Management Plan (Waterman Moylan Engineering Consultants, *February 2022*) for the site, to avoid adverse environmental impacts from the current Proposed Development and the proposed off-site project, it is not expected that cumulative impacts from these developments are likely to result in significant adverse effects on the environment.

### 3.6.2.1 Relevant Policies and Plans

The following policies and plans were reviewed and considered for possible in-combination effects with the Proposed Development.

- Dublin City Biodiversity Action Plan 2015-2020
- Dun Laoghaire and Rathdown County (DLRCC) Development Plan 2016-2022
- Dun Laoghaire-Rathdown County Council Draft County Development Plan, 2022-2028
- Dun Laoghaire Rathdown Biodiversity Plan 2009-2013
- Draft Dun Laoghaire Rathdown County Biodiversity Action Plan 2021- 2025
- Cherrywood SDZ Planning Scheme 2014 (Updated April 2021)

The Proposed Development has also been assessed under Article 299 (c) (1) (a) (iv) of the 2001 Regulations or Planning and Development Regulations 2001, as amended.:

*“The Board shall, in carrying out its screening determination under article 299B(2)(b) whether there is no real likelihood of significant effects on the environment arising from a proposed development or there is a real likelihood of significant effects on the environment arising from the proposed development, have regard to (iv) the available results, where relevant, of*

*preliminary verifications or assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive”.*

There is potential for proposed plans and projects within the Dún Laoghaire Rathdown County Development Plan 2016-2022 land area, to have cumulative, negative impacts on conditions in Dublin Bay via rivers, other surface water features and foul waters. However, the core strategy, policies and objectives of the Dún Laoghaire Rathdown County Development Plan have been developed to anticipate and avoid the need for developments that would be likely to significantly affect the integrity of this area. Furthermore, such developments are required to conform to the relevant regulatory provisions for the prevention of pollution, nuisance or other environmental effects likely to significantly affect the integrity of Natura 2000 sites (Dun Laoghaire and Rathdown County Development Plan 2016–2022: Appropriate Assessment). In addition, sustainable development including SuDS measures for all new developments is inherent in the objectives of all development plans within the Greater Dublin Area. Therefore, there is no potential for significant in-combination impacts to arise due to surface water discharges during the Construction and Operational Phases of the Proposed Development

The Dublin City Biodiversity Action Plan 2015-2020 is set out to protect and improve biodiversity, and as such will not result in negative in-combination effects with the Proposed Development. The Dún Laoghaire Rathdown County Development Plan 2016-2022 (DLRCDP) has directly addressed the protection of European Sites through specific policies (Policy LHB18). The relevant recommendations and mitigation measures have been integrated into the plan. The plan has also outlined zoning objectives in relation to future development within the jurisdiction. The lands within the Site boundary have been zoned ‘A’ within the Dún Laoghaire Rathdown County Development Plan 2016-2022. The main objective within this zone is to protect and-or improve residential amenity.

On examination of the above, it is considered that there are no means for the Proposed Development to act in-combination with any plans or projects, that would cause any likely significant adverse effects on the surrounding environment. The most significant potential for adverse cumulative impacts in combination with other projects in the area is in the potential for water pollution, noise, dust, increased traffic. However, the adherence and full implementation of the appropriate control measures will ensure no potential for cumulative impacts to arise. Furthermore, any potential impacts during the Construction Phase will be temporary and last only for the duration of this phase.

### **3.6.3 Use of Natural Resources**

There are no structures to be demolished at the Site. The main use of resources will be the construction materials used during the construction of the residential development. While the exact quantities of material required for the construction of the residential development, has yet to be confirmed, the quantity of materials that will be imported to the Site for the Construction Phase of this development will not cause concern in relation to significant effects on the environment.

The Proposed Development will be connected to the mains water supply. There is an existing 210 MOPVC main on Glenamuck Road to the west of the subject site. The Construction or Operational Phase of the Proposed Development will not use such a quantity of water to cause concern in relation to significant effects on the environment. A Pre-Connection Enquiry form was submitted to Irish Water on 12th of January 2021 which outlined proposals for the

provision of water supply and the response received confirming feasibility without infrastructure upgrade by Irish Water.

The biodiversity of the Site will also be protected during the Construction and Operational Phase of the development. According to the Ecological Impact Assessment (EclA) Report by Enviroguide Consulting (*March 2022*), based on the successful implementation of the proposed works and control measures, carried out in accordance with the proposed landscape plan; it is deemed that there will be no significant negative ecological impacts; to any valued habitats, designated sites or individual or group of species, arising from Construction and Operational Phases of the Proposed Development.

An Appropriate Assessment (AA) Screening by Enviroguide Consulting (*March 2022*) and an Ecological Impact Assessment (EclA) carried out as part of this planning application states that there are no European sites located either within or immediately adjacent to the Site of the Proposed Development. The subject lands contain no habitats for which any European site is designated, and therefore there will no loss of such habitats.

Therefore, it is not foreseen that any extensive use of natural resources (land, soil, water and biodiversity) is required for either the Construction or Operational Phase of the development.

### **3.6.4 Production of Waste**

All works carried out as part of the Proposed Development will comply with all Statutory Legislation including the Waste Management Act & Local Government (Water Pollution) Acts, and the contractor will co-operate in full with the Environmental Section of the Local Authority.

There will be an increase in waste in the form of construction waste, during the Construction Phase of the Proposed Development. A Resource & Waste Management Plan (RWMP) has been developed by AWN Consulting (*AWN, February 2022*) for the Proposed Development. Predicted non-hazardous and hazardous waste streams generated by construction at the Site are outlined within the RWMP. It is noted that, until final materials and methods of construction have been decided, it is not possible to predict with a high level of accuracy the construction waste that will be generated the figures outlined within the RWMP are preliminary and the figures will be confirmed by the building contractor on appointment.

All waste will be collected by appropriately authorised waste collection contractors and will be processed using suitably licensed waste disposal or materials recovery facilities. Due to the use of authorised waste collection/waste disposal operators, it is not considered that the production of waste will cause any likely significant effects on the environment. In accordance with the RWMP, the treatment of waste generated during construction, including bulk excavation, will be managed to maximise the environmental and development benefits from the use of surplus materials and to reduce any adverse effects of disposal. In general, the principle of waste management hierarchy/circular economy, which favours waste minimisation, re-use material and recycle over disposal to landfill will be favoured.

There will be an increase in the form of municipal waste during the Operational Phase of the Proposed Development. All waste will be collected by appropriately authorised waste collection contractors and will be treated of using suitably licensed waste disposal or materials recovery facilities. An Operational Waste Management Plan (OWMP) has been prepared by

AWN Consulting (AWN, February 2022) for the Proposed Development and has been submitted with the planning application.

Estimated waste generation of the main waste types generated by the Operational Phase of the Proposed Development are outlined within the OWMP. A waste generation model (WGM) developed by AWN, has been used to predict waste types, weights and volumes arising from operations within the Proposed Development. The WGM incorporates building area and use and combines these with other data including Irish and US EPA waste generation rates. The predicted total waste generated from the residential units is estimated 21.96 m<sup>3</sup> per week based on the AWN waste generation model.

Wastes will be segregated into the separate waste types, as outlined within the OWMP, to ensure compliance with waste legislation and guidance while maximising the re-use, recycling, and recovery of waste with diversion from landfill wherever possible. Space will be provided in all residential units to accommodate 3 no. bin types to facilitate waste segregation at source. Three (3 no.) Waste Storage Areas (WSA) have been allocated in the design of the Proposed Development. Waste storage areas will be designed so that each container within the storage area is readily accessible. Waste storage areas will be equipped with wastewater drainage points for cleaning and disinfecting purposes. Sufficient access and egress will be provided to enable containers to be moved easily from the storage area to the collection point. Waste storage containers will be provided by the facility management company in the shared WSA. Waste containers that comply with the relevant part of I.S. EN 840 will be used at the Proposed Development.

Therefore, it is not predicted that the production of waste will cause any likely significant effects on the environment

### **3.6.5 Pollution and Nuisances**

The nearest sensitive locations are residential and recreational properties which are located approximately 10m from the Proposed Development Site Boundary. The Construction Phase of the Proposed Development could give rise to short-lived dust nuisances. However, it is predicted that these impacts will not be significant, as they will be intermittent, localised, and last only for the duration of the Construction Phase. If dust is generated, steps will be taken to protect workers in the vicinity who shall, as a minimum, be issued with appropriate dust masks. Dust will, as far as is reasonably practicable, be contained in the area where it was generated. Dust suppression will be carried out to ensure that dust nuisance affecting neighbouring properties is minimised.

Dust emissions from construction will be controlled through careful pre-project planning and effective site management. Adequate dust control measures will be put in place for the duration of the Proposed Development, as outlined within the Preliminary Construction Management Plan (Preliminary CMP), by Waterman Moylan Consulting Engineers Limited, (WM, February 2022) for the Site.

It is not considered that noise disturbance from the Proposed Development will be significant during the construction works due to the urban nature of the surrounding environment. Any such disturbance will be temporary and limited to the construction period. All reasonable precautions will be taken for the operation of plant and equipment to avoid nuisance and



excess noise impact on the surrounding residents. The Proposed Development will comply with BS 5228 “Noise Control on Construction and open sites Part 1: Code of practice for basic information and procedures for noise control” and all works will be limited to normal daytime working hours. No Sunday or Bank Holiday work will be permitted.

The construction works will follow the guidelines and recommendations given in the following British Standards:

- BS 5228-1:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites. Noise;
- BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Vibration;

The construction works present a risk of pollution to water resources, with potential water pollution sources including particulate matter, fuel, suspended solids, lubricants and concrete. The Preliminary CMP which has been submitted with this application outlines a number of control measures which are being proposed as part of the scheme that will prevent any significant risk of pollution to water resources. Periodic laboratory testing of discharge water samples will be carried out in accordance with the requirements of Dun Laoghaire-Rathdown County Council before discharge to the surrounding drainage network. Appropriate discharge licenses will be acquired from Dun Laoghaire-Rathdown County Council in respect of discharges from dewatering operations. Best practice will be implemented at all times in relation to all construction activities to avoid any accidental pollution events occurring to the nearby water courses or polluting the ground water table.

During the Construction Phase, some of the plant will have hydraulic components which has the potential to contaminate ground and water. However, there will be adequate spill kits available on-site to deal with any potential leak from the hydraulics or other potential sources associated with the development.

The Proposed Development is not expected to give rise to nuisance odours.

A final Construction Management Plan (CMP) and Construction Stage Mobility Plan will be prepared by the contractor before commencing work on site. The CMP will ensure that all applicable environmental health and safety regulations are complied with throughout the Construction Phase thereby ensuring that the Proposed Development will not result in significant effects on human health or the environment resulting from potential pollution or nuisance. It is therefore concluded that the Proposed Development will not give rise to pollution or nuisances, and proper Site management will further reduce the likelihood of such impacts occurring.

### **3.6.6 Risk of Major Accidents and/or Disasters**

The potential for the Proposed Development to result in any major accidents and /or disasters can be considered low. This is based on the correct implementation of all standard health and safety procedures, and the lack of substances used in the Proposed Development which may cause concern for having likely significant effects on the environment. Furthermore, the Site will be secured at all times and construction works will be managed and controlled by using standard best practice measures for construction sites and adhering to normal daytime

working hours. Emergency routes and procedures will be continuously adapted to suit the construction sequence and stage of the Development. Measures will be employed to avoid environmental incidents; however, if such incidents occur, they will be reported to the designated responsible person in the construction team.

The Site of the Proposed Development is not an industrial or regulated site and there are no Upper Tier Seveso sites near the Proposed Development. The closest Upper Tier Seveso site is the Dublin Waste to Energy Facility, which is located in Co. Dublin, approximately 16.8km north of the Site of the Proposed Development at Dublin Port.

It is therefore anticipated that the risk of accidents and/or disasters will be insignificant due to the nature of the Proposed Development, proper Site management, and adherence to all standard health and safety procedures.

### **3.6.7 Risk to Human Health**

During the Construction and Operational Phase, due to best management practices, good housekeeping, and adherence to all health and safety procedures, it is not foreseen that there will be any negative impacts to human health.

A final Construction Management Plan will be compiled prior to any works on site and will be in accordance with the Health & Safety Authority and Local Authority guidelines. A strategy for controlling all substances and all work processes that may generate hazardous substances will be developed by an appointed contractor and control measures will be put in place.

There are no industrial processes (including SEVESO II Directive sites (96/82/EC & 2003/105/EC) in the vicinity of the Site of the Proposed Development which would be likely to result in a risk to human health and safety.

All workers employed during the Construction Phase and the Operational Phase of the Proposed Development will comply with the relevant HSE guidelines and any Government protocols that will be in place at that point in time in relation to COVID19.

## **3.7 Location of the Project**

### **3.7.1 Existing and Approved Land Use**

The Site of the Proposed Development is located within Land Use Category Zone 'A' within the Dun Laoghaire Rathdown County Development Plan (DLRCD) 2016-2022. The main objective within this zone is "to protect and/or improve residential amenity".

Figure 3-2 provides the Permitted in Principle and Open for Consideration Uses within Zoning Objective 'A':

Table 8.3.2
ZONING OBJECTIVE 'A'
'To protect and/or improve residential amenity'.
Permitted in Principle
Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.
Open For Consideration
Allotments, Bring Banks/Bring Centres, Carpark, Caravan Park-Holiday, Caravan Park-Residential, Cemetery, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry <sup>a</sup> , Offices less than 200sq.m. <sup>b</sup> , Petrol Station, Place of Public Worship, Public House, Restaurant, Service Garage, Shop Neighbourhood, Sports Facility, Tea Room/Café, Veterinary Surgery.

Figure 3-2: Permitted in principle and Open for Consideration Uses – 'A' (Source: DLRCDP 2016-2022)

The Proposed Development principally comprises residential accommodation and a single storey residential amenity building which are 'Permitted in Principle' on 'A' zoned lands.

The Dun Laoghaire-Rathdown County Council Draft County Development Plan, 2022-2028 has also been consulted to ensure compliance with any updated zoning objectives. The land use category remains the same 'A', with land use zoning objective 'To provide residential development and/or protect and improve residential amenity'.

### 3.7.2 Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources

Having regard to the character of the receiving environment and the surrounding area, the impacts are considered to be negligible for the Proposed Development in relation to the regenerative capacity of natural resources in the area. All material required for the Construction Phase of the Proposed Development will be imported. While the exact quantities of material required for the construction of the strategic housing development has yet to be fully determined, the quantity of materials that will be imported to the Site for the Construction

Phase of this Proposed Development will not cause concern in relation to significant effects on the environment.

As outlined within the Preliminary CMP for the Proposed Development, materials will be re-used where possible, and extraction of materials will be carefully undertaken to ensure that the highest proportion of the materials can be re-used. This will reduce the level of new materials required for the site. This in turn reduces the impact on new resources and carbon emissions associated with the extraction, manufacture, and transportation of materials to the site.

### **3.7.3 The Absorption Capacity of the Natural Environment**

#### **3.7.3.1 Overview**

Moran Park Homebuilders Limited intend to apply to An Bord Pleanála for planning permission for a Strategic Housing Development at the site covering an area of c. 0.92 ha (c. 0.74 ha relates to the main development site and c. 0.18 ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast).

The Site and the surrounding area are located within the *Wicklow* groundwater body, which has an overall Water Framework (WFD) status of *Good* according to the EPA. The Site of the Proposed Development is located on a *Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones (PI)*, with groundwater vulnerability in the area listed as *High* (GSI, 2022).

The Site is underlain by the *Type 2e equigranular (Northern and Upper Liffey Valley Plutons)* bedrock formation, comprising of *Pale grey fine to coarse-grained granite* (GSI, 2022). The groundwater rock units underlying the area are classified as *Granites & other Igneous Intrusive rocks* (GSI, 2022). The quaternary sediments are described by the GSI as *Till derived from limestones (TLs)*, and the sub-soil at the Site of the Proposed Development is classified as *Man made* (EPA, 2022).

Therefore, it is considered that the Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.

#### **3.7.3.2 Watercourses**

The Site of the Proposed Development is located within the Avoca-Vartry river catchment, the Dargle River sub catchment (*Dargle\_SC\_010*) and the Carrickmines stream sub basin (*CARRICKMINES STREAM\_010*) (EPA, 2022).

There are no waterbodies located within the Site of the Proposed Development. The nearest watercourse is the Carrickmines Stream (EPA Code: 10C04), which flows due east ca.330m to the east of the Site. The Carrickmines Stream flows approximately 4.km from its nearest point to the Site, before outflowing as the Shanganagh River into Killiney Bay. The Carrickmines Stream is cited as 'Moderate' and 'At Risk' under the Water Framework Directive (EPA, 2022). The nearest EPA monitoring station is located on the Carrickmines Stream as it crosses the N11 dual carriageway ca.200m south of the Site. This station (station code:

RS10C040200) reports a Q-value of 3, *Poor*. Further downstream along the Carrickmines river water quality improves to Q-value 3-4, *Moderate* (station code:RS10C040300) and Q-value 4, *Good* (station code:RS10C040350) (EPA, 2022).

The key impacts during the proposed construction works relate to the potential for siltation and pollution of watercourses and groundwater from works or associated spillages. Appropriate surface water management and discharge measures will be undertaken to ensure no significant impacts arise. The proposed mitigation measures, in accordance with the Greater Dublin Strategic Drainage Study Regional Drainage Policy Volume 2 - New Development (GDSDS-RDP Volume 2), are detailed in the Engineering Assessment Report (*WM, February 2022*).

SuDS techniques, as detailed in the Engineering Assessment Report (*WM, February 2022*), as well as traditional surface water drainage techniques will be used to manage surface water runoff from the development. It is proposed that the overall development will outfall to the existing surface water drainage network with surface water being limited to the rate of run-off to the appropriate GDSDS rate of runoff to Qbar value (2.14 l/s) by a combination of green roof, permeable paving, tree pits, bioretention system / rain garden / rainwater planters, underground attenuation storage in a combination with the flow control devices.

Furthermore, it is considered that there is an adequate intervening distance between the Proposed Development and the nearest surface watercourse. Therefore, it is not anticipated that there will be adverse impacts in any watercourses in the vicinity of the Proposed Development due to adherence to appropriate control measures, as outlined in the Preliminary CMP and RWMP.

### **3.7.3.3 Coastal Zones**

It is considered unlikely that there will be any significant effects on the river network waterbodies in the vicinity of the Site, as appropriate drainage has been incorporated into the design of this Proposed Development to prevent any impact on water quality through possible fine sediments of pollutants that could arise through the construction works. In addition, due to the sites location and absence of proximity to same, there will be no other impact on coastal zones. Therefore, no impacts on coastal zones or the marine environment are likely to arise.

### **3.7.3.4 Mountain and Forest Areas**

There are no mountainous or forested areas directly bounding the Proposed Development. The Construction or Operational Phase of the Proposed Development will have no impact on mountains or forested areas.

### **3.7.3.5 Nature Reserves and Parks**

There are no nature areas or parks that will be affected by this Proposed Development.

### **3.7.3.6 Nationally Designated Sites**

There are no Natural Heritage Areas within 15km of the Proposed Development.



There are six (6 No.) proposed Natural Heritage Areas (pNHA) within the zone of influence of the Proposed Development, as outlined in Table 3-3:

*Table 3-3: Proposed Natural Heritage Areas*

Site Code	Site Name	Distance to Site (km)
001207	Dingle Glen	1.6 km
001211	Loughlinstown Woods	2.3 km
001206	Dalkey Coastal Zone and Killiney Hill	3.1 km
001202	Ballybetagh Bog	3.9 km
001753	Fitzsimons Wood	4.0 km
000210	South Dublin Bay	4.6 km

The nearest pNHA to the Proposed Development is the Dingle Glen pNHA located ca. 1.6 km to the south. The Proposed Development maintains no potential impact pathway with this pNHA, hydrological or otherwise.

There are two weak indirect hydrological connections linking the Proposed Development and the Dalkey Coastal Zone and Killiney Hill pNHA, one via the receiving surface water drainage network which outflows into Killiney Bay via Shanganagh River; and the other via discharges from Shanganagh-Bray waste-water treatment plant which will receive foul water flows generated by the Proposed Development.

Based on Ecological Impact Assessment (EclA) prepared by Enviroguide Consulting (*March 2022*), it is considered extremely unlikely that any surface waters generated by the construction or operation of the Proposed Development will have the potential to cause any significant effects at this section of the pNHA. Likewise, it is deemed that the wastewaters from the Proposed Development do not have the capacity to significantly affect any of the ecological sensitivities of this pNHA once treated and discharged into Killiney Bay.

Therefore, it is considered that, provided the mitigation measures proposed within the EclA are implemented in full, there will be no significant negative impact to any valued habitats, designated sites or individual or group of species as a result of the Proposed Development.

### **3.7.3.7 European Sites**

There are ten (10No.) sites located within a 15km radius of the Site that are designated as Special Areas of Conservation (SAC), and five (5No.) sites located within a 15km radius of the Site that are designated as Special Protection Areas (SPA). The designated and protected sites located within a 15km radius of the site are summarised in Table 3-4:



*Table 3-4: Designated and Protected Sites*

Protected Site Classification	Site Name	Site Code	Distance to Site (km)	Location
<b>Special Protection Area (SPA)</b>	South Dublin Bay and River Tolka Estuary SPA	004024	4.5km	North
	Dalkey Islands SPA	004172	5.5km	East
	Wicklow Mountains SPA	004040	6.9km	Southwest
	North Bull Island SPA	004006	9.9km	North
	Howth Head Coast SPA	004113	14.0km	Northeast
<b>Special Area of Conservation (SAC)</b>	South Dublin Bay SAC	000210	4.6km	North
	Ballyman Glen SAC	000713	5.3 km	South
	Rockabill to Dalkey Island SAC	003000	5.3km	East
	Knocksink Wood SAC	000725	5.3km	Southwest
	Wicklow Mountains SAC	002122	6.9km	Southwest
	Bray Head SAC	000714	8.5km	Southeast
	North Dublin Bay SAC	000206	10.0km	North
	Glenasmole Valley SAC	001209	12.2km	Southwest
	Glen of the Downs SAC	000719	12.8 km	Southeast
	Howth Head SAC	000202	13.1km	Northeast

No European Sites are located within, or directly adjacent to, the Site of the Proposed Development.

One European Site: the Rockabill to Dalkey Island SAC, has been identified as having a indirect source-pathway-receptor connection with the Proposed Development, via the receiving surface water network.

According to the Appropriate Assessment (AA) Screening Report (Enviroguide Consulting, March 2022), that has been submitted as part of this proposal, it is concluded that there is no possibility that the Proposed Development will have any significant effect on this SAC; due to the insignificant nature of the indirect hydrological connection with the Site of the Proposed Development.

Furthermore due to the potential for dilution and mixing in the receiving drainage network and Killiney Bay, it is not deemed that any inadvertent construction related surface water run-off has the potential to lead to significant adverse effects at the SAC. In addition, it is noted that a number of construction best practise measures are included in the Preliminary CMP (*WM, February 2022*) regarding the protection of surface waters during the Construction Phase. These measures and a suite of SUDS measures that have been incorporated into the proposed design as per the requirements of the Greater Dublin Regional Code of Practice for Drainage Works and the DLRCC County Development Plan 2016-2022 will further reduce the potential for contaminants to enter the receiving surface water network during the Construction and Operational Phases.

The intervening distances between the Proposed Development and the remaining above-mentioned SACs and SPAs and the lack of any hydrological pathway is sufficient to exclude the possibility of significant effects on the SACs and SPAs arising from: emissions of noise, dust, airborne pollutants, pollution, and/or vibrations emitted from the Site during the Construction Phase; increased traffic volumes during the Construction and Operational Phase and associated emissions; potential increased lighting emitted from the Site during Construction and Operational Phase; and increased human presence at the Site during Construction and Operational Phase.

Therefore, it is concluded in this EIA Screening, as supported by the Appropriate Assessment Screening Report prepared by Enviroguide Consulting, that there is no risk of any significant impacts to European Sites as a result of the Proposed Development.

### **3.7.3.8 Environmental Quality Standards**

It is not expected that any environmental quality standards will be exceeded by Construction or Operational Phases of this project.

There will be no direct discharges to groundwater or surface water during the Construction Phase of the Proposed Development.

As part of the overall project methodology, sediment and water pollution control risks arising from construction-related surface water discharges will be considered. All works carried out as part of these works will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the contractor will cooperate in full, with the Environment Section of Dublin City Council in this regard.

### **3.7.3.9 Densely Populated Areas**

The Site is located in the settlement of 'Dublin City and Suburbs' which has a population of 1,173,179 (Census, 2016). The population of Dún Laoghaire-Rathdown County is 218,018, which is increased by 11,757 people or 6% between 2011–2016. The Site lies on land zoned 'A' within the Dun Laoghaire Rathdown County Development Plan 2016-2022. The main objective within this zone is to protect and-or improve residential amenity.

It is considered unlikely that there will be any significant impact on road users as a result of the Proposed Development as the increase in traffic to and from the Proposed Development Site will be very minor in terms of the current traffic flow levels at the Site. As the Site is a closed Site, and visitors are by appointment only, the level of traffic associated with the

Construction Phase of the Proposed Development will be minimal. An estimate of the day-to-day traffic movements associated with the construction activities, based on movements to and from the application site will be approximately 50 in number, which with an allowance for shared journeys could equate to a maximum of around 25. The construction traffic is not expected to significantly impact on the capacity of the surrounding road network. Moreover, the Construction Phase vehicle movements will be minimised by the adoption of the measures included in Preliminary CMP.

According to the Traffic and Transport Assessment (TTA) which has been carried out by Waterman Moylan Consulting Engineers Limited (February 2022), the Proposed Development is located on a greenfield site in a highly accessible urban area within walking distance of a variety of rail and bus services. The Proposed Development is served by an existing bus route running along the Glenamuck Road North. It is approximately a 150m walk from the proposed site entrance to the bus stops travelling both directions. The subject bus stops - which are located on Glenamuck Road North, are served by Route 63. This bus route connects Kilternan to Dun Laoghaire via different itineraries. There are additional bus routes along the N11 corridor which provide access to Dublin City centre via bus routes 84A, 84x, 145 and 155.

The nearest Luas Station (Carrickmines Luas Station) is located directly south of the proposed site and located 160m walk away from the Proposed Development. There is a dedicated footpaths connecting the Proposed Development to the Carrickmines Luas Station.

There are good standard footpaths with well-located public street lighting in the vicinity of the Proposed Development. Footpaths along Glenamuck Road North are separated from the road by a kerbed cycle lane and continue south towards Carrickmines Park Shopping Centre which is approximately 1 km away (14-minute walk).

To the North of Glenamuck Road North, there are dedicated signalised pedestrian crossings provided. These pedestrian crossings include dropped kerbs and tactile paving facilities which currently facilitate the movement of all users. To the North of Glenamuck Road North, there are dedicated signalised pedestrian crossings provided. These pedestrian crossings include dropped kerbs and tactile paving facilities which currently facilitate the movement of all users. There is currently a cycle lane immediately adjacent to Glenamuck Road North. There are cycle lanes provided up to Carrickmines Park Shopping Centre and also to the west, leading to Sandyford. There are no cycle lanes to the north or to the east of the site.

Overall, the TTA concludes that there will be a negligible increase in traffic generation in the area as a result of the Proposed Development.

It can be concluded that there will be no likely significant impacts on the environment with regard to the geographic location of densely populated areas.

### ***3.7.3.10 Landscapes and Sites of Historical, Cultural or Archaeological Significance***

No architectural or archaeological sites will be affected by the construction and operation of the Proposed Development.

According to the Assessment of the Visual Impact on the Built Environment report prepared by ARC Architectural Consultants Limited (ARC, February 2022), there are no protected structures on or adjoining the Proposed Development site and the Proposed Development site

is not located in an Architectural Conservation Area or a Candidate Architectural Conservation Area. There are no views or prospects over the Proposed Development site identified for protection in the Dun Laoghaire-Rathdown Development Plan 2016-2022.

The site is located approximately 230 m from the eastern edge of the Foxrock Architectural Conservation Area. This and other relevant sites of interest are listed in the Assessment of the Visual Impact on the Built Environment report (ARC).

#### **3.7.3.11 Designated Focal Points / Views**

There are no protected views, rights of way or planned pieces of strategic infrastructure or any important tourist sites affected in any way by the Proposed Development.

The site comprises a large vacant site on the eastern side of Glenamuck Road North. The site, which is located a short distance to the north of the Carrickmines Luas stop, is situated approximately 220m to the south of the junction with Brighton Road and Brennanstown Road; and approximately 380m north of the M50 Motorway. With the exception of the Carrickmines Croquet & Lawn Tennis Club, which is situated opposite the site on the western side of Glenamuck Road North, the area is in largely residential use. Lands associated with existing two storey dwellings at 'Stafford Lodge' and 'Carricáil' adjoin the site to the south; while lands associated with 'Tullybeg' adjoin the site to the north. The site of 'Chigwell' adjoins the site to the northeast. 'Cloverdale' and 'Bridgefield' residences, part of Brennanstown Vale are located to the east of the site.

### **3.8 Characteristics of the Potential Impacts**

#### **3.8.1 Extent of the Impact**

It is not predicted that significant physical effects will be experienced beyond the Proposed Development site and the geographical extent of the Construction Phase is perceived to be small. The immediate area of the Proposed Development may experience a minor impact during the Construction Phase in terms of pollution and nuisance. The nearest noise sensitive locations are located approximately 10m from the Proposed Development Site Boundary. There is the potential for the adopted criteria to be exceeded by some of the equipment during construction works at the nearest sensitive receptors. However, when taking account of local terrain, predicted noise levels at the closest residential noise sensitive locations are expected to be lower than outlined in Table 3-7 in Section 3.8.3.2. Nevertheless, mitigation measures will be implemented to reduce any potential impacts. It is not envisaged for any excessively noisy activities to be carried out over extended periods of time during the construction stage. The works are not of such a scale or extent that would be considered likely to cause significant effect on the environment or on the population in the vicinity.

The Construction Phase will create construction employment in the area which will have a positive effect on local businesses who might benefit from increased custom to their services (e.g. petrol stations, food, retail and hardware supplies services). The increased employment will also enhance the local economy within the area which will have a short-term positive impact on local settlement as a result.

The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area. It is well documented in the media that an acute housing crisis exists in Ireland where the level of demand is significantly higher than the housing supply. This has consequential impacts on the cost of housing, the availability of mortgages, and the rental sector. It is evident that the Proposed Development will contribute positively towards addressing the national critical shortage in housing supply.

### **3.8.2 Transboundary Nature of the Impact**

The effects of the Proposed Development are local in nature and there are no transboundary impacts associated with the Proposed Development. The geographical extent and population likely to be affected is limited and significant environmental effects are unlikely to arise.

### **3.8.3 Magnitude and Complexity of the Impact**

During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The control measures identified in the Preliminary CMP will ensure that there will be no nuisance or impacts from the Construction Phase of Proposed Development beyond the Site boundary. Any potential nuisances will be controlled through careful pre-project planning and effective site management.

There are no aspects to the Proposed Development which are considered to be of unusual magnitude or complexity, and any potential impacts are considered to be consistent with projects of this scale.

During operation, a positive impact may be realised, as this development will facilitate the provision of higher density residential accommodation in proximity to high frequency public transport, employment locations and services and facilities which can meet the housing needs of a greater number of persons and will address the acute housing shortage and the significant demand that exists in Dun Laoghaire area.

#### **3.8.3.1 Air Quality and Climate**

##### **3.8.3.1.1 Air Quality**

The Proposed Development involves construction works which may temporarily impact on air quality due to dust emissions. According to the Institute of Air Quality Management (2014), the main air quality impacts associated with construction are:

- Dust deposition and surface soiling;
- Visible dust plumes;
- Elevated PM<sub>10</sub> concentrations due to dust generating activities onsite;
- Increase in airborne particles and nitrogen dioxide due to exhaust emissions from diesel powered vehicles and machinery onsite and vehicles accessing the Site.

Construction works will be carried out in such a way as to limit the emissions to air of pollutants. Construction proposals will have reference to the Good Practice Guide for Construction and

Demolition produced by the Air Quality Monitoring and Noise Control Unit of Dublin City Council.

The site will be managed in accordance with the Preliminary CMP to minimise potential effects on air quality from construction:

- The storage and handling of construction materials can be a significant dust emission source. The appropriate dust control measures will greatly reduce dust emissions from these sources and ensure that the adverse effect will be reduced or eliminated. These include covering waste sips, scaffold netting, use of water to suppress dust, provision of hard stand access for truck and vehicles;
- Handling and storage areas will be sited as far away as is reasonably and practically possible from public/residential areas. Prolonged storage of materials will be avoided where possible. Transportation of materials that may be dusty will be sheeted down to prevent any escape of materials.

Experience in assessing exhaust emissions from onsite machinery and site traffic has suggested that they are unlikely to make a significant impact on ambient air quality, and in the vast majority of cases they will not need to be quantitatively assessed (IAQM, 2014). Best practice measures, as outlined within the Preliminary CMP, will nevertheless be implemented in this regard to further reduce the likelihood of such impacts occurring:

- Site plant and equipment will be serviced regularly and maintained in good condition and in accordance with the manufacture's specifications. Allowing for economic constraints, the plant will be selected on the basis of which has the least potential for dust and emissions. In addition, the contractor will ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC;
- Plant will not be left running when not in use;
- Plant with dust suppression equipment will be used where practicable.

Any potential dust impacts will be localised in nature and last only for the duration of these works. Nevertheless, control measures will be implemented for the duration of this phase for all potential ambient air quality impacts, as outlined within the Preliminary CMP, and in the context of the current Development, it is not considered that associated air pollutants will have a significant effect on ambient air quality in the surrounding environment. Vehicle movement may also result in dust emissions. However, a number of control measures, as outlined within the Preliminary CMP, will be adopted to eliminate or minimise such risks.

#### **3.8.3.1.2 Climate**

There is the potential for combustion emissions from onsite machinery and traffic derived pollutants of CO<sub>2</sub> and N<sub>2</sub>O to be emitted as a result of the proposed construction works. However, in this case, the effect on national GHG emissions will be insignificant in terms of overall national contributions and Ireland's obligations under the Kyoto Protocol and therefore will have no considerable impact on climate.



In relation to traffic generation, the highly accessible nature of the Proposed Development combined with the scale and nature of the Proposed Development and the expected demographic of future tenants predispose the Proposed Development to a sustainable transport model which will significantly reduce the demand to travel by car and the need to provide car parking. Therefore, it is considered that the Proposed Development will result in fewer road users and a reduction in associated GHG emissions.

In relation to Microclimate, Digital Dimensions were commissioned by the Applicant to undertake a Daylight & Sunlight Assessment and prepared associated Daylight and Sunlight Assessment Report (*February 2022*) for the Proposed Development. This Report has concluded that there will be minimal impact to the daylight and sunlight to the adjacent dwellings with no perceivable reduction in either daylight or sunlight. There will be minimal reduction in the sunlight to any of the adjacent amenity spaces. All areas assessed meet or exceed the recommendations of the BRE guidelines.

The report further states that, all the rooms assessed exceed the minimum recommendations for the Average Daylight Factor and will be well daylight. The Proposed Development meets the recommendations of the BRE guide - '*Site Layout Planning for Daylight and Sunlight*' (Littlefair, 2011), and BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting' (British Standard Institution, 2008). The Proposed Development meets and exceeds the criteria set out in the BRE guidelines for sunlight to gardens and open spaces.

Sunlight in Adjoining Residential Living Areas were also assessed. All windows assessed exceed the target values set out for sunlight. The Proposed Development meets the recommendations of the BRE Guidelines. All the amenity space to the neighbouring properties will retain 2 hours sunlight to an area in excess of 50% of the amenity space. There will be a minor reduction to some of the windows to the adjacent existing houses, but all retain a VSC in excess of 27% or are not reduced below 80% of their former value and there will be no perceived reduction in available daylight. The Proposed Development meets the requirements of the BRE Guidelines, and any impact will be negligible.

A Building Lifecycle Report has been prepared by Aramark Property for the Proposed Development. This report sets out various energy conservation measures which it is proposed will be incorporated into the Proposed Development design in order to aid in the reduction of energy consumption, carbon emissions and cost throughout the building lifecycle, and achieve compliance with Part L of the Building Regulations.

Furthermore, the site of the Proposed Development is well served by public transport links, and major points of interest are within walking and cycling reach, giving a wide variety of transportation alternatives to car usage for residents and guests of the Proposed Development, in line with DLRCCs aims to promote sustainable transport within the region. 280 bicycle parking spaces are provided (254 no. at basement level and 26 no. at surface level). This is in line with new apartment design guidelines and promotes sustainable transport modes. This level of bike parking will promote the uptake of cycling and reduce the reliance on the private car with knock on reductions in carbon emissions and use of fossil fuels.

### 3.8.3.2 Noise and Vibration

There will be an increase in noise and vibration levels during the Construction Phase. The EPA define noise sensitive locations as ‘any dwelling house, hotel or hostel, health building, educational establishment, place of worship or entertainment, or any other facility or other area of high amenity which for its proper enjoyment requires the absence of noise at nuisance levels’.

In identifying sensitive receptors, consideration has been given residential properties or noise sensitive premises such as schools or hospitals, or recreational spaces within a close proximity of the Proposed Development.

The nearest noise sensitive locations are residential and recreational properties which are located approximately 10m from the Proposed Development Site Boundary.

Table 3-5 Sensitive Receptors

Name	Type	Coordinates		Orientation Relative to Site Boundary
		X	Y	
Tullybeg	Residential	53.25624	-6.17104	North
Stafford Lodge	Residential	53.25548	-6.17103	South
Glenamuck Road, Brenanstown	Residential	53.25603	-6.16983	East
Glenamuck Road, Carrickmines	Recreational	53.25589	-6.17283	West

In relation to the Proposed Development, there is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project.

Whilst no specific construction noise limits are set by Dun Laoghaire Rathdown County Council with respect to noise, the Dublin Agglomeration Noise Action Plan 2013 to 2018 refers to the use of BS 5228 2009 +A1 2014 Code of practice for noise and vibration control on construction and open sites with respect to the controlling noise and vibration impacts. In this instance, appropriate criteria relating to permissible construction noise levels are taken from BS 5228 – 1:2009+a1:2014 *Code of practice for noise and vibration control on construction and open sites – Noise*.

BS 5228 – 1:2009+a1:2014 *Code of practice for noise and vibration control on construction and open sites – Noise*. This document suggests an absolute construction noise limits depending on the receiving environment. The documents states:

“Noise from construction and demolition sites should not exceed the level at which conversations in the nearest building would be difficult with windows shut. Noise levels between 07:00 and 19:00hrs, outside the nearest window of the occupied room closest to the site boundary should not exceed:

- 70dB in rural, suburban and urban areas away from main road traffic and industrial noise;
- 75dB in urban areas near main roads in heavy industrial areas.”

The Proposed Development is located in Carrickmines, a southern suburb of Dublin. Nearby areas include Cabinteely, Kilternan, Foxrock, Loughlinstown. Given the suburban context, a limit value of 70dB LAeq,T for construction is considered to be reasonable.

This limit value is also in agreement with those set by Transport Infrastructure Ireland (TII) for construction projects. The 2004 TII document “*Guidelines for the Treatment of Noise and Vibration in National Road Schemes*” outlines the following construction noise limit values, as outlined in Table 9-2:

*Table 3-6 Construction Noise Limits (Source: TII, 2004)*

Days and Times	LAeq	LAmax
Monday to Friday (07:00 to 19:00 hours)	70	80
Monday to Friday (07:00 to 20:00 hours)	60*	75*
Saturdays (08:00 to 16:30 hours)	65	75
Sundays & Bank Holidays (08:00 to 16:30 hours)	60*	65*

Note \* Construction activity at these times, other than that required for emergency works, will normally require the explicit permission of the local authority.

*Table 3-7 Equipment associated with proposed construction activities*

Plant Item	Ref	dB(A) @10m	dB(A) @20m	dB(A) @-40m	dB(A) @ 100m	dB(A) @ 150m	dB(A) @ 200m	dB(A) @ 250m
<b>Loading Shovel</b>	BS 5228-1	76.5	70.5	64.5	56.5	53	50.5	48.5
<b>Excavator</b>	BS 5228-1	75	69	63	55	51.5	49	47
<b>Mobile Crane</b>	BS 5228-1	70	64	58	50	46.5	44	42
<b>Generator</b>	BS 5228-1	65	59	53	45	41.5	39	37
<b>Dozer</b>	BS 5228-1	81	75	69	61	57.5	55	53

Table 3-7 outlines the predicted noise levels at reference distances using BS 5228-1 recommendations. The predicted noise levels from onsite activities up to 250m from the Site have been included. The nearest noise sensitive locations are located approximately 10m from the Proposed Development Site Boundary. There is the potential for the adopted criteria to be exceeded by some of the equipment during construction works at the nearest sensitive receptors. However, there are hedgerows on the intervening lands between the Site Boundary and the residential dwellings. It is important to recognise that the sound intensity from a point source will obey the inverse square law if there are no reflections or reverberation. If there are

barriers between the source and the point of measurement, the actual intensity is likely to be less than what the inverse square law predicts. Therefore, when taking account of local terrain, predicted noise levels at the closest residential noise sensitive locations are expected to be lower than outlined in Table 3-7. Nevertheless, mitigation measures, as outlined in the Preliminary CMP will be implemented to reduce any potential impacts.

It is not envisaged for any excessively noisy activities to be carried out over extended periods of time during the construction stage. Furthermore, these impacts will be localised, intermittent, and last only for the duration of this phase. It is not considered that noise levels from the Proposed Development will be significant during these works due to the existing urban nature of the surrounding environment and the control measures imposed. Noise and vibration levels will be controlled to ensure that the Proposed Development is operated in a way that minimises detrimental impact to the amenities of local residents.

The following codes and regulations will be followed during the Construction Phase:

- BS 5228:2009 Cod of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1 and Part 2;
- Safety, Health and Welfare at Work (General Application) Regulations 2007 to 2016, Part 5 Noise and Vibration;
- Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations;
- Dublin City Council's Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition.

Off-site infrastructure works, excavations and concrete works will be among the most significant activities.

The construction works will also follow the guidelines and recommendations given in Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects published in July 2006 by the Department of the Environment, Heritage and Local Government.

### **3.8.3.3 Soils and Geology**

All waste soil will be managed in line with the outline RWMP for the Site. It is noted that any soil generated as part of the construction works will be managed to ensure appropriate handling and disposal in accordance with Irish and EU legislative requirements.

The strategy for controlling and mitigating potential adverse environmental or health and safety standards in relation to waste soils and ground contamination will be to adopt the procedures and control methods as set out within the Preliminary CMP and RWMP for the Site.

There will be no direct discharges to ground or surface water during the Construction Phase of the Proposed Development.

There are no protected Geological Heritage Sites in the vicinity of the Proposed Development that will be impacted by the Proposed Development.

#### **3.8.3.4 Hydrology**

There will be no direct discharges to surface water during the construction of the Proposed Development. Should any discharge of construction water be required during the construction phase, discharge will be regulated under a Discharge Licence obtained from the Regulator (Irish Water) issued under the Water Pollution Act. Attenuation, pre-treatment, and monitoring of discharge water will likely be required under any Discharge Licence (Section 16 Licence).

Good construction and waste management practices will minimise the risk of pollution from construction activities at the site in line with the Preliminary CMP and RWMP. The key impact during the proposed construction works relate to the potential for siltation and pollution of watercourses from soil removal, works or associated spillages. In accordance with the Preliminary CMP, all works will be carried out in line with appropriate control measures to ensure that construction activities do not adversely affect surface water quality, particularly in relation to concrete leachate, oils and chemicals, and suspended solids.

Best practice will be implemented at all times in relation to all construction activities to avoid any accidental pollution events occurring to the nearby water courses or polluting the ground water table.

It is proposed that the overall drainage system, serving this development, will contain a range of surface water treatment methods, as outlined within the Engineering Assessment Report (*WM, February 2022*), which will improve the quality of surface water being discharged from the Proposed Development.

Under no circumstances will any untreated wastewater generated onsite (from equipment washing, road sweeping etc.) be released into nearby drainage ditches or watercourses. It is proposed that the surface water runoff from the site shall be attenuated before discharging, at a restricted rate, via a new surface water sewer to be laid from the subject site to the existing 225 mm diameter surface water sewer that ultimately outfalls within Brennanstown Vale, to the south east of the Proposed Development site. It is proposed to drain the foul flows from the development to the existing 225 mm diameter foul sewer that ultimately outfalls within Brennanstown Vale to the south east of the Proposed Development site.

It is a policy of Dún Laoghaire Rathdown County Council Development Plan (Policy EI3) to “*require that a Sustainable Drainage System (SuDS) is applied to any development and that site specific solutions to surface water drainage systems are developed, which meet the requirements of the Water Framework Directive and the associated River Basin Management Plans and ‘Water Quality in Ireland 2007-2009’ (EPA 2011) or any updated version of the document*”. As such, the Proposed Development design has entailed a suite of SuDS measures that will be incorporated into the Proposed Development.

As outlined within the Engineering Assessment Report (*WM, February 2022*) for the Proposed Development, any planning permission sought on the subject lands is required to adhere to

the Local Authority requirements *i.e.*, the Dun Laoghaire Rathdown Council Development Plan, and as such, The Planning System and Flood Risk Management (FRM), Guidelines for Planning Authorities, in which, its Technical Appendices outline the requirements for a Site-Specific Flood Risk Assessment. A Flood Risk Assessment (FRA) has been carried out for the Site (Waterman Moylan Consulting Engineers Limited, *February 2022*). The Proposed Development has been analysed for risks from tidal flooding from the Irish Sea, fluvial flooding from the Shanganagh-Carrickmines, pluvial flooding, groundwater, and drainage system failures due to human error or mechanical system failure. The report has concluded that as the flood risk from all sources can be mitigated, reducing the flood risk to low or very low, the Proposed Development is considered acceptable in terms of flood risk.

Therefore, it is reasonable to conclude that there is **no inappropriate risk** from Fluvial Flooding, Coastal Flooding, Pluvial Flooding, or Groundwater Flooding.

### **3.8.3.5 Hydrogeology**

Quality control procedures will be in place to ensure that the Proposed Development will not cause environmental harm. All works will be undertaken in accordance with the requirements of the Preliminary CMP and RWMP.

The key impact during the proposed construction works relate to the potential for siltation and pollution of watercourses and groundwater from works or associated spillages. There will be no proposed discharges to groundwater or surface water during the construction of the Proposed Development. Good construction management practices will minimise the risk of pollution from construction activities at the site in line with measures as outlined within the Preliminary CMP and RWMP, and the Construction Industry Research and Information Association (Construction Industry Research and Information Association (CIRIA, 2001) guidance document 'Control of Water Pollution from Construction Sites, Guidance for Consultants and Contractors, CIRIA - C532'. These control measures will ensure that there will be no significant impact on the receiving hydrogeological environment associated with the construction of the Proposed Development.

### **3.8.3.6 Biodiversity**

The areas surrounding the Proposed Development Site have been continuously developed with the protection of the surrounding ecological environment in mind. The Proposed Development is not considered to have any potential adverse impact on biodiversity.

An Ecological Impact Assessment Report (EclA) and Appropriate Assessment (AA) has been prepared by Enviroguide Consulting. These reports have concluded that, there are no rare or protected habitats recorded in the study area. The Proposed Development area is generally of relatively Low Local Ecological Value, and there will be a loss of improved meadow grassland and scrub at the Proposed Development site. The potential effects on habitats will not be significant. There will be no direct impacts on Badgers or Otters or their habitats. There will be no significant effects on Birds or Bats as a result of the Proposed Development.

Based on the successful implementation of the proposed works and control measures, carried out in accordance with the proposed landscape plan; it is deemed that there will be no significant negative ecological impacts; to any valued habitats, designated sites or individual



or group of species, arising from Construction and Operational Phases of the Proposed Development.

### **3.8.3.7 Archaeology, Architecture and Cultural Heritage**

This Proposed Development will have no impact on any monuments, archaeological sites, or structures. There are no buildings to be demolished which are on the register of protected structures.

### **3.8.3.8 Material Assets and Land**

The Proposed Development involves construction works which will be subject to a RWMP and waste permit as required. All construction waste will be disposed of using suitably licensed waste disposal or materials recovery facilities.

Water supply to the Site will be provided by means of a connection to the public water main. Electricity to the Site shall be provided via the national grid. It is not anticipated that the Proposed Development shall require such quantities of these material assets which are sufficient to result in significant impacts on the surrounding environment.

The Operational Phase of the Proposed Development will be subject to an OWMP. All waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably licensed waste disposal or materials recovery facilities.

### **3.8.3.9 Landscape and Visual Amenity**

The construction of the buildings will constitute a permanent change in landscape for the area. An Assessment of the Visual Impact on the Built Environment has been carried out by ARC Architectural Consultants Ltd. (ARC, February 2022) for the Proposed Development. A survey of the potential visibility of the Proposed Development was carried out having regard to the contents of the Dun Laoghaire-Rathdown Development Plan 2016-2022. The character and visual environment of Carrickmines has changed dramatically over the course of the past century from a rural area to a busy suburb. The Proposed Development site is located in close proximity to the M50 South Eastern Motorway, which serves as transport infrastructure of strategic national importance. The impact of the Proposed Development on the visual environment is likely to be largely restricted to the local area surrounding the application site. However, having regard to the elevation of the Proposed Development site, the Proposed Development may be visible from some more distant locations on the M50 and south of the M 50. There may also be views of the Proposed Development from distant elevated locations, across open foregrounds or at the ends of streets aligned towards the applicationsite. The Proposed Development is unlikely to be visible in views from the Carrickmines Luas Park & Ride due to intervening mature trees. It is also inevitable that the Proposed Development will be visible from neighbouring residential lands on the eastern side of Glenamuck Road, particularly those in closest proximity to the site.

Photomontages were prepared by Digital Dimensions from 10 no. view locations and these photomontages are submitted with this application. The potential impact of the Proposed Development on views from these 10 viewpoints is assessed as ranging from “imperceptible” and “slight” to “moderate”. With the exceptions of the views from Pavilion Gate (View 4), where

the potential visual impact of the Proposed Development on views from lands at Pavilion Gate was assessed as ranging from none to “moderate” to “significant”.

Given this and given the pace and extent of development in Carrickmines over the past twenty years, the impact is predicted as consistent with emerging trends for development in Carrickmines and in the wider Dublin area. On the assessment of the above, it is foreseen that there will be no adverse impact on the surrounding natural environment.

### **3.8.3.10 Population and Human Health**

As outlined within the Preliminary CMP for the Site, Health & Safety issues will be the primary concern for the appointed Main Contractor. This will apply in respect of persons working on and in the vicinity of the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing a detailed Construction Stage Health and Safety Plan in advance of works commencing on site. It is intended to operate a Health, Safety & Environmental Management System in line with ISO 18001 & ISO 14001. This Management System translates the company policy into processes to ensure safety, health and environmental responsibilities and performance can be monitored, reported and improved.

The Main Contractor is responsible for the method in which construction works are carried out in line with those requirements laid down in the Safety, Health and Welfare at Work Construction Regulations 2013. This will ensure that all applicable environmental health and safety regulation is complied with throughout the construction works thereby ensuring that this phase of the Proposed Development will not result in significant effects on human health or the environment.

The Construction and Operational Phase of the Proposed Development will provide for an increase of employment in the area which is believed to have a positive impact on human health. The Proposed Development includes an ancillary communal area and a residential amenity building; thus, employment will be created as a result of the associated maintenance and management of the residential element.

The development of Luas line from Harcourt Street to Sandyford, as subsequently extended from Sandyford to Brides Glen encouraged very considerable developments, including Carrickmines Park commercial and retail development and a number of apartment and housing developments on Glenamuck Road, on the southern side of the M50. Furthermore, there has been considerable development along the Luas line in line with local, regional and national planning policy, which seeks to encourage appropriate densification of development along key public transport corridors.

This demonstrates that demand for residential accommodation in the area is significant and has to be addressed. The Proposed Development is located within 2 minutes' walk to a bus stop and 2 minutes' walk to the LUAS station which provides direct access to the City Centre. The Proposed Development is located within a 14-minute walk to Carrickmines Park. Therefore, the Operational Phase of the Proposed Development will have a positive impact on the long-term supply needs of residential accommodation and housing in this area and the greater Dublin area.

A Building Lifecycle Report (Aramark Property) has been prepared for the Proposed Development. This report addresses human health and wellbeing during the Operational

Phase of the Development and has revealed that the forefront of the design approach has been the health and wellbeing of the user; as such, the apartments have been designed with the health and wellbeing of the user in mind. A number of design provisions which are to be incorporated into the Proposed Development for the benefit of human health and wellbeing have been outlined within the Building Lifecycle Report.

The Proposed Development site is directly served by an existing bus route running along the Glenamuck Road North. The Carrickmines Luas is part of the Luas Green line and provides a route from Bride's Glen to Broombridge, which also serves Dundrum Shopping Centre, Dublin City Centre and many other stations along the route. There is one Go Car station within the vicinity of the Proposed Development which is located at the Carrickmines Park Shopping Centre. This is 1 km away from the subject site. In the vicinity of the Proposed Development, pedestrians can benefit from the provision of a good standard footpaths with well-located public street lighting. Footpaths along Glenamuck Road North are separated from the road by a kerbed cycle lane and continue south towards Carrickmines Park Shopping Centre. There is currently a cycle lane immediately adjacent to Glenamuck Road North as part of the existing cycle network. There are cycle lanes provided up to Carrickmines Park Shopping Centre and also to the west, leading to Sandyford. As determined in the Car Parking Strategy and Mobility Management Plan (Waterman Moylan Consulting Engineers Limited, *February 2022*), a travel plan for the Proposed Development will have the effect of reducing in overall terms both the number of trips generated by the Proposed Development and will ensure that greater numbers use public transport.

Therefore, on examination of the above, it is concluded that the Proposed Development is not likely to have any significant adverse impact on population and human health.

### **3.8.3.11 Resource and Waste Management**

All construction waste will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of authorised waste collection/waste disposal facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. A RWMP has been prepared for the Proposed Development and has been designed to ensure the highest possible levels of waste reduction, waste reuse, and waste recycling are achieved for the Proposed Development. The RWMP has estimated the category and quantity of waste generated by the Proposed Development and includes recommendations for the bespoke management of various waste streams. The plan provides further guidance in relation to the collection and transport of waste to prevent issues associated with litter or environmental pollution (contamination of land or water resources).

During the Operational Phase, all waste will be collected by appropriately authorised waste collection contractors and will be treated of using suitably authorised waste disposal or materials recovery facilities. An Operational Waste Management Plan (OWMP) has been prepared by AWN Consulting for the Proposed Development and has been submitted with the planning application. The OWMP has been prepared to ensure that the management of waste during the Operational Phase of the Proposed Development is undertaken in accordance with the current legal and industry standards as outlined within the report. The aim of the OWMP is to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. Furthermore, the OWMP provides guidance on the appropriate collection and transport of waste to prevent issues associated with litter or more serious environmental

pollution (contamination of land or water resources). The plan has estimated the type and quantity of waste to be generated from the Proposed Development during the Operational Phase and provides a strategy for managing the different waste streams.

### **3.8.3.12 Interactions**

When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction. In practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most inter-relationships are neutral in impact when appropriate control measures are incorporated into the operation of the Proposed Development.

### **3.8.3.13 Probability of the Impact**

No significant environmental impacts are predicted for the Proposed Development. The Preliminary CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.

Increased noise levels may intermittently occur during the duration of the construction works. Any increase in noise levels is not considered as being significant in nature or sufficient to cause environmental impacts of significance. Guidelines and defined operational measures as detailed in the Preliminary CMP will be adhered to during all stages of the works in order to further reduce the possibility of such nuisances occurring.

### **3.8.3.14 Duration, Frequency, and Reversibility of the Impact**

Any potential impacts associated with the Construction Phase of the Proposed Development will be temporary and characteristic of a typical urban development project.

The Proposed Development will cause permanent visual changes to the landscape, but this change will be of benefit to the surrounding area as the development will be representing a renewal that would predictably instigate further development of a similar nature with similar potential benefit to the visual and landscape environment. It is also evident that the Proposed Development will assist in providing a greater number of residential units and resident support facilities that are required in this zoned land and assist in satisfying the housing requirements of the area that can be easily serviced by sufficient public transport links, or by foot. Furthermore, the Proposed Development will contribute positively towards addressing the national critical shortage in housing supply.

Impacts such as noise, dust and/or water pollution during the Construction Phase will be temporary and reversible through the correct implementation of the appropriate control measures.

## **4 SUMMARY OF ASSESSMENT FINDINGS**

A summary of the findings resulting from this assessment are presented in Table 4-1:

*Table 4-1: Summary of Assessment Findings*

Characteristics of Proposed Project	
<b>Size of the Subject Site</b>	<p>The Proposed Development site area will provide a total application site area of c. 0.92 ha (c. 0.74 ha relates to the main development site and c. 0.18 ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast).</p> <p>The Proposed Development will provide for the construction of 118 no. residential apartment units. A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed.</p> <p>Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only.</p> <p>Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services.</p>
<b>Cumulation with other Projects</b>	<p>It is not considered that cumulative impacts from the Proposed Development and other existing offsite projects are likely to result in significant effects on the environment.</p>
<b>Use of Natural Resources</b>	<p>It is not foreseen that any extensive use of natural resources is required for the Proposed Development.</p>
<b>Production of Waste</b>	<p>There will be an increase in waste in the form of construction waste, during the Construction Phase of the Proposed Development. However, this waste will be collected by appropriately authorised waste collection contractors and will be treated of using suitably authorised waste disposal or materials recovery facilities. Due to the use of authorised waste collection/waste disposal facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. An RWMP has been prepared for the</p>

	<p>Proposed Development and has been submitted with the planning application.</p> <p>There will be an increase in municipal waste during the Operational Phase of the Proposed Development. All waste will be segregated into separate waste types and collected by appropriately authorised waste collection contractors and will be treated of using suitably authorised waste disposal or materials recovery facilities. An OWMP has been prepared for the Proposed Development and has been submitted with the planning application</p>
<b>Pollution and Nuisances</b>	<p>The Construction Phase could give rise to temporary nuisances (noise or dust). However, it is not predicted that these impacts will be significant, as they will be intermittent and temporary, and adequate noise and dust control measures will be put in place for the duration of the Proposed Development.</p> <p>The Preliminary CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that the Proposed Development will not result in significant effects on human health or the environment resulting from potential pollution or nuisance.</p>
<b>Risk of Major Accidents and/or Disasters</b>	<p>During operations, it is anticipated that the risk of accidents and/or disasters will be insignificant due to adherence to emergency type specific corrective action measures for potential spillages or fire.</p>
<b>Risk to Human Health</b>	<p>During the Construction and Operational Phase, due to best management practices and good housekeeping, it is not foreseen that there will be any negative impacts to human health.</p>
<b>Location of the Project</b>	
<b>Existing and Approved Land Use</b>	<p>The Site of the Proposed Development is located within Land Use Category Zone 'A' within the Dun Laoghaire Rathdown County Development Plan 2016-2022. The main objective within this zone is to protect and/or improve residential amenity.</p>



	The Proposed Development is for the construction of 118 no. residential development on the Site.
<b>Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources</b>	The impacts are considered to be negligible for this project in relation to the regenerative capacity of natural resources in the area.
<b>Absorption Capacity of the Natural Environment</b>	Having regard to the criteria which have been subject to analysis, it is considered that the Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.
<b>Characteristics of Potential Impacts</b>	
<b>Extent of the Impact</b>	<p>The impacts are considered to be insignificant with regards to this project, due to the nature and scale of the proposed works and the implementation of appropriate control measures. It is not predicted that any significant physical effects will be experienced beyond the project works area during the Construction Phase and the geographical extent is perceived to be small.</p> <p>The Operational Phase of the Proposed Development will result in an increase in the student population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area.</p>
<b>Transboundary nature of the Impact</b>	There are no transboundary physical impacts envisaged for this project.
<b>Magnitude and Complexity of the Impact</b>	<p>During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The control measures identified in the Preliminary CMP will ensure that there will be no nuisance or impacts from the Construction Phase of Proposed Development beyond the Site boundary. Any potential nuisances will be controlled through careful pre-project planning and effective site management.</p> <p>There are no aspects to the Proposed Development which are considered to be of unusual magnitude or complexity, and any</p>

	<p>potential impacts are considered to be consistent with projects of this scale.</p> <p>During operation, a positive impact may be perceived, as this development will facilitate the provision of higher density residential accommodation in proximity to high frequency public transport, employment locations and services and facilities which can meet the housing needs of a greater number of persons and will address the acute housing shortage and the significant demand that exists in Dublin.</p>
<b>Probability of the Impact</b>	<p>No significant environmental impacts are predicted for the Proposed Development. The Preliminary CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.</p> <p>Increased noise levels may intermittently occur during the duration of the construction works. Any increase in noise levels is not considered as being significant in nature or sufficient to cause environmental impacts of any significance. Guidelines and defined operational measures as detailed in the Preliminary CMP will be adhered to during all stages of the works in order to further reduce the possibility of such nuisances occurring.</p>
<b>Duration, Frequency and Reversibility of the Impact</b>	<p>Any potential impacts associated with the Construction Phase of the Proposed Development will be temporary and characteristic of a typical urban development project. No adverse medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.</p> <p>The Proposed Development will cause permanent visual changes to the landscape, but this change will be of benefit to the surrounding area as the development will utilise a presently vacant site, representing a renewal that would predictably instigate further development of a similar nature with similar potential benefit to the visual and landscape environment. It is also evident that the Proposed Development will contribute positively towards addressing the national critical shortage in housing supply.</p>

	Impacts such as noise, dust and/or water pollution during the Construction Phase will be temporary and reversible through the correct implementation of the appropriate control measures.
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## 5 EU LEGISLATION CONSIDERATION IN ACCORDANCE WITH ARTICLE 299B (1)(B)(II)(II)(C)

EU Legislation	Nature of the assessment completed	Conclusion of the assessment	How taken into account
Directive 92/43/EEC, The Habitats Directive	<ul style="list-style-type: none"> <li>Appropriate Assessment Screening Report</li> <li>Ecological Impact Assessment Report</li> </ul>	<p>No significant effects envisaged for European sites in the absence of mitigation.</p> <p>No significant impact envisaged to the ecology of the site and surrounds once control measures are adopted.</p>	Refer Section 3.6.3, Section 3.7.3.6, and Section 3.7.3.7 of this report.
Directive 2000/60/EC, EU Water Framework Directive	<ul style="list-style-type: none"> <li>Appropriate Assessment Screening Report</li> <li>Ecological Impact Assessment Report</li> <li>Engineering Assessment Report</li> <li>Flood Risk Assessment</li> <li>Preliminary Construction Management Plan</li> </ul>	<p>No significant effects envisaged for European sites in the absence of mitigation.</p> <p>No significant impact envisaged to the ecology of the site and surrounds once control measures are adopted.</p> <p>Imperceptible residual impact on water due to measures in PCMP and SUDS measures.</p>	Refer to Section 3.8.3.3, Section 3.8.3.4, and Section 3.8.3.5 of this report
Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive)	<ul style="list-style-type: none"> <li>Dun Laoghaire Rathdown Development Plan 2016-2022</li> <li>Dun Laoghaire Rathdown Biodiversity Plan 2009-2013</li> </ul>	No significant impact	Refer to Section 3.6.2.1 of this report
Directive 2002/49/EC on the assessment and management of environmental noise	<ul style="list-style-type: none"> <li>Environmental Impact Assessment Screening Report</li> <li>Preliminary Construction Management Plan</li> </ul>	No significant impact	Refer to Section 3.6.5 and Section 3.8.3.2 of this report
Directive 2008/50/EC on ambient air quality and cleaner air for Europe	<ul style="list-style-type: none"> <li>Environmental Impact Assessment Screening Report</li> <li>Preliminary Construction Management Plan</li> <li>Traffic and Transport Assessment</li> </ul>	No significant impact	Refer to Section 3.6.5, Section 3.8.3.1.1 and 3.8.3.2 of this report.
Directive 2007/60/EC on the assessment and management of flood risks	<ul style="list-style-type: none"> <li>Flood Risk Assessment</li> <li>Engineering Assessment Report</li> </ul>	No significant impact	Refer to Section 3.8.3.4 of this report

Other relevant provision of EU law	Nature of the assessment completed	Results of the assessment	How taken into account
Birds Directive (79/409/EEC), Bern and Bonn Convention & Ramsar Convention.	<ul style="list-style-type: none"> <li>Ecological Impact Assessment Report</li> </ul>	No significant impact once proposed mitigation measures are adopted.	Refer Section 3.6.3, Section 3.7.3.6, and Section 3.7.3.7 of this report.
Directive 2006/21/EC on the management of waste from extractive industries	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Directive (EU) 2018/850 on the landfill of waste	<ul style="list-style-type: none"> <li>Preliminary Construction Management Plan</li> <li>Resource &amp; Waste Management Plan</li> <li>Operational Waste Management Plan</li> </ul>	No significant impact	Refer to Section 3.6.4 and Section 3.8.3.11 of this report
Directive 2008/98/EC on waste and repealing certain Directives as amended by Directive 2018/851/EU	<ul style="list-style-type: none"> <li>Preliminary Construction Management Plan</li> <li>Resource &amp; Waste Management Plan</li> <li>Operational Waste Management Plan</li> </ul>	No significant impact	Refer to Section 3.6.4 and Section 3.8.3.11 of this report
Directive 2010/75/EU on industrial emissions	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Regulation (EC) No 166/2006 concerning the establishment of a European Pollutant Release and Transfer Register	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Directive 2000/14/EC on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors	<ul style="list-style-type: none"> <li>Preliminary Construction Management Plan</li> </ul>	No significant impact	Refer to Section 3.8.3.2 of this report
Directive 2012/27/EU on energy efficiency	<ul style="list-style-type: none"> <li>Building Lifecycle Report</li> </ul>	Positive impact	Refer to Section 3.8.3.1.2 of this report
Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the EU	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A

Regulation (EU) 2018/842 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013	<ul style="list-style-type: none"> <li>Building Lifecycle Report</li> </ul>	Positive impact	Refer to Section 3.8.3.1.2
Regulation (EU) 2018/841 on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry in the 2030 climate and energy framework, and amending Regulation (EU) No 525/2013 and Decision No 529/2013/EU (Text with EEA relevance)Text with EEA relevance	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development</li> </ul>	N/A	N/A
Directive (EU) 2018/2001 on the promotion of the use of energy from renewable sources	<ul style="list-style-type: none"> <li>Building Lifecycle Report</li> </ul>	Positive impact	Refer to Section 3.8.3.1.2
Regulation (EU) No 517/2014 on fluorinated greenhouse gases	<ul style="list-style-type: none"> <li>Building Lifecycle Report</li> </ul>	An Exhaust Air Heat Pump (EAHP) technology is being proposed as a heating and hot water solution for the Proposed Development. Heat pumps contain f-gas. The specific requirements for the operators and end-users will be determined by the CO <sub>2</sub> equivalent of the unit. The CO <sub>2</sub> eq is calculated based on the volume of f-gas (in kilograms) contained in the unit and the Global Warming Potential (GWP) of that f-gas type.	N/A
Directive 2012/18/EU on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development</li> </ul>	N/A	N/A



## 6 CONCLUSION

The Proposed Development has been assessed in accordance with the screening criteria set out in Annex III of the European Union 'EIA Directive' and in accordance with the national legislation transposing same, including the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended).

Based on the assessment carried out in the appropriate sections of this Screening Report, it can be concluded that the Proposed Development will not have significant effects on the environment during both the Construction and Operational Phases.

Having regard to,

- the nature and scale of the proposed development on an urban site served by public infrastructure,
- the absence of any significant environmental sensitivities in the area, and
- the location of the development outside of any sensitive location specified in article 299(C)(1)(a)(v) of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001), as amended,

it is concluded that, by reason of the nature, scale and location of the subject site, the Proposed Development would not have an impact upon such sites.

Table 6-1 provides a summary of legislative requirements for EIA in the context of the Proposed Development, as determined by this EIA Screening:

*Table 6-1: Summary of EIA Activities*

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
<i>Schedule 5 Part 2 (10)(b)(i)</i>	<i>Construction of more than 500 dwelling units.</i>	Proposed Development does not exceed the 500 dwelling unit threshold. The total number of units to be constructed amounts to 118 dwelling units.	No
<i>Schedule 5 Part 2 10 (b) (ii)</i>	<i>Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</i>	The Proposed Development does not exceed the 400-car parking space threshold. The total number to be included amounts to 103 spaces.	No

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
<i>Schedule 5 Part 2 (10)(b)(iv)</i>	<i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	Proposed Development does not exceed the 10-hectare threshold. The total Site area is c. 0.92 ha (c. 0.74 ha relates to the main development site and c. 0.18 ha relates to additional lands for drainage and access proposals).	No
<i>Schedule 5 Part 2 (15)</i>	<i>Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	The Proposed Development have been reviewed having regard to the criteria set out in Schedule 7.	No

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