

Proposed Part 8 Residential Development  
Balally, Sandyford

## Environmental Impact Assessment Screening Report

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Dún Laoghaire-Rathdown County Council  
January 2024



**HRA | PLANNING**  
chartered town planning consultants

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## **1.0 INTRODUCTION**

### **1.1 Background**

This report has been prepared by HRA PLANNING Chartered Town Planning Consultants to support Dún Laoghaire-Rathdown County Council in undertaking a screening determination for Environmental Impact Assessment in respect of a Part 8 proposal in the townland of Balally, Blackthorn Drive, Sandyford, Dublin 16. The proposed development seeks the construction of 62 no. apartment units and a community facility in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units on a site comprising circa 0.32 hectares. Vehicular access to the site will be from Cedar Road to the north with pedestrian and cycle access from Blackthorn Drive to the south.

This report presents an assessment of the proposed development and, a recommendation as to the likelihood of significant effects on the environment, and the requirement or otherwise, for Environmental Impact Assessment (EIA). Specifically, the preliminary examination will firstly establish if the proposed development would be likely to have significant effects on the environment by virtue of the nature, size, or location of the development. Thereafter, a Screening Assessment and recommended determination is undertaken.

The author of this report holds qualifications in Environmental Impact Assessment Management and Town Planning. Mary Hughes has a Diploma in Environmental Impact Assessment Management from University College Dublin and has a Masters of Science Degree in Town Planning from Queen's University Belfast. Mary is a member of the Irish Planning institute and has over twenty six years' experience working in planning and in the area of Environmental Assessment. Over this period, Mary has been involved in a diverse range of project including contributions to and co-ordination of, numerous complex EIARs and EIA Screening Reports.

### **1.2 Legislation and Guidance**

The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended.
- Planning and Development Regulations 2001 as amended.
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU.
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018).
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022.
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018.
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development 2003.
- Circular Letter: PL 05/2018 27th August 2018 Transposition into Planning Law of Directive 2014/52/EU amending Directive 2011/92/EU on the effects of certain public and private projects on the environment.

- Circular Letter: PL 10/2018 22 November 2018 Public notification of timeframe for application to An Bord Pleanála for screening determination in respect of local authority or State authority development
- Office of the Planning Regulator (May 2021) Environmental Impact Assessment Screening-Practice Note

### **1.3 Methodology**

The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, and Planning and Development Regulations. The methodology has particular regard to the '3-Step' assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021). Regard is also had to European and National guidance documents. The local authority concludes, based on such preliminary examination, that:

- i. there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required;
- ii. there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination; or
- iii. there is a real likelihood of significant effects on the environment arising from the proposed development, it shall - (i) conclude that the development would be likely to have such effects, and (ii) prepare, or cause to be prepared, an EIAR in respect of the development.

### **1.4 Data Sources**

The information is obtained from review of several online databases and public sources including:

- Geological Survey of Ireland (GSI) online dataset - <https://www.gsi.ie>
- Dún Laoghaire-Rathdown Development Plan 2022-2028
- Dún Laoghaire-Rathdown County Council Planning Application Portal
- An Bord Pleanála Planning Applications
- EPA - <https://gis.epa.ie/EPAMaps/>
- GeoHive – <http://map.geohive.ie/mapviewer.html>.
- Office of Public Works (OPW) - <http://www.floodinfo.ie/map/floodmaps>

In addition to the above an Appropriate Assessment Screening prepared by NM Ecology and an Engineering Report prepared by Malone O'Regan was used to inform this document.

## **2.0 THE SITE AND SURROUNDINGS**

### **2.1 Site Context**

The subject site is located in the townland of Balally, adjoining the Balally Shopping Centre, fronting onto Blackthorn Drive and defined by the Drummartin Link Road to the east. The site is situated approximately 8km south of Dublin city centre, 1.5km southeast of Dundrum town centre and 150m east of Sandyford Business Park.

The site is strategically located close to the major employment centre of Sandyford Business District to the east with high frequency/capacity public transport (Luas) directly to the Dublin City Area, Dundrum Town Centre as well as being well connected to the wider motorway network located nearby.

The area includes several separate business parks and sites, including Sandyford Business Park, Stillorgan Business Park, Central Park, and South County Business Park. Sandyford Business Park accommodates several large scale national and multinational companies including Google, Facebook, Microsoft and AIB.

The wider area comprises a broad mix of uses including residential, commercial, healthcare, religious and education. Residential use dominates the area south of Blackthorn Drive with associated open spaces. The wider Sandyford Business Park is located to the east with light industrial uses to the northeast and the Beacon Hospital directly to the east across the Drummartin Link Road. Queen of Angels Primary school and Church of the Ascension of the Lord are located directly to the west and north of the subject site.

## **2.2 Transportation**

From a road's perspective, the site has excellent access to the national road network, adjoining the Drummartin Link Road which connects to the M50 at Junctions 13 and 1. to the north. Blackthorn Drive fronting the site benefits from the provision of footpaths and cycle-paths on both sides, street lighting, trees and grass verges and accommodates a bus stop immediately south of the site (across the road).

The Luas Green Line runs close to the proposed development with two stops within a 1km radius of the proposed development. The line provides services northbound towards Broomsbridge and southbound towards Brides Glen. Kilmacud Luas stop is located 950m to the north of the site or a 10-minute walking distance. Luas tram services are operated on a variable timetable with frequency of services changing regularly to suit the volume of commuters, with services provided varying between 3 – 5 mins apart during peak times and 12 – 15 mins apart off peak.

The site is well served by the existing bus network with 8 no. routes passing within 1km of the proposed development. These routes connect the development within the city centre, Dundrum, Dun Laoghaire, Tallaght and the surrounding local area. The site is served directly by Dublin Bus Route No. 114 and 116 via Blackthorn Drive, with a bus stop located across the road from the subject site.

BusConnects is a key part of the Government's policies to improve public transport and address climate change in Dublin. The proposed site is located on the following BusConnects routes:

1. Peak Time Route P16: Ballyboden to UCD
2. Other City Bound Route 86: Sandyford Village to Mountjoy Square via City Centre
3. Orbital Route S8: City West to Dun Laoghaire.

The new network will allow for better integration between bus routes and other public transport networks. This will enable residents of the proposed development to be able to change between modes of public transport with ease and be able to access all areas of the city.

## 2.3 Site Description

The 0.32 hectare site comprises maintained open space with young trees interspersed along the southern boundary with more robust mature trees along the western site boundary, adjoining the Balally Shopping Centre and the northern site boundary adjoining the existing Scouts Den building. Whilst there is no defining eastern site boundary, the adjoining open space is ultimately defined by a piecemeal hedgerow to the east with an existing wooden barrier / screen creating an edge to the Dunmartin Link Road.

There is a fall across the site from southwest to northeast, from a high point of c. 96.95 to c. 93.0, a differential of approximately 3.7 metres. There is also a slope from west to east.. The eastern side of the site is typically 1m lower than the western side. The slope appears to be even throughout the site.



Figure 1.0 Site Context

## 2.4 Environmental Characteristics of the Site

The information set out below was derived from the data available within the EPA Mapping Tool, the Dun Laoghaire Rathdown County Council Planning Application Portal and the relevant local statutory planning documentation, including the Dun Laoghaire Rathdown Development Plan 2022 - 2028.

### 2.4.1 Bedrock & Soils

According to an examination of the information available on GeoHive, the site is part of the Type 2e equigranular (Northern and Upper Liffey Valley Plutons) formation with Pale grey fine to coarse-grained granite.

In December 2023, Causeway Geotech Ltd. completed a comprehensive programme of site investigations for the site. These investigations showed that ground conditions varied across the site. Generally, 100-300mm of topsoil over made ground from 0.3-1m below finished ground level over a firm sandy gravelly clay over bedrock. Bedrock consists of medium strong to strong grey granite at depths of 2-2.5m below finished ground level.

### 2.4.2 Hydrology

The site is located within the Liffey and Dublin Bay (Catchment I.D 09) catchment and Dodder\_SC\_010 sub catchment (Sub-catchment I.D.09\_16) (EPA, 2023). The site is also located within the Brewery Stream catchment, with this watercourse flowing 1.8km northeast of the site and discharging to Dublin Bay. During the most recent survey period of 2016-2021, the Brewery Stream was found to have a Poor ecological status (EPA, 2023).

The closest river to the site is the Carrickmines Stream, located 350m to the south-east. The Carrickmines Stream flows into the Shanganagh River, 6.8km southeast of the site, and ultimately discharges to Killiney Bay. The nearest EPA monitoring station is located on the Carrickmines Stream as it crosses under Glenamuck Road 4.2km southeast of the site, and this station designated Carrickmines Stream as Poor (Q-Value: 3) in 2003, although station RS10C040350, located 6.4km downstream, classified this watercourse as Good (Q-Value: 4) in 2020. During the most recent survey period of 2016-2021, both the Carrickmines Stream and Shanganagh River were classified as At Risk of not meeting their Water Framework Directive (WFD) objectives (EPA, 2023).

The site is not identified as being subject to flooding as per the CFRAM maps. A Desktop Flood Risk Assessment was prepared by Malone O Regan Engineers which focused on examining flooding risks to the proposed site including fluvial and pluvial flood risk. According to the study, the development of the site is not anticipated to negatively affect the existing hydrological regime of the area or increase flood risk in other locations.

### 2.4.3 Aquifer and Groundwater

The site is situated on the Kilcullen groundwater body, which is At Risk of not meeting its WFD objectives. The aquifer type within the site boundary is a Poor (PI) aquifer on bedrock which is Generally Unproductive except for Local Zones. The groundwater rock units underlying the aquifer are classified as Granites & other Igneous Intrusive rocks (GSI, 2023). The level of vulnerability of the site to groundwater contamination via human activities is Moderate to Extreme. The bedrock is Generally Unproductive except for Local Zones. The predominant soil on site is classified as Urban and the subsoil is man-made {Made} (EPA, 2023).

2 no. infiltration tests were conducted across the site. The results of these tests varied with an infiltration rate of  $f=0.05$  to  $0.06\text{m/hr}$  for IT01 but no rate was achieved for the second location, the water level dropped too slowly to allow calculation of the soil infiltration rate. The report prepared by Causeway Geotech Ltd. concludes that the site is suitable for soakaway design.



#### 2.4.4 Wellbeing

The site falls within an Air Quality Index Region where the index indicates that the air quality is 'Good' according to EPA Maps. The site is situated in Dublin Region1 (EPA Mapping).

Approximately 1 in 5 homes in this area are likely to have high radon levels.

The Dublin Agglomeration Noise Action Plan 2018 - 2023 provides Noise Maps for Dún Laoghaire-Rathdown and confirms that the subject site is located inside the defined noise contours for major roads in the area.

#### 2.4.5 Designated Sites

An Appropriate Assessment Screening Report prepared by NM Ecology has had regard to inter-alia; Part XAB of the Planning and Development Act 2000 (as amended) and appropriate best practice guidance including: 'Assessment of Plans and Projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2001); and, Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities. Department of the Environment, Heritage and Local Government (DoEHLG, 2010).

There are no designated sites within the subject site or directly adjoining the subject site. The nearest European site is the South Dublin Bay Special Area of Conservation (SAC), located 4 kilometers to the northeast. There are no feasible pathways to any European sites. Following a Winter Bird Survey on site in 2023 / 2024 it has been confirmed that the site is not used as an ex-situ feeding/roosting habitat for any wetland birds associated with the Special Protection Area. According to the Appropriate Assessment Screening Report a Natura Impact Statement is not required.

#### 2.4.6 Proposed Natural Heritage Areas (pNHA)

There are no pNHAs within the subject site or directly adjoining the subject site. Fitzsimon's Wood located circa 0.9km south of the site is the closest proposed Natural Heritage Areas.

#### 2.4.7 Archaeology

According to the Historic Environment Viewer there are no national monuments identified in or adjoining the site. The closest recorded monument to the site is over 600m to the south (DU022-109).

An Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy indicates that the development site, does not include any historic structures or archaeological remains. Large scale excavations have occurred in the vicinity of the site and the report concludes that it is likely that the area has been disturbed in the past. As a result the site has a low potential for historic remains and the report concludes that no further input for cultural heritage is required.

#### 2.4.8 Zoning of the Site

The development complies with the zoning objectives for the land as set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028. The subject site is zoned for "mixed use neighbourhood centre facilities" where the objective is; "*to protect, provide for and or improve mixed-use neighbourhood centre facilities*". The proposed development, when considered in conjunction with the adjoining neighbourhood retail centre and the extent of existing services and facilities provided therein, seeks to diversify use on the overall zoned site by providing for residential uses.

The Development Plan extends across a significant area and seeks to establish a framework for the planned, coordinated and sustainable development of Dún Laoghaire-Rathdown and for the conservation and enhancement of its natural and built environment. The Development Plan provides guidance on how sustainable development can be achieved, what new developments are needed, and where public and private resource inputs are required.

#### 2.4.9 Ecology

There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the site comprises amenity grassland with a mature non-native tree line on the western boundary and scattered semi mature sycamore near the southern boundary, all deemed to be of low ecological value.

### 3.0 PROPOSED DEVELOPMENT

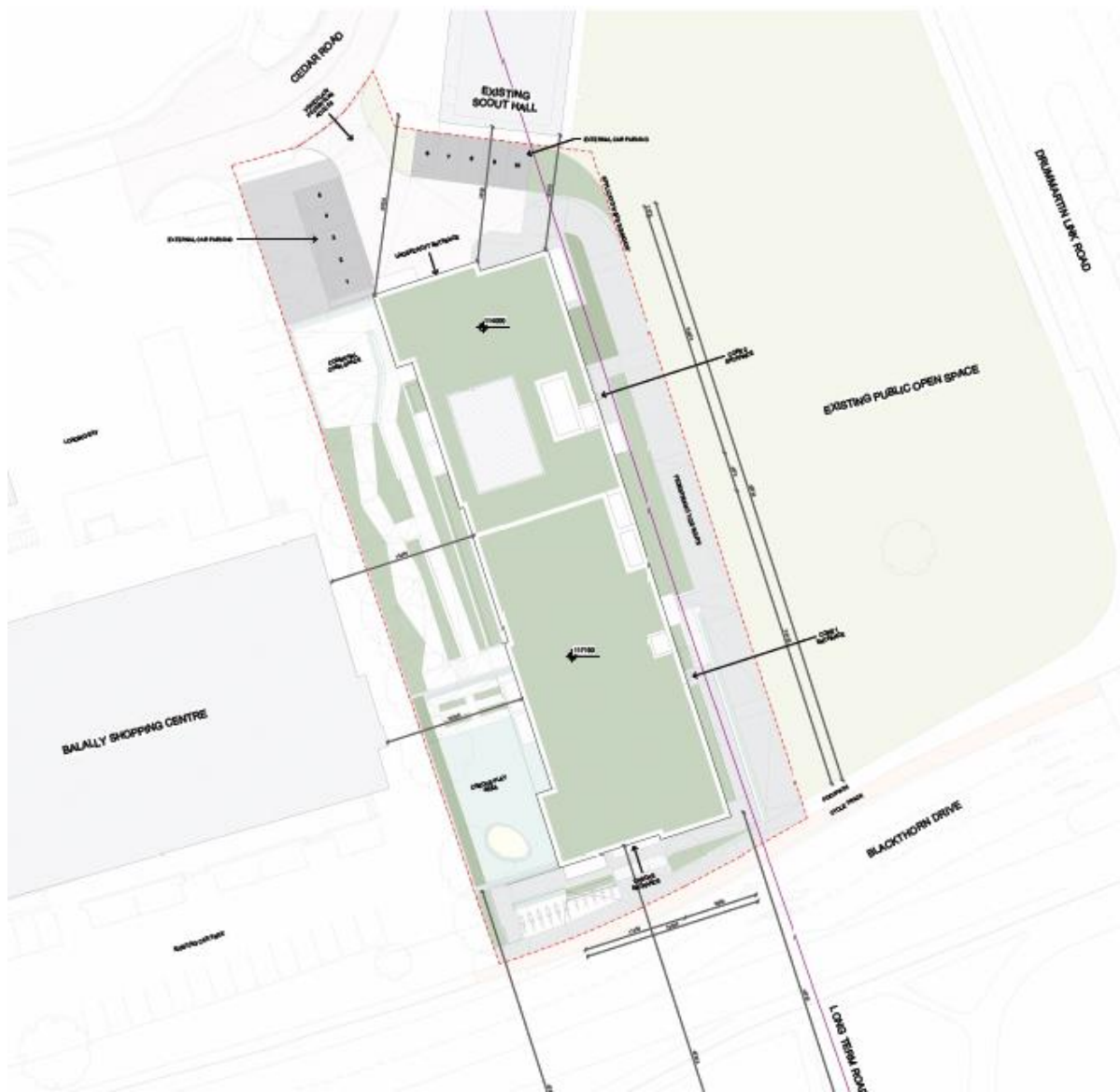
#### 3.1 Development Overview

The project characteristics are contained in the planning application proposal including the proposed development drawings and 'Architectural Design Statement' prepared by the project Architect (MCORM); and the Engineering Report and Flood Risk Assessment prepared by the project Engineer, Malone O'Regan. This examination has taken into consideration two main stages; construction and operation on the subject lands.

The proposed development includes:

- i. 62 no. apartment units in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units;
- ii. 1 no. community facility of 249sqm;
- iii. Energy Centre at sixth floor level and an external plant area set back at roof level.
- iv. Undercroft area at lower ground level comprising (a) 1 no. ESB substation (b) car and bicycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- v. Landscaping works including provision of (a) communal open space; (b) new pedestrian and cycle connections linking Blackthorn Dive with Cedar Road; and (c) public realm area fronting onto Blackthorn Drive.
- vi. All associated site development works including (a) vehicular access off Cedar Road; (b) pedestrian and cycle access off Blackthorn Drive; (c) public lighting; (d) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

The proposed development will meet current Department of Housing, Local Government and Heritage's specifications and Dún Laoghaire-Rathdown County Council's housing standards as expressed through the Dún Laoghaire-Rathdown Development Plan 2022 - 2028. The houses and apartments will be energy efficient and meet current Building Regs and NZEB requirements, achieving a BER A2 for dwellings.



**Figure 1.0** Proposed Site Layout

With respect to surface water drainage, existing greenfield run-off of the development site will be calculated and used as the minimum benchmark for the SuDS design, thereby ensuring that the post development run-off will not exceed the greenfield run-off. The run-off calculation is based on the drained area of the new development. Surface water discharges will be retained within the various SuDS systems up to and including the 1 in 100-year event plus 20% for climate change. The SuDS measures are proposed across the site to maximise interception and treatment and are detailed on the planning drawings, including bio retention swales, tree pits, green roofs, blue roofs and permeable paving.

The SuDS measures not only replicate the pre-development surface water runoff systems and treatment for rainfall, but they also aim to replicate the existing habitats from the pre- development stage. The runoff generated from the catchment will be attenuated in storage structures within and below ground and in the blue roof attenuation existing systems.

The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. Foul water from new residential units will be collected within a gravity drainage network and directed towards the existing public sewer system on Blackthorn Drive.

A 150mm diameter asbestos watermain is located running diagonally across the site. It is proposed to use this watermain and divert it around the proposed new building as required. Total Daily Water Demand is estimated to be 29,400 litres/day.

### 3.2 Construction

Subject to securing consent, it is intended for the main works to commence in Q4 2025. No 'out of the ordinary' construction processes have been identified or are expected. Spread strip and pad foundations are proposed bearing on stiff firm clay or bedrock. The bedrock is high on the site at approximately 2-2.m below ground level.

The timeline is indicative at this stage and is subject to change depending on consent approval, the tender process and other external factors including existing supply chain constraints at the time of going to market. It is assumed that all construction related activity will be undertaken in accordance with best practice / industry guidance and shall adhere to relevant emission, discharge and noise limit thresholds during construction. A Construction & Environmental Management Plan (CEMP) has been prepared in support of the development proposal and will be implemented by the appointed Contractors on site.

It is anticipated that construction will take between 18 – 20 months with total manpower of between 150 – 175 personnel on site during peak construction periods.

#### *Hours of Construction*

Construction operations on site shall generally be limited to standard hours of operation for building sites as follows:

- Monday to Friday 07.00 to 18.00
- Saturday 08.00 to 14.00
- Sundays and Public Holidays no noisy work on site.

It may be necessary for some construction operations to be undertaken outside these times. For example, it may be necessary to make service diversions and connections outside the normal working hours. Deviation from these times may be permitted in exceptional circumstances, where prior written approval has been received from the relevant local authority.

### 3.3 Landuse Activity and Frequency/Duration

The proposed development comprises of 62 no. apartment units including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units. Based on recent Census of Population data (2022), the average household size has been determined at 2.71 persons per housing unit in Dún Laoghaire - Rathdown. Applying the 2.71 average household size to 2 bed+ units and maintaining the 1 bed at 1 person per unit, the proposed development is therefore likely to generate an additional population of circa 115 no. persons.

Whilst the construction phases of the development are temporary, the operational phase of the development and its residential use and associated services are permanent.

#### **4.0 OTHER RELEVANT STUDIES / ASSESSMENTS**

This assessment is cognisant of, and refers to a number of technical assessments submitted with the planning proposal, inclusive of relevant mitigation measures including;

- Architectural Design Report, prepared by MCORM Architects
- Daylight & Sunlight Analysis Report, prepared by Digital Dimensions
- Wind Microclimatic Study prepared by BFluid
- Acoustic Design Statement prepared by Wave Dynamics Acoustic Consultants
- Operational Waste & Recycling Waste Management Plan by Traynor Environmental Limited
- Building Lifecycle Report, prepared by MCORM Architects
- Landscape Report & Biodiversity Management Plan, prepared by Mitchell & Associates
- Site Investigation Report prepared by Causeway
- Engineering Services Report, prepared by Malone O Regan Engineers
- Road Safety Audit prepared by ORS.
- Traffic & Mobility Management Plan including Cycle Audit prepared by Malone O Regan Engineers
- Construction & Environmental Management Plan prepared by ORS
- A Resource Waste Management Plan (RWMP) prepared by Malone O'Regan Engineers
- Desktop Flood Risk Assessment, prepared by Malone O Regan Engineers
- Appropriate Assessment Screening prepared by NM Ecology
- Ecological Impact Assessment prepared by NM Ecology
- Winter Bird Survey prepared by NM Ecology
- Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy
- Tree Survey & Arboriculture Assessment prepared by CMK Hort + Arb Ltd.

#### **5.0 PRELIMINARY EXAMINATION**

##### **5.1 Guidance on Environmental Impact Assessment Screening**

The Office of the Planning Regulator (OPR) has issued guidance on EIA screening in the form of the Environmental Impact Assessment Screening- Practice Note, May 2021 which aids planning authorities as the Competent Authority (CA) in this area. This report has had regard to the OPR guidance and methodology. The proposed application is a project for the purpose of Environmental Impact Assessment (EIA) under Stage1 (a) of the OPR guidance.

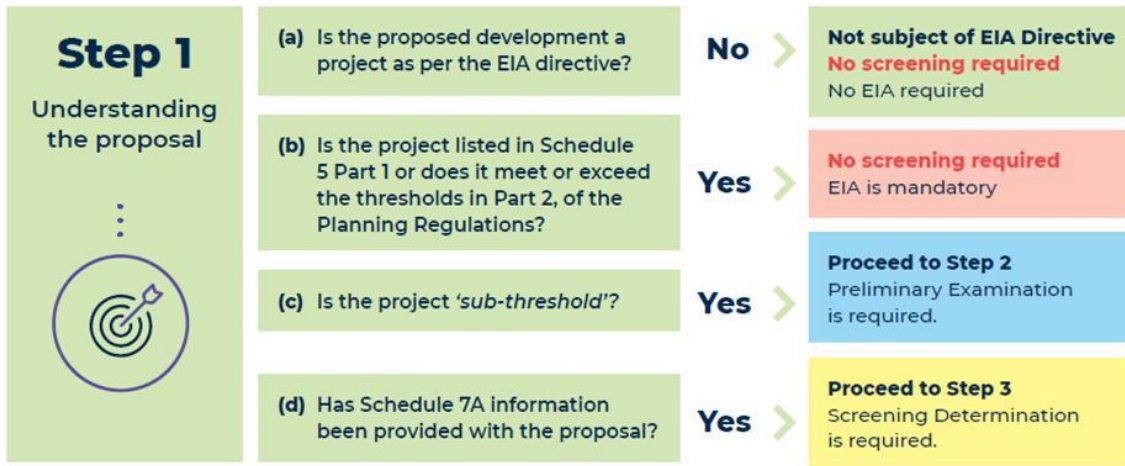


Figure 2.0 Extract from OPR EIA Screening Guidance Note

**5.2 Sub-threshold Development**

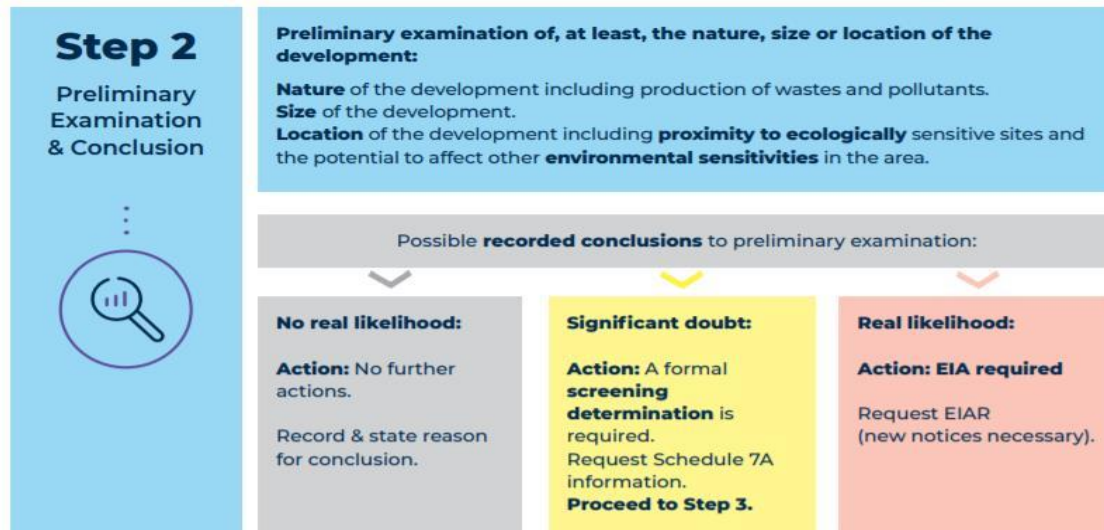
A list of the types or classes of development that require EIA or Screening for EIA is provided in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. 'Sub-threshold development' comprises development of a type that is included in Part 2 of Schedule 5, but which does not equal or exceed a quantity, area or other limit (the threshold).

The following table assesses the proposed development in the context of the mandatory EIA threshold relevant to this project.

Legislative Provision	Mandatory EIA Threshold	Assessment	Is EIA required on this basis?
Planning and Development Regulations 2001 (as amended), Schedule 5, Part 2:  <b>Project Type 10. Infrastructure projects</b> Class (b)(i) Paragraph 10:	<i>“Construction of more than 500 dwelling units”</i>	The proposed development of 62 no. apartment units is below the 500-unit mandatory threshold and represents 12% of the threshold number of dwelling units.	No
Class (b)(iv) Paragraph 10:	<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” (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use).</i>	The site area of the proposed development measuring circa 0.32 hectares in area is not situated within a business district and is significantly below the 10-hectare threshold for urban development <sup>3</sup> in the case of; 'other parts of a built-up area'.	No

Table 1.0 Screening Matrix for Mandatory EIA

The proposed development is a project as per the EIA Directive, but it does not exceed any of the thresholds set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended) that would trigger mandatory requirement to undertake EIA. The project is thus under the threshold for Mandatory EIA and can thus be considered a 'sub-threshold' development for the purposes of EIA with reference to the above thresholds. Under Step 1(c) of the OPR guidance a preliminary examination is



**Figure 3.0** Extract from OPR EIA Screening Guidance Note required under Step 2.

### Preliminary Examination Considerations

The 'sub threshold' assessment is conducted pursuant to the provisions of Article 120(1) of the Planning and Development Regulations 2001 (as amended) in relation to 'Sub-threshold EIAR' which sets out the requirement for the Planning Authority, to carry out a **preliminary examination** of at least; *the nature, size and the location* of the development in order to determine a requirement for environmental impact assessment and the preparation of an Environmental Impact Assessment Report (EIAR).

The conclusions from the **preliminary examination** are intended to confirm one of the following:

- i. there is **no real likelihood** of significant effects on the environment arising from the proposed development, or
- ii. there is **significant and realistic doubt** in regard to the likelihood of significant effects on the environment arising from the proposed development; or
- iii. there is **a real likelihood** of significant effects on the environment arising from the proposed development.

Where there is no real likelihood of significant effects, it can be concluded that EIA is not required. Where there is significant and realistic doubt, the provisions of Article 120 dictate that the Authority shall prepare, or cause to be prepared, the information specified in Schedule 7A (of the aforementioned regulations) for the purposes of a screening determination. Where there is a real likelihood of significant effects, then the proposed development will be subject to environmental impact assessment and cause an environmental impact assessment report (EIAR) to be prepared.

### 5.3.1 Nature of the development

*Is the nature of the proposed development exceptional in the context of the existing environment?*

Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site and for the wider area as set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.

The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is “to protect, provide for and or improve mixed use neighbourhood centre facilities”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan. Sandyford is identified in Figure 2.9 of the Development Plan as a Mixed-Use District in the Core Strategy. The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the subject site, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.

The ‘Mixed Use District’ extends across a significant area and the vision and associated zoning strategy seeks to establish a framework for the planned, coordinated and sustainable development of the area and for the conservation and enhancement of its natural and built environment. The Development Plan provides guidance on how sustainable development can be achieved, what new developments are needed, and where public and private resource inputs are required.

The proposal has adopted a plan led approach to development, consistent with development in the existing environment.

*Will the development result in the production of any significant waste, or result in significant emissions or pollutants?*

There will be an increase in waste in the form of construction waste, during the construction phase of the development. A Resource and Demolition Waste Management Plan (RDWMP) has been prepared by ORS and is included in the Construction & Environmental Management Plan (CEMP). The CEMP outlines the estimated quantities of construction wastes/material surpluses arising from site clearance, service trenches and foundation preparation. Proposals for minimisation, reuse and recycling of resource waste have been outlined in the RDWMP and the CEMP. A list of waste collection permit holders and sites that the waste may be recovered or disposed to on this project will be submitted to the County Council by the contractor in their Formal Construction and Demolition Waste Management Plan for the Construction Stage.

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 consigned to suitably authorised waste disposal or materials recovery facilities for further treatment or disposal. The design of the waste storage area in the undercroft meets the requirements as detailed in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act, 2000 (as amended)

Dust, noise and traffic controls shall be in accordance with the measures detailed in the accompanying Construction & Environmental Management Plan and the Acoustic Design Statement prepared by Wave Dynamics. The Main Contractor will be required to monitor the baseline noise levels at the site



prior to commencement of the project, with a noise monitoring regime being developed for the duration of the construction works on site.

When occupied, it can be anticipated that the development will have negligible potential to cause any pollution or nuisance. Further to this, there are no sources for major accidents or hazards on or in the environs of the site. Other waste generated during construction and operation can be anticipated to be typical for a medium scale residential development.

### 5.3.2 Size

*Is the size of the proposed development exceptional in the context of the existing environment?*

The size of the development is not exceptional in the context of the existing environment. The development will result in the provision of 62 no. residential units on a site of 0.32 hectares. Therefore, the proposed development is not considered exceptional in an urban context. Moreover, the lands are zoned for mixed use development, and residential use is permitted in principle.

The residential numbers and tenure typology have been designed responsive to regional and national objectives on compact growth/sustainable development, which seek higher residential densities in urban areas and in proximity to public transport. The proposed development is consistent with local, regional and national policy, particularly in delivering compact growth within the existing built-up envelope of urban areas.

*Are there cumulative considerations having regard to other existing and/or permitted projects?*

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 proposed in the last five years, 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 as detailed in Table 2.0.

File Ref No.	Location	Development	Date of Decision
D20A/0809	Stillorgan Industrial Park	291sq.m warehouse extension to the rear of an existing warehouse/office building	Granted 2021
D21A/0749	Beacon Hotel, Sandyford Business Park	New 8 no. storey extension to the existing Beacon Hospital and Beacon One Apartment Complex on a 0.11 hectare site.	Granted 2023
ABP30440519	Carmanhall Road, Sandyford Business District	428 apartments on a 2.02 hectare site	Granted 2019
ABP30346719	Carmanhall Road, Sandyford Industrial Estate,	Student accommodation comprising 817 bedspaces in a 7 – 9 storey block and commercial units	Granted 2019
D19A/0155	Saint Olafs National School, Balally Drive	Rection of 2 no. temporary classrooms	Granted 2019
D18A/0785	Beacon South Quarter mixed use scheme, Sandyford Business Park	A mixed-use scheme (c. 13,076 m2) ranging in height from 1-14 storeys,	Granted 2019
ABP30142818	The Former Aldi Site, Carmanhall	Demolition of all buildings and structures on the site and the	Granted 2018

	Road, Sandyford Business District	construction of a residential development of 460 no. apartments	
LRD23A/0214	Balally Shopping Centre, Blackthorn Drive	165 no. Build to Rent Dwellings in a 2 – 8 storey building over existing retail on adjoining site to the west.	Refused 2023

**Table 2.0:** Planning History of Significant Developments in the Area

It is considered that cumulative impacts are most likely to arise due to potential pollution and nuisance during the construction phase. Good construction management practices, as outlined within the RDWMP, Environmental Noise Survey Report and those which are outlined in the CEMP will minimise the risk of pollution and nuisances from construction activities at the subject site. The appointed contractor will be responsible for the full implementation of management and mitigation measures.

Based on the findings in other environmental studies as detailed in Section 4.0 of this report, it is unlikely that there will be significant permanent adverse impacts as a result of the proposed development:

- The Traffic and Transportation Assessment has concluded that all junctions modelled will continue to operate within capacity and will continue to do so for the future assessment year of 2041.
- Whilst there will be short term temporary adverse landscape and visual impacts, it is considered the proposed development will be neutral in the long term.
- The Acoustic Design Statement has concluded that there will be no significant noise impacts as a result of the proposed development provided the proposed mitigation measures are implemented.
- The AA screening and PEA have concluded that there will be no significant impacts on European Sites or local biodiversity respectively.
- Standard practice management and specific mitigation measures will be implemented and these are outlined in the CEMP

Given that it has been determined there will be no significant impacts arising from the proposed development, it can be concluded that the combined impact is unlikely to be significant on the environment.

With respect to plans and policies and the possible in-combination effects with the proposed development, it is noted that the proposed development is adopting a plan led approach to development, guided by the provisions of the Dún Laoghaire -Rathdown Development Plan 2022 – 2028 which was subject to Strategic Environmental Assessment (SEA) and which considered the objectives of the plan, including the zoning and development on the subject site in combination with other plans and projects.

### 5.3.3 Location

The environmental sensitivity of the subject site and its receiving environment has been considered through examination of various technical and scientific assessments as detailed in section 2.4 of this report and listed in Section 4.0.

The proposed residential development is considered to be appropriately located on serviced urban land which benefits from a high level of supporting community services and infrastructure, including accessibility to a significant employment node in Sandyford, which will benefit future residential occupants.

*Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?*

The subject site is not located on, in or adjoining an ecologically sensitive site.

The site is located within the Liffey and Dublin Bay (Catchment I.D 09) catchment and Dodder\_SC\_010 sub catchment (Sub-catchment I.D.09\_16). The site is also located within the Brewery Stream catchment, with this watercourse flowing 1.8km northeast of the site and discharging to Dublin Bay. The closest river to the site is the Carrickmines Stream, located 350m to the south-east. During the most recent survey period of 2016-2021, the Carrickmines Stream was classified as At Risk of not meeting its Water Framework Directive (WFD) objectives (EPA, 2023).

As detailed in Section 3.1 of this report, the SuDS measures proposed for the site not only replicate the pre-development surface water runoff systems and treatment for rainfall, but they also aim to replicate the existing habitats from the pre- development stage. The runoff generated from the catchment will be attenuated in storage structures within and below ground and in the blue roof attenuation systems. The SuDS processes decrease the impact of the development on the receiving environment by providing amenity and biodiversity. Having regard to the distance of the subject site from all watercourses and the SuDS measures proposed on site, it is considered that the proposed development is unlikely to have a significant impact on watercourses.

There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the site comprises amenity grassland with a mature non-native treeline on the western boundary and scattered semi mature sycamore near the southern boundary., all deemed to be of low ecological value.

*Does the proposed development have the potential to affect other significant environmental sensitivities in the area?*

The detailed sensitivities of the site are outlined in section 2.4 of this report. There are no recorded monuments situated within the site boundary. There are no structures on the record of protected structures (RPS). The site does not lie within a zone of archaeological interest.

The absence of features of built, landscape heritage or visual amenity within or immediately adjacent to the subject site, confirms that there is no inherent landscape, cultural and heritage sensitivity of the subject site or its immediate environment.

The locational characteristics facilitate and support mixed use development on the subject site and the adjoining site to the west. Having regard to the provision of existing commercial and community services on the adjoining site to the west, the proposed development provides for appropriate residential development and the delivery of the calculated housing need as identified in the Development Plan, at an appropriate, accessible location which has sufficient capacity to accommodate that development.

#### **5.4 Conclusion of the Preliminary Examination**

The preliminary examination confirms that there is no real likelihood that the proposed development, by reason of its 'nature, size and location' is likely to give rise to significant effects on the receiving environment. Whilst there are likely to be localised, short-term, temporary impacts associated with construction on the site, it is considered that these can be adequately mitigated.

Notwithstanding the above consideration, taking a precautionary approach and consistent with statutory provisions of Article 120 of the Planning Regulations, along with the published methodological guidance which this assessment is based; the information specified in Schedule 7A (of the aforementioned regulations) for the purposes of a screening determination has been prepared.

## 6.0 SCREENING DETERMINATION – SCHEDULE 7 ASSESSMENT AND SCHEDULE 7A INFORMATION

Where the requirement to carry out EIA is not excluded at preliminary examination stage, because there is doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, the planning authority must carry out a screening determination.

In making its screening determination, the competent authority must have regard to:

- Schedule 7 criteria,
- Schedule 7A information,
- Any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the applicant,
- Any mitigation measures proposed by the applicant,
- The available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account, and
- The likely significant effects on certain sensitive ecological sites


<p><b>Step 3</b></p> <p>Formal Screening Determination</p> 	<p><b>Screening Exercise:</b> <b>Is the proposal likely to have significant effects on the environment?</b></p> <p>In making the determination, the planning authority must have regard to Schedule 7 criteria, Schedule 7A information, results of other relevant EU assessments, the location of sensitive ecological sites, or heritage or conservation designations. Mitigation measures may be considered.</p>
	<p><b>Screening Determination:</b> Recorded outcomes to screening determination must state main reasons and considerations, with reference to the relevant criteria listed in Schedule 7 of the Regulations and mitigation if relevant.</p>

Figure 6.0 Extract from OFR EIA Screening Guidance Note

### 6.1 Schedule 7 Criteria & Schedule 7A Information

The 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development', groups criteria for deciding whether or not a proposed development would be likely to have significant effects on the environment under three headings which correspond to the updated Schedule 7, including:

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

**6.1.1 Characteristics of Proposed Development**

Screening Criteria	Construction Impacts	Operational Impacts
<p><b>Size of the proposed development</b></p>	<p>The construction works are confined to an area of 0.32 hectares and will be completed over a 24 month period. A Construction &amp; Environmental Management Plan (CEMP) will be in place for the construction phase.</p> <p>With mitigation measures detailed in the CEMP no significant negative impacts are likely.</p>	<p>The development proposes 62 no. apartment units with a community facility. The site adjoins other established urban uses including commercial and residential uses and is well connected in terms of public transport and pedestrian and cycle links.</p> <p>The residential numbers and tenure typology have been designed responsive to regional and national objectives on compact growth / sustainable development, which seek higher residential densities in urban areas and in proximity to public transport. The proposed development is consistent with local, regional and national policy, particularly in delivering compact growth within the existing built-up envelope of urban areas.</p> <p>Having regard to the size of the proposed development, which is zoned for a development purpose, the potential for significant impacts on the environment are not anticipated.</p>
<p><b>Cumulation with other proposed developments</b></p>	<p>Table 2.0 of this report details the other significant planning permissions granted in the vicinity of the site. The development proposed on the adjoining site to the west was refused planning permission (LRD23A/0214) and therefore will not give rise to any potential cumulative impacts. If all sites detailed in Table 2.0 were to undergo construction at the same time, temporary negative impacts could accrue, primarily arising from noise, dust, visual impact and construction traffic.</p> <p>However, all developments will be obliged to operate within acceptable, established environmental parameters, in accordance with a CEMP to be agreed with the planning authority, which will mitigate the potential for adverse impacts.</p> <p>Accordingly, no significant, long term impacts are likely.</p>	<p>The proposed development is located neighbouring and adjoining other residential units and commercial and community facilities. As detailed in Section 2.2 of this report, the site benefits from excellent public transport and is within walking distance of many amenities and facilities. The Social Infrastructure Audit accompanying the development proposal confirms that the proposed development can be adequately serviced and that the area has capacity to accommodate the proposed development and other developments in the area. The sites which have the benefit of planning permission as detailed in Table 2.0 of this report have been identified for development purposes within the Development Plan, with services and facilities planned and provided for accordingly.</p> <p>It is considered that the proposed development in combination with other permitted development in the area is likely to positively impact on the area, providing for much needed housing and diversity in house type.</p> <p>No significant impacts are likely.</p>

<p><b>Use of natural resources</b></p>	<p>The nature of the proposed use and scale of development is such that its development would not result in a significant use of natural resources. The site is not subject to any beneficial use, save for functioning for informal, passive amenity purposes. The site is zoned and intended to accommodate a development purpose in the Development Plan and thus will result in the development of greenfield land. Given the limited area of the site, the impact is considered to be slight, negative and permanent.</p> <p>During construction the contractor will be required to implement standard measures during the construction phase. According to the AA screening report, there are no intervening rivers, streams or drainage ditches linking the site with nearby rivers, so a pathway via surface water can be ruled out. During construction the contractor will take all appropriate measures to protect against accidental spillages or pollution.</p> <p>Energy, including electricity and fuels, will be required during the construction phase. The construction process will include use of various raw materials. No out of the ordinary use of natural resources is likely during the construction process.</p> <p>The overall impact is slight, negative and permanent, but this will be mitigated through enhanced public realm and the provision of formal pedestrian and cycle linkages extending from Blackthorn Drive to Cedar Road.</p>	<p>Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site and for the wider area as set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.</p> <p>Water, consumption of electricity and energy related to the occupancy of the residential units and community facility will be required. The Engineering Report prepared by the project Engineers Malone O'Regan confirms that there are adequate existing services available to serve the development. The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. Foul water from new residential units will be collected within a gravity drainage network and directed towards the existing public sewer system on Blackthorn Drive.</p> <p>A 150mm diameter asbestos watermain is located running diagonally across the site. It is proposed to use this watermain and divert it around the proposed new building as required. Total Daily Water Demand is estimated to be 29,400 litres/day.</p> <p>No out of the ordinary use of natural resources are likely during the operation phase. Any potential impact will be permanent, slight and negligible arising from the development.</p>
<p><b>Production of Waste</b></p>	<p>All inert material and non-hazardous waste will be disposed of from the site in accordance with the categorisation of waste and in accordance with the relevant licencing and regulatory requirements.</p> <p>A Resource Waste Management Plan (RWMP) has been prepared to manage the disposal of waste from the site and to facilitate recycling and reuse, with appropriate mitigation measures to ensure same.</p> <p>No significant negative impacts are likely.</p>	<p>Operational waste generated will be domestic waste from the residential units. Domestic waste will be managed and recycled in accordance with the specifications detailed in the Operational Waste &amp; Recycling Management Plan (OWRMP). All domestic waste will be disposed of by a licensed waste contractor.</p> <p>No significant impacts are likely.</p>
<p><b>Pollution and Nuisances</b></p>	<p>The construction phase of the project has the potential to be a source of</p>	<p>An Operational Waste Management Plan will be put in place with measures</p>

	<p>pollution in relation to water, noise, vibration, dust and traffic. There will likely be potential for localised dust and noise produced during the construction phases. This will be managed by ensuring construction work largely operates within the approved hours of construction. Standard dust and noise prevention mitigation measures will be employed and monitored.</p> <p>There will be vehicular movements to and from the site that will make use of existing roads. Due to the nature of these activities, there is potential for the generation of elevated levels of noise.</p> <p>With mitigation measures in place no significant impacts are likely.</p>	<p>to avoid and / or mitigate pollution from operational waste.</p> <p>There is also potential for noise pollution during the operational phase in the form of parking cars at the development. However, the ambient noise levels will mask this noise during the daytime.</p> <p>During the operational phase the principal form of air emissions relates to discharge from motor vehicles and heating appliances in the apartments. However, due to the scale of the proposed development and the range of sustainable transport alternatives proximate to the site, this potential adverse impact will be mitigated.</p> <p>With mitigation measures no significant impacts are likely.</p>
<p><b>Risk of Major Accidents</b></p>	<p>None foreseen, subject to strict compliance with building regulations and environmental controls.</p> <p>The subject lands are not proximate to any Seveso site.</p> <p>No significant impacts are likely.</p>	<p>None foreseen, subject to strict compliance with building regulations and environmental controls. There are no technologies or substances to be used in the development which may cause concern for having likely significant effects on the environment. There is no significant risk of accidents or disasters.</p> <p>No significant impacts are likely.</p>
<p><b>Risks to Human Health</b></p>	<p>The nature of the proposed development and the engineering provisions will not lead to the likelihood of any risk to human health. Any risk arising from construction will be localised, moderate and temporary in nature. The proposed development is of standard construction method and of appropriate scale and does not require the use of particular substances or use of technologies which of themselves are likely to give rise to significant environmental effects. There are no Seveso / COMAH sites in the vicinity of this location.</p> <p>With mitigation measures in place no significant impacts are likely.</p>	<p>Foul water will discharge to the public sewer. Surface water will discharge to the public sewer following attenuation. There is no direct or indirect pathway from the site to other watercourses. Therefore, the risk of contamination of any watercourses or groundwater is extremely low. There is no risk to human health within the meaning of the Directive.</p> <p>Wind Microclimate Modelling has been carried out for the proposed development by B-Fluid Ltd. The study identified the possible wind patterns around the area proposed, under mean and peak wind conditions typically occurring in Dublin, and also to assess impacts of the wind on pedestrian levels of comfort/distress. The study concluded that the proposed development is designed to be a high-quality environment (i.e., comfortable and pleasant for potential pedestrian), and that the development does not introduce any critical impact on the surrounding buildings, or nearby adjacent roads.</p> <p>No significant impacts are likely.</p>

**Table 3.0** Characteristics of the Proposed Development Matrix

**Conclusion:** No significant impacts are likely to arise associated with the characteristics of the proposed development.

**Rationale:** The scale and extent of the works proposed are relatively small. Measures including SuDS, techniques and compliance with mitigation measures in the CEMP, OWMP, RWMP and Noise Assessment, all contribute to minimise any potential effects on water quality, natural resources and biodiversity.

**6.1.2 Location of Proposed Development**

The proposed site is not located within any designated or protected sites under EU or National legislation. The following table, Table 4.0, assess the impacts of the proposed development in relation to its location.

Screening Criteria	Response
<p><b>Existing and Approved Landuse</b></p>	<p>Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site and for the wider area as set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.</p> <p>The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is “to protect, provide for and or improve mixed use neighbourhood centre facilities”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan. Sandyford is identified in Figure 2.9 of the Development Plan as a Mixed-Use District in the Core Strategy. The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the subject site, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.</p> <p>The proposal has adopted a plan led approach to development, consistent with development in the existing environment.</p> <p>The proposed development is compliant with the zoning objectives for the site. In determining the zoning of the subject site, the planning authority will have thoroughly assessed the nature of the site as part of the Strategic Environmental Assessment and Appropriate Assessment for the Dún Laoghaire-Rathdown Development Plan 2022 – 2028 to ascertain its capacity to accommodate such development and merit a zoning as designated. There are no apparent characteristics or elements of the design of the scheme that are likely to cause significant effects on the environment. The addition of this development is not considered to have a significant impact on the environmental sensitivities of the area.</p> <p>No significant impacts are likely.</p>
<p><b>Abundance, Quality and Regenerative Capacity of Natural Resources</b></p>	<p>The area of the site at 0.32 hectares is small. The nature of the proposed development is such that the natural resources used in its development are limited and there would be minimal ongoing use of natural resources from the proposed use of the site. The land may be categorised as urban development land, well serviced by infrastructure, public transport and community services. The objective is to maximise the development potential of the land in the interests of sustainable development and compact growth.</p> <p>An AA screening report was prepared to accompany this application. An assessment of the project has shown that significant effects are not likely to occur</p>



	<p>at designated Natura 2000 sites either alone or in combination with other plans or projects.</p> <p>The site is situated on the Kilcullen groundwater body, which is At Risk of not meeting its WFD objectives. The aquifer type within the site boundary is a Poor (PI) aquifer on bedrock which is Generally Unproductive except for Local Zones. The groundwater rock units underlying the aquifer are classified as Granites &amp; other Igneous Intrusive rocks. The level of vulnerability of the site to groundwater contamination via human activities is Moderate to Extreme. The bedrock is Generally Unproductive except for Local Zones. The predominant soil on site is classified as Urban and the subsoil is man-made {Made} (EPA, 2023).</p> <p>There is likely to be a localised impact on the bedrock aquifer beneath the development site, however there is no impact on the overall Kilcullen groundwater body or associated downgradient surface water receptors due to flow paths being localised within the bedrock aquifer minimising any potential risk to offsite migration.</p> <p>Impacts are considered to be negligible and localised for this project in relation to the regenerative capacity of natural resources in the area.</p>
<p><b>Wetlands and Watercourses</b></p>	<p>There are no wetlands within, adjoining or in the vicinity of the site.</p> <p>There are no direct pollutant linkages via surface water drainage during the construction phase to receiving surface water bodies. The main pollutants with the potential to impact water receptors are silt, fuel/oil, concrete and chemicals. Measures are proposed in Section 4.4 of the CEMP to ensure surface water and groundwater protection. The steps outlined in the CEMP aim to eliminate contamination of site surface water runoff and are advised with reference to the Inland Fisheries Board recommendations for protection of adjacent water courses during the construction phase. In the absence or failure of mitigation measures there is an indirect pathway of surface water runoff entering the drainage network during construction and discharging to Brewery Stream. In the worst case scenario of a significant fuel spill, there is potential impact on the Brewery Stream. There is no perceived impact on the Dublin Bay or any other Natura Site.</p> <p>Foul water from the operational phase will discharge to the main foul network. Discharges will be in accordance with requisite consents from Irish Water. There will be an indirect pathway from the site via the foul sewer and Ringsend WwTP to the receiving water in the River Liffey and Dublin Bay. In the event of a worst-case scenario of a spill of hazardous fuel on site, there would likely be no impact on the receiving environment due to dilution in the foul network, treatment plant and receiving environment.</p> <p>The Ringsend WWTP, it's currently over capacity. In the latest Annual Environmental Report it is stated that the WWTP is exceeding its Emissions Limit Values. A significant upgrade to the WWTP is in progress which will be completed in two stages: first by 2023, second by 2025. The WWTP will have sufficient organic capacity in 2025. In this regard it should be noted that it is anticipated that the proposed development will only commence construction in Q4 2025, thereby aligning with scheduled improvements to the WWTP.</p> <p>No significant impacts are likely.</p>
<p><b>Coastal Zones</b></p>	<p>It is considered unlikely that there will be any significant effects on the river network waterbodies in the vicinity of the site, as appropriate drainage will be incorporated into the design of the development to prevent any impact on water quality through possible fine sediments of pollutants that could arise through the construction phase.</p>

	Therefore, no impacts on coastal zones or the marine environment are likely to arise.
<b>Mountain and Forest Areas</b>	There are no mountainous or forested areas directly bounding the proposed development. The construction or operational phase of the proposed development will have no impact on mountains or forested areas.
<b>Nature Reserves and Parks</b>	No Nature Reserves or Parks will be affected by the proposed development.
<b>Nationally Designated Sites</b>	<p>Within a 15km radius of the site, there are no Natural Heritage Areas (NHAs) and 28 no. proposed Natural Heritage Areas (pNHAs). Fitzsimons Wood pNHA is the closest pNHA located 0.9km from the site. There are 2 no. Ramsar sites (Sandymount strand / Tolka Estuary 4.1km) and North Bull Island 8.5km). Additionally, the site is located within the Transition Zone of the Dublin Bay UNESCO Biosphere.</p> <p>Given the distance of the subject site from the identified designated sites and the intervening urban development in the area, it is reasonable to conclude that no nationally designated sites will be affected by the proposed development.</p> <p>Within the Transition zone of the Dublin Bay UNESCO Biosphere, development must take place in sustainable manner. The proposed development has adopted sustainability measures set out in the Development Plan and accordingly, the proposed development is not expected to have a significant impact on the Transition zone via direct pathways.</p>
<b>European Sites</b>	<p>The proposed development is not located within or adjacent to a designated European site.</p> <p>As stated in the AA Screening Report accompanying the development proposal, there are 6 no. sites located within a 15km radius of the site that are identified as Special Protection Areas (SPA) and 10 no. sites located within a 15km radius of the site that are identified as Special Areas of Conservation (SAC). The proposed development is located 4km from the nearest European sites - South Dublin Bay and River Tolka Estuary SPA and the South Dublin Bay SAC.</p> <p>The AA Screening Report, based on the basis of objective information, concluded that upon examination, analysis and evaluation of the relevant information and applying the precautionary principle, the possibility may be excluded that the proposed development could have a significant effect on any of the European sites.</p> <p>No European sites will be affected by the proposed development.</p>
<b>Environmental Quality Standards</b>	<p>It is not expected that any environmental quality standards will be exceeded by Construction or Operational Phases. There will be no direct discharges to groundwater or surface water during the construction or operational phase of the proposed development.</p> <p>As part of the overall project methodology, sediment and water pollution control risks arising from construction related surface water discharges will be considered and shall 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 DLR County Council in this regard.</p> <p>The proposed development is considered unlikely to result in exceedance of Environmental Quality Standards. The potential for impacts on Environmental Quality Standards will be minimised through implementation of appropriate best practice measures and adherence to the CEMP.</p>

<p><b>Densely Populated Areas</b></p>	<p>The intended residential use is not just consistent with the site-specific zoning land use objective applicable to the site under which 'residential' is a permissible use but is consistent also with several key housing policies set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.</p> <p>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 phase. Employment numbers will vary depending on the construction stage of the proposed development and the actual approach adopted by the contractor. However, it is anticipated that at the peak of construction, there may be a workforce of approximately 60 people employed.</p> <p>As detailed in Section 2.2 of this report the proposed development is well served by public transport with large capacity, and frequent services. As detailed in Section 3.3 of this report the proposed development has the potential to generate an additional population of circa 115 no. persons. The existing bus and Luas network has sufficient capacity to accommodate passenger trips generated from the proposed development.</p> <p>It is predicted that there will be no likely significant impacts on the environment with regard to the geographic location of densely populated areas.</p>
<p><b>Landscapes of Historical, Cultural or Archaeological Significance</b></p>	<p>No architectural or archaeological sites will be affected by the construction and operation of the proposed development. The site is not within an Architectural Conservation Area (ACA) and there 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.</p>

**Table 4.0** Location of Proposed Development Matrix

**Conclusion:** No significant effects likely to arise associated with the location of the proposed development.

**Rationale:** The proposed development is located in an urbanised environment, on a small site currently used as passive open space. The proposed development will make use of serviced urban land, located in proximity to existing services and facilities and will accommodate a beneficial use on the site through the delivery of housing.

**6.1.3 Characteristics of Potential Impacts**

The characteristics of potential impacts arising from the proposed development are detailed in Table 5.0.

<p><b>Environmental Parameters</b></p>	<p><b>Construction Impacts</b></p>	<p><b>Operational Impacts</b></p>
<p><b>Population &amp; Human Health</b></p>	<p>Potential slight, shorter term, temporal negative impact to local residents during works phase, arising from traffic, noise and dust albeit temporary in nature. Compliance with the CEMP will mitigate any significant impacts arising.</p>	<p>The operational impact of the development will be positive, providing for much needed housing and affording diversity of tenure to existing and future populations. The public realm and provision of pedestrian and cycle connectivity between Blackthorn Drive and Cedar Road will be significantly enhanced resulting in positive impacts to</p>

		<p>the immediate and surrounding urban area.</p> <p>Whilst the population in the area will intensify, the site and proposed development is within walking distance of all services and facilities and further is well connected by public transport.</p>
<p><b>Biodiversity</b></p>	<p>There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the site comprises amenity grassland with a mature non-native treeline on the western boundary and scattered semi mature sycamore near the southern boundary, all deemed to be of low ecological value.</p> <p>Following a Winter Bird Survey on site in 2023 / 2024 it has been confirmed that the site is not used as an ex-situ feeding/roosting habitat for any wetland birds associated with the Special Protection Area.</p> <p>An Appropriate Assessment Screening Report determined on the basis of the best scientific knowledge available, that the possibility of any significant effects on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded.</p> <p>Short-term negative impacts may arise due to noise and dust disturbance on biodiversity, but these are predicted to be not significant and temporary in nature having regard to the provision of mitigation measures in the CEMP and the non sensitive nature of the site from a bio diversity perspective.</p>	<p>The proposed development entails building heights up to 6 storeys in height, with a maximum height of approx. 23 metres. As such, the risk of migrating birds colliding with the structures due to their height is deemed to be negligible (migrating species tend to commute far above this with Swans and Geese flying up to 2500ft (ca.750m) during migration along Irish Coasts (Irish Aviation Authority, 2020)). The overall facades of the proposed structures are also well broken up, with a varied material composition which breaks up their respective reflective components. These architectural design features provide important visible cues as to the presence and extent of the proposed structures to any commuting/foraging bird species should they be in the vicinity of the site. The risk of bird collisions as a result of the proposed development is therefore negligible.</p> <p>The Arboricultural Assessment assessed existing trees on site and determined that 32 no. of the total 34 no. trees on site necessitated removal. Most of the trees on site are considered to be of moderate quality and value with 9 no. trees of low quality and value.</p> <p>As detailed in the landscaping plan, it is proposed to plant 25 no. trees on site to mitigate removal of trees particularly along the western and north western site boundaries. Proposed hedge planting, climbing plants, ground cover and rain gardens will further add to the bio-diversity on site. In addition, it is proposed to include a number of biodiversity measures for fauna including bird nest boxes, swallow and swift bricks to the apartment structure and housemartin nest structures to the apartment structure.</p>
<p><b>Land &amp; Soils</b></p>	<p>The soil beneath the Site is mapped as “Made ground” (MADE) described as “Made/ built land”. The quaternary sediments beneath the site are mapped as Till derived from limestones. The GSI has mapped the bedrock beneath the Site as Type 2e</p>	<p>No likely significant negative impacts are likely to arise from the operational stage.</p>

	<p>equigranular (New Code: IDNLGRE; Stratigraphic Code: Nt2e) which is described as “Pale grey fine to coarse-grained granite”. All waste soil will be managed in line with the RWMP for the site.</p> <p>There will be no direct discharges to ground or surface water during the construction phase of the proposed development.</p> <p>There are no protected Geological Heritage Sites in the vicinity of the site that will be impacted by the proposed development.</p> <p>Excavated soil will be reused for landscaping insofar as possible. The construction phase shall be monitored in relation to:</p> <ul style="list-style-type: none"> <li>• Prevention of oil and diesel spillages;</li> <li>• Adequate runoff control of potential stockpiles of contaminated subsoil;</li> <li>• Cleanliness of the adjoining road network.</li> </ul> <p>Significant impacts are not anticipated.</p>	
<p><b>Water &amp; Hydrogeology</b></p>	<p>Overall, the proposed development is relatively small in scale and poses a low risk to water quality during the construction period.</p> <p>Groundwater vulnerability at the site location is classified as moderate to extreme under GSI mapping. It is anticipated that the development site works and excavation proposals will not be deep enough to intersect the underlying aquifer during the construction phase. There is likely to be a localised, imperceptible impact on the bedrock aquifer beneath the proposed development site, however there is no impact on the overall Kilcullen groundwater body or associated downgradient surface water receptors due to flow paths being localised within the bedrock aquifer minimising any potential risk to offsite migration.</p> <p>Given the absence of significant flood risk at the site, the Flood Risk Assessment report concludes that the proposed development will not have any impact on floodplain storage or conveyance and will therefore not have any impact off site.</p>	<p>Foul water from the operational phase will discharge to the main foul network. Discharges will be in accordance with requisite consents from Irish Water. There will be an indirect pathway from the site via the foul sewer and Ringsend WwTP to the receiving water in the River Liffey and Dublin Bay. In the event of a worst-case scenario of a spill of hazardous fuel on site, there would likely be no impact on the receiving environment due to dilution in the foul network, treatment plant and receiving environment.</p> <p>The Ringsend WWTP, it’s currently over capacity. In the latest Annual Environmental Report it is stated that the WWTP is exceeding its Emissions Limit Values. A significant upgrade to the WWTP is in progress which will be completed in two stages: first by 2023, second by 2025. The WWTP will have sufficient organic capacity in 2025. In this regard it should be noted that it is anticipated that the proposed development will only commence construction in Q4 2025, thereby aligning with scheduled improvements to the WWTP.</p>

	Potential significant impacts are considered to be unlikely.	Potential significant impacts are considered to be unlikely.
<b>Air &amp; Climate</b>	<p>Data available from similar urban environments indicates that levels of nitrogen dioxide, carbon monoxide, particulate matter less than 10 microns and less than 2.5 microns and benzene are generally well below the National and European Union (EU) ambient air quality standards.</p> <p>The greatest potential for air quality impacts is from fugitive dust emissions arising during construction impacting nearby sensitive receptors. Impacts to climate can occur as a result of vehicle and machinery emissions. However, 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).</p> <p>Any potential dust impacts can be mitigated through the use of best practice and minimisation measures as detailed in Section 4.3 of the CEMP accompanying the development proposal. A dust minimisation plan will be formulated for the construction phase to minimise potential impacts. Therefore, dust impacts will be short-term and imperceptible at all nearby sensitive receptors.</p> <p>It is not predicted that significant impacts to climate will occur during the construction stage due to the nature and scale of the development.</p> <p>Potential significant impacts are considered to be unlikely.</p>	<p>Air quality and climate impacts will predominantly occur as a result of the change in traffic flows on the road links near the proposed development.</p> <p>In relation to traffic generation, the highly accessible nature of the site combined the scale and nature of the development, predisposes the development to a sustainable transport model which will reduce the demand to travel by car. The development is appropriately and sustainably located with easy accessibility to high quality and frequent public transport services and is also well served by pedestrian and cycle linkages locally. Parking spaces for the development have been provided on a restricted basis in order to encourage modal shift away from private car use, to shared car use, public transport and active travel. Electric Vehicle Charging Points (EVCP) are provided as per Development Plan standards of a minimum of one EV Charging Point per five car parking spaces (20%).</p> <p>A Climate Action, Sustainability &amp; Part L Compliance Report has been prepared by Semple McKillop Consulting Engineers. This report includes a Compliance Report on Part L &amp; HC 12 Building Energy Rating Assignment and Compliance with TGD Part L of the Building Regulations. Whilst the Energy Strategy for the site has yet to be finalised, as ultimately the PPP Company will develop their own proposals for the site, the report does provide output specification to set parameters to be achieved and details some systems that will not be allowed. In line with reducing fossil fuels there will be no fossil fuels (Gas or Oil) on the site in line with the Governments 'Climate Action Plan 2019'</p> <p>No likely significant negative impacts are likely to arise from the operational stage</p>
<b>Noise &amp; Vibration</b>	<p>Excavation works during construction phase will result in noise and vibration emissions.</p> <p>The main site activities will include site clearance, building construction, road works, and landscaping. This phase has the greatest potential for noise and</p>	<p>No significant sources of outward noise or vibration are expected with the development. The primary source of outward noise in the operational context relates to any changes in traffic flows along the local road network and any operational plant noise.</p>

	<p>vibration impacts on the surrounding environment, however this phase will be of short-term impact.</p> <p>A schedule of noise mitigation measures including noise limits and screening will be employed to ensure any noise and vibration impacts during this phase will be reduced as far as is reasonably practicable, as detailed in Section 4.2 of the CEMP and detailed in the Acoustic Design Assessment. Noise limits will be applied to any sources of noise from the proposed development other than road traffic to include:</p> <ul style="list-style-type: none"> <li>• Daytime (08:00 to 19:00 hrs) 70dB LAeq,1hr</li> <li>• Evening (19.00 to 23:00 hrs) 50dB LAeq,1hr</li> <li>• Night-time (23:00 to 08:00 hrs) 45dB LAeq,15min</li> </ul> <p>Temporary not significant short term impacts are likely to occur.</p>	<p>Significant impacts are not anticipated</p>
<p><b>Landscape</b></p>	<p>With the exception of existing residential amenity, there are no features of specific townscape or visual sensitivity or identified significance on the site or its immediate surrounds. The existing environment can therefore be described to be of medium to low sensitivity.</p> <p>The proposed development will result in a medium to high degree of change - greatest during the construction phase, when some negative visual impact typical of construction activity is inevitable but temporary and short-term in nature.</p> <p>It is considered that the impact of the proposed development during construction on the townscape and visual environment will be moderate, negative and short-term during the construction phase.</p> <p>Significant adverse and long terms impacts are not anticipated.</p>	<p>At 5 - 6 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of a similar and greater height are already located in the wider context and as such, it is considered that the height of the proposed development will not be incongruous in the area. Furthermore, the nature, use and scale of the proposed development is considered to be in accordance with national and local policy and good practice guidance. It is therefore considered that the development is consistent with existing and emerging trends for development of existing underutilised, suitably well-located serviced lands.</p> <p>Post construction, the proposed development will increasingly be viewed as part of the baseline environment with a corresponding acceptance of its presence and with an associated reduction of any adverse visual impact. It is considered that the proposed development will give rise to a slight, moderate, neutral and long-term impact during the operational phase.</p> <p>Therefore, in consideration of the above, the proposed development will not have a significant adverse long term permanent impact on the landscape or visual amenity in the area.</p>
<p><b>Material Assets</b></p>	<p>There could be potential temporary impacts to residences in the vicinity of</p>	<p>The site is well positioned adjoining existing services and facilities, in</p>

	<p>the site during the construction period, but such impacts will be controlled and managed by the site contractor, in accordance with an agreed CEMP.</p> <p>Significant adverse and long terms impacts are not anticipated.</p>	<p>proximity to public bus transport. Whilst the occupation of 62 no. additional residential units is likely to result in a significant increase in population in the area, the possibility of significant long terms effects to intrinsic local resources of value of the location are not anticipated during operation phases. The subject site and the local neighbourhood are considered sufficiently serviced by utilities and local services and community amenity to accommodate requirements of the proposed development.</p> <p>It is not anticipated that the proposed development shall require such quantities of these material assets which are sufficient to result in significant impacts on the surrounding environment. No likely significant negative impacts are likely to arise from the operational stage</p>
<p><b>Cultural Heritage</b></p>	<p>An Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy indicates that the development site, does not include any historic structures or archaeological remains.</p> <p>Large scale excavations have occurred in the vicinity of the site and the report concludes that it is likely that the area has been disturbed in the past. As a result, the site has a low potential for historic remains and the report concludes that no further input for cultural heritage is required.</p>	<p>No likely significant negative impacts are likely to arise from the operational stage</p>
<p><b>Interactions</b></p>	<p>There may be interaction between different environmental topics such as between the water environment and ecology and between ecology and landscape. However, no significant impacts due to interactions are anticipated given that a suite of best practice works measures have been incorporated into the project in accordance with the principles set out in the CEMP.</p> <p>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 interrelationships are neutral in impact when appropriate control measures are incorporated into the operation of the proposed development.</p>	
<p><b>Probability of the Impact</b></p>	<p>No significant environmental impacts are predicted for the proposed development. Implementation of the CEMP which will be prepared for proposed development by the contractor, 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>During the Construction Phase noise is predicted while works are taking place in proximity to the nearest Noise Sensitive Locations (NSLs). Mitigation measures have been recommended and are outlined in the Acoustic Design Statement so that any negative impact may be reduced. It is not expected that a negative impact will occur on existing noise sensitive locations.</p>	



	<p>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 accommodation in the surrounding area.</p>
<p><b>Duration, Frequency &amp; Reversibility of the Impact</b></p>	<p>Any potential impacts associated with the construction phase of the development will be temporary and characteristic of a typical urban development project. The proposed development will cause permanent visual changes to the landscape, but this change will reflect new and ongoing development projects in the wider area. The proposed development will assist in providing a greater number of residential units and will contribute positively towards addressing the national critical shortage in housing supply.</p> <p>Impacts such as noise, dust and/or potential water pollution during the construction phase will be temporary and reversible through the correct implementation of the appropriate control measures</p>

**Table 5.0** Characteristics of Potential Impacts on Environmental Parameters

**Conclusion:** 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 phase 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.

Screening Considerations							
Aspect	Phase	Potential Effect	Extent	Probability	Significance of Effect	Quality of Effect	Duration
Landscape	C	Loss of natural landscape– loss mitigated with landscaping design	Local	Likely	Not significant	Negative	Permanent
	O	Planting selection comprises mix of various species to ensure appropriate character for the area and enhance landscape at the subject lands	Local	Likely	Not significant	Positive	Permanent
Visual	C	Perceived negative changes due to emergence of plant and machinery and site clearance works	Local	Likely	Not significant	Negative	Short Term
	O	Changes to existing character of site with residential development	Local	Likely	Not significant	Positive	Permanent
Biodiversity	C	Loss of natural land and natural re-growth– loss mitigated with landscaping design	Local	Likely	Not significant	Negative	Permanent
	O	Planting selection comprises mix of various species and provision of measures to enhance natural habitats and biodiversity	Local	Likely	Not significant	Positive	Permanent
Land & Soil	C	Loss of subsoil from site Potential contamination due to accidental spillage	Local	Likely Not Likely	Not significant Not significant	Negative Neutral	Permanent Brief
	O	None Predicted	-	-	-	-	--
Human Health	C	None Predicted	-	-	-	-	-
	O	None Predicted	-	-	-	-	-
Water	C	Accidental pollution events occurring to groundwater	Local	Not Likely	Not significant	Neutral	Brief - Temporary
	O	Discharge of treated attenuated surface water to existing surface water network Discharge of foul and waste water to existing waste water network	Local	Likely	Not significant	Neutral	Permanent
Air Quality & Climate	C	Reduction of air quality as a result of construction traffic and HGVs, and emissions from construction and plant machinery	Local	Likely	Not Significant	Neutral	Permanent
	O	None predicted	-	-	-	-	-
Noise	C	Increase in noise as a result of construction activity, and operation of plant and machinery.	Local	Likely	Not significant	Negative	Temporary
	O	Increase in noise level as a result of vehicular movements in and out of residential development	Local	Likely	Not significant	Neutral	Permanent
	C	None predicted	-	-	-	-	-

Cultural Heritage: Built Heritage	O	None predicted	-	-	-	-	-
Cultural Heritage: Archaeology	C	Potential unknown subsurface archaeological remains	Local	Not Likely	Not significant	Neutral	Temporary
	O	None Predicted	-	-	-	--	-

**Table 5.0** Screening Considerations

**6.1.4 Schedule 7A information**

*1. 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*

Refer to Section 3.1 and 6.1.1 of this report.

*(b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.*

Refer to Section 2.4 and 6.1.2 of this report.

*2. A description of the aspects of the environment likely to be significantly affected by the proposed development.*

Refer to Section 6.1.3 of this report.

*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,*

Significant effects to the environment will be mitigated through adherence to best practice protocols and regulations in the construction phase of the project. Waste and emissions arising during the operational phase are not considered to be significant within the meaning of the Directive.

*(a) the use of natural resources, in particular soil, land, water and biodiversity.*

Refer to 5.1.1. of this report.

*4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.*

Please refer to section 6.1.1 of this report.

**6.2 Available Results under Other EU Environmental Legislation**

Other relevant EU environmental legislation may include:

- SEA Directive [2001/42/EC]
- Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]
- Water Framework Directive [2000/60/EC]
- Marine Strategy Framework Directive
- Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive
- Industrial Emissions Directive
- Seveso Directive
- Trans-European Networks in Transport, Energy and Telecommunication
- EU Floods Directive 2007/60/EC

Directive	Results
SEA Directive [2001/42/EC]	The proposed development is compatible with the zoning objectives of the Dún Laoghaire-Rathdown Development Plan, which has been subject to Strategic Environmental Assessment.

Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]	<p>An Appropriate Assessment (AA) screening report prepared by NM Ecology accompanies this Part 8 consent application. Taking into consideration the proposed development works and the operation of development; the lack of a direct hydrological pathway or biodiversity corridor link to conservation sites; and the dilution effect of surface runoff, it is concluded that this development would not give rise to any significant effects on designated sites.</p> <p>The AA screening report concludes that: "Having considered the particulars of the proposed development, we conclude that this application meets the first conclusion, because there is clearly no likelihood of direct or indirect impacts on any European sites. Therefore, with regard to Article 42 (7) of the European Communities (Birds and Natural Habitats) Regulations 2011, it can be excluded on the basis of objective scientific information following screening, that the project, individually or in combination with other projects, will not have a significant effect on a European site. Appropriate Assessment is not required.</p>
Water Framework Directive [2000/60/EC]	Foul water will discharge to the public sewer and wastewater treatment plant. Surface water will discharge to the public sewer following implementation of SuDs measures and attenuation on site. It is highly unlikely that construction activities shall give rise to water pollution as there are no watercourses in the vicinity of the site and detailed mitigation measures are provided in the CEMP and are to be implemented on site.
Marine Strategy Framework Directive	The site is located inland, removed from the coast. There is no likely impact given the distance.
Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive	Not relevant to the proposed development
Industrial Emissions Directive	Not relevant to the proposed development
Seveso Directive	There are no Seveso sites in the vicinity of the site
Trans-European Networks in Transport, Energy and Telecommunication	Not relevant to the proposed development
EU Floods Directive 2007/60/EC	The site is not located in a flood risk zone according to Flood Maps. The Desktop Flood Risk Assessment undertaken on the site confirms that the proposed site is not expected to be impacted during the occurrence of a 0.1% AEP (1 in 1000 year) fluvial flood event.

## **7.0 SCREENING CONCLUSION**

Having regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts;
- The potential impacts and proposed mitigation measures; and
- The results of the any other relevant assessments of the effects on the environment

It is considered that the proposed development would not be likely to have significant effects on the environment and it is concluded that an environmental impact assessment report is not required.