



Enviroguide
CONSULTING

Environmental Impact Assessment Screening Report

FOR

PROPOSED MIXED-USE STRATEGIC HOUSING
DEVELOPMENT

AT

ROSEMOUNT HOUSE, NORTHERN CROSS,
MALAHIDE ROAD, DUBLIN 17


August 2022


ON BEHALF OF

Walls Construction Limited

Prepared by
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1 INTRODUCTION

1.1 Background

Enviroguide Consulting was retained by Walls Construction Limited (the Applicant) to prepare an Environmental Impact Assessment (EIA) Screening report in relation to an application for a Proposed Mixed Use Strategic Housing Development at Rosemount House, Malahide Road, Northern Cross, Dublin 17. The purpose of this report is to provide information to assist the relevant competent authority to carry out a screening for Environmental Impact Assessment.

1.2 Screening Objective

The overall objective of this EIA Screening exercise is 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 is 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, 2001-2022 as amended (the Regulations). Certain projects, listed in Schedule 5 of the Regulations, by virtue of their nature and size will generally have potential for significant environmental effects, require mandatory EIA.

Others, also 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 to decide if 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 effects. 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.

1.3 Quality Assurance and Competence

This Chapter was prepared by Louise Hewitt, Environmental Consultant, Enviroguide Consulting. Louise has a Master of Science (Hons) in Environmental Resource Management from University College Dublin and a Bachelor of Science (Hons) in Biology from Maynooth University. Louise has experience preparing Environmental Impact Assessment (EIA) Screening Reports, Introduction, Population and Human Health and Archaeology and Cultural Heritage Chapters of EIARs.

This EIA Screening has also been reviewed by Jim Dowdall, Director, Enviroguide Consulting. Jim has over 30 years' experience in the Environmental Consultancy Industry and has

completed a Master of Laws (LLM) in Environmental and Natural Resources Law. Jim has considerable experience in reviewing and advising on compliance with legislative and policy requirements. Jim has advised State Bodies such as Local Authorities, The Irish Prison Service and NGO's.

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

Walls Construction Ltd. intend to apply to An Bord Pleanála for permission for a strategic housing development on lands at Rosemount House, Northern Cross, Malahide Road, Dublin 17, on a site of c. 0.6462 ha. The subject site is bound by Mayne River Avenue to the west and south, a site to the north in use as a building compound for the construction of the permitted development to the east (ABP Ref.: 307887-20).

The proposal comprises the demolition of an existing 3 storey office building and the construction of a mixed-use development in a single block (up to 9 storeys over basement) including 176 no. apartments, office and café use.

The Proposed Development will consist of:

- Demolition of existing c. 3,315 sq.m, 3 storey office building on site and existing ancillary facilities and the construction of a single mixed-use block (Block A) of up to 9 storeys (over basement), consisting of a 4-sided structure based around a central courtyard area.
- c. 1,060 sq.m. of office space at ground floor level with own door access and associated infrastructure including staff kitchen, meeting rooms and designated car parking (7 spaces) at basement level.
- A café unit of c. 143.7 sq.m at ground floor level with own door access to the south and east, accessed via proposed public open space.
- 176 no. residential units from 1st to 8th floor level comprising 72 no. 1 bed units (41%), 57 no. 2 bed units (32%) and 47 no. 3 bed units (27%) [each with private amenity space in the form of balcony or terrace], with separate access to the proposed commercial uses at ground floor level.
- c. 1,846 sq. m. of communal open space at ground floor, first floor podium, 4th floor and 7th floor level, and public open space of c. 1,577 sq.m. at ground floor level, including a public courtyard area located to the southeast of the proposed block.
- Resident amenity and support services are proposed at ground floor level to include a cinema room, post room, games room, co-working spaces, gym and concierge services.
- 134 no. car parking spaces, 7 of which are accessible, and 6 no. motorcycle parking spaces, located at basement level and accessed by a vehicular ramp via Mayne River Avenue to the west (with a vehicular set down areas fronting Mayne River Avenue), in addition to 2 no. car club spaces at the southern boundary.
- 424 no. bicycle parking spaces, 416 of which at ground floor and at surface level and 8 no. spaces at basement level.
- All associated vehicular and pedestrian access routes (including links to the adjoining site to the north), external communal play facilities, E.S.B substation, Meter rooms,

foul and surface water drainage, hard and soft landscaping, lighting, plant at basement level, bin stores, PV panels and green roof, telecommunications infrastructure all associated and ancillary site works.

The application contains a statement setting out how the proposal will be consistent with the objectives of the relevant development plan and local area plan. The application contains a statement indicating why permission should be granted for the Proposed Development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the Proposed Development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land.

2.1 Site Overview

The Site is 0.6462 hectares in size and is centrally located in the Northern Cross development area. The Site presently contains a freestanding, three storey, single block, which is c. 20 years old and is currently owned by the applicant. The site boundaries are landscaped and main vehicular access is to the south of the site.

The subject site, known as Rosemount House, is presently a freestanding single block, which is c. 20 years old and is currently owned by the applicant, used as their offices.

The Northern Cross development comprises of c. 12.3 hectares in total, which has been substantially developed, and is located to the northwest of the junction of the Malahide Road and the R139 and R107. The site is accessed by one junction on the R139 and two along the Malahide Road.

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

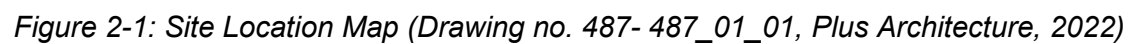




Figure 2-2: Site Location

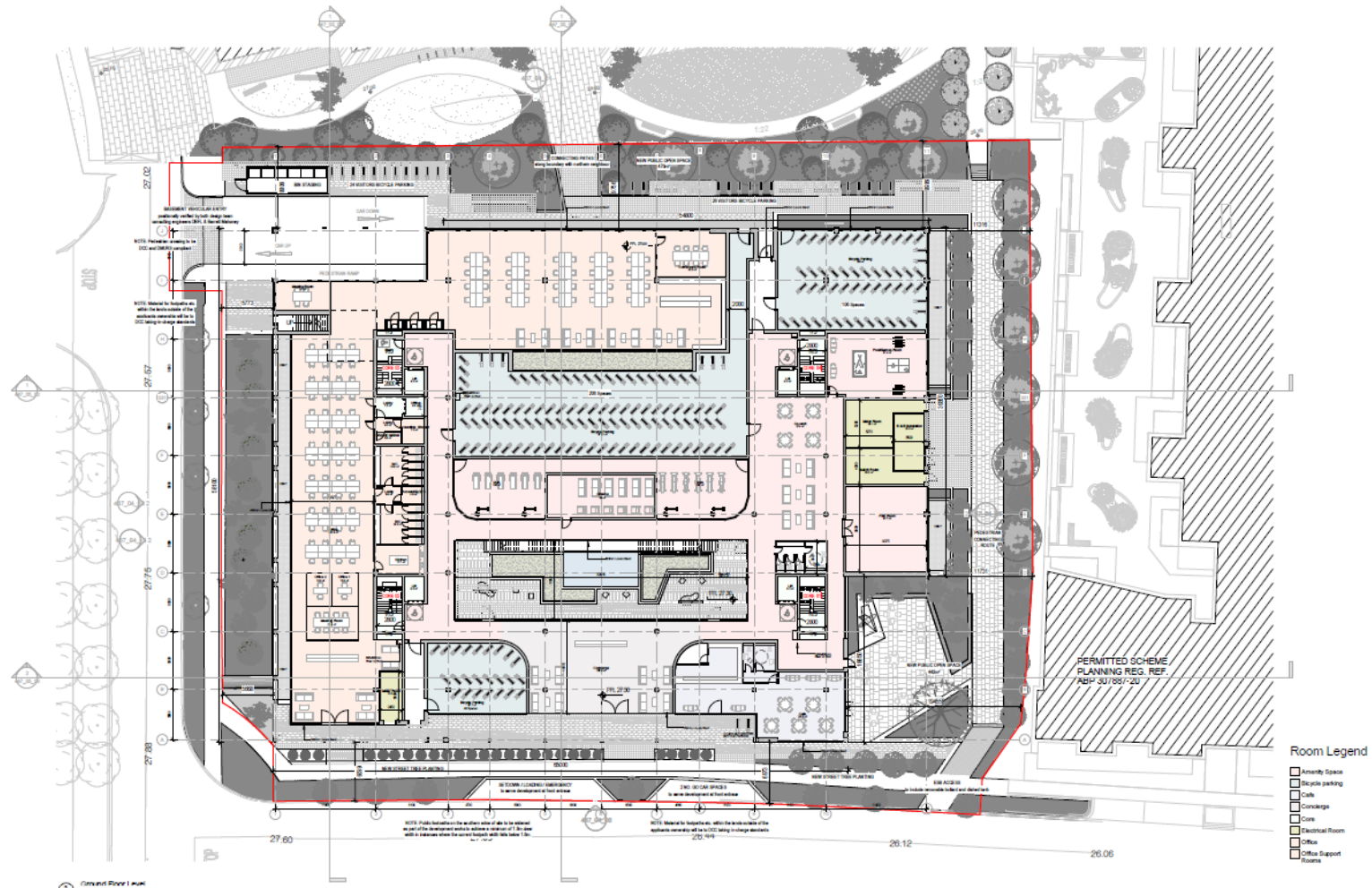


Figure 2-3: Site layout (Ground Floor) (Drawing no. 487_02_00 Plus Architecture, July 2022)

2.2 Site Planning History

The Site is within the administrative area of Dublin City Council.

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

- Dublin City Council (DCC) planning website:
<https://planning.agileapplications.ie/dublincity/search-applications/>
- 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>.

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

Table 2-1: Summary of Planning History at Site

Application Reg. Ref.	Location	Development Proposal	Decision
DCC Reference number: 0482/00 Applicant: P.J. Walls Ltd.	Junction of Northern Cross Route, Extension and the Malahide Road, Balgriffin, Dublin 17.	Relocation of an ESB sub-station/switch room within the site of previously approved three storey headquarter office building (Ref. 2527/99) currently under construction.	GRANT PERMISSION Date: 07 Jun 2000
DCC Reference number: 0335/00 Applicant: Walls Properties Ltd.	Lands at Junction of Northern Cross Route Extension, the Malahide Road, Balgriffin, Dublin 17.	Three storey science technology and office building and ancillary site work.	GRANT PERMISSION Date: 23 May 2000
DCC Reference number: 2527/99 Applicant: P.J. Walls Ltd.	Lands at the junction of northern cross route extension, and the Malahide Road, Balgriffin, Dublin 17.	3060m ² 3-storey headquarter office building, ESB sub- station, ancillary road and site development works.	GRANT PERMISSION Date: 17 Nov 1999

3 EIA SCREENING PROCESS

3.1 Introduction

This EIA Screening Report has been prepared by Enviroguide Consulting on behalf of Walls Construction Limited. The overall objective of this EIA Screening exercise is 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

EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU (together, the “EIA Directive”) 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, 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 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 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 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 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 2001-2022.

Schedule 5 of the Regulations 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. 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.

The Proposed Development is not listed as a development type in Schedule 5, Part 1 of the Regulations and therefore a mandatory EIA is not required.

The Proposed Development is a project listed as a development type in Schedule 5, Part 2 of the Regulations. The Proposed Development is considered a sub-threshold development as detailed below.

A sub-threshold development is defined in the Regulations 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.

The following criteria have been assessed:

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

The total number of residential units to be constructed for the Proposed Development is 176. Therefore, it is less than the 500-dwelling unit threshold, does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (i) of the Regulations and accordingly a mandatory EIA is not required.

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

The Proposed Development includes 134 no. car parking spaces, located at basement level, which are incidental to the Proposed Development. The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (ii) of the Regulations and accordingly a mandatory EIA is not required.

Class 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 European Union’s “*Interpretation of Definitions of Project Categories of Annex I And II Of The EIA Directive*” (2015) states that “*housing developments, in particular, are frequently included in the ‘urban development projects’ category*”. Under the Dublin City Development Plan 2016-2022 and the Draft Dublin City Development Plan 2022 - 2028, the site is zoned as Z14 Strategic Development and Regeneration Areas (SDRAs) with a stated objective to “*seek the social, economic and physical development and/or regeneration of an area with mixed use, of which residential would be the predominant use.*” The Proposed Development site is therefore not classed as business district and the 10-hectare threshold for “*other parts of a built-up area*” applies. The total area of the Site for development has been confirmed as 0.6462 hectares, which is less than the stated 10-hectare threshold. The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (iv) of the Regulations and accordingly, a mandatory EIA is not required.

Class 14. Works of Demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.

The Proposed Development involves the demolition of the existing 3,315 sq.m office block on site. The Proposed Development will be reviewed having regard to the criteria set out in Schedule 5, Part 2 (14). The findings of this review will be detailed in this report's conclusions.

Class 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 5, Part 2 (15). The findings of this review will be detailed in this report's conclusions.

As this Proposed Development is significantly below the threshold specified in the above Classes and the Classes do not apply, it is considered a sub-threshold development on these grounds. Therefore, the Proposed Development does not meet the thresholds to require a mandatory EIA as per Schedule 5 of the Planning and Development Regulations and is considered to be a sub-threshold development.

The criteria as set out in Schedule 7 has been incorporated into this EIA Screening Report. This EIA Screening concludes that the Proposed Development will not be likely to have significant effects on the environment as detailed in Sections 3.6 to 3.8.

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.	The Proposed Development does not exceed the 500-dwelling unit threshold. The total number of units to be constructed amounts to 176 residential units.	No
Schedule 5 Part 2 10(b)(ii)	Construction of a carpark 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	No

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
		included amounts to 134 no. car parking spaces which are incidental to the Proposed Development.	
<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>	The Proposed Development does not exceed the required hectare threshold. The total site area is 0.6462 ha.	No
<i>Schedule 5 Part 2 (14)</i>	<i>Works of Demolition Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	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 Section 3.6 – 3.8 the conclusions of this report.	To be determined by this EIA Screening*
<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 will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in Section 3.6 – 3.8 the conclusions of this report.	To be determined by this EIA Screening*

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

Sub-threshold development may still require an EIA process to be completed. The most important element to address in the possible assessment of a sub-threshold development and its requirement for an EIA is the likelihood of a 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 to the Planning & Development Regulations 2001 - 2022. Within Schedule 7A, information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA includes:

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.

Annex III of the EIA Directive sets out criteria to determine whether the projects listed in Annex II should be subject to an environmental impact assessment:

1. Characteristics of projects
 - (a) the size and design of the project;
 - (b) cumulation with other existing and/or approved projects;
 - (c) the use of natural resources, in particular land, soil, water and biodiversity;
 - (d) the production of waste;
 - (e) pollution and nuisances;

(f) 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;

(g) the risks to human health (for example due to water contamination or air pollution)

2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

(a) the existing and approved land use;

(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;

(c) the absorption capacity of the natural environment, paying attention to the following areas:

- i. wetlands, riparian areas, river mouths;
- ii. coastal zones and the marine environment;
- iii. mountain and forest areas;
- iv. nature reserves and parks;
- v. areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
- vi. areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation 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.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

(a) the magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e) the probability of the impact;

(f) the expected onset, duration, frequency and reversibility of the impact;

(g) the cumulation of the impact with the impact of other existing and/or approved projects;

(h) the possibility of effectively reducing the impact.

The above criteria, as transposed Schedule 7 of the Regulations, are grouped under three main headings, as follows:

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

In addition, the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2022) 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 Office of the Planning Regulator (OPR) has also produced an Environmental Impact Assessment Screening Practice Note that offers practical step-by-step guides and templates in relation to the preparation of EIA screening reports.

3.5 Methodology

The process of evaluating the likelihood of a project listed in Annex II requiring an assessment is called Screening. Figure 3-1 below, from The Environmental Impact Assessment of Projects, Guidance on Screening (European Commission, 2017) illustrates the steps involved in the Screening process.

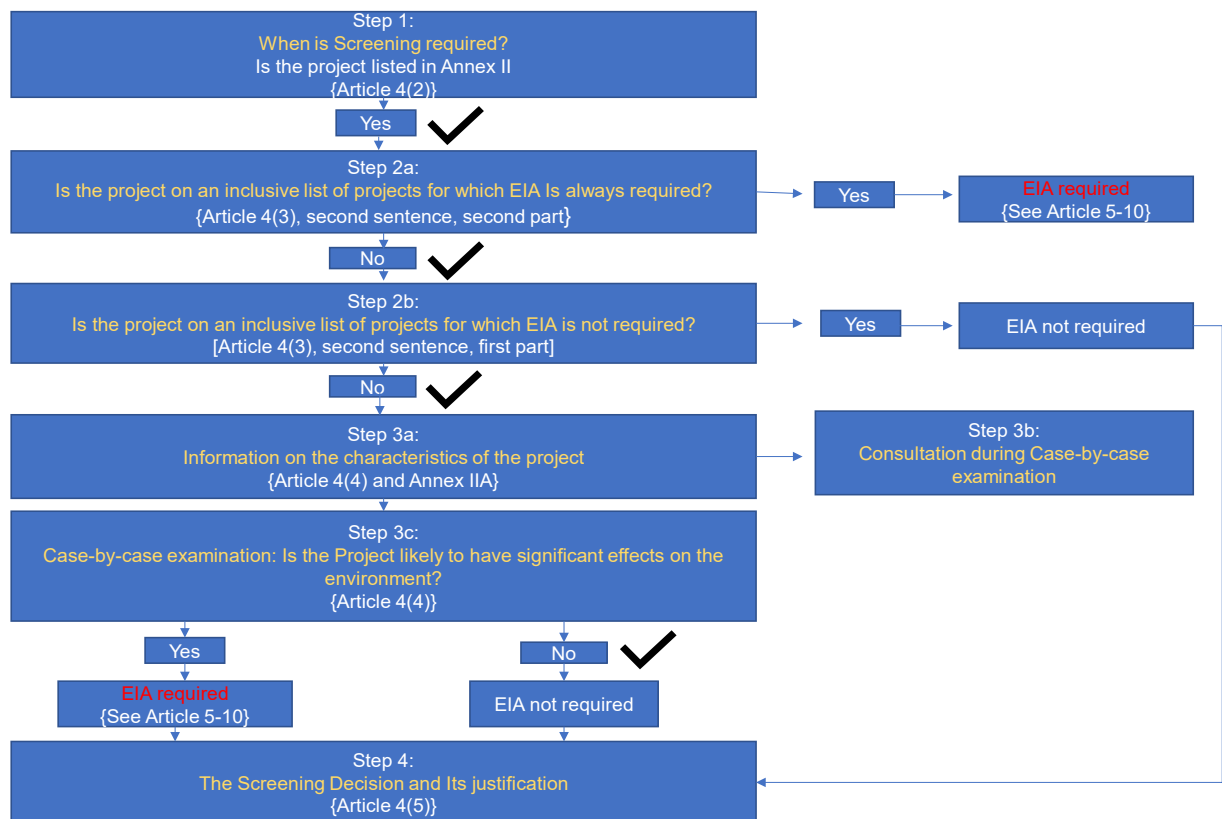


Figure 3-1: Flow Diagram of the Steps in Screening (Source: European Commission Environmental Impact Assessment of Projects, Guidance on Screening, 2017)

3.6 Characteristics of the Proposed Development

The Proposed Development will consist of:

- Demolition of existing c. 3,315 sq.m, 3 storey office building on site and existing ancillary facilities and the construction of a single mixed-use block (Block A) of up to 9 storeys (over basement), consisting of a 4-sided structure based around a central courtyard area.
- c. 1,060 sq.m. of office space at ground floor level with own door access and associated infrastructure including staff kitchen, meeting rooms and designated car parking (7 spaces) at basement level.
- A café unit of c. 143.7 sq.m at ground floor level with own door access to the south and east, accessed via proposed public open space.
- 176 no. residential units from 1st to 8th floor level comprising 72 no. 1 bed units (41%), 57 no. 2 bed units (32%) and 47 no. 3 bed units (27%) [each with private amenity space in the form of balcony or terrace], with separate access to the proposed commercial uses at ground floor level.
- c. 1,846 sq. m. of communal open space at ground floor, first floor podium, 4th floor and 7th floor level, and public open space of c. 1,577 sq.m. at ground floor level, including a public courtyard area located to the southeast of the proposed block.

- Resident amenity and support services are proposed at ground floor level to include a cinema room, post room, games room, co-working spaces, gym and concierge services.
- 134 no. car parking spaces, 7 of which are accessible, and 6 no. motorcycle parking spaces, located at basement level and accessed by a vehicular ramp via Mayne River Avenue to the west (with a vehicular set down areas fronting Mayne River Avenue), in addition to 2 no. car club spaces at the southern boundary.
- 424 no. bicycle parking spaces, 416 of which at ground floor and at surface level and 8 no. spaces at basement level.
- All associated vehicular and pedestrian access routes (including links to the adjoining site to the north), external communal play facilities, E.S.B substation, Meter rooms, foul and surface water drainage, hard and soft landscaping, lighting, plant at basement level, bin stores, PV panels and green roof, telecommunications infrastructure all associated and ancillary site works.

The subject site is located in the western portion of the existing Northern Cross development area. It is located to the east of the existing Bewley's facility, north of the existing office blocks and Mayne River Avenue, to the west of the site known as Site 2 / Block 2 which is subject to Strategic Housing Development (SHD) permission for a seven to nine storey residential development containing 191 no. apartments, and to the south of the formerly permitted surface car park, which is now in use as a construction compound for Block 2 and is currently at the pre-application stage for a potential future residential development.

The subject site is located c. 3km to the east of the M50 Motorway, less than 500 metres from the Malahide Road Quality Bus Corridor c. 400 metres north of Clarehall Shopping Centre and is c. 2km west of Clongriffin Railway Station.

3.6.1 Size of the Subject Site

The Proposed Development is located on a site of 0.6462 hectares. As outlined in Section 3.2, the Proposed Development does not meet the criteria in Schedule 5, Part 2 (10) (b) (ii) of the Regulations. The Site is considerably smaller than the associated 10-hectare threshold.

3.6.2 Nature of Associated Demolition Works

The Proposed Development will involve the demolition of an existing c. 3,315 sq.m, 3 storey office building on site and existing ancillary facilities. The Main Contractor for the Proposed Development is responsible for the method in which the demolition (and construction) works are carried out and to ensure that best practices and all legal obligations including Local Authority requirements and Health and Safety legislation are complied with.

The estimated demolition wastes generated are detailed in the RWMP and summarised in section 3.6.6 of this EIA Screening.

The following demolition procedures, summarised from the RWMP, will be followed during the demolition stage:

- Check for Hazards
- Removal of Components

- Removal of Roofing
- Excavation of Services, Demolition of Walls and Concrete

3.6.3 Use of Natural Resources

The main use of resources will be the construction materials used during the construction of the Proposed Development. There will also be an increase in the use of energy (fuel for construction/demolition vehicles, electricity for tools etc.) required for the removal of the waste due to the Construction/Demolition Phase of the development.

The Proposed Development will be connected to the mains water supply. A pre-connection enquiry was made to Irish Water (Re: CDS21003892) in relation to a Water and Wastewater connection. Irish Water confirmed on the 11th of August 2021 that there is capacity currently available in the Irish Water network to facilitate the Proposed Development.

The biodiversity of the Site will also be protected during the Construction and Operational Phase of the development. An Appropriate Assessment (AA) Screening Report has been carried out as part of this planning application by Altamar Ltd. The report assesses the potential impacts of the Proposed Development on any European sites within a 15 km Zone of Influence. Acting on a strictly precautionary basis, because it cannot be excluded on the basis of best objective scientific information following screening, in the absence of control or mitigation measures that the plan or project, individually and/or in combination with other plans or projects, will have a significant effect on Baldoyle Bay SAC and SPA. Accordingly, a Natura Impact Statement (NIS) has also been prepared for the 2 European Sites. This report has concluded there will be no significant impact on European Sites of local biodiversity as a result of the Proposed Development.

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 Proposed 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 Acts 1996-2011 (as amended) & Local Government (Water Pollution) Acts 1977-2007 (as amended), and the contractor will co-operate in full with the Environmental Section of the Local Authority.

A Resource Waste Management Plan (AWN Consulting, July 2022) has been prepared as part of the Proposed Development. This details the non-hazardous and potentially hazardous waste materials arising from construction and demolition works. Predicted quantities of each waste category are also outlined. All waste will be handled by an approved waste contractor holding a current waste collection permit. All waste requiring disposal off-site will be reused, recycled, recovered or disposed of at a facility holding the appropriate registration, permit or licence, as required.

Waste materials will be generated from the demolition of the existing buildings and hardstanding areas on site, as well as from the further excavation of the building foundations. There will be soil, stones, clay and made ground excavated to facilitate construction of new foundations and underground services. The design team have estimated that c. 20,000 m³ of material will need to be excavated. It is currently envisaged that all material will need to be

removed offsite due to the limited opportunities for reuse on site. Estimated volumes of demolition waste and anticipated rates of reuse, recycling / recovery and disposal are shown in Table 3-2.

Table 3-2: Estimated off-site reuse, recycle and disposal rates for demolition waste (AWN Consulting, July 2022)

Waste Type	Tonnes	Reuse		Recycle / Recovery		Disposal	
		%	Tonnes	%	Tonnes	%	Tonnes
Glass	179.0	0	0.0	85	152.2	15	26.9
Concrete, Bricks, Tiles, Ceramics	1014.4	30	304.3	65	659.4	5	50.7
Plasterboard	79.6	0	23.9	80	47.7	20	8.0
Asphalts	19.9	0	0.0	25	5.0	75	14.9
Metals	298.4	5	14.9	80	238.7	15	44.8
Slate	159.1	0	0.0	85	135.3	15	23.9
Timber	238.7	10	23.9	40	143.2	50	71.6
Asbestos	0.0	0	0.0	0	0.0	100	0.0
Total	1989.0		367.0		1381.4		240.7

During the construction phase there may be a surplus of building materials, such as timber off-cuts, broken concrete blocks, cladding, plastics, metals and tiles generated. There may also be excess concrete during construction which will need to be disposed of. Plastic and cardboard waste from packaging and supply of materials will also be generated. Waste will also be generated from construction workers e.g., organic / food waste, dry mixed recyclables (wastepaper, newspaper, plastic bottles, packaging, aluminium cans, tins and Tetra Pak cartons), mixed non-recyclables and potentially sewage sludge from temporary welfare facilities provided on site during the construction phase. Waste printer / toner cartridges, waste electrical and electronic equipment (WEEE) and waste batteries may also be generated infrequently from site offices. Estimated volumes of construction waste and anticipated rates of reuse, recycling / recovery and disposal are shown in Table 3-3.

Table 3-3: Estimated on and off-site reuse, recycle and disposal rates for construction waste (AWN Consulting, July 2022)

Waste Type	Tonnes	Reuse		Recycle / Recovery		Disposal	
		%	Tonnes	%	Tonnes	%	Tonnes
Mixed C&D	504.5	10	50.4	80	403.6	10	50.4
Timber	428.0	40	171.2	55	235.4	5	21.4
Plasterboard	152.9	30	45.9	60	91.7	10	15.3
Metals	122.3	5	6.1	90	110.1	5	6.1
Concrete	91.7	30	27.5	65	59.6	5	4.6
Other	229.3	20	45.9	60	137.6	20	45.9
Total	1528.7		347.0		1038.0		143.7

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 disposed of using suitably licensed waste disposal or materials recovery facilities. An Operational Waste Management Plan (OWMP) has been

prepared by AWN Consulting as part of this Proposed Development. Estimated volumes of operational waste are shown in Table 3-4.

Table 3-4: Estimated Waste Generation for Residential and Commercial Units during the Operational Phase (AWN Consulting, July 2022)

Waste Type	Waste Volume (m ³ / week)	
	Block A (Combined)	Office/Café Units (Combined)
Organic Waste	2.71	0.21
Dry Mixed Recyclables	19.17	1.01
Glass	0.52	2.88
Mixed Non-Recyclables	10.08	0.02
Paper (Confidential)	-	0.96
Total	32.48	4.88

Five (5 no.) Waste Storage Areas (WSAs) have been allocated within the design of this development. Four (4 no.) WSAs have been allocated for residential use, all of which are located at basement level in close proximity to access cores. One (1 no.) WSA has been allocated for commercial use only and is located at basement level in close proximity to access cores. The OWMP details the waste storage and collection procedures for the residential, café and office units. Implementation of this OWMP will ensure a high level of recycling, reuse and recovery at the development. Adherence to this plan will also ensure that waste management at the development is carried out in accordance with the requirements of the DCC Waste Bye-Laws.

3.6.5 Pollution and Nuisances

The demolition of existing office buildings and construction of the office, café and residential units could give rise to short-lived nuisances (noise, vibration or dust). However, it is not predicted that these impacts will be significant, as they will only be temporary and short-term in duration for the Construction and Demolition Phases.

Dust emissions from construction and demolition 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 CEMP, prepared by DBFL Consulting Engineers (July 2022), for the Site.

It is not considered that noise disturbance from the Proposed Development will be significant during the construction and demolition works due to the commercial nature of the surrounding environment. Any such disturbance will be temporary and limited to the construction and demolition periods. 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. For the duration of the proposed infrastructure works the maximum working hours will be 07:00 to 18:00 Monday to Friday (excluding bank holidays) and 08:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authority. No working will be allowed on Sundays and Public Holidays. Subject to

the agreement of the local authority, out of hours working may be required for water main connections, foul drainage connections etc. Noise related mitigation measures are detailed in the CEMP and in Section 3.8.3.2 of this EIA Screening.

The Construction and Demolition works present a risk of pollution to water resources, with potential water pollution sources including particulate matter, fuel, suspended solids, lubricants and concrete. The CEMP outlines a number of control measures proposed as part of the Proposed Development that will prevent any significant risk of pollution to water resources. According to the Appropriate Assessment *“in the absence of mitigation measures there is potential for silt laden material or pollution to enter the Mayne River and European sites immediately downstream from the works in Baldoyle Bay.”* The Natura Impact Statement which was subsequently prepared states *“Mitigation measures will be in place to ensure there are no significant impacts on the Mayne River”* (Altamar, July 2022).

A Traffic & Transport Assessment (TTA) has been prepared by DBFL Consulting Engineers which quantifies the existing transport environment and identifies the potential level of transport impact generated as a result of the Proposed Development.

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

The CEMP ensures that all applicable environmental, health and safety regulations are complied with throughout the Construction and Demolition Phases 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 Construction or Operational Phase of 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 that will be 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/demolition works will be managed and controlled by using standard best practice measures for construction/demolition sites and adhering to normal daytime working hours.

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.

The CEMP has detailed mitigation measures to avoid environmental incidents relating to Soils and Geology, Water, Noise and Vibration and Air, Dust & Climate. These mitigation measures are detailed in the relevant subsections of Section 3.8.3 of this EIA Screening.

3.6.7 Risk to Human Health

During the Construction and Operational Phases, 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 strategy for controlling all substances and all work processes that may generate hazardous substances is outlined within the RWMP and appropriate control measures will be put in place should hazardous waste or contaminated soil be identified. On-site storage of any hazardous wastes produced (i.e., contaminated soil if encountered and / or waste fuels) will be kept to a minimum, with removal off-site organised on a regular basis. Storage of all hazardous wastes on-site will be undertaken to minimise exposure to on-site personnel and the public and to also minimise potential for environmental impacts. Hazardous wastes will be recovered, wherever possible, and failing this, disposed of appropriately (RWMP, July 2022).

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.

A series of air and dust mitigation measures are detailed in the CEMP and in Section 3.8.3.1 of this EIA Screening which will protect the air quality of the Site and surrounding environment.

3.7 Location of the Project

3.7.1 Existing and Approved Land Use

The subject site is 0.646ha and is within the administrative area of Dublin City Council. The Proposed Development site is located within the Clongriffin – Belmayne Local Area Plan and is approximately 8km northeast of the City Centre.

Under the Dublin City Development Plan 2016-2022 and the Draft Dublin City Development Plan 2022 - 2028, the site is zoned as Z14 Strategic Development and Regeneration Areas (SDRAs) with a stated objective to *“seek the social, economic and physical development and/or regeneration of an area with mixed use, of which residential would be the predominant use.”* (Figure 3-2). Residential use, office use and restaurant/shop use are all permissible under the Z14 zoning objective. The Site is located within the Clongriffin and Belmayne and Environs Strategic Development and Regeneration Area (SDRAs). The Dublin City Council Development plan 2022 – 2028 provides *“a rich mix of uses to include retail, commercial, community, employment and residential uses”* as a guideline for land use and activity for Clongriffin and Belmayne and Environs SDRA.

Based on the existing and approved land use, as outlined within the Dublin City Development Plan 2016-2022 and Draft Dublin City Council Development Plan 2022-2028, the Proposed Development is in accordance with the zoning objectives for the site.



*Figure 3-2: Land Use Zoning of the Proposed Development (Site Boundary outlined in red)
(Source - Dublin City Council Development plan 2022 - 2028)*

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 development will be imported. Until final materials and detailed construction methodologies have been confirmed, it is difficult to predict with a high level of accuracy the construction waste that will be generated from the Proposed Development as the exact materials and quantities may be subject to some degree of change and variation during the construction process. The RWMP outlines the potential waste materials suitable for re-use or recycling. This can 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. All demolition and excavation materials will be removed off site as per the RWMP prepared for the Proposed Development.

3.7.3 The Absorption Capacity of the Natural Environment

3.7.3.1 Overview

The Site of the Proposed Development is located on a 0.6462 hectare site at Rosemount House, Northern Cross, Malahide Road, Dublin 17. The Site is currently occupied by one block which contains offices. The immediate surroundings are occupied by existing development,

with residential, commercial, office and mixed-use development in close proximity to the Proposed Development site.

The subject site is centrally located in the Northern Cross development area. The existing three storey commercial building sits, surrounded by car parking. The Northern Cross development comprises of c. 12.3 hectares in total, which has been substantially developed, and is located to the northwest of the junction of the Malahide Road and the R139 and R107. The site is accessed by one junction on the R139 and two along the Malahide Road. The Northern Cross development, as constructed to date, includes a circa 166 bed hotel, 540 apartments, 11,620 sq.m of retail/commercial floorspace, 18,437 sq.m of office space and a 673 sq.m crèche. A 147-bed nursing home is located in Block 6 of the scheme, to the east of the development site. In addition, construction has commenced on the adjoining site to the south-east known as Site 2 / Block 2, where 191 no. residential units, in a part seven, part eight and part nine storey building over basement, are to be delivered. Planning permission was also granted for Site 5 on the Malahide Road junction.

Having regard to the criteria below 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.

3.7.3.2 Watercourses

The Site is located on the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment (Catchment_Id 09) and the Mayne_SC_010 subcatchment (Subcatchment_Id 09_17). The Site is located on the Dublin groundwater body (GWB) (IE_EA_G_008) which is *Not at risk* of not meeting its WFD objectives (EPA, 2022). The quality status of this GWB has been classified by the EPA (2022) as having an overall 'Good' water quality status (for the period 2013-2018) and the level of groundwater vulnerability of the Site is classified as *Low*. The aquifer type within the Site boundary is a *Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones*. (EPA, 2022). Based on the GSI database (2022) the bedrock beneath the site is mapped as the Malahide Formation - Argillaceous bioclastic limestone, shale (Stratigraphic Code ML). The soil is classified as *Elton (Fine loamy drift with limestones)* and the subsoil is classified as *Limestone till (Carboniferous)* (EPA, 2022).

The nearest watercourse to the Proposed Development is the River Mayne (Mayne_01) which is located approximately 120 m north of the Site. The River Mayne was assigned a Q value of 2-3 (i.e. *Poor* quality) in the most recent EPA water quality assessment carried out (2019, Station Code RS09M030500). The River Mayne is *At Risk* of not achieving it's status objectives under the Water Framework Directive (EPA, 2022). The Mayne River ultimately outfalls to Baldoyle Bay SAC and SPA.

The Infrastructure Design Report prepared by DBFL Consulting Engineers (July 2022) details the surface water and foul water drainage proposals. Surface water runoff from the Proposed Development will be managed in accordance with the principles of the GDSDS and Dublin City Council's requirements, and all current guidelines, including CIRIA SuDS Guidelines. SuDS features proposed for the development include the following:

- Green Roof over apartment roofs (100mm minimum construction depth and sedum planting)

- Blue Roof over podium (Soft landscaped areas with typical soil depths of up to 300mm to facilitate grassed areas, plants, shrubs and trees)
- Permeable surfaces (Streets / Footpaths Draining via SUDS – 20% reduction factor)
- Tree pits

The proposed surface water drainage layout for the scheme is detailed in DBFL drawing no. 210100-DBFL-CS-SP-DR-C-1011 (Infrastructure Design Report).

A Site-Specific Flood Risk Assessment (SSFRA) (July 2022) has been carried out for the Proposed Development (DBFL Consulting Engineers) and is discussed in further detail in Section 3.8.3.4 Hydrology & Hydrogeology of this EIA Screening. The SSFRA also details any proposed mitigation measures in terms of flood risk.

Based on the implementation of the control and mitigation measures proposed within the Infrastructure Design Report and the SSFRA and detailed in Section 3.8.3.4 of this EIA Screening, it is not anticipated that there will be adverse impacts in any watercourses in the vicinity of the Proposed Development.

3.7.3.3 Coastal Zones

The EclA prepared by Altamar as part of this planning application describes an indirect hydrological pathway between the Proposed Development and Baldoyle Bay pNHA and Dublin Bay pNHA which could both be defined as coastal zones. This report concluded that *“with the successful implementation of standard mitigation measures to limit impacts on biodiversity of the site and surrounding areas, no significant impacts are foreseen from the construction or operation of the proposed project on terrestrial or aquatic ecology”*.

An NIS was also prepared in relation to the Baldoyle Bay SPA and SAC. Mitigation measures will be in place to ensure there are no significant impacts on the Mayne River that leads to both conservation sites in Baldoyle Bay (Table 3-8 and Section 3.8.3.5). 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, Demolitions 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 development.

3.7.3.6 Nationally Designated Sites

Within a 15km radius of the Site, there are no Natural Heritage Areas (NHAs) and 17 no. proposed Natural Heritage Areas (pNHAs) which are detailed in Table 3-5.

The Proposed Development is not located within a designated conservation site. The nearest designated conservation sites are the Baldoyle Bay SAC & pNHA (2.5 km).

Table 3-5: Proposed Natural Heritage Areas

Site Code	Site Name	Distance to Proposed Development	Location
Natural Heritage Areas (NHA)			
N/A			
Proposed Natural Heritage Areas			
	Baldoyle Bay	2.5 km	
	Sluice River Marsh	2.7 km	
	Feltrim Hill	3 km	
	North Dublin Bay	3.3 km	
	Santry Demesne	3.8 km	
	Malahide Estuary	4.9 km	
	Howth Head	6 km	
	Royal Canal	6.7 km	
	Dolphins, Dublin Docks	7 km	
	South Dublin Bay	7.1 km	
	Ireland's Eye	7.3 km	
	Grand Canal	7.5 km	
	Portraine Shore	9.1 km	
	Rogerstown Estuary	10 km	
	Boosterstown Marsh	10.3 km	
	Liffey Valley	12.5 km	
	Dalkey Coastal Zone and Killiney Hill	12.9 km	

The following sites have also been listed as RAMSAR sites:

- Baldoyle Bay
- North Bull Island
- Broadmeadow Estuary
- Sandymount Strand/ Tolka Estuary
- Rogerstown Estuary

Given the proximity to the River Mayne (85m) and the fact that surface water drainage from the subject site will be directed to an existing public surface water network located on Mayne River Avenue (which in turn outfalls to the River Mayne), there is an indirect hydrological pathway to designated conservation sites located within Baldoyle Bay. Foul wastewater discharge from the site will connect to the existing foul sewer located to the north of the site. Foul wastewater will then be treated at Ringsend Waste Water Treatment Plant (WwTP) prior to being discharged to Dublin Bay. There is, therefore, an indirect pathway from the Proposed Development site to designated conservation sites located within Dublin Bay.

3.7.3.7 European Sites

The Proposed Development is not located within a designated European site. There are 8 no. sites located within a 15km radius of the Site that are identified as Special Protection Areas (SPA) and 9 no. sites located within a 15km radius of the Site that are identified as Special Areas of Conservation (SAC). There are no direct or indirect pathways to Natura 2000 sites beyond a 15km distance from the Proposed Development site. No European Sites outside of the 15km zone of influence will be impacted by the Proposed Development.

The designated and protected sites located within a 15km radius of the site are summarised below in Table 3-6:

Table 3-6: Designated and Protected Sites

Protected Site Classification	Site Name	Site Code	Distance to Site (km)	Location
Special Protection Area (SPA)	Baldoyle Bay SPA	IE004016	2.9	East
	North Bull Island SPA	IE004006	3.3	South-East
	South Dublin Bay and River Tolka Estuary SPA	IE004024	4.9	South
	Malahide Estuary SPA	IE004025	5.3	North
	Ireland's Eye SPA	IE004117	7.1	East
	Howth Head Coast SPA	IE004113	8.5	South-East
	Rogerstown Estuary SPA	IE004015	10.2	North
	Lambay Island SPA	IE004069	13.3	North-East
Special Area of Conservation (SAC)	Baldoyle Bay SAC	IE000199	2.5	East
	North Dublin Bay SAC	IE000206	3.3	South-East
	Malahide Estuary SAC	IE000205	4.9	North
	Howth Head SAC	IE000202	6.6	South-East

Protected Site Classification	Site Name	Site Code	Distance to Site (km)	Location
	South Dublin Bay SAC	IE000210	7.1	South
	Rockabill to Dalkey Island SAC	IE003000	7.4	East
	Ireland's Eye SAC	IE002193	7.4	East
	Rogerstown Estuary SAC	IE000208	10.0	North
	Lambay Island SAC	IE000204	13.4	North-East

The following European Sites could not be screened out for potential impacts:

- **Baldoyle Bay SAC:** The Proposed Development is 2.5 km from Baldoyle Bay SAC. There is an indirect hydrological pathway to Baldoyle Bay SAC via the surface water drainage system. Given the proximity to the River Mayne (85m) and the fact that surface water drainage from the subject site will be directed to an existing public surface water network located on Mayne River Avenue (which in turn outfalls to the River Mayne), there is potential for pollutants to enter the Mayne River which is directly linked to the SAC via the surface water outfall. Mitigation measures are required to protect the qualifying interests of the SAC and a Stage 2 AA (Natura Impact Statement) is required.
- **Baldoyle Bay SPA:** The Proposed Development site is 2.9 km from this SPA. There is an indirect hydrological pathway to this SPA via the surface water drainage system. Given the proximity to the River Mayne (85m) and the fact that surface water drainage from the subject site will be directed to an existing public surface water network located on Mayne River Avenue (which in turn outfalls to the River Mayne), there is potential for pollutants to enter the Mayne River which is directly linked to the SPA via the surface water outfall. Given that this SPA is located 2.9 km from the Proposed Development site, it is unlikely that heightened noise levels during construction and operation will impact on the designated qualifying interests of this site. Further, given that the subject site is currently an active industrial unit, the site is not an important roosting or foraging habitat for the qualifying interests of this SPA. Mitigation measures are required to protect the Qualifying Interests of the SPA and a Stage 2 AA (Natura Impact Statement) is required.

All other European Sites listed in Table 3-6 have been screened out as part of the AA Screening.

Acting on a strictly precautionary basis, an NIS was required in respect of the effects of the Proposed Development on the Baldoyle Bay SAC and Baldoyle Bay SPA because it cannot be excluded on the basis of best objective scientific information following screening, in the absence of control or mitigation measures that the plan or project, individually and/or in combination with other plans or projects, will not have a significant effect on the named European Sites.

3.7.3.8 Environmental Quality Standards

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

There will be no direct discharges to groundwater or surface water during the Construction Phase of the Proposed Development. The Infrastructure Design Report prepared by DBFL Consulting Engineers (July 2022) details the surface water and foul water drainage plans.

As part of the overall project methodology, sediment and water pollution control risks arising from construction and demolition-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

A Social and Community Infrastructure Audit prepared by JSA (July 2022) details the provision of existing social and community infrastructure, with a particular emphasis paid towards the local provision of childcare and educational facilities, to serve the needs of the Proposed Development. The catchment area for the Proposed Development is defined as a 1km radius from the site which intersects 4 no. Electoral Division Areas (ED's). Only ED's which were wholly or predominantly situated within the defined radius are included, to ensure relevance of results. The ED's are as follows:

- Balgriffin
- Priorswood C
- Grange A
- Ayrfield

The total population for the combined electoral districts was 23,302 (Census 2016).

A baseline survey was undertaken within a 1km and 2km defined radius of the Proposed Development to assess the existing facilities and infrastructure in the area. This assessment was used to determine the absorptive capacity of the area in terms of accommodating the future residents of the Proposed Development. The following categories were assessed:

- Healthcare facilities
- Childcare facilities
- Educational facilities (primary and post primary schools)
- Sports and recreation

Based on the conclusion of the Social and Community Infrastructure Audit there is sufficient capacity in the above-mentioned services to cater for the needs of the Proposed Development.

There will be an increase in population in the area as a result of the Proposed Development which will increase the number of people utilising the surrounding road network and public transport network. The Traffic and Transport Assessment carried out by DBFL Consulting Engineers Ltd, (July 2022), assesses the capacity of the surrounding road network to facilitate any increased traffic flow as a result of the Proposed Development. 3 no. junctions were analysed; none of the junctions are predicted to exceed the 10% (or 5%) thresholds for

junction impact as result of the Proposed Development. The impact generated is comparable to that already being generated by the on-site office block.

The Proposed Development is positioned within an urban environment and is in close proximity to sustainable forms of travel including walking, cycling and public transport. Priorswood, Mayne River Avenue and Mayne River Street have dedicated pedestrian footpath connections on both sides of the street. The R107 and the R139 corridors both have pedestrian footpaths either side of the carriageway which allow safe access to the bus stops located on them. There are also a variety of cycling facilities in the surrounding area as part of the Greater Dublin Area (GDA) Existing Cycle Network Plan, namely the C1, C2 and C3 cycle paths. The number 42, 43, 15, 27 and 27x bus routes operate daily and offer frequent services with the associated bus stops located within 550m of the Proposed Development. Table 3-7, extracted from the Traffic and Transport Assessment (DBFL August 2022), details the frequency of the bus routes.

Table 3-7: Dublin Bus Service Frequency

Route Number	Destination	Monday – Friday	Saturday	Sunday
15	Clongriffin - Ballycullen Rd	10	15	20
27	Clare Hall - Jobstown	10-15	20	20
27x	UCD Bellfield – Clare Hall	2 services in AM/PM Peak	-	-
42	Talbot St - Portmarnock	30	20	30
43	Talbot St - Swords Business Park	50	50	45-70

Clongriffin Rail Station is located approximately 2.7km east of the Proposed Development and is accessible by foot, cycle or bus. Clongriffin Station has regular Dart services serving Greystones, Malahide, Dublin Pearse, Bray and Dún Laoghaire. The Dublin to Drogheda/Dundalk rail service also calls at the station.

The Traffic and Transport Assessment also details the emerging transport developments in the area Greater Dublin Area Cycle Network Plan (2013) and the National Transport Authority's (NTA) strategic transport plan, known as BusConnects, which will provide extra services in the area surrounding the Proposed Development.

The Proposed Development will provide a positive contribution towards the ever-increasing demand for residential units. It is further noted that there is potential for economic benefits through the creation of jobs during the Construction, Demolitions and Operational Phases namely in the café and office units and also the management of the residential units during the Operational Phase.

A Public Transport Capacity Study by Transport Insights has detailed the existing public transport infrastructure surrounding the Proposed Development. Two bus stops are located on the R139 Clarehall Avenue and two others are located on Malahide Road. A number of bus routes serve these stops, namely the 15, 27/27C, 42 and 43. Together, these bus routes offer a cumulative peak frequency of one bus every 3 minutes. As part of the National Transport Authority's BusConnects programme several new routes are planned in the vicinity of the site. These are routes D1, D2 and D3 forming the high-frequency 'D-Spine', Routes 20 and 21, local route L80 and northern orbital route N8. Together, the planned bus routes set

out above offer a cumulative peak frequency of one bus every 2.85 minutes while also offering opportunities for transfer to DART and Commuter Rail services at Clongriffin Train Station to the east of the site. The BusConnects network is a phased delivery project however based on timelines the D-spine services are expected to be delivered in 2023 and are likely to be operational before the subject site's expected occupation date of 2025.

On the 25th of May 2022 a baseline public transport capacity survey was carried out at two bus stops on routes 15, 27/27C, 42 and 43. Excess capacity on bus services in the AM and PM peak hours has been determined to be 67% and 17% respectively.

It is predicted 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

The Proposed Development is located within the townland of Balgriffin, barony of Coolock and parish of Balgriffin, Dublin 17. An Archaeological Assessment was carried out by IAC (March 2022) which involved a detailed study of the archaeological and historical background of the Proposed Development site and the surrounding area. A paper survey and field inspection of the Site assessed the baseline conditions.

There are no sites relating to the Sites and Monuments Record (SMR), the Record of Monuments and Places (RMP) or the National Inventory of Architectural Heritage located within the Site boundary. There are two recorded monuments within 500m of the site, a ring-ditch (DU015-116) c. 186m north and a ringfort (DU015-033), c. 300m northwest of the Proposed Development area. Recent archaeological testing has proven these recorded monuments to be landscape features associated with the former Belcamp estate as opposed to archaeological features of significance (Licence 16E0193, Bennett 2016:029). A summary of previous archaeological fieldwork which included the Excavations Bulletin, previous geophysical survey, archaeological testing and archaeological monitoring in the surrounding area did not identify any features of archaeological significance or potential.

A Landscape and Visual Impact Assessment (LVIA) (Mitchell + Associates, July 2022) was carried out between March 2022 and July 2022 and states:

"The designed scheme seeks to harmonise and integrate the development within the existing urban landscape – this includes proposing a building height and scale in keeping with adjacent existing and permitted buildings and the integration of social functions at ground level. The architectural detail design approach includes a mix of integrated contemporary building forms and façade materials which seek to visually integrate the Proposed Development within the existing architectural character of the area."

Photomontages and CGIs prepared by Digital Dimensions (July 2022) of the Proposed Development prepared by demonstrate the visual impact of the scheme. These images illustrate that there will be limited visual impact within Northern Cross given the permitted developments existing in the area. The localised visual impacts will successfully be absorbed without causing any unacceptable or adverse townscape / landscape effects.

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.

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 project works area. The immediate area of the Proposed Development may experience a minor impact during the Construction and Demolition Phases in terms of pollution and nuisance, however the works are not of such a scale or extent that are considered likely to cause significant effect on the environment or on the population in the vicinity.

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 area. As discussed within the Planning Report for the development (JSA, July 2022) 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 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 and demolition, 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 these phases. The control measures outlined in the CEMP will ensure that there will be no nuisance or impacts from the Construction or Demolition 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 housing shortage and the significant demand that exists in Dublin.

3.8.3.1 Air Quality

3.8.3.1.1 Air Quality

The Proposed Development involves construction and demolition 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 and demolition are:

- Dust deposition and surface soiling;
- Visible dust plumes;
- Elevated PM10 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 and demolition works will be carried out in such a way as to limit the emissions to air of pollutants. Construction and demolition 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 CEMP for the Proposed Development to minimise potential effects on air quality from construction. Any potential dust impacts will be localised in nature and last only for the duration of these works. Nevertheless, mitigation measures will be implemented for the duration of this phase for all potential ambient air quality impacts, as outlined below and in the CEMP, and in the context of the Proposed Development, it is not considered that associated air pollutants will have a significant effect on ambient air quality in the surrounding environment.

- During working hours, dust control methods will be monitored as appropriate, depending on the prevailing meteorological conditions.
- The name and contact details of a person to contact regarding air quality and dust issues will be displayed on the site boundary, this notice board should also include head/regional office contact details.
- Community engagement will be undertaken before works commence on site explaining the nature and duration of the works to local residents and businesses.
- A complaints register will be kept on site detailing all telephone calls and letters of complaint received in connection with construction activities, together with details of any remedial actions carried out.
- The contractor must demonstrate full compliance with the dust control conditions.
- At all times the procedures put in place are to be strictly monitored and assessed.
- Dust minimisation measures will be reviewed at regular intervals during the works to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust through the use of best practice and procedures. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed and satisfactory procedures implemented to rectify the problem.
- A speed restriction of 20 km/hr will be applied as an effective control measure for dust for on-site vehicles using unpaved haul roads.
- All construction traffic will enter the site via the aforementioned section of the Mayne River Ave. Access to Mayne River Ave will be via Malahide Road (R107) to the east of

the subject site. Construction traffic will continue to enter the site via Mayne River Ave for the remaining construction phases of the development with construction traffic diverted to internal, temporary haul roads to access construction areas.

- Bowsers or suitable watering equipment will be available during periods of dry weather throughout the construction period.
- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic;
- Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions;
- During periods of very high winds (gales), construction activities likely to generate significant dust emissions will be postponed until the gale has subsided.
- Overburden material will be protected from exposure to wind by storing the material in sheltered regions of the site. Where possible storage piles should be located downwind of sensitive receptors;
- Where feasible, hoarding will be erected around site boundaries. This will have the benefit of reducing the impact of larger particles on nearby sensitive receptors.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities such as rock blasting or earthworks are necessary during dry or windy periods; and
- Before entrance onto public roads, trucks will be adequately inspected to ensure there is no potential for dust emissions and will be cleaned as necessary.
- Dust deposition monitoring will be put in place to ensure dust mitigation measures are adequately controlling emissions. Dust monitoring should be conducted using the Bergerhoff method in accordance with the requirements of the German Standard VDI 2119.
- In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.
- Vehicles delivering or collecting material with potential for dust emissions will be enclosed or covered with tarpaulin at all times when practicable to restrict the escape of dust;
- At the main site traffic exits, a wheel wash facility will be installed. All trucks leaving the site must pass through the wheel wash. In addition, public roads outside the site will be regularly inspected for cleanliness, as a minimum on a daily basis, and cleaned as necessary.

(CEMP. DBFL)

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 CEMP and detailed below, will nevertheless be implemented in this regard to further reduce the likelihood of such impacts occurring:

- Earthworks plant and vehicles delivering construction materials to site will be confined to predetermined haul routes around the site.
- Vehicle wheel wash facilities will be installed in the vicinity of any site entrances and road sweeping implemented as necessary in order to maintain the road network in the immediate vicinity of the site.

- Dust suppression measures (e.g., dampening down) will be implemented as necessary during dry periods.
- A construction traffic management plan will be prepared by the contractor prior to any works commencing on site. (CEMP. DBFL)

3.8.3.1.2 Climate

There is the potential for combustion emissions from onsite machinery and traffic derived pollutants of CO₂ and N₂O 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.

A Traffic and Transport Assessment was carried out by NRB Consulting Engineers Limited. In relation to traffic generation, the highly accessible nature of the development combined the scale and nature of the development predispose the development to a sustainable transport model which will significantly reduce the demand to travel by car. The Proposed Development is appropriately and sustainably located with easy accessibility to very high quality and frequency public transport services and is also well served by pedestrian and cycle linkages locally.

The Proposed Development will include installation of 'infrastructure' for E.V charging for the charging of battery-operated cars. This will accommodate the growing demand for e-cars which assist in decarbonising society and reducing oil dependency thus having a positive impact on climate.

An Energy and Sustainability Report (July 2022) has been prepared by OCSC which provides an overview of how the project intends to integrate sustainability as a key strategy into the development's design. The proposed residential aspects of the development will comply with Part L 2021 (Dwellings), and Part L 2021 (Buildings Other Than Dwellings) for non-residential areas. As part of the development's efforts to further reduce energy consumption, the project is targeting a minimum A3 BER (Building Energy Rating) across the development. The façade performance specification has been optimised to limit heat loss, improve air tightness and thermal transmittance and to maximise natural daylight. High efficiency plant will be specified to take advantage of the optimised façade design measures that have been introduced. A low energy lighting design will be utilised to further reduce energy consumption and increase occupant thermal comfort. Renewable energy technologies such as Exhaust Air Heat Pump (EAHP), Air Source Heat Pumps (ASHP), Solar PV and VRF Heat Pumps will be considered for implementation. Subject to the implementation of the above energy and sustainability strategies the Proposed Development will be in accordance with current Part L Building Regulations, which will also significantly reduce the building energy usage and the carbon footprint of the Proposed Development.

The Building Lifecycle Report prepared by Aramark (July 2022) has detailed the internal and external building fabric schedule. The report aims to effectively manage and reduce costs for the benefit of residents. GHG emissions are associated with the production of any new materials. By choosing durable, high quality finishes the need for replacement materials both internally and externally will be reduced, thus having a positive contribution towards reducing the impacts of climate change.

3.8.3.2 Noise and Vibration

There will be an increase in noise and vibration levels during the Construction and Demolition Phases. 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 Code 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

All demolition works will be undertaken in accordance with all relevant requirements of European and National legislation and regulations. The demolition works will adhere to the guidelines and recommendations given in the following British Standards:

- BS 6187:2011: Code of practice for full and partial demolition
- 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 principal of controlling noise at source will be implemented at the Site of the Proposed Development. Best practice mitigation techniques as specified in BS 5228:2009+A1 2014 - Noise and Vibration Control on Construction and Open Sites will be implemented during the construction phase along with the following mitigation measures which have been extracted from the CEMP:

- No plant used on site will be permitted to cause an ongoing public nuisance due to noise;
- The best means practicable, including proper maintenance of plant, will be employed to minimise the noise produced by on site operations;
- All vehicles and mechanical plant will be fitted with effective exhaust silencers and maintained in good working order for the duration of the contract;
- All site access roads will be kept even to mitigate the potential for noise and vibration from lorries.
- Compressors will be attenuated models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic tools will be fitted with suitable silencers;
- Machinery that is used intermittently will be shut down or throttled back to a minimum during periods when not in use;
- Noise and vibration during the construction phase will be controlled with reference to the best practice control measures within BS 5228 (2009 +A1 2014) Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 and 2. The contractor will ensure that all best practice noise and vibration control methods will be

used as necessary in order to ensure impacts to nearby residential noise sensitive locations are not significant. This will be particularly important during site preparation works and piling works.

- Limiting the hours during which site activities which are likely to create high levels of noise or vibration are permitted;
- Monitoring levels of noise and vibration during critical periods and at sensitive locations;
- Establishing channels of communication between the contractor/developer, Dublin City Council and residents so that receptors are aware of the likely duration of activities likely to generate higher noise or vibration, and;
- The Contractor appointing a Site Environmental Manager (SEM) responsible for matters relating to noise and vibration. (CEMP, DBFL, July 2022)

A Noise and Vibration Impact Assessment has been carried out by Redkite Environmental to assess the potential impacts of the Proposed Development on the existing ambient environment (August 2022). Redkite Environmental have previously completed two ambient sound surveys in the Northern Cross development area in January and September 2020 and the authors of this report have concluded the need for additional surveys was not considered necessary. The main noise sources potentially affecting the site are overhead aircraft and local traffic on Mayne River Avenue. The nearest existing noise sensitive receptors (NSRs) to the development site are Block 6B, a nursing home development located approximately 46m east and other office blocks/commercial development approximately 35m to the south. Site 2 is currently under construction to the east. Accordingly, it is envisaged that this will be the nearest NSR to the Proposed Development site in the future.

3.8.3.2.1 Construction and Demolition Phase – Noise and Vibration Impact Assessment

Predicted noise levels during construction and demolition works may potentially result in elevated noise levels above existing ambient noise levels at the nearest NSRs at times. Noise levels +5dB above the threshold value (LAeq,1h 65 dB) may occur indicating a major negative impact on nearby residential receptors.

The UK LA111 Noise and Vibration Assessment Guidance notes that *“a significant effect is deemed to occur where an impact of major or moderate magnitude will occur for a duration exceeding:*

- *10 or more days or nights in any 15 consecutive days or nights*
- *A total number of days exceeding 40 in any 6 consecutive months.*

The works will be controlled to ensure that the above durations are not exceeded. Notwithstanding, this, mitigation measures will be applied to ensure that the threshold values for residential and commercial receptors are not exceeded as much as possible.” (Redkite Environmental, August 2022)

Construction traffic will access the site off Mayne River Avenue, directly adjacent to the site, arriving from and departing to the Malahide Road (R107). Based on the prediction of 6 HGV pass-by events per hour the noise impact associated with construction traffic will be negligible and not significant.

In terms of construction phase vibrational impacts, the use of piling is not envisaged. Other sources may potentially produce transient vibrations although these are not likely to be significant.

The following noise and vibration management measures will apply to the short-term site development and construction phases to ensure that the construction noise and vibration threshold values are not exceeded:

- A Site Representative will be appointed for matters related to noise and vibration.
- Any complaints received will be thoroughly investigated.
- A written complaints log will be maintained by the Site Representative. This will, at a minimum, record complainant's details (where agreed) the date and time of the complaint, details of the complaint including where the effect was observed, corrective and preventative actions taken and any close-out communications. This will ensure that the concerns of NSRs who may be affected by site activities are considered during the management of activities at the site.
- The Site Representative will liaise with the corresponding personnel on Site 10 to ensure that the threshold values are complied with.
- Noise monitoring with capability for real-time review both on-site and remotely will be conducted at the nearest NSR.
- In the event of exceedance of the threshold value at the NSR and depending on duration (measured or expected) works will be ceased and measures implemented immediately to ensure that the threshold values are complied with including movement of equipment and temporary acoustic screening used directly to surround particularly noisy equipment when in use.
- Standard hoarding will be placed around the site. This will provide further attenuation of noise to ground floor level units at Block 2 and offices opposite the site on Mayne River Avenue. It will also provide some additional attenuation to other floors when equipment is in operation close to the boundary.
- Equipment will be chosen by the contractor to ensure that the threshold values are met.
- The operation of certain pieces of equipment, where substitution etc cannot be carried out will be managed through monitoring and timing of use to ensure that the threshold values/criteria specified are complied with.
- During the construction phase all equipment will be required to comply with noise limits set out in EC Directive 2000/14/EC and the 2005/88/EC amendment on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors. The directive covers equipment such as compressors, welding generators, excavators, dozers, loaders and dump trucks.

(Redkite, August 2022)

3.8.3.2.2 Operational Phase – Noise and Vibration Impact Assessment

The expected traffic arising from the operational phase of the Proposed Development is negligible and in the context of the current ambient noise environment, the impact in terms of long-term traffic noise generation is expected to be negligible.

The plant equipment used during the operational phase will be located in the basement. Activities and equipment will be enclosed within the building and no impact is expected on existing NSRs.

The following mitigation measures apply in the long term i.e., operational phase:

- During construction, it is recommended that the final specifications for glazing, roof and ventilation grilles (where applicable) take account of the criteria in “BS8233:2014 – Guidance on Sound Insulation and Noise Reduction for Buildings” and LAmax values for overhead aircraft landing. At a minimum, moderate performance glazing units will be required. Final specifications will be approved by an acoustic specialist at detailed design stage for all units.
- During construction, it is recommended that glazing suppliers provide laboratory tests confirming the sound insulation performance to BSEN ISO 140 Part 3 1995 and BS EN ISO 717, 1997. (Redkite, August 2022)

The Noise and Vibration Impact Assessment (Redkite, August 2022) also assessed the potential noise impacts from aircrafts. The centre line of the main flight path of Dublin Airport is approximately 1km north of the site at St. Doolaghs. The airport is approximately 4km northwest. Based on previous noise surveys carried out at Site 5. During the construction and more detailed design phase, an acoustic specialist will be appointed to ensure that the final sound insulation specifications for glazing, ventilation grilles and ceiling insulation to roof apartments achieve the internal criteria for good living conditions taking account of the external noise levels as detailed in this report. It is considered that the internal criteria for good living conditions will be achievable in the proposed development. Therefore, no significant adverse effects on the health of future residents from external noise is expected.

3.8.3.3 Soils and Geology

Site development works will include stripping of topsoil and excavation of subsoil layers. These activities have potential to expose the soils and geological environment to pollution. The RWMP outlines the measures required for the removal and disposal of excavated soil to ensure there is no significant impact. The CEMP outlines the measures which are to be implemented in order to mitigate against an environmental impact relating to soils and geology. These mitigation measures are detailed below:

Site Clearance

- Site clearance will be carried out in a controlled and carefully managed way and coordinated with the proposed staging for the development.

Excavation of Subsoil Layers

- The design of road levels and finished floor levels has been carried out in such a way as to minimize cut/fill type earthworks operations.
- The duration that subsoil layers are exposed to the effects of weather will be minimised. Disturbed subsoil layers will be stabilised as soon as practicable (e.g., backfill of service trenches, construction of road capping layers, construction of building foundations and completion of landscaping).

- Stockpiles of excavated subsoil material will be protected for the duration of the works. Stockpiles of subsoil material will be located separately from topsoil stockpiles. These stockpiles will be monitored throughout the construction phase. Monitoring of ground conditions and stability of excavations will be monitored on an on-going basis.

Weather Conditions

- Typical seasonal weather variations will also be taken account of when planning stripping of topsoil and excavations with an objective of minimising soil erosion and silt generation. The approach of extreme weather events will be monitored to inform near-term operational activities.

Surface Water Runoff

- Surface water runoff from areas stripped of topsoil and surface water collected in excavations will be directed to on-site settlement ponds/distilling tanks where measures will be implemented to capture and treat sediment laden runoff prior to discharge of surface water at a controlled rate. Monitoring of these sediment control measures will be undertaken throughout the construction phase. Discharge from any vehicle wheel wash areas is to be directed to on-site settlement ponds/ distilling tanks.
- On-site settlement ponds are to include geotextile liners and riprapped inlets and outlets to prevent scour and erosion.
- Concrete batching will take place off site, wash down and wash out of concrete trucks will take place off site and any excess concrete is not to be disposed on site
- Surface water discharge points during the construction phase are to be agreed with Dublin City Council's Environment Section prior to commencing works on site.

Water Pumped from Excavations

- Rainwater pumped from excavations is to be directed to on-site settlement ponds/distilling tanks.
- Groundwater pumped from excavations is to be directed to on-site settlement ponds/distilling tanks.
- On-site settlement ponds are to include geotextile liners and riprapped inlets and outlets to prevent scour and erosion. Monitoring of same will be undertaken.
- Surface water discharge points during the construction phase are to be agreed with Dublin City Council's Environment Section prior to commencing works on site

Construction Traffic

- Earthworks plant and vehicles delivering construction materials to site will be confined to predetermined haul routes around the site.
- Vehicle wheel wash facilities will be installed in the vicinity of any site entrances and road sweeping implemented as necessary in order to maintain the road network in the immediate vicinity of the site.
- Dust suppression measures (e.g., dampening down) will be implemented as necessary during dry periods.

- A construction traffic management plan will be prepared by the contractor prior to any works commencing on site.

Accidental Spills and Leaks

- All oils, fuels, paints and other chemicals will be stored in a secure bunded hardstand area.
- Refuelling and servicing of construction machinery will take place in a designated hardstand area which is also remote from any surface water inlets (when not possible to carry out such activities off site).
- A response procedure will be put in place to deal with any accidental pollution events and spillage kits will be available and construction staff will be familiar with the emergency procedures and use of the equipment.
- Monitoring of all fuel / oil storage areas will be undertaken and spill kits will be available on site.
(CEMP, DBFL, July 2022)

3.8.3.4 Hydrology and Hydrogeology

The CEMP has outlined the measures which are to be implemented in order to protect the hydrology and hydrogeology of the surrounding environment. The proposed mitigation measures are detailed below.

Erosion and Sediment Control

- Measures will be implemented to capture and treat sediment laden surface water runoff (e.g., sediment retention ponds distilling tanks, surface water inlet protection, fencing and signage around specific exclusion zones and earth bunding adjacent to open drainage ditches).
- Surface water runoff from areas stripped of topsoil and rainwater collected in excavations will be directed to on-site settlement ponds/ distilling tanks where measures will be implemented to capture and treat sediment laden runoff prior to discharge of surface water at a controlled rate.
- Groundwater pumped from excavations is to be directed to on-site settlement ponds/ distilling tanks.
- Discharge from any vehicle wheel wash areas is to be directed to on-site settlement ponds/ distilling tanks.
- On-site settlement ponds are to include geotextile liners and riprapped inlets and outlets to prevent scour and erosion.
- Surface water discharge points during the construction phase are to be agreed with Dublin City Council's Environment Section prior to commencing works on site.
- Weather conditions and seasonal weather variations will also be taken account of when planning stripping of topsoil and excavations, with an objective of minimizing soil erosion.

Accidental Spills and Leaks

- All oils, fuels, paints and other chemicals will be stored in a secure bunded hardstand area.

- Refuelling and servicing of construction machinery will take place in a designated hardstand area which is also remote from any surface water inlets (when not possible to carry out such activities off site).
- Discharge from any vehicle wheel wash areas is to be directed to on-site settlement ponds.
- A response procedure will be put in place to deal with any accidental pollution events and spillage kits will be available and construction staff will be familiar with the emergency procedures and use of the equipment.

Concrete

- Concrete batching will take place off site, wash down and wash out of concrete trucks will take place off site and any excess concrete is not to be disposed on site.
- Pumped concrete will be monitored to ensure there is no accidental discharge.
- Mixer washings are not to be discharged into surface water drains.

(CEMP, DBFL, July 2022)

Surface water runoff will be managed in accordance with the Greater Dublin Strategic Drainage Study (GDSDS), and the policies, guidelines and the requirements of Dublin City Council. In accordance with the GDSDS, it is proposed to incorporate Sustainable Urban Drainage Systems (SuDS) into the surface water drainage design, for the management of storm-water runoff from the development. This SuDS strategy will attenuate surface-water runoff rates and volumes; reduce pollutant concentrations in surface water; replicate the natural characteristics of surface water runoff for the site in its pre-developed state. SUDs features proposed for the development are outlined in detail within the Infrastructure Design Report (DBFL Consulting Engineers, 2022) and include the following:

- Green Roof over apartment roofs (100mm minimum construction depth and sedum planting)
- Blue Roof over podium (Soft landscaped areas with typical soil depths of up to 300mm to facilitate grassed areas, plants, shrubs and trees)
- Permeable surfaces (Streets / Footpaths Draining via SUDS – 20% reduction factor)
- Tree pits

A Site-Specific Flood Risk Assessment Report prepared by DBFL Consulting Engineers (July 2022) states that the subject site is located within Flood Zone 'C'. Flood Zone "C" lands are suitable for all types of land use, including residential developments which are classified as "highly vulnerable" in The Flood Risk Management Guidelines. The Proposed Development is considered to have the required level of flood protection up to and including the 100-year return event.

3.8.3.5 Biodiversity

An Appropriate Assessment Screening Report prepared by Altamar (August 2022) details the magnitude and complexity of any potential impacts on the European Sites surrounding the Proposed Development. Section 3.7.3.7 of this EIA Screening and the AA Screening outlines that 2 European Sites require a Stage 2 Appropriate Assessment or NIS.

In relation to Construction Impacts:

“Construction phase mitigation measures are required on site as there are proposals to discharge surface water surface water to an existing surface water drainage network which will discharge to the Mayne River, leading to the Mayne Estuary and ultimately to Baldoyle Bay SAC and Baldoyle Bay SPA. There is potential for silt laden runoff, dust or contamination to enter surface water network and with potential for downstream impacts.”

In relation to Operational Impacts:

“Once constructed all onsite drainage will be connected to separate foul and surface water systems. Surface water runoff will comply with SUDS and will discharge to an existing surface water drainage network that discharges to the Mayne River and ultimately outfalls to Baldoyle Bay and the designated European sites. Mitigation measures will be required to ensure that water quality is maintained prior to discharging to watercourses.”

The NIS states that *“Construction and operational mitigation measures will be incorporated into the Proposed Development project to minimise the potential negative impacts within the Zone of Influence (Zol) including the Mayne River and downstream European sites. With the successful implementation of the mitigation measures in the NIS, no significant impacts are foreseen from the construction or operation of the Proposed Development.”*

In conclusion *“no significant effects are likely on European sites, their features of interest or conservation objectives. The proposed project will not will adversely affect the integrity of European sites.”*

The following mitigation measures in Table 3-8, extracted from the NIS (Altamar, July 2022), will be incorporated into the Proposed Development to minimise the potential negative impacts within the Zone of Influence (Zol) including the Mayne River and downstream European sites:

Table 3-8: Mitigation Measures to Prevent Impacts on Baldoyle Bay SAC and Baldoyle Bay SPA

Mitigation Measures to Prevent Impacts on Baldoyle Bay SAC and Baldoyle Bay SPA	
Construction	
<u>Contamination of watercourses leading to European Sites</u>	
<ul style="list-style-type: none"> • Appointment of an ecologist to oversee demolition, enabling works and the implementation of mitigation measures outlined. • Earthwork operations will be carried out such that surfaces, as they are being raised, will be designed with adequate drainage, falls and profile to control run-off and prevent ponding and flowing. • Any discharges to the watercourse during construction must be discussed with the ecologist, undergo desilting and petrochemical interception and have twice daily turbidity monitoring. • Local watercourses will be protected from dust, silt and contaminated surface water throughout the works. • Local silt traps established throughout site as discussed with the ecologist. • Mitigation measures on site include dust control, stockpiling away from watercourse and drains • Stockpiling of loose materials will be kept to a minimum of 20m from watercourses and drains. • Stockpiles and runoff areas following clearance will have suitable barriers to prevent runoff of fines into the drainage system and watercourses. • Fuel, oil and chemical storage will be sited within a bunded area. The bund will be at least 50m away from drains, ditches or the watercourse, excavations and other locations where it may cause pollution. • Bunds will be kept clean and spills within the bund area will be cleaned immediately to prevent groundwater contamination. Any water-filled excavations, including the attenuation tank during construction, that require pumping will not directly discharge to the stream. Prior to discharge of 	

water from excavations adequate filtration will be provided to ensure no deterioration of water quality.

- Stockpiles and runoff areas following clearance will have suitable barriers to prevent runoff of fines into the drainage system and watercourses.
- Bunds will be kept clean and spills within the bund area will be cleaned immediately to prevent groundwater contamination.
- During the construction works silt traps will be put in place in the vicinity of all runoff channels the stream to prevent sediment entering the watercourse.
- Planting in the vicinity of the stream crossings should be put in place as soon as possible to allow biodiversity corridors to establish.
- On-site inspections will be carried out by project ecologist during enabling works and until drainage connection is complete.
- Maintenance of any drainage structures (e.g. de-silting operations) must not result in the release of contaminated water to the surface water network.
- No entry of solids or concrete to the associated stream or drainage network during the connection of pipework

Air & Dust

- The pro-active control of fugitive dust will ensure prevention of significant emissions arising, rather than a less effective attempt to control them once they have been released.
- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and / or windy conditions.
- Vehicles exiting the Site will make use of a wheel wash facility where appropriate, prior to entering onto public roads.
- Vehicles using site roads will have their speed restricted, and this speed restriction must be enforced rigidly. On any un-surfaced site road, this will be 20kph, and on hard surfaced roads as site management dictates.
- Public roads outside the Site will be regularly inspected for cleanliness and cleaned as necessary.
- Material handling systems and Site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.
- Dust may enter the onsite watercourse via air or surface water with potential downstream impacts. Mitigation measures will be carried out reduce dust emissions to a level that avoids the possibility of adverse effects on the onsite watercourse. The main activities that may give rise to dust emissions during construction include the following:
 - Excavation of material;
 - Materials handling and storage;
 - Movement of vehicles (particularly HGV's) and mobile plant.
 - Contaminated surface runoff
 - Trucks leaving the site with excavated material will be covered so as to avoid dust emissions along the haulage routes.
- Speed limits on site (15kmh) to reduce dust generation and mobilisation.
- The stream is to be protected from dust on site. This may require additional measures in the vicinity of the bridge (east of the site) if this road is used for machinery e.g. placing of terram/protective material over the stream.
- Regular inspections of the site and boundary should be carried out to monitor dust, records and notes on these inspections should be logged.
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.

Monitoring

- Daily on-site and off-site inspections will be carried out, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces within 100 m of site boundary, integrity of the silt control measures, with cleaning and / or repair to be provided if necessary.
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Fully enclose specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Any road that has the potential to give rise to fugitive dust will be regularly watered, as appropriate, during dry and/or windy conditions.
- Maintain a vegetated strip and vehicle exclusion zone between the works and the onsite watercourse in consultation with the project ecologist.
- Regular inspection of surface water run-off and any sediment control measures e.g. silt traps will be carried out during the Construction Phase. Regular auditing of construction / mitigation measures will be undertaken e.g. concrete pouring, refuelling in designated areas etc.
- Weather conditions will be considered when planning construction activities to minimise the risk of run-off from the Site and the suitable distance of topsoil piles from surface water drains will be maintained.

Measures Specific to Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Only remove the cover in small areas during work and not all at once.
- During dry and windy periods, and when there is a likelihood of dust nuisance, a bowser will operate to ensure moisture content is high enough to increase the stability of the soil and thus suppress dust.
- Due to the proximity of the onsite watercourse an ecologist will oversee works in particular the excavation of material from the perimeter of the site.
- The Contractor will be required to consult with an ecologist prior to the beginning of works to identify any additional measures that may be appropriate and/or required.

Storage/Use of Materials, Plant & Equipment

- Materials, plant and equipment will be stored in the proposed site compound location;
- Plant and equipment will not be parked within 50m of the onsite watercourse at the end of the working day;
- Hazardous liquid materials or materials with potential to generate run-off will not be stored within 50m of the onsite watercourse.
- All oils, fuels and other hazardous liquid materials will be clearly labelled and stored in an upright position in an enclosed bunded area within the Proposed Development site compound. The capacity of the bunded area will conform with EPA Guidelines – hold 110% of the contents or 110% of the largest container whichever is greater;
- Fuel may be stored in the designated bunded area or in fuel bowsters located in the proposed compound location. Fuel bowsters will be double skinned and equipped with certificates of conformity or integrity tested, in good condition and have no signs of leaks or spillages;
- Waters collected in drip trays must be assessed prior to discharge. If classified as contaminated, they will be disposed by a permitted waste contractor in accordance with current waste management legal and regulatory requirements;

All persons working will receive work specific induction in relation to material storage arrangements and actions to be taken in the event of an accidental spillage. Daily environmental toolbox talks / briefing sessions will be conducted for all persons working to outline the relevant environmental control measures and to identify any environment risk areas/works. (NIS, Altamar, July 2022)

The EcIA has identified 17 no. pNHAs and no Natural Heritage Areas (NHA) within 15 km of the Proposed Development site. The nearest designated conservation sites are the Baldoyle Bay SAC & pNHA (2.5 km). Given the proximity of the subject site to the River Mayne (85m), there is the potential for dust during demolition works to enter the watercourse with negative downstream impacts on conservation sites. Further, contaminated surface water runoff may enter the existing public surface water network on River Mayne Avenue (which ultimately outfalls to the River Mayne). Impacts in the absence of mitigation have been defined as: Minor adverse / International / Negative Impact / Not significant / short term. Mitigation measures are required to ensure that there will be no significant impacts on downstream conservation sites via contaminated surface water runoff and dust during the construction stage of development. During the Operational Phase, surface water drainage from the subject site (after attenuation) will be directed to the existing public surface water network located on River Mayne Avenue. As this network ultimately outfalls to the River Mayne, there is an indirect hydrological pathway from the Proposed Development site to designated conservation sites located within Baldoyle Bay. Standard mitigation measures are required to ensure that no silt or contaminated surface water runoff enters the drainage network with the potential for downstream impacts. Impacts in the absence of mitigation have been defined as: Slight adverse / International / Not significant / Long-term. Mitigation is required in the form of standard measures to comply with Water Pollution Acts.

With the successful implementation of standard mitigation measures to limit impacts on biodiversity of the site and surrounding areas, no significant impacts are foreseen from the construction or operation of the proposed project on terrestrial or aquatic ecology. Residual impacts of the proposed project will be localised to the immediate vicinity of the proposed work (EcIA, Altamar, August 2022).

An Arboricultural Assessment prepared by J M McConville & Associates Arboricultural Consultants outlines the number and location of any trees which require removal based either on their condition or due to them having a direct impact on the plans of the Proposed Development. As per the Arboricultural Assessment and issued drawings, protective fences will be erected before the commencement of any works on site. These protected areas will be clearly identified with signage as the 'Protected Tree Zone'. No materials that are likely to have an adverse effect on tree health such as oil, bitumen or cement will be stored or discharged within 10 metres of the trunk of a tree that is to be retained. The Arboricultural Assessment will also include guidelines for demolition and site clearance to ensure no Root Protection Areas (RPA) are damaged by demolition material. All operations during the Construction and Demolition phases will be in accordance with BS 5837: 2012, *Trees in relation to design, demolition and construction*. Subject to the implementation of the mitigation measures that will be outlined within the Arboricultural Assessment there will be no significant impact on the trees on site.

The CEMP also details mitigation measures to be implemented during the construction phase to minimise any potential impact of the surrounding biodiversity. These mitigation measures are:

- High value hedgerows/treelines should be retained where feasible.
- The removal of vegetation will not take place between 1st March and 31st August as per section 40 of the Wildlife Act. Where this cannot be avoided, vegetation must first be inspected by a suitably qualified ecologist for signs of nesting. Where no nesting is

observed, vegetation can be removed within 48 hours. Where nesting is underway, vegetation cannot be removed unless under licence from the NPWS.

- To avoid damage to trees the developer should follow the guidance from the National Road's Authority in establishing root protection areas (RPA) along hedgerows to be retained. The NRA gives the following equation for calculating the root protection area (RPA) (NRA, unknown year):

$$\text{RPA(m}^2\text{)} = \pi(\text{stem diameter mm } 12)/1,000) \times 2$$

The RPA gives the area around which there should be no disturbance or compaction of soil. This will be calculated for the largest tree within each hedgerow. Prior to construction this area will be clearly labelled 'sensitive ecological zone', fenced off with durable materials and instruction given to construction personnel not to disturb this buffer zone. As a rule of thumb this buffer zone should extend at least to the canopy of the trees concerned. Prior to construction this area will be clearly labelled 'sensitive ecological zone', fenced off with durable materials and instruction given to construction personnel not to disturb this buffer zone.

- Desilting and petrochemical interception (if required) of all waters should be carried out prior to discharging any waters to drains or sewers (subject to CC approval).
- Nocturnal mammals are impacted by lighting. Therefore, it is important that temporary lighting installed within the Proposed Development site is completed with sensitivity for local wildlife while still providing the necessary lighting for human usage. The following principals should be followed:
 - Temporary lighting design should be flexible and be able to fully take into account the presence of protected species. Therefore, appropriate lighting, as detailed below, should be used within a Proposed Development and adjacent areas with more sensitive lighting regimes deployed in wildlife sensitive areas.
 - Dark buffer zones can be used as a good way to separate habitats or features from lighting by forming a dark perimeter around them. This could be used for habitat features noted as foraging areas for bats.
 - Buffer zones can be used to protect Dark buffer zones and rely on ensuring light levels (levels of illuminance measured in lux) within a certain distance of a feature do not exceed certain defined limits. The buffer zone can be further subdivided into zones of increasing illuminance limit radiating away from the feature or habitat that requires to be protected.
 - Luminaire design is extremely important to achieve an appropriate lighting regime. Luminaires come in a myriad of different styles, applications and specifications which a lighting professional can help to select. The following should be considered when choosing luminaires. This is taken from the most recent BCT Lighting Guidelines (BCT, 2018).
 - All luminaires used should lack UV/IR elements to reduce impact.
 - LED luminaires should be used due to the fact that they are highly directional, lower intensity, good colour rendition and dimming capability.
 - A warm white spectrum (<2700 Kelvins is recommended to reduce the blue light component of the LED spectrum).
 - Luminaires should feature peak wavelengths higher than 550nm to avoid the component of light most disturbing to bats.

- The use of specialist bollard or low-level downward directional luminaires should be considered in bat sensitive areas to retain darkness above.
 - Column heights should be carefully considered to minimise light spill. The shortest column height allowed should be used where possible.
 - Only luminaires with an upward light ratio of 0% and with good optical control should be used.
 - Luminaires should always be mounted on the horizontal, i.e., no upward tilt.
 - Any external security lighting should be set on motion-sensors and short (1min) timers.
 - As a last resort, accessories such as baffles, hoods or louvres can be used to reduce light spill and direct it only to where it is needed.
- The following recommendations from Inland Fisheries Ireland '*Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters*' (2016) should be considered:
 - When cast-in-place concrete is required, all works must be done in the dry and effectively isolated from any flowing water (or water that may enter streams and rivers) for a period sufficient to ensure no leachate from concrete.
 - No direct discharges be made to waters where there is potential for cement or residues in discharge.
 - The pH of any and all discharged made from and during construction works will be in the range of 6.0 – 9.0 units and not alter the pH of any receiving fisheries waters by more than +/- 0.5 pH units.
 - The level of suspended solids in any discharges to fisheries waters as a consequence of construction works will not exceed 25 mg/l, nor result in the deposition of silts on gravels or any element of the aquatic flora or fauna.
 - All oils and fuels will be stored in secure bunded areas and care and attention taken during refuelling and maintenance operations.
 - There will be no visible oil film in any discharges from construction works to waters.
 - Water abstraction for dust suppression will not take place from any water body containing or suspected to contain aquatic invasive species.
 - Abstraction for dust suppression is confined to only those larger waters identified and agreed as being of sufficient size and volume so as to allow abstraction without adverse impact.
 - Abstraction points will be screened so as to ensure that fish and aquatic plants are not removed from waters in the abstraction process.

(CEMP, DBFL, July 2022)

3.8.3.6 Archaeology, Architecture and Cultural Heritage

Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping; disturbance by vehicles working in unsuitable conditions; and burial of sites, limiting access for future archaeological investigation. Upstanding archaeology can be affected adversely by direct damage or destruction arising from development, from

inadvertent damage arising from vibration, undermining etc. and also by indirect impacts to a building's visual setting, view or curtilage.

As previously detailed in Section 3.7.3.10 of this EIA Screening, there are no sites relating to the Sites and Monuments Record (SMR), the Record of Monuments and Places (RMP) or the National Inventory of Architectural Heritage located within the Site boundary. There are two recorded monuments within 500m of the site, a ring-ditch (DU015-116) c. 186m north and a ringfort (DU015-033), c. 300m northwest of the Proposed Development. Recent archaeological testing has proven these recorded monuments to be landscape features associated with the former Belcamp estate as opposed to archaeological features of significance (Licence 16E0193, Bennett 2016:029). A summary of previous archaeological fieldwork which included the Excavations Bulletin, previous geophysical survey, archaeological testing and archaeological monitoring in the surrounding area did not identify any features of archaeological significance or potential.

Given the level of ground disturbance that has occurred within the Proposed Development area, the overall archaeological potential of the site is considered to be very low. Previous ground disturbance is likely to have removed any archaeological features that may have been present. No negative impacts are predicted upon the archaeological resource as a result of the Proposed Development and as such there will be no significant impact on the Archaeology, Architecture and Cultural Heritage of the surrounding environment (Archaeological Assessment, IAC, March 2022).

3.8.3.7 Material Assets and Land

A Utility Report prepared by OCSC (July 2022) details the baseline for utilities for the Proposed Development Site and a statement of the likely significant impacts associated with both the construction and operational phases of the Proposed Development. This will include all potable, foul and surface water infrastructure, gas infrastructure, electricity infrastructure and telecommunication infrastructure.

The CEMP outlines mitigation measures in relation to Water Supply, Drainage & Utilities. The following measures are to be implemented during the construction phase in order to mitigate risks to the water supply, drainage and utilities.

- Foul drainage discharge from the construction compound will be tinkered off site to a licensed facility until a connection to the public foul drainage network has been established.
- The construction compound's potable water supply will be located where it is protected from contamination by any construction activities or materials.
- Connections to the existing gas and telecommunications networks will be coordinated with the relevant utility provider and carried out by approved contractors. (*CEMP, DBFL, July 2022*)

The Proposed Development involves demolition works which will be subject to an RWMP. All construction and demolition waste will be disposed of using an appropriately authorised waste disposal or materials recovery facilities. The Operational Phase of the Proposed Development has been subject to an Operational Waste Management Plan (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. The implementation of

the measures and strategies detailed in the OWMP, RWMP, CEMP and the Energy and Sustainability Statement, in conjunction with best environmental practice and the appropriate management and maintenance of the Proposed Development, will ensure that there are no significant adverse impacts to Material Assets as a result of the Proposed Development.

3.8.3.8 Landscape and Visual Amenity

The site is not located in an area subject to any designated views or prospects within the Dublin City Development Plan 2016-2022. Photomontages and CGIs of the Proposed Development have been prepared by Digital Dimensions to demonstrate the visual impact of the scheme. These images illustrate that there will be limited visual impact within Northern Cross given the permitted development in the area.

The CEMP also outlines mitigation measures relating to Landscape and Visual impacts during the Construction Phase. The proposed mitigation measures are outlined below.

- Site fencing/hoarding will be erected to restrict views of the construction activity e.g., standard 2.4m high
- Establishment of tree protection measures (no-dig construction zones, tree protection fencing and existing hedgerow retention).
- Appointment of an Arborist to oversee all works relevant to trees
- Monitoring of tree protection measures, e.g., maintenance of protective fencing to the satisfaction of the Arborist
- Hand dig excavation under supervision of an arborist is required should excavation be necessary in a tree protection area
- Tree protection fences are to be constructed in accordance with BS 5837:2012 "Trees in Relation to Design, Demolition and Construction - Recommendations"
- A 'Construction Exclusion Zone' notice will be placed on tree protection fencing at regular intervals
- Tree Protection Zones are not to be used for car parking, storage of plant, equipment or materials
- A post construction re-assessment of retained trees will be carried out.

(CEMP, DBFL, July 2022)

A Landscape Works & Landscape Maintenance Specification prepared by Plus Architecture (July 2022) details an extensive tree, hedge, bulb, perennial and shrub planting. A Landscape Maintenance Schedule is detailed within this report to ensure there is appropriate upkeep of all landscaping works during the Operational Phase of the Proposed Development. Full details can be seen in drawing number 487_15_0 Landscape Masterplan.

A Landscape and Visual Impact Assessment (LVIA) (Mitchell + Associates, August 2022) was carried out between March 2022 and July 2022. Potential visual impacts during the construction phase will be related to temporary works, site activity, and vehicular movement within and around the subject site. Vehicular movement may increase in the immediate area, and temporary vertical elements such as cranes, scaffolding, site fencing, gates, plant and machinery etc., will be required and put in place. All construction impacts will be temporary, and may include the following:

- Site preparation works and operations (including any tree protection measures)
- Site excavations and earthworks

- Site infrastructure and vehicular access
- Construction traffic, dust and other emissions
- Temporary fencing/hoardings, site lighting and site buildings (including office accommodation)
- Cranes and scaffolding *(LVIA, Mitchel + Associates)*

During the Operational Phase the Proposed Development will consist of the insertion of a new residential development of one substantial block, with associated external public realm, communal open space/courtyard, site infrastructure and ancillary elements onto the subject site, which will replace the existing office block building, its associated surface car parking and planting. Although the Proposed Development, which will have a maximum height of 9 storeys, will be taller than the existing building, the Proposed Development will largely in keeping with the existing buildings in the area and is of similar height and bulk to that currently under construction in the neighbouring site. The Proposed Development has been designed to mitigate negative impacts on the landscape character and visual amenity and the following measures have been considered as key aspects of the proposed scheme design:

- the use of harmonising light-toned finishes generally, together with localised highlight metal finishes, the combination of which will assist in visually integrating the proposed building in its existing context, whilst ensuring its individual identity;
- employing variation of tone, colour and texture across the facades, in order to further reduce the apparent scale and massing – this includes the use of yellow brick with white cladding panels generally with black brick on the four-storey south elevation;
- rationalisation of all services elements and any other potential visual clutter and its incorporation internally within the building envelope (as far as practically possible);
- the incorporation of a well-considered landscape design for the public realm, shared and private spaces which takes into account the broader planning aspirations in and around the site;
- the provision, maintenance and management of a sensitively considered soft landscape design for the development, which assists in the integration of the building within the existing landscape, particularly at the lower levels and improves the amenity for both residents and the public at large. *(LVIA, Mitchel + Associates)*

3.8.3.8.1 Landscape Character Impacts

During the Construction Phase, impacts are likely to vary from slight to moderate and negative, depending on the stage of construction, and the intensity of site activity. The construction impacts will be of short-term duration. There will be no significant impacts on the landscape character.

3.8.3.8.2 Visual Impacts

Because the expected life of the Proposed Development is up to 60 years, the duration of predicted visual impacts is assessed as long term. Photomontages have been prepared for 6 selected viewpoints. An assessment of the visual impact of the Proposed Development was carried out for these 6 viewpoints. The visual impacts ranged from slight to moderate. There will be no significant visual impacts.

3.8.3.9 Population and Human Health

The CEMP ensures that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase of the Proposed Development will not result in significant effects on human health or the environment.

Demolition works in many cases involve the stripping of hazardous materials, such as asbestos. Exposure to harmful substances may cause harm to workers by inhalation or contact with the skin (HSA, 2005). Prior to work commencing it will be necessary to survey the works to assess whether such health hazards exist. Where health hazards are identified, adequate controls will be put in place to protect workers and others in the vicinity, including use of appropriate PPE, meticulous planning, surveys, permit to work systems, ventilation, and extraction etc. (HSA, 2005).

The Construction and Operational Phases of the Proposed Development will provide for an increase of employment in the area which will have a slight positive impact on human health.

A Social and Community Infrastructure Audit has been prepared by JSA (July 2022) and has assessed the social infrastructure within the Site's catchment area and identifies possible future needs in the area, in the context of the proposed residential development. The Social and Community Infrastructure Audit has been discussed in section 3.7.3.9 of this report. Based on the conclusion of the Social and Community Infrastructure Audit there is sufficient capacity in the above-mentioned services to cater for the needs of the Proposed Development.

The increased population in the area that will arise from the Proposed Development has the potential to cause congestion on the local road network due to an increase in users. The Traffic and Transport Assessment (DBFL, July 2022) has outlined the potential impact the Proposed Development will have on the road network. Three junctions were analysed for potential network impacts. None of the junction's record impact levels that are near or exceed the 10% (or 5%) thresholds for junction impact as a result of the anticipated development traffic. The analysis demonstrates that the impact generated by the Proposed Development is comparable to that already being generated by the on-site office block. Accordingly, no additional detailed traffic analysis is required for any of the key off site junctions. DBFL have also noted that the Proposed Development will have a far more even vehicle distribution due to its mixed-use nature as opposed to the existing office development which sees the predominant influx of vehicles arriving in the AM peak hour and departing in the PM peak hour, which likely contributes to a strain on the local road network with many office developments following a 9AM – 5PM workday. Overall, there will be no significant impact on the surrounding road network.

Wind velocity within a development can have an impact on pedestrian comfort and safety. A Pedestrian Wind Comfort Study was prepared to outline the predicted climatic wind conditions experienced within and surrounding the Proposed Development (O' Connor Sutton Cronin, August 2022). Terraces and private balconies were assessed for safety and typical comfort classes for pedestrian comfort. Certain terraces and all private balconies are currently considered safe. Some terraces on the west and one area on the east terraces were not compliant with the safety criteria. In terms of pedestrian comfort levels, the majority of the comfort classes are exceeded the northwest corner of site. Mitigation measures have been incorporated into the design of the Proposed Development to ensure compliance with all safety and comfort levels and to mitigate the risk of localised increased wind speed conditions.

Trellises / Wind Break structures will be added on the East and West top floor terraces to ensure comfort for occupants. Balconies within the Proposed Development are inset balconies which offer increased wind protection for people utilising the balcony spaces. The landscaping has been designed to mitigate increased wind speeds and to provide shelter for pedestrians at street level, in the central courtyard and on the rooftop terrace areas:

- Covered and sheltered seating
- Hedge and raised planters as wind breakers
- Sheltered seating pockets
- Pergola structures

Based on the Pedestrian Wind Comfort Study all safety criteria and comfort levels will be met and no significant population and human health impacts are predicted.

The existing public transport infrastructure has been detailed in the Public Transport Capacity Study (OSCS, August 2022) and summarised Section 3.7.3.9 of this report. The Proposed Development is well served by public transport in the surrounding area. A Mobility Management Plan (MMP) has been prepared by DBFL Consulting Engineers which has been used to inform the Public Transport Capacity Study. Modal split targets for residents and the commercial portion of the site have been proposed in relation to the modes of transport used. Targets have also been set to discourage private car use and encourage the more sustainable option of public transport.

The Public Transport Capacity Study concluded that *“residents and staff of the Proposed Development would utilise 3.1% and 4.7% of the total capacity of existing AM and PM peak hour bus service capacities respectively in the Proposed Development’s assumed year of opening (2023). These figures rise to 3.4% and 5.0% respectively in 2028, due to the targeted increase in bus mode share as per the MMP. During the AM and PM peak hours, bus service excess capacities were found to be 67% and 17% respectively. As such, it is apparent that current public transport capacity is sufficient to accommodate the small additional demand generated by the Proposed Development.”*

Based on the above conclusion, there is sufficient capacity in the public transport infrastructure to facilitate the Proposed Development and there will be no negative significant impact on future users or residents as a result of the Proposed Development.

Employment is one of the main determinants of social health. Depending on the type of businesses that will occupy the commercial units (i.e., office space and café unit) the number of staff could range between 81 and 131, with the average number of staff predicted to occupy the Proposed Development being 98 (Figures taken from the Public Transport Capacity Study and calculated based on the *Employment Density Guide (UK) 3rd Edition*). This will a direct, long term, positive impact on the social health of those employed in the Proposed Development and an indirect positive impact on the local economy.

Noise exposure can cause a variety of human health effects including annoyance, sleep disturbance, raised stress levels, work impacts for commercial receptors or individuals who work from home. The Noise and Vibration Impact Assessment Report, detailed in Section 3.8.3.2 of this EIA Screening, has concluded there will be no significant noise impacts as a result of construction, demolition or operational phase activities which could impact the population and human health of the surrounding environment.

A Daylight Sunlight and Overshadowing Report was prepared by OCSC to assess the daylight and sunlight levels within the Proposed Development and also any potential daylight, sunlight or overshadowing impact the Proposed Development may have on properties adjacent to the site.

When assessing the Average Daylight Factor 100% compliance is achieved when using the 2011 methodology. 26 rooms fail to meet the 2022 Methodology recommendations (94.8% compliance). BRE Guidelines outline the difficulty in achieving the recommended targets within apartments and they recommend aiming for a good design to minimise the number of dwellings that are only facing north, north east or north west. It is important to note that even though the projection of balconies will impact the daylight reaching the windows in some areas, it will provide occupants with an outdoor amenity space that will receive excellent levels of sunlight.

In terms of sunlight access to amenity spaces, excellent levels of sunlight are experienced across the proposed development. The communal amenity space provided exceed the BRE guidelines for sunlight on the test day of 21st of March. At least 50% of the overall communal amenity spaces receive 2 hours or more of sunlight on March 21st, therefore compliance with BRE Guidelines is achieved.

In order to determine the amount of sunlight that is received by windows within the proposed development, the Annual Probable Sunlight Hours (APSH) calculation method, as outlined in BRE Guidelines (2022), has been used. The results from the analysis have shown that for the annual period, 48% of the living room windows across the development achieve the recommended APSH values stated in the BRE Guidelines, while 60% of the living room windows achieve the recommended values during the winter months. The shortfall in compliance can be attributed to the projection of balconies in some areas, and to the north facing windows.

Daylight has also been assessed using the 2022 methodology. Of the 1,215 analysed windows in the development, 55% achieve the minimum levels of direct sunlight recommended by 2022 Methodology.

Through Vertical Sky Component (VSC) analysis, it was found there is a daylight impact to surrounding properties, particularly the permitted Block 2 and Site 10 development located directly east and north of the Proposed Development respectively. According to OCSC, this is normal due to the existing structures on the proposed site and any other development will cause an impact on the permitted Block 2 and Site 10 development. Following ADF analysis, one unit falls short in compliance with the recommended BRE Guidelines and BS 8206 values for ADF analysis. However, that unit is located in an obstructed area for the development itself (obstructed set back unit with stair core obstruction and balcony above). That unit type is not repeated within that area; therefore, it is expected that the rest of units within the permitted Block 2 will receive ADF values within the recommended values.

In relation to sunlight impact to adjacent properties, the analysis has shown that some of the analysed windows will perceive an impact due to the proposed development. According to OCSC, this is normal due to existing scenario of the proposed site and any other development will cause an impact on the permitted Block 2 developments. It must be noted that some of the windows falling short in compliance were not achieving the recommended values during the existing scenario.

The overshadowing analysis has shown that an impact to Block 2 and Block 10 will be perceived on March 21st. However, further sunlight analysis has demonstrated compliance with BRE Guidelines, with 73% of the amenity spaces for Block 2 and 51% of the amenity spaces for Block 10 achieving at least 2 hours of sunlight on the test day (March 21st) – more than the recommended 50% value.

The Proposed Development includes compensatory design solutions through the significant regeneration of an underutilised site and provides a mixed-use development of high-quality architecture which will vastly enhance the visual appearance of the streetscape Northern Cross, provides permeability through the site for pedestrians and cyclists and includes well-lit public open spaces, improved public realm and publicly accessible facilities. This will assist in achieving the Z14 land use zoning objective for the site and the wider objective of the Strategic Development and Regeneration Area as specified within the current and draft Dublin City Development Plans.

We note that the BRE Guidelines are an indicative document with no pass/fail rate stipulated in terms of impact. The Board will interpret whether these impacts are acceptable in a planning and environmental context. The results as set out in the OCSC report we feel are reasonable given the context of the site and in relation to the proximity of proposed and under construction developments in the immediate surroundings. Impact will be felt within an urban environment which is earmarked for regeneration such as this, with the proposed development considered aligned with national planning policy and local planning objectives for the site.

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.

3.8.3.10 Resource and Waste Management

All construction and demolition waste will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of licensed 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 Proposed Development by AWN Consulting (July 2022) which provides the information necessary to ensure that the management of construction and demolition (C&D) waste at the site is undertaken in accordance with current legal and industry standards including the Waste Management Acts 1996 - 2011 and associated Regulations, Protection of the Environment Act 2003 (as amended with EPA Acts 1992 to 2013), Litter Pollution Act 1997 (as amended), and the relevant Waste Management Plans.

The RWMP aims to ensure maximum recycling, reuse, and recovery of waste with diversion from landfill, wherever possible. The RWMP estimates the category and quantity of hazardous and non-hazardous waste generated by the Proposed Development and includes recommendations for the 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). The RWMP also estimates the volume of soil, stones, clay and made ground to be excavated is 20,000m³ this material will be taken for appropriate offsite reuse, recovery, recycling and / or disposal.

During the Operational Phase, 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. An Operational Waste Management Plan (OWMP) has been

prepared by SWN Consulting for the Proposed Development. The OWMP ensures 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. The plan estimates 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.

3.8.3.11 Interactions

The environmental interactions between human beings and the landscape are deemed to be insignificant both in the short term and the long term for the construction and operation phase of the Proposed Development.

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.

3.8.3.12 Probability of the Impact

No significant environmental impacts are predicted for the Proposed Development.

The Appropriate Assessment Screening Report and Natura Impact Statement has determined that the Proposed Development will not cause any significant impact to the Natura 2000 network or European Sites.

The Construction and Operational Phases of the Proposed Development will provide for an increase of employment in the area which will have slight positive impact on human health as employment is one of the main determinants of social health.

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 as per the CEMP submitted as part of this planning application.

The implementation of the measures and strategies detailed in the CEMP, RWMP, Infrastructure Design Report and Building Lifecycle Report in conjunction with best environmental practice and the appropriate management and maintenance of the Proposed Development, will ensure that the likelihood of adverse environmental impacts occurring as a result of the Proposed Development is low.

3.8.3.13 Duration, Frequency, and Reversibility of the Impact

Any potential impacts associated with the Construction or Demolition Phases of the Proposed Development will be temporary and characteristic of a typical urban development project. Negative impacts such as noise or dust during the Construction and Demolition Phases will be temporary and reversible through the correct implementation of the appropriate control measures as per the CEMP and RWMP. Permanent, positive impacts will be experienced as a result of the Proposed Development in terms of human health, as an existing office block will be redeveloped to create a mixed-use development including residential, office and café

units. This will provide direct and indirect employment to the local area, boosting the local economy and contribute to increasing the supply of housing in Dublin.

3.9 Cumulation with Other Projects

Plans and projects in the surrounding area that could have the potential to result in cumulative impacts were reviewed from data sources below. A radius of approximately 2km has been assessed although any major developments outside this area have also been considered.

- Dublin City Council website: <https://planning.agileapplications.ie/dublincity/search-applications/>
- Fingal County Council website: <https://planning.agileapplications.ie/fingal>
- 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/>

Any planning applications listed as granted or decision pending from within the last 5 years were assessed for their potential to act in-combination with the Proposed Development and cause likely significant cumulative effects.

There are several existing granted planning permissions or in-progress developments on record in the area, ranging from small-scale extensions and alterations to existing residential properties to some larger-scale developments. 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 below. The site of the Proposed Development is located within the Dublin City Council (DCC) jurisdiction however the Site is also located 0.1km south of the Fingal County Council (FCC) jurisdiction thus planning history was examined from both jurisdictions.

Table 3-9: List of Off-Site Projects

Application Reg. Ref.	Address	Development Proposal	Decision
ABP-312108-21 Camgill Property A Tri Limited	Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17	156 no. apartments and associated site works	Is reasonable Application basis Date: 03 May 2022
FCC: F15A/0609/E1 ABP Ref.: PL 06F.248052 Applicant: Gannon Properties 0.3km North	Belcamp, Malahide Road, Dublin 17.	Extension Of Duration of Permission: The proposed development comprises a development of houses, apartments and shops and the change of use of Belcamp Hall, a Protected Structure (RPS No. 463), and its associated later extensions from educational uses to residential use, the chapel and the room in the northeast part of Belcamp Hall ground floor to a community use, the three-storey building on the northeast to residential, cafe and childcare use. The works involve the refurbishment of Belcamp Hall and its later extension to provide 34 apartments (15 no. 1-bed, 13 no. 2-bed, 5 no. 3-bed and 1 no. 4-bed) and comprise the general repair and conservation of the existing buildings, and other works as is necessary to adapt the buildings to their new uses. The works to the Georgian House involve the general repair and conservation of the historic building fabric, upgrading the floors and installation of a new pitched roof. The works to the existing extensions to the south involve the complete refurbishment and fit out of the fire damaged blocks including installing new pitched roofs with dormer windows and the installation of balconies. An existing stair on the southeast will be demolished and a replacement staircase constructed. An additional floor will be inserted into the southern block to provide additional accommodation at roof level. The works to the chapel involve the repair, conservation and reinstatement of the building fabric and its fittings and works to adapt it to its new use. The three-storey building to the north will be extended and converted to residential use on the first-floor level, restaurant use on the ground floor and part basement level and a childcare facility at basement level. External brickwork and stone will be re-pointed and cleaned and rainwater goods and leadwork replaced. Decorative metal railings will be reinstated. Disabled access facilities will be provided to the chapel. New mechanical, electrical and waste services will be installed throughout. The works will also include external works, hard and soft landscaping, underground services, repairs to the external entrance stone bridge and other external stone paved features. The existing stone pillars and	GRANT PERMISSION Date: 24 Mar 2022

Application Reg. Ref.	Address	Development Proposal	Decision
		<p>gates at the Malahide Road entrance to be relocated to a position within the development.</p> <p>The new works comprise: a courtyard of 27 dwellings (6 no. three storey 3-bed houses and one 3 storey block containing 8 no. 1-bed, 1 no. 2-bed & 1 no. 3-bed apartments, 5 no. 2-bed & 1 no. 3-bed duplex live/work units, and 5 no. 3-bed duplex units) and 1 no. corner retail unit (51m²), on lands east of the walled garden; and one 3-4 storey block of 47 apartments (12 no. 1-bed, 32 no. 2-bed & 3 no. 3-bed); one 3 storey block of 16 apartments (4 no. 1-bed, & 12 no. 2-bed) over 8 no. retail units (621.5m² gross area); and 139 no. terraced, semi-detached and detached 2 storey houses (3 no. 2-bed, 86 no. 3-bed and 50 no. 4-bed) on lands between Belcamp Hall and Malahide Road. The development will include associated roads and infrastructure including a new east-west main road; services networks; 524 no. car parking spaces (incl. 273 on-curtilage); 118 no. bicycle spaces; bin stores; landscaping works including regeneration of existing woodland and provision of foot paths along Mayne River valley east and south of Belcamp Hall and protection and management of walled garden and woodland west of Belcamp Hall; and all associated ancillary and site works; all on a site of c.15.3ha, on lands bounded by the Malahide Road to the east, Mayne River to the south and development lands to the west and north, with access from the Malahide Road.</p> <p>Significant Further Information (including Environmental Impact Statement) received on 23/11/2016.</p>	
ABP Ref: 313494-22 Fingal County Council: SHD/014/21 Applicant: Gerard Gannon Properties	Lands at Belcamp Hall (Protected Structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17, Dublin	The development will consist of the construction of a mixed-use development comprising of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) of which 1969 no. units are residential and 558 no. apartment units are 'build-to-rent' residential, ancillary residential amenity facilities, 2 no. childcare facilities, 1 no. sports changing facilities building, 18 no. retail units and 3 no. cafés/restaurants	<p>Lodged: 05 May 2022</p> <p>Case is due to be decided by 24 Aug 2022</p>
FCC: F21A/0401	Lands at Belcamp Hall, Malahide Road, Dublin 17	Residential development on lands at Belcamp Hall (a Protected Structure). The proposed development will consist of the construction of 78 no. residential units comprising 58 no. houses (41 no. two storey 3-beds, 12 no. two storey 4-beds and 5 no. three storey 4-beds, all with associated car parking, and one no. three storey	GRANT PERMISSION

Application Reg. Ref.	Address	Development Proposal	Decision
ABP-312060-21 Applicant: Gannon Properties		<p>multi-dwelling block consisting of 10 no. own-door duplex units (6 no. 2-beds and 4 no. 3-beds), 2 no. 2-beds own-door triplex units, and 8 no. apartments (6 no. 1-beds and 2 no. 2-beds), all provided with private balconies/terraces and associated car parking and bicycle parking; landscaping; boundary treatments; public lighting; and all associated site infrastructure and engineering works necessary to facilitate the development.</p> <p>The proposed development also includes new road infrastructure pertaining to the East West Link Road and the upgrading of the R107 Malahide Road junction with R123 to include the East West Link Road. These upgrade works to the R107/R123 junction include the closing of the existing Belcamp Manor access off Malahide Road and the provision of a new access off the East West Link Road. Access is from Malahide Road via a new internal road permitted under Reg. Ref. F15A/0609 (ABP Ref. PL06F.248052) and the East West Link Road from Malahide Road. No works are proposed which directly affect the structures at Belcamp Hall (a Protected Structure), or any other protected structures associated with it.</p>	<p>Appeal lodged date: 26 Nov 2021</p>
DCC: 3506/20 Applicant: Camgill Property A Seacht Limited	<p>Lands known as Site 5 Northern Cross, Malahide Road, Dublin 17</p>	<p>Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The site is bound by the Malahide Road to the east, the existing Northern Cross development to the south and west, and detached dwellings and the River Mayne corridor to the north.</p> <p>The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units (for Class 1- Shop or Class 2- Office/ Professional Services or Restaurant/ Café use). The building ranges from 8 to 12 storeys in height, including double height ground floor commercial units, above basement level. The 55 no. apartments consist of 3 no. studio units, 27 no. one bed units, 22 no. two bed units and 3 no. three bed units. All apartments are provided with private amenity space in the form of balconies/ terraces.</p> <p>The basement includes storage, plant/ service areas, laundry area and storage space allocated to the residential units. The proposal includes communal amenity space, including roof garden at 8th and 10th floor levels, and public realm improvements/public open space adjacent to the Malahide Road. The proposal contains a total of 27 no. car parking spaces, 87 no. secure bicycle parking spaces and 34 no. visitor bicycle parking spaces within the public realm. The proposed</p>	<p>GRANT PERMISSION Date: 08 Mar 2021</p>

Application Reg. Ref.	Address	Development Proposal	Decision
		<p>development includes PV panels at roof level, foul and surface water drainage, hard and soft landscaping, lighting, and all associated and ancillary site works.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompanies this application.</p>	
<p>ABP-307887-20 (SHD0017/20)</p> <p>Applicant: Camgill Property A Seacht Limited</p>	<p>Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17</p>	<p>Camgill Property A Seacht Limited, intend to apply to An Bord Pleanála for permission for a strategic housing development on lands known as Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17. The site is bound by an existing office building and surface car park to the west, the Mayne River corridor to the north, a public park and nursing home building to the east and Mayne River Avenue to the south.</p> <p>The proposed development consists of the construction of 191 no. residential units in a part seven, part eight and part nine storey building, over a lower ground floor / upper basement level and lower basement level. The 191 apartments consist of 6 no. studio units, 76 no. one bed units and 109 no. 2 bed units.</p> <p>The proposal contains a total of 118 no. car parking spaces, 103 of which are located at upper basement level and 15 at surface level, and 424 no. bicycle parking spaces, 328 of which are located at upper and lower basement level and 96 at surface level. Access to the upper and lower basement parking facilities is proposed from the north of the development via an extension of Mayne River Street provided as part of this application. Bin stores, plant rooms, storage rooms, management areas and the ESB substation, which are provided with external access doors, are located at lower ground floor / upper basement level and lower basement level.</p> <p>The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space at podium, ground floor and roof level, PV panels at roof level, pedestrian access routes, children's play space, foul and surface water drainage, hard and soft landscaping, lighting, alterations to the adjacent public park, including provision of a play area, and all associated and ancillary site works.</p> <p>The application contains a statement setting out how the proposal will be consistent with the objectives of the Dublin City Development Plan 2016-2022 and the Clongriffin-Belmayne Local Area Plan 2012 - 2018 (as further extended until 2022).</p>	<p>GRANT PERMISSION</p> <p>Date: 01 Dec 2020</p>

Application Reg. Ref.	Address	Development Proposal	Decision
		A Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompanies this application. Construction is currently progressing on site.	
ABP Ref.: 305943-19 Applicant: Claregrove Developments Limited	Newtown, Malahide Road, Dublin 17	Demolition of all existing structures on site, construction of 331 no. build to rent apartments, childcare facility and associated site works.	GRANT PERMISSION Date: 18 Mar 2020
ABP: 305316-19 Applicant: Gerard Gannon Properties	Plots 6, 8, 11, 17, 25, 26, 27, 28 and 29 All to the North and South of Main Street, Clongriffin, Dublin 13.	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	GRANT PERMISSION Date: 13 Dec 2019
ABP: 305319-19 Applicant: Gerard Gannon Properties	Plots 4, 5 and 14, Clongriffin, Dublin 13.	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	GRANT PERMISSION Date: 13 December 2019
FCC: F19A/0149 Applicant: IDA Ireland	Belcamp, Clonshaugh, Dublin 17	Remediation by excavation and removal of circa 22,000 cubic metres of mixed waste material illegally deposited on lands at Belcamp. The project will involve site preparatory works, excavation and infill works, installation of a cut-off wall to the south and south west and restoration with grass and treeline where applicable. An Environmental Impact Assessment report (EIAR) and Natura Impact Statement (NIS) has been prepared and accompanies this planning application and is available for inspection.	GRANT PERMISSION Date: 20 Aug 2019
ABP Ref: 304196-19 (SHD0007/19)	Clare Hall, Malahide Road, Dublin 17.	132 no. Build to Rent apartments including ancillary resident support facilities, services and amenities, car parking, plant, bicycle and bin storage, 1 no. electricity	GRANT PERMISSION

Application Reg. Ref.	Address	Development Proposal	Decision
Applicant: E to Infinity ICAV		sub-station and all associated site development and infrastructural works on a 0.38 ha site	Date: 19 July 2019
DCC: 3238/17 Applicant: Dublin City Council	Site at Malahide Road, Churchwell Avenue and Belmayne Road, Ayrfield, Dublin 13	A development of 150 no. apartments, 1 no. crèche facility, 3 no. office / community facilities and a Multi-Use Games Area (MUGA) on 1.53 hectares of land	GRANT PERMISSION Date: 03 Oct 2017

It is considered that cumulative impacts are most likely to arise due to potential pollution and nuisance (i.e., dust, noise, air quality and traffic) during the Construction Phase. Good construction management practices, as outlined within the Construction and Environmental Management Plan (CEMP) and Resource Waste Management Plan (RWMP) will minimise the risk of pollution and nuisances from construction activities at the Proposed Development Site. The appointed contractor will be responsible for the full implementation of management and mitigation measures.

Environmental Impact Assessment Reports (EIAR) have been prepared as part of the planning applications for the following developments.

- Plots 4, 5 and 14, Clongriffin, Dublin 13 (ABP Ref. 305319)
- Plots 6, 8, 11, 17, 25, 26, 27, 28 and 29 All to the North and South of Main Street, Clongriffin, Dublin 13. (ABP Ref. 305316)
- Belcamp, Clonsaugh, Dublin 17 (FCC Ref. F19A/0149)
- Lands at Belcamp Hall (Protected Structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17 (ABP Reference 313494)

Environmental Impact Assessment Screening Reports (EIA) have been prepared as part of the planning applications for the following developments.

- Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17 (SHD0017/20)
- Clare Hall, Malahide Road, Dublin 17 - SHD0007/19
- Newtown, Malahide Road, Dublin 17 (ABP Ref. 305943, DCC SHD0026/19)

The development at Site 5 - Adjacent to Malahide Road (DCC Ref. 3506/20) has had a CDWMP, CEMP and a Traffic Impact Assessment prepared as part of the planning application. Control and mitigation measures in relation to pollution and nuisances will be implemented as per the CDWMP and CEMP. The Traffic Impact Assessment concluded that the surrounding road network has capacity to support the Proposed Development DCC Ref. 3506/20.

The development at Malahide Road, Churchwell Avenue and Belmayne Road, Ayrfield, Dublin 13 (DCC Ref. 3238/17) has had a Social Infrastructure Audit and Traffic & Transport Assessment completed as part of the planning application. The estimated volume of additional traffic generated by the development is relatively small. The development will give rise to demand for existing services and facilities but the demand will be minimal. The audit has confirmed that there is adequate public open space and recreational facilities in the area to serve existing and future population growth. There is also adequate educational capacity with potential for two new primary schools in the future.

The development at Belcamp, Malahide Road, Dublin 17 (DCC Ref. F15A/0609) has had a Traffic and Transport Impact assessment and a Construction Management Plan (CMP) prepared as part of the planning application. Due to improvements in the surrounding road network, there will be no significant impacts as a result of the development. The CMP details control and mitigation measures to ensure there will be significant impacts in terms of pollution and nuisances during the construction phase.

Site 10 in the Northern Cross development is located directly north of the Proposed Development. The status of this application according to An Bord Pleanála is “reasonable

Application basis". No reports are available for the proposed development at site 10 at time of writing this EIA screening.

As previously stated in Section 3.2 of this EIA Screening (*Legislative Requirements for an EIA*) the total number of residential units to be constructed for the Proposed Development is 176. The Proposed Development is a standalone application with different landowners to the listed off site developments in Table 3-9. The Proposed Development is less than the 500-dwelling unit threshold set out under Class 10 (b) (i) of the Planning and Development Regulations 2001-2022 "*Construction of more than 500 dwelling units*" and as such a mandatory EIA is not required.

Based on the findings in Section 3.8 and the conclusion of this EIA Screening Report, there will be no significant environmental impacts as a result of the Proposed Development. The developments listed above in Table 3-2 have been assessed both individually and collectively and it has been determined there will be no significant impact provided the mitigation measures set out in the associated documents are implemented. Given that it has been determined there will be no significant impacts from this Proposed Development (at Rosemount House) with the implementation of the proposed measures, it can be concluded that the combined impact will not be significant on the environment.

3.10 Cumulation with Relevant Policies and Plans

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

- Dublin City Development Plan 2016-2022
- Draft Dublin City Development Plan 2022-2028
- The Clongriffin-Belmayne (North Fringe) Local Area Plan 2012-2018 (extended to 2022 in November 2017)
- Draft Dublin City Biodiversity Action Plan 2021-2025
- Dublin City Development Plan 2016-2022 Strategic Environmental Assessment (SEA)
- Dublin City Development Plan 2016-2022 [Strategic Flood Risk Assessment]
- Eastern-Midlands Region Waste Management Plan 2015 – 2021
- National policy on sustainable energy - Ireland's Transition to a Low Carbon Energy Future 2015-2030

The Proposed Development has also been assessed under Article 103 (1A)(a) of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations:

"Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information shall be accompanied by any further relevant information on the characteristics of the Proposed Development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account."

The Dublin Draft Dublin City Biodiversity Action Plan 2021 – 2025 is set out to protect and improve biodiversity, and as such will not result in negative in-combination effects with the Proposed Development. This plan addresses the protection of European Sites through *“Objective 2: Protect designated sites for nature conservation in accordance with the Conservation Management objectives for Natura 2000 sites and proposed Natural Heritage Areas in Dublin City”*. The plan also includes a Natura Impact Report which includes mitigation measures to avoid or reduce potential impacts on the qualifying interest and special conservation interests of all European sites. These measures have been incorporated into the plan and therefore, adverse effects on the integrity of any European sites are avoided. An Appropriate Assessment Screening report has also been prepared as part of the Proposed Development which assesses any potential impacts of the Proposed Development on European Sites.

The Department of Communications, Climate Action and Environment (DCCAE) is responsible for enacting a range of energy policies and measures to promote the delivery of a more sustainable energy system for Ireland. The latest national policy statement on sustainable energy is Ireland's Transition to a Low Carbon Energy Future 2015-2030. Three key targets for 2030 of at least: 40% cut in greenhouse gas emissions, 27% share for renewable energy and 27% improvement in energy efficiency. The Proposed Development will comply with Part L 2021 (Dwellings), as well as targeting an A2/A3 BER, while the proposed non-residential development will comply with non-residential Part L 2021 (Buildings other Than Dwellings), as well as targeting an A3 BER. The primary aim of Part L 2019 is to further reduce the energy used in homes. Renewable energy technologies such as Exhaust Air Heat Pump (EAHP), Air Source Heat Pumps (ASHP), Solar PV and VRF Heat Pumps will be considered for implementation. Based on the compliance of the Proposed Development with the Part L requirements no negative cumulative impacts are predicted between the Proposed Development and Ireland's Transition to a Low Carbon Energy Future 2015-2030.

The Eastern-Midlands Region Waste Management Plan 2015 – 2021 is the framework for the prevention and management of wastes in a safe and sustainable manner. The implementation of the Eastern-Midlands Region waste plan ensures that European and national mandatory targets are achieved and, in doing so, that the health of communities in the region, its people and the environment are not compromised. A Resource & Waste Management Plan (RWMP) and an Operational Waste Management Plan (OWMP) has been prepared by AWN Consulting Ltd. for the Proposed Development. The goal of the OWMP is to achieve a residential recycling rate of 50% of managed municipal waste in accordance with the current Eastern-Midlands Region Waste Management Plan 2015 – 2021. The RWMP has also been prepared to comply with the plan. Based on this compliance and the successful implementation of the control and mitigation measures relating to waste outlined within this report, the OWMP and the RWMP, there will be no negative cumulative impacts between the Proposed Development and the Eastern-Midlands Region Waste Management Plan 2015 – 2021.

The core strategy, policies and objectives of the Dublin City Development Plan 2016-2022 and Draft Dublin City Development Plan 2022-2028 have been developed to anticipate and avoid the need for developments that would be likely to significantly impact 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. 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. All the proposed SuDS devices at the Proposed Development site have been designed in accordance with the CIRIA manual. The proposed SuDS measures to be included in the Proposed Development are:

- Extensive Green Roofs for Apartment Blocks (sedum blanket);
- Intensive Green Roofs/Blue podium in the form of soft landscaping on the podium;
- Tree Pits;
- Underground storage system such as 'ESS EcoCell Storage System' or similar approved;
- Hydrobrake Flow Controls;
- Petrol Interceptor;

Section 3.8.3.4 of this EIA Screening has concluded that mitigation measures to protect the water quality will be implemented as part of the Proposed Development and as such there will be no significant impacts on Hydrology and Hydrogeology. 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.

On examination of the above, it is considered that there are no means for the Proposed Development to act in-combination with any plans that will cause any likely significant adverse effects on the surrounding environment. The greatest 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 outlined in this report, the CEMP and RWMP to be carried out by the contractor will ensure no potential for cumulative impacts to arise.

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 Permitted Project		Significant or Non-Significant Impact
Size of the Subject Site	The Proposed Development is located on a 0.6426 hectare site.	Not Applicable
Cumulation with other Projects	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.	No likely significant impacts
Nature of Associated Demolition Works	It is not foreseen that demolition works will have a significant impact.	No likely significant impacts
Use of Natural Resources	It is not foreseen that any extensive use of natural resources is required for the Proposed Development.	No likely significant impacts
Production of Waste	<p>There will be an increase in waste in the form of construction and demolition waste, during the Construction Phase of the Proposed Development. However, this waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of authorised waste collection and disposal facilities, it is not predicted that the production of waste will cause any significant effects on the environment. The RWMP prepared for the Proposed Development which outlines the waste management procedures to be implemented.</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 disposed of using suitably licensed waste disposal or materials recovery facilities. The OWMP prepared for the Proposed Development which outlines the waste management procedures to be implemented.</p>	No likely significant impacts
Pollution and Nuisances	The Construction and Demolition Phases will give rise to temporary nuisances the most significant of which will be noise and dust. However, it is not predicted that these impacts will be significant, as they will be intermittent and temporary. Adequate control measures will be implemented for the	No likely significant impacts

	duration of the Proposed Development as outlined within the CEMP, RWMP and OWMP.	
Risk of Major Accidents and/or Disasters	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.	No likely significant impacts
Risk to Human Health	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.	No likely significant impacts
Location of the Project		
Existing and Approved Land Use	Any potential impacts from the Proposed Development on the existing land use of the area are not considered significant. The proposed Development is in line with the land use zoning objectives of the Dublin City Council Development Plan.	Not Applicable
Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources	The impacts are considered to be negligible for this project in relation to the regenerative capacity of natural resources in the area.	Not Applicable
Absorption Capacity of the Natural Environment	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.	Not Applicable
Characteristics of Potential Impacts		
Extent of the Impact	The impacts are considered to be insignificant with regards to this project, due to the nature and scale of the proposed construction and demolition 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. 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.	
Transboundary nature of the Impact	There are no transboundary physical impacts envisaged for this project.	Not Applicable

<p>Magnitude and Complexity of the Impact</p>	<p>During construction and demolition, 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 and mitigation measures which will be identified in the CEMP will ensure that there will be no pollution or nuisances from the Construction Phase of Proposed Development beyond the Site boundary.</p> <p>During operation, a positive impact may be perceived, as this development will facilitate the provision of higher density residential accommodation and office space.</p> <p>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.</p>	<p>No likely significant impacts</p>
<p>Probability of the Impact</p>	<p>No significant environmental impacts are predicted for the Proposed Development. The CEMP 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.</p> <p>Guidelines and defined operational measures as detailed in the CEMP will be adhered to during all stages of the works in order to further reduce the possibility of such nuisances occurring.</p>	<p>No likely significant impacts</p>
<p>Duration, Frequency and Reversibility of the Impact</p>	<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. The scale of the Proposed Development is considered to integrate appropriately with its surroundings, where there is a precedent for similar and even greater heights within the Northern Cross development. No key views affected by the site, nor key landmarks.</p> <p>No adverse medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.</p>	<p>No likely significant impacts</p>

5 EU LEGISLATION CONSIDERATION IN ACCORDANCE WITH ARTICLE 299B (1)(b)(ii)(II)(C)

A separate Article 299B(1)(b)(ii)(II)(C) Statement has been submitted as part of this planning application. The results of this assessment are summarised in Table 5-1.

Table 5-1: 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 considered
Directive 92/43/EEC, The Habitats Directive	<ul style="list-style-type: none"> • Appropriate Assessment Screening Report • Natura Impact Statement • Ecological Impact Assessment 	No significant impact once proposed control measures are implemented.	Refer Section 3.7.3.5, 3.7.3.6, 3.7.3.7 and 3.8.3.5 of this report
Directive 2000/60/EC, EU Water Framework Directive	<ul style="list-style-type: none"> • Infrastructure Design Report • Site Specific Flood Risk Assessment Report • Construction Environmental Management Plan 	No significant impact once proposed control measures are implemented.	Refer to Section 3.6.5, 3.7.3.2, 3.7.3.3, and 3.8.3.4 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"> • Dublin City Development Plan 2016-2022 • Planning Report • Statement of Consistency 	No significant impact once proposed control measures are implemented.	Refer to Section 3.6 of this report
Directive 2002/49/EC on the assessment and management of environmental noise	<ul style="list-style-type: none"> • Construction Environmental Management Plan • Noise Report 	No significant impact once proposed control measures are implemented.	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"> • Construction Environmental Management Plan 	No significant impact once proposed control measures are implemented.	Refer to 3.6.5 and Section 3.8.3.1 of this report
Directive 2007/60/EC on the assessment and management of flood risks	<ul style="list-style-type: none"> • Site Specific Flood Risk Assessment 	No significant impact	Refer to Section 3.7.3.2 and Section 3.8.3.4 of this report
Other relevant provision of EU law	Nature of the assessment completed	Results of the assessment	How considered

Birds Directive (79/409/EEC), Bern and Bonn Convention and Ramsar Convention.	<ul style="list-style-type: none"> Ecological Impact Assessment Appropriate Assessment Screening Report 	No significant impact once proposed control measures are implemented.	Refer Section 3.7.3.6, 3.7.3.7 and 3.8.3.5.
Directive 2006/21/EC on the management of waste from extractive industries	<ul style="list-style-type: none"> Not relevant to the Proposed Development. 	N/A	N/A
Directive (EU) 2018/850 on the landfill of waste	<ul style="list-style-type: none"> Resource Waste Management Plan Operational Waste Management Plan Construction Environmental Management Plan 	No significant impact once proposed control measures are implemented.	Refer to Section 3.6.4, Section 3.6.5, and Section 3.8.3.10
Directive 2008/98/EC on waste and repealing certain Directives as amended by Directive 2018/851/EU	<ul style="list-style-type: none"> Resource Waste Management Plan Operational Waste Management Plan Construction Environmental Management Plan 	No significant impact once proposed control measures are implemented.	Refer to Section 3.6.4, Section 3.6.5, and Section 3.8.3.10
Directive 2010/75/EU on industrial emissions	<ul style="list-style-type: none"> Not relevant to the Proposed Development. 	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"> Not relevant to the Proposed Development. 	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"> Construction Environmental Management Plan Noise Report 	No significant impact once proposed control measures are implemented.	Refer to Section 3.6.5 and Section 3.8.3.2 of this report
Directive 2012/27/EU on energy efficiency	<ul style="list-style-type: none"> Energy and Sustainability Report Building Lifecycle Report 	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"> Not relevant to the Proposed Development 	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"> Energy and Sustainability Report 	Positive impact	Refer to Section 3.8.3.1.2 of this report
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"> Not relevant to the Proposed Development 	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"> Energy and Sustainability Report 	Positive impact	Refer to Section 3.8.3.1.2 of this report
Regulation (EU) No 517/2014 on fluorinated greenhouse gases	<ul style="list-style-type: none"> Energy and Sustainability Report 	N/A	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"> Not relevant to the Proposed Development 	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 Schedule 7 and Schedule 7A of the Regulations.

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 109(3) of the Planning and Development Regulations 2001 (as amended)

The Proposed Development is not likely to have significant effects on the environment. Therefore, a mandatory Environmental Impact Assessment Report (EIAR) is not required for the Proposed Development.

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>	The Proposed Development does not exceed the 500-dwelling unit threshold. The total number of units to be constructed amounts to 176 residential units.	No
<i>Schedule 5 Part 2 10(b)(ii)</i>	<i>Construction of a carpark 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 134 no. car parking spaces which are incidental to the Proposed Development.	No
<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</i>	Proposed Development does not exceed the 10-	No

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
	<i>district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	hectare threshold. The total site area is 0.6462 ha.	
<i>Schedule 5, Part 2 (14)</i>	<i>Works of Demolition Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	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.	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 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.	No

7 REFERENCES

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Eastern-Midlands Region Waste Management Plan 2015 – 2021

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