



Environmental Impact Assessment Screening Report

Works at Dún Laoghaire Harbour Cruise Terminal

On behalf of

**Dún Laoghaire-Rathdown County
Council**

**County Hall, Marine Road, Dún
Laoghaire, A96 K6C9**



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Dún Laoghaire-Rathdown County Council
County Hall, Marine Road, Dún Laoghaire, A96 K6C9

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1 INTRODUCTION

Malone O'Regan Environmental ('MOR Environmental') was commissioned by Dún Laoghaire-Rathdown County Council ('the Applicant') to undertake an Environmental Impact Assessment ('EIA') Screening Report. This report considers a proposed Cruise Terminal Reorientation – Pedestrian Link and Public Realm changes ('the Proposed Development') at Dún Laoghaire Harbour Cruise Terminal Road, Dún Laoghaire, Co. Dublin (ITM OS Reference 724489, 728899). The full description of the Proposed Development is given in Section 2.1 below.

The Proposed Development will be located on a site that is circa ('ca.') 0.28 hectares ('ha') in size and is located within the townland of Dunleary (Dún Laoghaire), Co. Dublin ('the Site'). The Site is located ca. 400m northeast of Dún Laoghaire village centre. Refer to Figure 1-1 below.

Figure 1-1: Site Location



1.1 Scope

This EIA Screening Report has been prepared to consider the requirement, or otherwise, of carrying out an EIA with respect to the Proposed Development. This screening exercise was undertaken in two stages:

- Stage 1 considers the requirement for a mandatory EIA; and,
- Stage 2 considers the requirement for a sub-threshold EIA.

As part of the sub-threshold screening exercise, the potential for the Proposed Development to have significant effects on the environment was assessed.

This EIA Screening Report will be submitted as part of the overall planning submission.

1.2 Competent Persons

The in-house MOR Environmental project team included the following competent professionals:

Table 1-1: MOR Environmental In-House Project Team

Name and Qualification	Project Role	Relevant Competencies	Relevant Experience
Gus Egan BSc (Hons), MSc, AIOA, Associate AACI	Principal Environmental Consultant	Acoustics (Noise and Vibration) EIA Specialist	8+ years of experience in environmental and acoustic assessment, monitoring, and modelling, working on EIAR and specialist impact assessments in Ireland and the UK.
Kenneth Goodwin, BSc, Full Member IOA, Full member AACI, IEMA Practitioner	Associate Director, Acoustics	Acoustics (Noise and Vibration) EIA Specialist and Planning Specialist	15+ years of experience in environmental acoustic assessment, monitoring and modelling, working on EIAR, and specialist noise impact assessment in Ireland and the UK.
Dyfrig Hubble, BSc, MSc, CIEEM Full Member	Associate Director, Ecology	Biodiversity	Dyfrig is an Ecological consultant with 15+ years of experience in undertaking Ecological Impact Assessments.

1.3 Site Context and Background

The Site is located within the existing Cruise Terminal area at Dún Laoghaire Harbour. Dún Laoghaire Harbour itself extends to the north and east of the Site, along with associated marine infrastructure and facilities such as the Royal St. George Yacht Club and Dublin Bay Cruises. Along the western perimeter of the Site, there is an existing large-scale commercial building, beyond which lies St Michael's Pier, an extensive car park and the Dún Laoghaire Marina. The Harbour Plaza venue and event space is along the southern perimeter of the Site. The land to the south comprises additional car parking areas, public realm spaces and Harbour Road.

Figure 1-2: Site Context



1.4 Site Planning Objectives Policies & Zoning

The local and regional planning objectives, policies and zoning, relevant to the Proposed Development and to the Site, have been reviewed. Details are presented below, as abstracted from the following public documents:

- Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy 2019 – 2031 ('RSES') [1];
- Dún Laoghaire-Rathdown County Development Plan 2022-2028 ('CDP') [2]; and,
- Dún Laoghaire Harbour Masterplan [3].

1.4.1 Eastern and Midland Regional Assembly RSES

The RSES forms a strategic framework to shape growth and manage planning and development across the region. Dublin forms part of the Eastern and Midland Region. The vision of the RSES is:

"To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all."

Dún Laoghaire is listed as a 'Major Town Centre' with Dún Laoghaire Harbour being recognised as a 'Regional Port'. Policies within the RSES that are relevant to the Proposed Development include:

RPO 6.16:

“Support working with relevant landowners and recreational/ tourism agencies to increase access to the countryside and coastal areas to ensure maintenance of the existing network.”

RPO 7.20:

“Promote the development of improved visitor experiences, nature conservation and sustainable development activities within the Dublin Bay Biosphere in cooperation with the Dublin Bay UNESCO Biosphere Partnership.”

1.4.2 County Development Plan

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 (‘CDP’) was adopted by DLRCC and came into effect on 21st April 2022 [2]. The aim of the CDP is to:

“...embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations.”

The following policy objectives (‘PO’) are relevant to the Proposed Development:

PO OSR11:

“It is a Policy Objective to support and encourage water-based sports and maritime leisure activities along the coast subject to Council Bye-Laws, and the Habitats and Birds Directives. The County features seventeen kilometres of coastline, which is a valuable asset. If utilised to its full potential it can contribute to the health and well-being of the residents of, and workers, in the County and will increase sport and physical activity participation levels locally. These activities can also offer significant potential for tourism growth.”

PO OSR 12:

“It is a Policy Objective to protect and enhance the water-based recreational and sporting amenity of national significance of Dún Laoghaire Harbour, and its ability to host National and International competitions.”

PO E18:

“It is a Policy Objective to support the sustainable development of the maritime economy.”

There are five Specific Local Objectives (‘SLO’) within Dún Loaghaire Harbour that are within the vicinity of the Site, this includes the following:

SLO 23:

“To facilitate the continued development of the Harbour, ensuring at all times that the historic significance and natural beauty of this public amenity is protected, in accordance with any specific policies contained within the forthcoming Dún Laoghaire and Environs Local Area Plan.”

SLO 26:

“To retain the Carlisle Pier structure and to encourage redevelopment on it that will focus on the historical importance of the Pier and will incorporate uses that will bring significant cultural, social, recreational and economic benefits to Dún Laoghaire-Rathdown. Development should regenerate and enliven the waterfront, be sensitive to the setting and should include a significant portion of cultural and amenity uses with public accessibility and permeability to the waterfront paramount. Such proposals

should be carefully scaled and should be designed with variety in the massing of built elements to avoid 'slab-like' infilling of the Pier. Any development should consider the sensitive incorporation and the re-use of remaining components of the original rail sheds, where appropriate."

SLO 39:

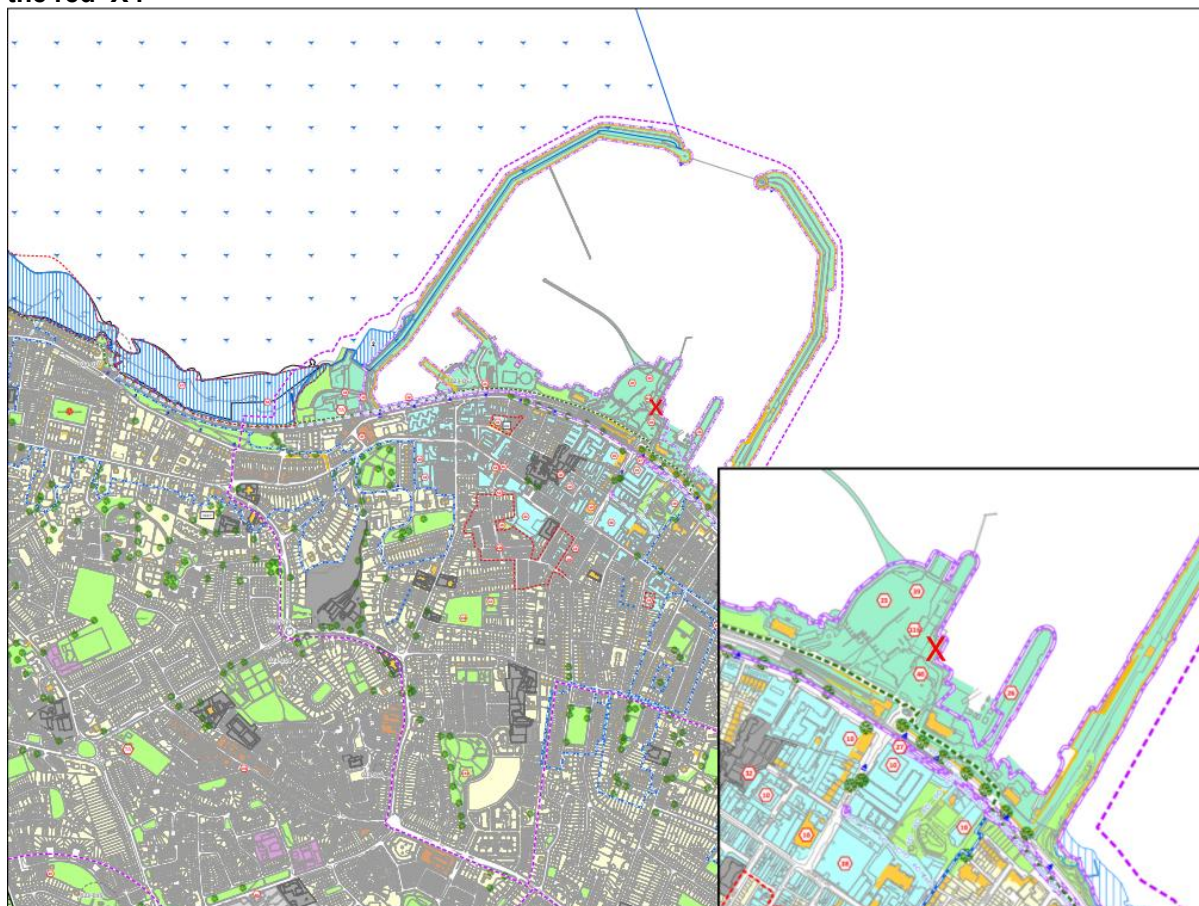
"In accordance with National Policy, the Council shall, within the relevant planning frameworks, formulate and implement, where appropriate and applicable, a plan for the future development of Dún Laoghaire Harbour and its curtilage."

The Site is zoned as 'W'. According to the CDP, the description of the 'W' zoning is:

"To provide for waterfront development and harbour related uses".

Refer to Figure 1-3 below for the DLRCC zoning map.

Figure 1-3: Site Zoning Map (Extract from DLRCC Land Zoning Map 3). The Site is marked with the red 'X'.



1.4.3 Dún Laoghaire Harbour Masterplan

The Dún Laoghaire Harbour Masterplan was published by DLRCC in December 2025 [3]. The purpose and intent of the Harbour Masterplan is to:

"...reimagine Dún Laoghaire Harbour as a dynamic, multifunctional space that honours its maritime heritage while responding to contemporary needs and opportunities."

The Proposed Development is an interim work within Dún Laoghaire Harbour to facilitate easy access and continued functionality of the Dún Laoghaire Harbour before the DLRCC begins implementing the Harbour Masterplan.

1.5 Study Area

The study area for each environmental aspect is different based on the relative predicted potential impacts. The basis for the study area specific to each environmental aspect is shown in Table 1-2 below.

Table 1-2: Study Area

Study Area	Study Area Extent	Basis of Study Area Extent
General, surrounding lands	1km diameter	Describing the lands surrounding the site in terms of geography, infrastructure and industry, the county development plan and planning permissions. A 1km diameter is considered sufficient due to the nature, type, and size of the Proposed Development, as well as the nature of its surroundings, as it is considered that there is no potential for a significant effect beyond this area when considered in the context of the surrounding area.
Biodiversity	15km diameter	The study area should be evaluated on a case-by-case basis with reference to the nature, size and location of the project; the sensitivities of the ecological receptors and the potential for in-combination effects (cumulative). Due to the type and size of the Proposed Development, and the extent and characteristics of its emissions, the Proposed Development has no potential to have a significant effect beyond this area on local fauna and flora. Nonetheless, conservatively, all Special Protection Areas ('SPAs') and Special Areas of Conservation ('SACs') within 15km of the Site have been identified for consideration within the accompanying AA part of the screening.
Acoustics	Within the Site boundary.	The study area has been defined with respect to the potential physical effects that existing anthropogenic noise sources may have on the Proposed Development.
Archaeology and Cultural Heritage	250m from the Site.	The study area has been defined in respect of two factors: - the ability of sites/information sources to provide information pertaining to the archaeological potential of the Site, and, - the potential physical effect, as well as impact on the setting, that the proposed scheme may have on sites of cultural heritage significance.

1.6 Relevant Planning History

A review and search of the DLRCC planning site (refer to Table 1-3 below) indicated one planning permission granted on-site (date accessed: 20th January 2026). Refer to Table 1-3 below for further details.

Table 1-3: Relevant Planning History

Reference Number	Planning Authority	Decision	Decision Date	Description
D05A/0512	DLRCC	Granted	25/07/2005	<i>"The development will consist of the erection of new external commercial signage for Stena Line comprising eight new signs as follows:- Sign 1 : freestanding "totem" type signage structure (with signage to both sides) adjacent to Harbour Road close to the vehicular boarding entrance; Signs 2(A) & 2 (B): two no applied signs on the canopies of the vehicular entrance (in the plane of the canvas - i.e. not protruding above same); Sign 3:- on the south façade of the Terminal Buildings; Sign 4 freestanding "totem" type signage</i>

Reference Number	Planning Authority	Decision	Decision Date	Description
				<i>structure(with signage to both sides) adjacent to the Terminal Building on the Plaza, Sign 5 over the southern pedestrian entrance to the Terminal Building; Sign 6 on the south façade of the Motorist Lounge Building (adjacent to the berth); Sign 7 over the eastern pedestrian entrance to the Terminal Building off the Plaza. The Proposed Development is within the curtilage of a protected structure(s)."</i>

In the study area surrounding the Site, the majority of decided planning applications relate to residential dwellings, industrial developments and retail / amenity projects. There are no significant industry or similar developments that have planning permission granted that could impact the Proposed Development or be impacted by the Proposed Development in terms of cumulative impacts. Table 1-4 below details off-site granted planning permissions from the previous five years in the vicinity of the Site.

Table 1-4: Offsite Planning Permission

Reference Number	Planning Authority	Decision	Decision Date	Description
D22A/0758	DLRCC	Granted	09/03/2023	<i>"Planning permission is sought for development comprising of alteration & extension of existing rear modern balcony terrace & staircase and associated site development works at the National Yacht Club which is a protected structure."</i>
REF12225	DLRCC	S5 DEC NOT EXEMPT	01/08/2025	<i>"Relevant planning permissions; D18A/0078 and D19A/0947 Above developments have commenced. Proposed additional works pertain to; 1. The creation of additional floor area inside the building by the addition of new mezzanine floor and the infilling of 2 existing stairwells 2. fenestration alterations in East facade. 3. new roof plant."</i>
D19A/0947 / ABP 306746-20	DLRCC	Granted	14/2020	<i>"Permission for: 1. The removal / deletion of condition number 2 of the Grant of Planning Permission Register Reference Number D18A/0078, Final Grant Number, P/2128/18, approval date 6th September 2018. 2. Redesign of the Ground Floor entrance foyer internal area by the deletion of the ground floor Restaurant and food vending café elements of the above described approved development and its substitution by a "food court" element."</i>

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

This section provides information on the physical characteristics of the Proposed Development and a description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected, as is required under paragraph 1 of Schedule 7A of the Regulations.

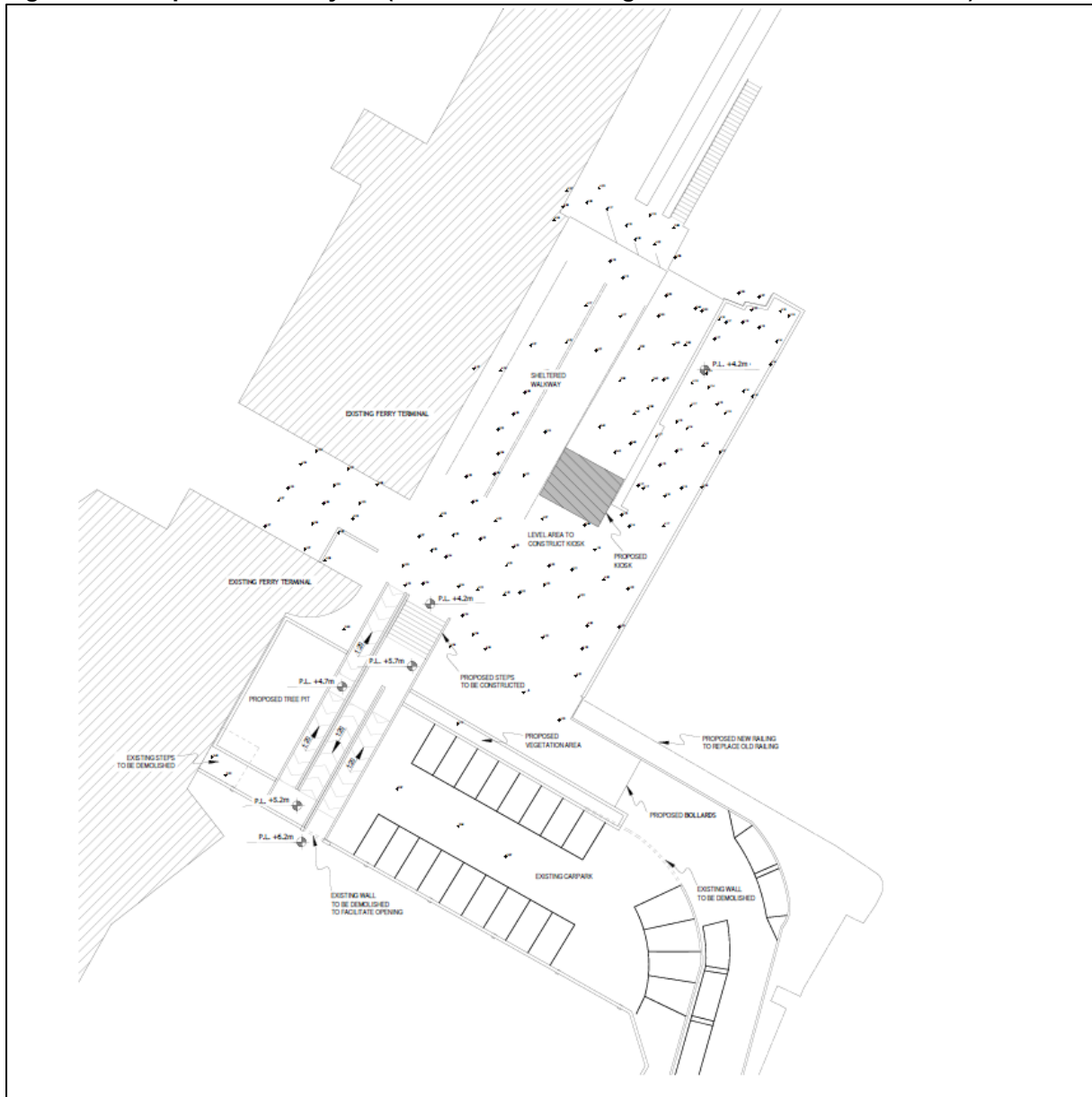
2.1 The Proposed Development

DLRCC are proposing to construct a new ramp and steps connecting the Harbour Plaza with the lower St Michael's Pier. The latter is to become a new resurfaced public plaza with a gift kiosk, planting, seating, new railings and views of the sea.

Construction of the new external access ramp and adjoining steps is to provide universal, wheelchair-accessible egress for all members of the public, while streamlining and simplifying the journey from boat to Dún Laoghaire Town for cruise ferry passengers.

- The proposed works consist of:
- The removal of the two existing access stairs (one from the upper plaza level to the lower plaza level and one from the upper plaza level to the existing building);
- Partial demolition and making good of a low wall at Harbour Plaza;
- Reconfiguration of the parking and access arrangements, including partial demolition of a low wall and amendments to vehicular routes within the lower /undercroft parking level;
- Diversion of existing drainage and underground services;
- Construction of a new access ramp and stairs to link the upper and lower plaza levels;
- Provision of new line markings to the car park and access road areas;
- Relocation of kiosk and moveable sheltered walkways;
- Provision of new historic lifeboat display; and,
- New planting and landscaping throughout.

Figure 2-1: Proposed Site Layout (Extract from Drawing 2625-DOB-XX-SK-DR-C-0500)



2.2 Drainage and Services

Drainage infrastructure and services are discussed under the following headings:

- Surface Water; and,
- Foul Water;

2.2.1 Surface Water

Due to the close proximity of the proposed works to the sea, runoff of surface water from the works area will be controlled.

The supplied outline Construction Environmental Management Plan ('CEMP') notes that during the Construction Phase, all runoff from the area of works and the construction compound will be directed through a silt bag and petrol separator prior to discharge into the existing surface water network. All surface water gullies and access points within the area of

works and compound will be bunged to prevent direct runoff from occurring prior to silt and interceptor treatment.

During the Operational Phase, the Proposed Development will be reconnected to the existing surface water drainage regime, and no changes to current surface water drainage arrangements are proposed.

2.2.2 Foul Water

No foul water will occur as part of the Proposed Development construction or operational phases. During construction, typical porta-loo-type sanitary units are used. The Proposed Development will not include welfare facilities.

2.3 Construction Procedures

To assess the likely and significant effects associated with the Construction Phase of the Proposed Development, this section outlines the key elements of the Construction Phase.

2.3.1 Construction and Demolition Methodologies

During the Construction Phase, the methods of working will comply with all relevant legislation and best practice guidelines in reducing the environmental adverse effects of the Proposed Development. Although Construction Phase adverse effects are generally of a short-term duration and are localised in nature, the adverse effects will be reduced as far as practicable through compliance with current construction industry guidelines

An outline CEMP has been prepared by Donnachadh O'Brien and Associates Consulting Engineers for inclusion with this application. The following guidance will be referred to and will be followed during the Construction Phase of the Proposed Development to prevent water pollution that may occur within the area:

The following standard guidance will be followed during the Construction Phase of the Proposed Development to prevent environmental pollution that may occur within the area:

- C532 – Control of Water Pollution from Construction Sites. Guidance for Consultants and Contractors (Construction Industry Research and Information Association) [4];
- C811 – Environmental Good Practice on Site (5th Edition) [5];
- Best Practice Guide BPGCS005 – Oil Storage Guidelines [6];
- C750 – Groundwater control: design and practice [7];
- Safety, Health and Welfare at Work (Construction) Regulations 2013 – S.I. No. 291 of 2013 [8];
- Road Drainage and the Water Environment DN-DNG-03065 [9];
- Institution of Civil Engineers ('ICE') Earthworks, A Guide [10];
- IFI Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters [11];
- Guide to application of the Machinery Directive 2006/42/EC (Edition 2.2 – October 2019) [12];
- Best Practise Guidelines for the preparation of resource & waste management plans for construction & demolition projects [13]; and,
- EU Construction & Demolition Waste Management Protocol [14].

2.3.1.1 Site Access

Access to the Proposed Development will be via the Harbour Road. The Contractor will establish a Site boundary with appropriate access and egress. The Contractor will provide appropriate signage, construction hoarding, welfare facilities and a site office.

2.3.1.2 Construction Compound

The supplied Outline CEMP presents that the construction compound will be located on-site and shall primarily consist of:

- Site Offices & associated welfare facilities;
- Materials drop-off and storage areas;
- Set down areas for HGVs;
- Temporary car parking facilities; and,
- Temporary fencing and hoarding.

The outline CEMP further notes that materials stored on-site will be stored in a safe manner, and will minimise the risk of any negative environmental effects and will be managed on a 'just-in-time' basis.

2.3.1.3 Construction Hours

Typical permissible hours of operation of a construction site are:

- Monday - Friday 07:00 hours – 18:00 hours;
- Saturday 09:00 hours – 16:00 hours; and,
- Sundays and Public Holidays Closed.

Construction work will not typically be permitted on Sundays, public holidays or at night-time except where safety concerns necessitate it or if agreed in advance with the Planning Authority.

2.3.1.4 Monitoring

The Ecological Impact Assessment ('EclA') presents that an Ecological Clerk of Works ('ECoW') will inspect the Site in advance of construction works commencing and will undertake Site inspections as required during the Construction Phase.

2.3.2 Demolition Works

The proposed works will require the removal of two existing access stairs along the northwestern area of the Site. Works relating to demolition works are detailed within the outline CEMP prepared by Donnachadh O'Brien and Associates Consulting Engineers and submitted as part of this application.

2.3.3 Excavation Works

Bulk excavation activities will consist of the removal of the made ground and topsoil, and the excavation of drainage, services, foundations of the new ramp and stairs structure and the grubbing up of the existing foundations of the existing stairs.

Excavated made ground, soil / stone will be carefully stored in segregated piles on the Site for subsequent reuse within the Proposed Development, where it is deemed acceptable by the site engineer to do so. Excess material will be removed from the Site to a suitably permitted Construction and Demolition ('C&D') recovery / disposal site, or an Article 27 by-product notification will be submitted to the Environmental Protection Agency ('EPA') for approval if relevant.

2.3.4 Waste Management

Waste will be minimised through the reuse of materials, or where this is not practicable, waste will be collected and segregated on-site before being removed off-site to a suitably permitted C&D recovery/disposal site in accordance with relevant waste legislation such as the Waste Framework Directive (2008/98/EC) [15] or an Article 27 by-product notification will be submitted to the EPA.

3 METHODOLOGY

The following section describes the relevant guidance, legislation and studies that were conducted to assess the Proposed Development for this EIA Screening Report.

3.1 Desk-Based Studies

In undertaking this EIA Screening Report, a detailed desk-based review was completed that included a review of the following information:

- Relevant legislation and guidance;
- Relevant published information pertaining to the Site and surrounding area in regard to all the stipulated EIAR topics; and,
- Information supplied by the client in relation to the Proposed Development.

3.2 Technical Supporting Documents

This EIA Screening considers the findings of other assessments submitted as part of this planning application and other relevant assessments conducted in the study area of the Site.

This report was developed in cognisance of the following project-specific reports and drawings:

- Appropriate Assessment ('AA');
- EclA;
- Outline CEMP prepared by Donnachadh O'Brien and Associates Consulting Engineers; and,
- Engineering Drawings prepared by Donnachadh O'Brien and Associates Consulting Engineers.

3.3 Regulatory Context - EIA Screening

To determine whether it is required to undertake an EIA for the Proposed Development, the relevant legislation, policy and guidance have been taken into account, and the EIA Screening Report has been prepared in accordance with:

- The Planning and Development Regulations, 2001 (as amended) [16] ;
- Directive 2014/52/EU amendment Directive – 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (2014 EIA Directive) [17];
- Office of Public Relations ('OPR') Practice Note PN02 Environmental Impact Assessment Screening, 2021 [18];
- European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening [19];
- Department of the Environment, Heritage and Local Government (August 2003), Environmental Impact Assessment ('EIA') Guidance for Consent Authorities regarding Sub-threshold Development [20];
- European Commission (2015) Interpretation of Definitions of Project Categories of Annex I and II of the EIA Directive [21];
- Environmental Protection Agency ('EPA') Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022) [22]; and,

- Department of Housing, Planning and Local Government (DHPLG) – Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment (August 2018) [23].

3.4 Field-Based Studies

A suitably qualified MOR Environmental consultant conducted a walkover survey on 9th October 2025 to assess on-site conditions and identify potential receptors. An updated follow-up survey was completed on 31st March 2026. The walkovers of the Site and the locality confirmed the current layout and activities adjoining the Proposed Development.

4 RECEIVING ENVIRONMENT

This section describes the existing conditions at the Site.

4.1 Watercourses within the Vicinity of the Site

The Site is situated within the Liffey and Dublin Bay Water Framework Directive ('WFD') Catchment [Catchment ID: 09] and the Dodder_SC_010 [Subcatchment ID: 09_16] [24]. The Site is directly adjacent to the southern shore of Dublin Bay, as Dún Laoghaire Harbour. Dublin Bay is a designated Special Protection Area ('SPA') and Special Area of Conservation ('SAC').

Under the Water Framework Directive ('WFD') 2000/60/EC, the EPA classifies the status and the risk of not achieving good water quality status for all waterbodies in Ireland [24]. According to the Coastal Waterbody WFD Status 2019-2024, Dublin Bay is considered to be 'Good' [24].

4.1.1 Flood Risk Assessment

The Office of Public Works ('OPW') flood risk maps were reviewed on 23rd June 2026 [25]. The online flood maps show coastal (medium probability) flood risk within the Site. There is no past flood events associated with the Site. The nearest past flood event is located ca. 580m west of the Site.

4.1.2 Drainage Ditches

During the Site walkover, no drainage ditches were noted within or adjacent to the Site, and the Site does not form part of any benefitted areas. The Site comprises a made ground sitting over seawater. On-site drainage is handled by man-made gullies and stormwater sewer lines.

4.2 Biodiversity

In accordance with the European Commission Methodological Guidance [26] a list of European Designated sites that can be potentially affected by the Proposed Development has been compiled. All SPAs and SACs within 15km have been considered to assess their ecological pathways and functional links. The Site is not located within or directly adjacent to any European sites; however, 18 European sites are located within 15km of the Site - these are identified in Figure 4-1 and Table 4-1.

Figure 4-1: European Designated Sites within 15km of the Site

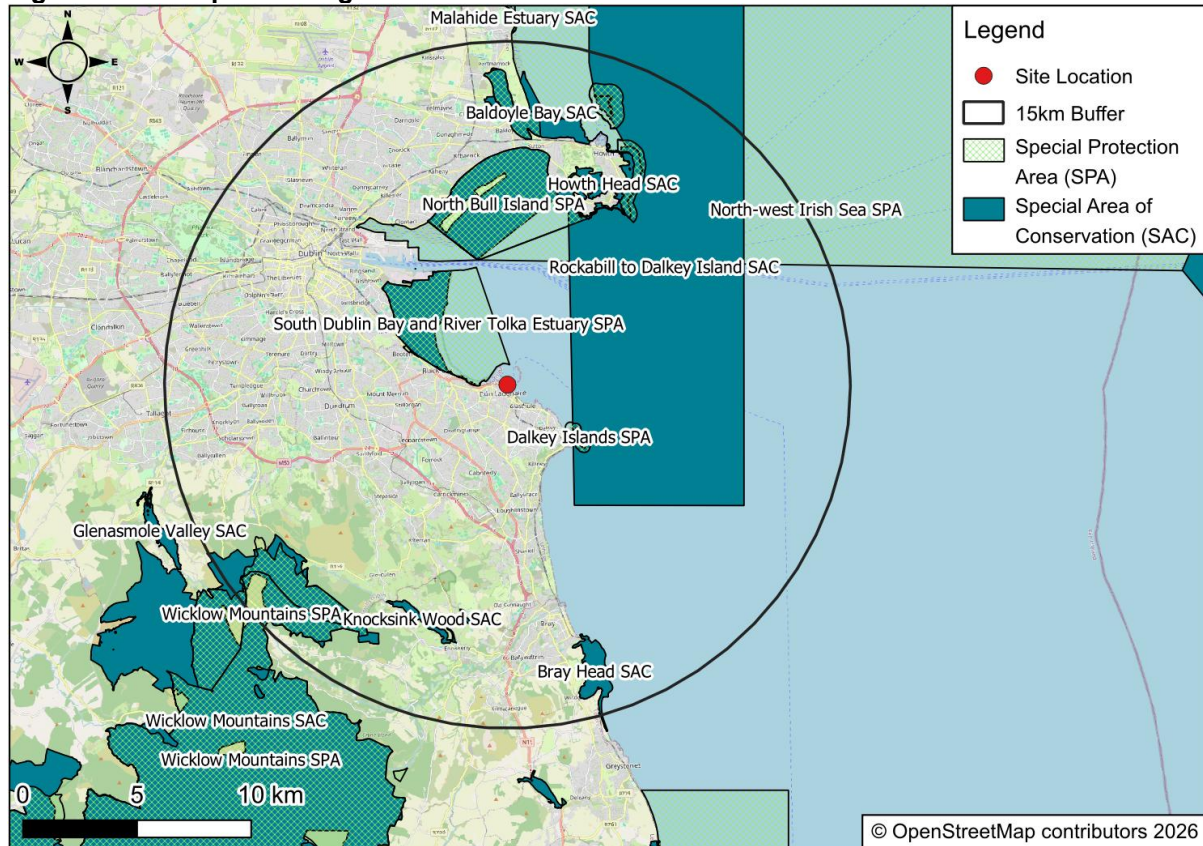


Table 4-1: European Sites within 15km of the Site

Site Name	Code	Distance (km)	Direction from the Site
Special Areas of Conservation ('SAC')			
South Dublin Bay SAC	000210	Ca. 1.4km	W
Rockabill to Dalkey Island SAC	003000	Ca. 2.8km	E
North Dublin Bay SAC	000206	Ca. 5.6km	N
Howth Head SAC	000202	Ca. 8.5km	NE
Ballyman Glen SAC	000713	Ca. 10km	S
Knocksink Wood SAC	000725	Ca. 10.4km	SW
Baldoyle Bay SAC	000199	Ca. 10.8km	N
Bray Head SAC	000714	Ca. 11.4km	SE
Wicklow Mountains SAC	002122	Ca. 11.7km	SW
Ireland's Eye SAC	002193	Ca. 12.4km	NE
Special Protection Area ('SPA')			
South Dublin Bay and River Tolka	004024	Ca. 0.8km	NW

Site Name	Code	Distance (km)	Direction from the Site
Dalkey Islands	004172	Ca. 3.1km	SE
Northwest Irish Sea	004236	Ca. 5.4km	N
North Bull Island	004006	Ca. 5.5km	N
Howth Head Coast	004113	Ca. 9km	NE
Baldoyle Bay	004016	Ca. 10.8km	N
Ireland's Eye	004117	Ca. 12km	NE
Wicklow Mountains	004040	Ca. 12km	SW

Pathways from the Site to inland SACs and SPAs are deemed ineffective due to distances of over 2km. Pathways to SACs and SPAs in the Irish Sea are possible; however, the supporting AA Screening has assessed these and found them to be ineffective. All works associated with the Proposed Development will be confined to the red line boundary, and no piling, dredging or other in-water works are proposed.

4.3 Acoustics

Online strategic road traffic and rail maps were reviewed to assess the likely impact on the Site from these noise sources. Airport noise effects on the locality were discounted as the associated noise contours were >2km from the Site.

The N31 national secondary road, which leads into Queens Road, lies to the west of the Site, separating the marina area from the town area of Dun Laoghaire. These roads are strategically noise-mapped, based on the vehicle numbers used on the roads.

The L_{den} and L_{night} noise contours show that the Site is not located in any noise contour band for road traffic noise, though the contours do cover premises closer to the roads, refer to Figures 4-3 and 4-5 below.

The Irish Rail Dublin Area Rapid Transit ('DART') line is located to the south of the Site, adjacent to the N31 road and is strategically noise-mapped due to passenger numbers. The L_{den} and L_{night} noise levels show that the Site is not located in any noise contour band associated with rail; refer to Figures 4-3 and 4-5 below.

Figure 4-2: Extract EPA Road L_{den} Strategic Noise Map

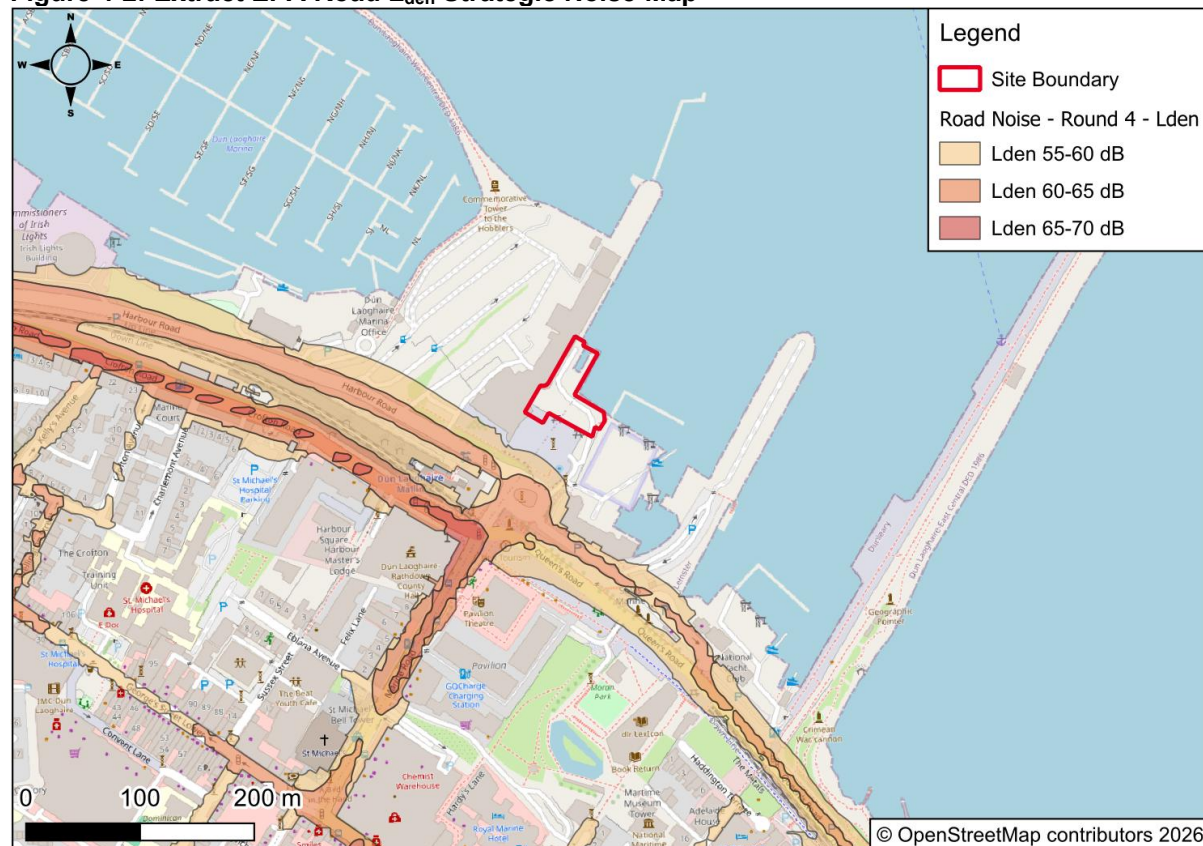


Figure 4-3: Extract EPA Road L_{night} Strategic Noise Map

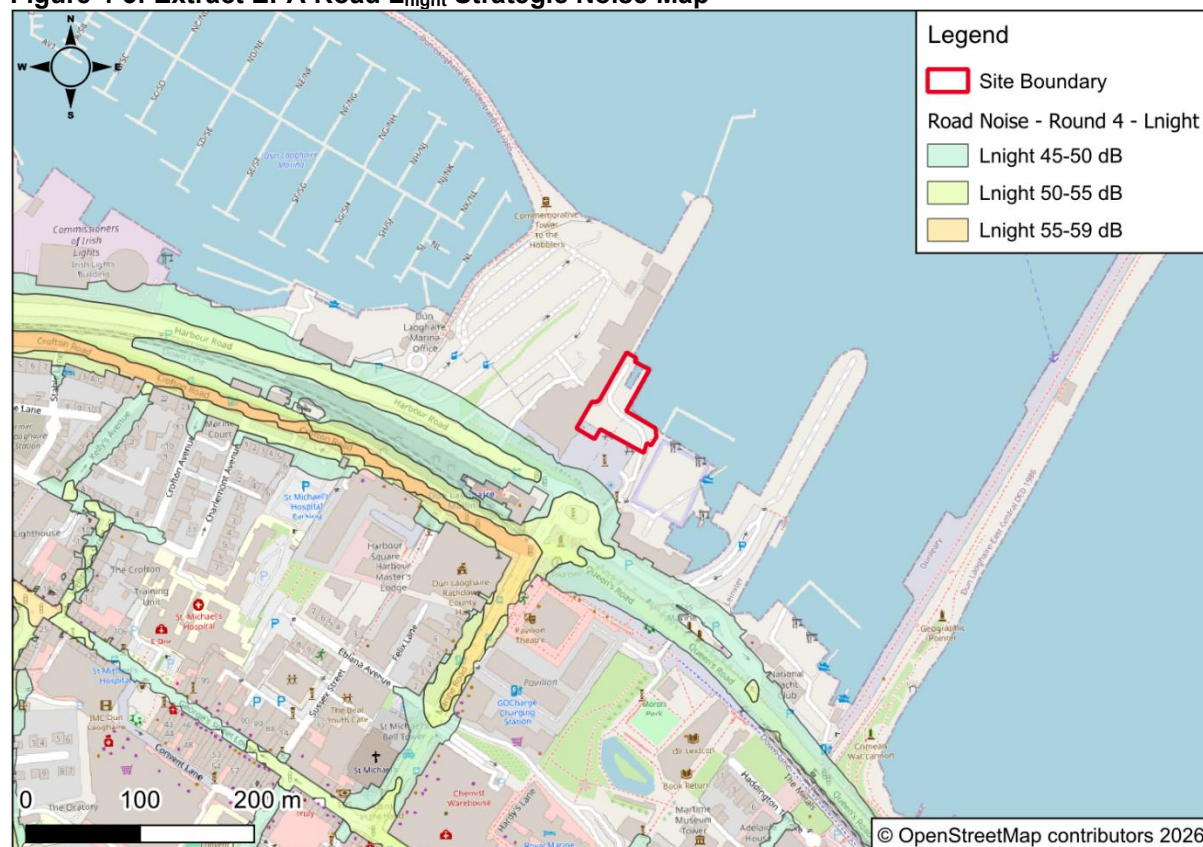


Figure 4-4: Extract EPA Rail L_{den} Strategic Noise Map

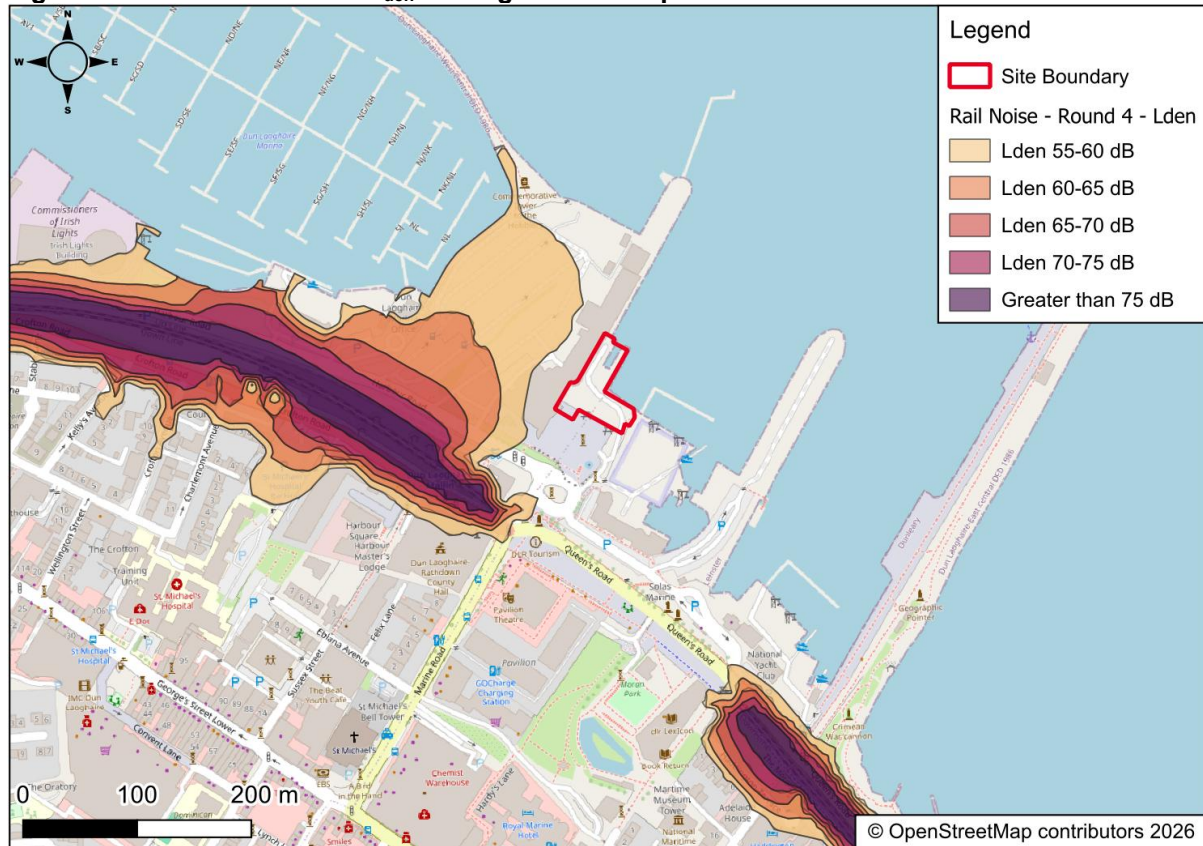
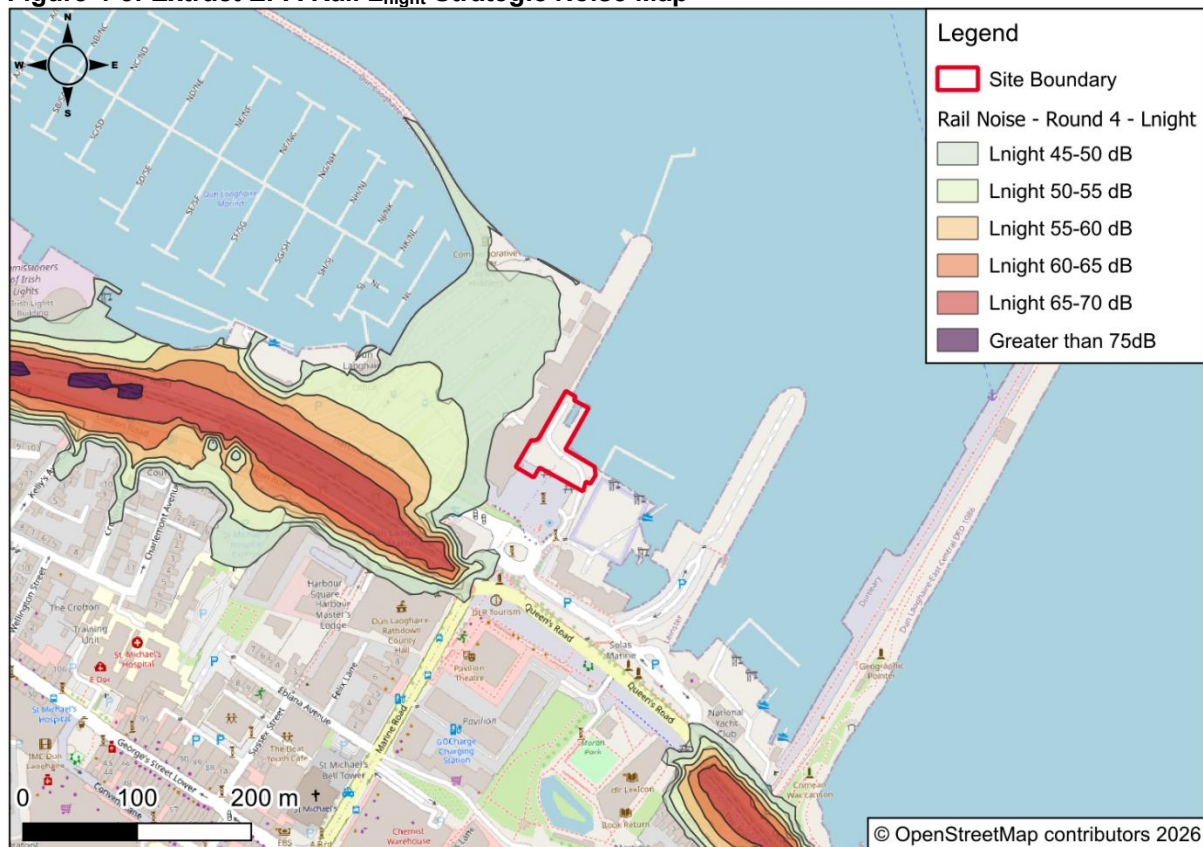


Figure 4-5: Extract EPA Rail L_{night} Strategic Noise Map



A review of the online strategic noise maps implies that the Site is categorised as a “Low-Medium” risk for new residential developments as per the Institute of Acoustics (‘IOA’) Professional Practice Guidance (‘ProPG’) [27].

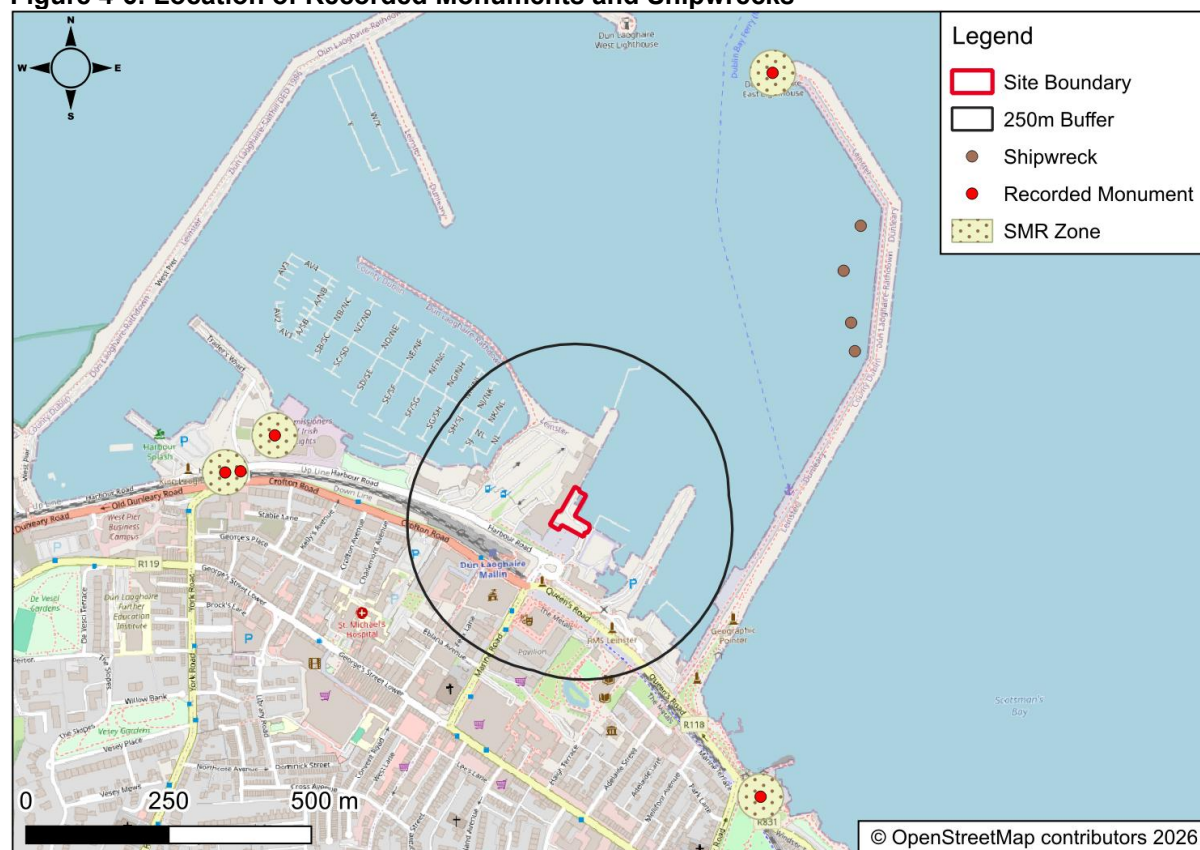
4.4 Cultural Heritage

A review of the National Inventory of Archaeological Heritage (‘NIAH’) sites and recorded monuments was undertaken on 3rd February 2026, to identify the proximity of known sites to the Site.

There are no NIAH sites or recorded monument sites on-site or in the vicinity of the Site (less than 250m). The closest recorded monument is a battery (Reference No. DU023-052004-) ca. 500m west of the Site. The closest NIAH site, a 19th-century house (Reference No. 60230124), is ca. 2.1km southwest of the Site [28].

A review of the shipwrecks found within Irish waters was carried out due to the location of the Site within Dún Laoghaire Harbour [29]. There are four shipwreck locations within Dún Laoghaire Harbour along the eastern pier, see Figure 4-6 below. The closest shipwreck is ca. 530m northeast of the Site.

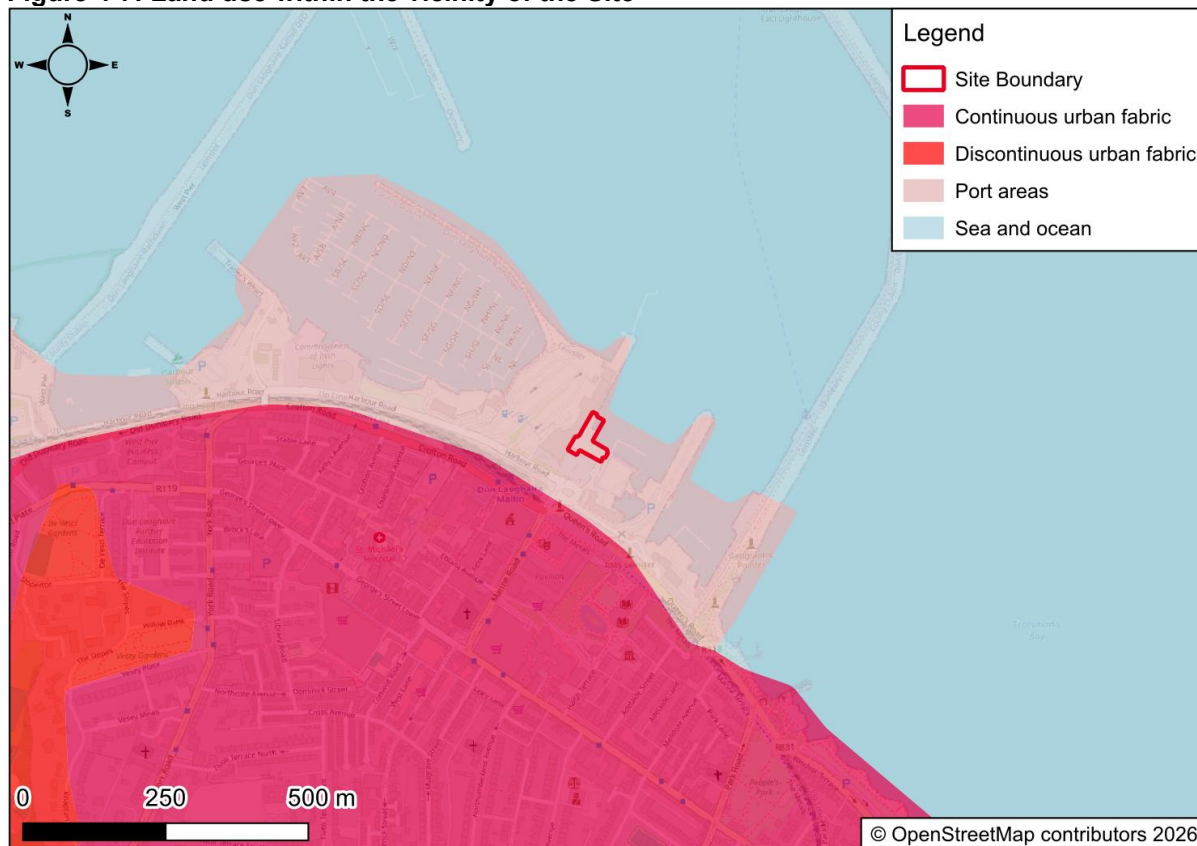
Figure 4-6: Location of Recorded Monuments and Shipwrecks



4.5 Soil and Geology and Land-use

According to the Geological Survey Ireland (‘GSI’) database [30], the land use of the Site is designated as ‘Port areas’; see Figure 4-7 below. The Proposed Development is in line with the current land use and will not constitute a change in land use.

Figure 4-7: Land use within the vicinity of the Site



According to the GSI database soil mapping [30], the soil beneath the Site is primarily undesignated, with the south of the Site designated 'Made', which can be described as 'Made/Built land'. Refer to Figure 4-8 below.

Map of the Dún Laoghaire Harbour area, showing the site boundary, AmenSW, and Made areas.

Legend:

- Site Boundary (Red outline)
- AmenSW (Pink area)
- Made (Cyan area)

The map displays the harbour, surrounding roads, and buildings. Key features include the Dún Laoghaire Harbour, the Dún Laoghaire Harbour Bridge, and the Dún Laoghaire Harbour Marina. The site boundary is located in the central part of the harbour, adjacent to the marina. The AmenSW area is located to the north and east of the site boundary, and the Made area is located to the south and west of the site boundary.

Scale: 0 to 500 m.

© OpenStreetMap contributors 2026

The works proposed will not interact with bedrock, as all works will be surface or sub-surface, and no piling will be required, as such a review of the bedrock status was not undertaken.

5 EIA SCREENING

In the determination of whether an EIA is necessary, the EIA Directive establishes a distinction between projects that inherently necessitate a mandatory EIA and those for which an EIA might be required if they are expected to result in significant environmental effects. Thresholds for mandatory or automatic EIA projects are categorised in Annex I and Annex II of the EIA Directive. In Irish legislation, Annex I and Annex II type projects are transcribed as Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations, 2001 (as amended).

5.1 Planning and Development Regulations (As amended)

There are no activities listed within Part 1 of Schedule 5 of the Planning and Development Regulations (as amended) that relate to the Proposed Development. Therefore, the Proposed Development subject to this EIA Screening Report does not fall within the scope of activities listed in Part 1 of Schedule 5, and a mandatory EIA, as classified under Annex I, is not required.

The activities within Part 2 of Schedule 5 of the Planning and Development Regulations, 2001 (as amended), which relate to the Proposed Development, are presented in Table 5-1 below.

Table 5-1: Classes Detailed in Part 2 of Schedule 5 of the Planning and Development Regulations (as amended)

Class		Applicability	Screening
1 (g)	<i>"Reclamation of land from the sea, where the area of reclaimed land would be greater than 10 hectares".</i>	The Proposed Development is not reclaiming land from the sea. No new lands will be created or developed as part of this project.	Proposed Development is not in this Class. EIA Screening is not required.
2 (10) (b) (iv)	<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 footprint of the Proposed Development will cover a Site area of ca. 0.28ha. The Site is zoned for "waterfront development and harbour related uses". As such, this is deemed a non-business district, but a 'built-up area', with an EIA threshold value of 10ha. The project covers an area of less than 3% of the threshold. As presented in section 2 above, no significant risks above those of a standard urban public area work are identified. As identified in section 4 above, the receiving environment has not been identified as unduly sensitive to the effects of the Proposed Development works. Further consideration of the effects within an EIA are not considered necessary in this regard.	Proposed Development is in this Class, but below threshold. EIA Screening is not required.
10 (e)	<i>"New or extended harbours and port installations, including fishing harbours, not included in Part 1 of this Schedule, where the area, or additional area, of water enclosed would be 20 hectares or more, or</i>	The Proposed Development is located within Dún Laoghaire Harbour. However, the Proposed Development will not consist of enclosing an area of water,	Proposed Development is not in this Class. EIA Screening is not required.

Class	Applicability	Screening
<i>which would involve the reclamation of 5 hectares or more of land, or which would involve the construction of additional quays exceeding 500 metres in length".</i>	reclamation of land from the sea or construction of additional quays.	

The Proposed Development does not meet any of the thresholds outlined in Part 2 of Schedule 5; a mandatory or automatic EIA was therefore not required for the Proposed Development under Schedule 5.

The Proposed Development is of a class of development listed in Part 2 of Schedule 5, namely 2 (10) (b) (iv).

However, the threshold for a 10ha urban development has not been reached. Therefore, the Proposed Development is assessed for sub-threshold development under Schedule 5 Part 2 class 15, namely:

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

The Office of the Planning Regulator ('ORP') in 2021 provided guidance on the screening for EIA [18]. This sets out a step-by-step methodology for undertaking an EIA Screening assessment, which notes that the Competent Authority should undertake a preliminary examination and conclusion where a development is 'sub-threshold' and is not accompanied by an EIAR or Schedule 7A information, which should include the nature, size or location of the development.

As presented in Sections 2 and 3 above, the Proposed Development will be an urban development within Dún Laoghaire Harbour, within land zoned for waterfront development, with construction methods and design in line with both national guidelines and local policy. The likely effects associated with such a development are deemed to be approximate with such developments in general.

As presented in Section 4 above, the receiving environment is low to moderate sensitivity, based on available information. Amenity, retail and marine infrastructure land use, along with roads, occupy the immediate surrounding lands, with no notable protected species, waterways, buildings or historic features on-site.

The Proposed Development, at less than 50% of the class threshold for automatic EIA, on a Site with no significant receptor risks, and with a standard building design and use in line with local and national guidelines, was therefore not deemed to require sub-threshold EIA screening.

6 CONCLUSIONS

Based on the findings of this desk-based EIA Screening Report and relevant shared documents from the Client, the Proposed Development did not require a mandatory / automatic EIA under Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations, 2001 (as amended).

Based on the findings of this desk-based EIA Screening Report and relevant shared documents from the Client, the Proposed Development will not present a likelihood of significant environmental effects, having considered the nature, size and location of the Proposed Development during the Construction or Operational Phases, and, as such, it did not require a sub-threshold EIA to be carried out in respect of it.

Therefore, MOR Environmental considered that there was no requirement to submit an EIAR in support of the Proposed Development.

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