

Rochestown Avenue Active Travel Scheme

Report to Information EIA Screening Determination

Dún Laoghaire-Rathdown County Council

Project number: 60661468

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Quality information

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1 Introduction

This Environmental Impact Assessment (EIA) Screening Report has been prepared by AECOM Ireland Limited (AECOM) on behalf of Dún Laoghaire–Rathdown County Council (DLRCC) (hereafter referred to as the ‘Applicant’) for the proposed Rochestown Avenue Active Travel Improvement Scheme (hereafter referred to as the ‘Proposed Development’). The Applicant is seeking to upgrade the pedestrian and cycling infrastructure from the junction between Rochestown Avenue and Kill Avenue to the existing layout at the Graduate Roundabout, in Dún Laoghaire, County Dublin.

This report to inform the EIA Screening Determination looks to identify if the Proposed Development should be subject to an EIA as required under Directive 2014/52/EU (the “EIA Directive”) and will consider the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

This report sets out:

- An overview of the Proposed Development;
- A description of the EIA screening process;
- The Proposed Development’s potential to interact with the environment during the construction and operational phases; and
- A summary of the findings and recommendations.

2 Legislation and Guidance

2.1 Environmental Impact Assessment

EIA requirements derive from Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU (hereafter referred to as the EIA Directive). The introduction of the EIA Directive improved the level of environmental protection and pays greater attention to emerging threats and challenges such as resource efficiency, climate change, and disaster prevention. It provides overarching information on EIA which was then transposed into national legislation.

The EIA Directive had direct effect in Ireland from May 2017 and was transposed into Irish planning law in September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The aforementioned regulation sets out the amendments made to a number of Irish acts and regulations in line with the EIA Directive (as transposed into Irish legislation). This includes amendments to the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended), and the Roads Act 1993 (as amended).

The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended); provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether an EIA is required. Additionally, the Roads Act 1993 (as amended) sets out EIA requirements for roads projects and has been amended to take account of the requirements of the EIA Directive. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when identifying any potential likely significant impacts of a project. Developments and as such the Proposed Development should be assessed under the Planning and Development Act 2000 (as amended) and the Roads Act 1993 (as amended).

The EIA screening undertaken was also cognisant of the following guidelines:

- Section 3.2 of the Environmental Protection Agency (EPA) '*Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*' (EPA, 2022);
- European Commission's (EC)'s '*Environmental Impact Assessment of Projects: Guidance on Screening*' (EC, 2017).;
- '*Guidance for Consent Authorities regarding Sub-threshold Development*' (Department of Housing, Local Government and Heritage (DHLGH), 2020); and
- '*Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*' (DHLGH, 2018).

Additionally, the screening process was aided using the checklists contained in the European Commission's (EC)'s '*Environmental Impact Assessment of Projects: Guidance on Screening*' (EC, 2017), in particular the '*Screening Checklist*' and the '*Checklist of Criteria for Evaluating the Significance of Environmental Impacts*'. The screening checklist completed for the Proposed Development is contained in Appendix A to this report.

2.2 Appropriate Assessment

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which is more commonly known as 'the Habitats Directive', requires Member States of the European Union (EU) to take measures to maintain or restore, at favourable conservation status, natural habitats and wild species of fauna and flora of Community interest. The provisions of the Habitats Directive require that Member States designate Special Areas of Conservation (SACs) for habitats listed on Annex I and for species listed on Annex II. Similarly, Directive 2009/147/EC on the conservation of wild birds (more commonly known as 'the Birds Directive') provides a framework for the conservation and management of wild birds. It also requires Member States to identify and classify Special Protection Areas (SPAs) for rare or vulnerable species listed on Annex I of the Directive, as well as for all regularly occurring migratory species. The complete network of European sites is referred to as 'Natura 2000'.

Under article 6(3) of the Habitats Directive, any plan or project which is not directly connected with or necessary to the management of a European site but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to an 'Appropriate Assessment' (AA) of its implications for the SAC/SPA and its nature conservation objectives.

In Ireland, the requirements of Article 6(3) are transposed into national law by Part 5 of the European Communities (Birds and Natural Habitats Regulations) 2011 (S.I. No. 477 of 2011) (more commonly referred to as the 'Habitats Regulations') and Part XAB of the Planning and Development Act 2000 (as amended).

AECOM prepared an AA screening for the Proposed Development in October 2022. The report determined that there is no possibility of likely significant effects from the Proposed Development on any European site in isolation, Special Conservation Interest (SCI)/Qualifying Interests (QI) species or supporting habitat. Furthermore, the in-combination assessment concluded that there is no potential for in-combination effects to arise with any other projects or plans. As a result, any likely significant effects that the Proposed Development may have on European sites can be excluded and thus the Proposed Development did not progress to the next stage of AA.

3 Proposed Development Overview

The Proposed Development is located on Rochestown Avenue in Dún Laoghaire, County Dublin (hereafter referred to as “the Site”), approximately 12 kilometres (km) south-west of Dublin city centre. The area surrounding the Proposed Development is predominantly used for residential purposes, with green spaces, a hospital, and existing businesses and other areas designated for economic development also occurring, as per the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP). The location of the Proposed Development is shown in Figure 3-1.

The Proposed Development is approximately 2.2 km in length and seeks to implement a 3.0 metre (m) wide two-way cycle track running on the northern side of Rochestown Avenue, with footpaths on both the northern and southern sides of the road. The Proposed Development ties in with the proposed DLRCC Central Active Travel Scheme at the western end at the junction between Rochestown Avenue and Kill Avenue, and at the eastern end with the existing layout at the Graduate Roundabout. A road re-alignment is proposed at the National Rehabilitation Hospital in order to move the cycle track adjacent to the roadway at this section. The existing left turn slip lane westbound from Rochestown Avenue onto Pottery Road will be removed and a signalised 3-arm junction will be implemented at this location. Landscaping will be provided along the route of the Proposed Development. Five new pedestrian crossings will be provided at the locations listed below:

- Entrance to Grangewood;
- Entrance to Sefton;
- Entrance to Pearse Park;
- Eastern end of Pearse Park; and
- Entrance to Glenview.

Three existing crossings will be upgraded with pedestrian crossings at all arms:

- Sallynoggin Road Junction;
- Johnstown Road Junction; and
- Rochestown Park Junction.

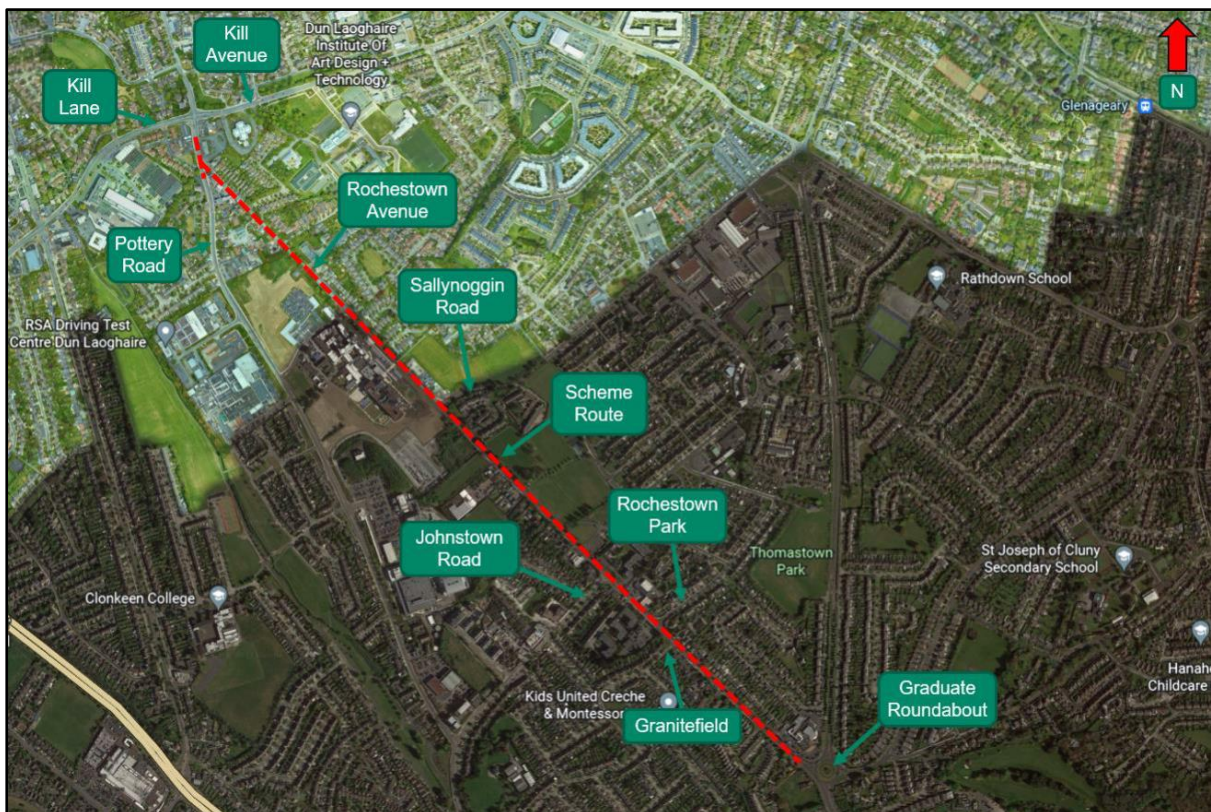


Figure 3-1 Proposed Development Site Location

4 EIA Screening Methodology

4.1 Introduction

This section of the report outlines the process for ‘screening’ in order to decide whether the Proposed Development should be subject to an EIA.

Ascertaining whether the Proposed Development requires an EIA is determined by reference to provisions set out in the Roads Act 1993 (as amended) and the Planning and Development Regulations 2001 (as amended).

Under the Roads Act 1993 (as amended) a ‘road’ is defined to include:

- a) *any street, lane, footpath, square, court, alley or passage,*
- b) *any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,*
- c) *any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and*
- d) *any other structure or thing forming part of the road and—*
 - i. *necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or*
 - ii. *prescribed by the Minister;*

Additionally, a ‘Cycleway’ is referred to in Section 68 of the Roads Act 1993 (as amended) as follows:

- (1) *In this section “cycleway” means a public road or proposed public road reserved for the exclusive use of pedal cyclists or pedal cyclists and pedestrians.*
 - a. *A road authority may construct (or otherwise provide) and maintain a cycleway.*
 - b. *Where a road authority constructs or otherwise provides a cycleway it shall by order declare, either-*
 - i. *the cycleway is for the exclusive use of pedal cyclists, or*
 - ii. *that the cycleway is for the exclusive use of pedal cyclists and pedestrians.*
 - c. *Any person who uses a cycleway in contravention of an order under paragraph (b) shall be guilty of an offence.*

4.2 Screening Methodology

4.2.1 Mandatory EIA

The EIA screening methodology undertaken was as follows:

- The initial step is to identify if the Proposed Development is listed within Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended). Schedule 5, Part 1 lists projects that require a mandatory EIA. Part 2 of Schedule 5 sets out specified limits for proposed developments for which a mandatory EIA is required should a proposed development exceed the specified limits;
- The initial step also involves checking the Proposed Development against the requirements as laid out by the Roads Act 1993 (as amended) which require a mandatory EIA; and
- Should the Proposed Development not exceed any of the thresholds outlined in in the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) for the mandatory requirement to prepare an EIA, the Proposed Development would then be assessed on a case-by-case basis to determine whether or not the Proposed Development is likely to have any significant impacts on the existing environment. This takes into consideration Schedule 7 of the Planning and Development

Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) which draws upon the requirements of Annex III of the EIA directive.

This screening was undertaken in line with Section 3.2 of the EPA's '*Guidelines on the Information to be contained in Environmental Impact Assessment Report*' (EPA, 2022). The assessment also takes into consideration the DHLGH's '*Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*' (DHLGH, 2018), and the guidance document '*Guidance for Consent Authorities regarding Sub-Threshold Development*' (DHLGH, 2020).

As per the EPA's '*Guidelines on the information to be contained in Environmental Impact Assessment Reports*', a significant effect can be defined as "*an effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment*" (EPA, 2022).

4.3 Assumptions

The EIA screening undertaken assumes the development of the Proposed Development would comply with regulatory best practice and incorporate environmental controls, such as an approved Construction Environmental Management Plan (CEMP). The CEMP would include best practice and regulatory pollution control measures such as noise, vibration, and dust controls; emergency response procedures (including emergency spill response procedures); Resource and Waste Management Plan (RWMP) (the waste hierarchy should also be considered as part of the RWMP); procedures for dealing with unexpected archaeological discoveries (where required); and health and safety provisions. The CEMP would also include details of any environmental monitoring requirements; communication protocols; and particular measures as required by conditions associated with planning approval (if granted).

Where waste materials would need to be taken offsite for segregation or disposal, it has been assumed the contractor would ensure this is undertaken by a licensed haulier under chain of custody procedures to an appropriately licensed or permitted waste facility.

Should service suspensions be required during the construction phase, it has been assumed reasonable prior notice would be given to the residencies in the area. It has been assumed the disruption to services or outages would be carefully planned to minimise the duration of any service disruptions or outage.

5 Initial Screening

5.1 Planning and Development Regulations 2001 (as amended)

The Proposed Development does not fall under any of the development listed under Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended). Part 2 of Schedule 5 sets out specified limits for proposed developments for which a mandatory EIA is required should a proposed development exceed the specified limits; the criteria as laid out therein and the screening of the Proposed Development against it are contained in Table 5.1.

Table 5.1 Summary of Mandatory Legislative Requirements for Environmental Impact Assessment Screening under the Planning and Development Regulations 2001 (as amended)

| Mandatory | Regulatory Reference | Mandatory Criteria Met? |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------|
| 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. | S.I. No. 600/2001 - Planning and Development Regulations, 2001 – Schedule 5 Part 2 10 (b) (iv) | No |

Source: *Planning and Development Regulations 2001 (as amended)*

5.2 Roads Act 1993 (as amended)

The Proposed Development was considered under the mandatory criteria for an EIA as prescribed in the Roads Act 1993 (as amended), as summarised in Table 5.2, and further requirements as described in Table 5.3. The Proposed Development was assessed under the Roads Act 1993 (as amended) as the Proposed Development is in line with the definition of a road as outlined within the Roads Act 1993 (as amended) and includes a cycleway.

Table 5.2 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment Impact Screening under the Roads Act 1993 (as amended)

| Mandatory | Regulatory Reference | Mandatory Criteria Met? |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Construction of a motorway | S. 50.- (1) (a)(i) of the Roads Act, 1993 (as amended) | No |
| Construction of a busway | S. 50.- (1) (a)(ii) of the Roads Act, 1993 (as amended) | No |
| Construction of a service area | S. 50.- (1) (a)(iii) of the Roads Act 1993 (as amended) | No |
| Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road. | The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area; | No |
| | The construction of a new bridge or tunnel which would be 100 metres or more in length. | Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act, 1993 (as amended) |

Source: *Roads Act 1993, as amended*

Table 5.3 Summary of the Legislative Requirements for Environmental Impact Assessment Screening

| Sub-threshold Requirements | Regulatory Reference |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment. | S. 50(1)(b) of the Roads Act, 1993 (as amended) |

Sub-threshold Requirements

Regulatory Reference

Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.

S. 50(1)(c) of the Roads Act, 1993 (as amended)

In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —

(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)

S. 50(1) (d) (i-vi) of the Roads 1993 (as amended)

(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)

(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976)

(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000

(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976. (vi) Refuge for Fauna

(vi) Refuge for Fauna under section 17 of the Wildlife Act, 1976.

The road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.

Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.

S. 50(1)(e) of the Roads Act, 1993 (as amended)

Where a road authority or the Authority, as the case may be, makes a decision under paragraph (d) it shall —

(i) make the decision available for inspection by members of the public, and

S. 50(1)(f) of the Roads Act, 1993 (as amended)

(ii) make an electronic version of the decision available on its website.

Source: Roads Act 1993, as amended

5.3 Summary

It has been assessed that the Proposed Development does not trigger the mandatory criteria for an EIA as set out by the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

Given the nature and location of the Proposed Development, potential significant impacts could occur as a result of the construction activities. In light of this, a sub-threshold assessment has been undertaken for the Proposed Development.

6 Sub-Threshold Screening

The Minister for the Environment, Heritage and Local Government published a Guidance document in August 2003, entitled '*Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development*' (last updated in December 2020). The publication intended to assist planning and other consenting authorities in deciding if significant effects on the environment are likely to arise in the case of works that are below the national mandatory EIAR thresholds.

Where the Proposed Development does not meet or exceed the applicable threshold (as outlined in Section 5.1), the likelihood of the Proposed Development having significant effects on the environment was considered. The discretionary (or sub- threshold) requirements are based on an assessment of the likely significant environmental effects of the Proposed Development.

For the purpose of a robust screening process, this report evaluates the Proposed Development using the criteria set out in Annex III of the Directive 2014/52/EU in considering whether a project is likely to have significant environmental effects. The criteria are as follows:

- Characteristics of Proposed Development;
- Location of Proposed Development; and
- Type and Characteristics of Potential Impacts.

Consent authorities must have regard to these criteria in forming an opinion as to whether or not a sub-threshold development such as the Proposed Development, its location and associated works, are likely to have significant effects on the environment.

The structure of the sub-threshold screening presented in the following sub-sections broadly follows the headings as detailed in Annex III of the EIA Directive.

6.1 Characteristics of the Proposed Development

The Proposed Development is an active travel scheme which will upgrade existing footpaths and provide new cycle infrastructure. The Proposed Development will provide a continuous segregated cycle track. The major signalised junctions along the route of the Proposed Development will be upgraded to provide pedestrian and cyclist crossings and will include landscaping and public realm enhancements at a number of locations. The Proposed Development looks to promote walking and cycling for all ages and abilities.

6.1.1 The Size and Design of the Proposed Development

The Proposed Development extends approximately 2.2km in length and has a total area of approximately 5.0 ha. It consists of the following:

- Section 1: Bakers Corner to Grangewood;
- Section 2: Grangewood to National Rehabilitation Hospital entrance;
- Section 3: National Rehabilitation Hospital to the junction with the Sallynoggin Road;
- Section 4: Sallynoggin Road to Pearse Park;
- Section 5: Pearse Park to Sallynoggin Road;
- Section 6: Rochestown Park to Drumkeen Manor; and
- Section 7: Glenview to the Graduate Roundabout.

6.1.1.1 Section 1 — Bakers Corner to Grangewood

This section runs from Bakers Corner to the Grangewood estate entrance and ties in with Kill Avenue at its north-western extents. Existing footpath and cycle track (each 2m wide) on the south side of the road from Bakers Corner as far as the junction with Pottery Road will be maintained. The existing footpath at this location is in good quality and has sufficient width so it does not require to be upgraded/resurfaced. The existing advisory cycle lane on the southern side of Rochestown Avenue will be upgraded to a protected cycle track; it is likely that resurfacing at this location will be required. On the north side of the road, a 2m wide footpath and 3m wide two-way cycle track will be provided, along with 1 no. southbound general traffic lane (3m wide) and 2 no. northbound general traffic lanes (each 3m wide).

The existing left turn slip lane from Rochestown Avenue onto Pottery Road will be removed as per the Design Manual for Urban Roads & Streets (DMURS). The north side of the junction will have kerb buildout to provide a waiting area for pedestrians and cyclists to cross at the toucan crossing (shared pedestrians and cyclists crossing regulated with traffic lights) located in this area. Tactiles and a raised table will be provided for pedestrians crossing the cycle lane from the footpath to the waiting area. The three-arm junction will have toucan crossings on each arm. A short stretch of shared path for pedestrians and cyclists is proposed to connect cyclists from Rochestown Avenue onto Pottery Road.

The pedestrian footpath will run inside the two-way cycle lane on Rochestown Avenue. Landscaping will be implemented between the cycle lane and footpath. On Pottery Road, the Proposed Development will tie in with the existing layout, with one-way cycle tracks and footpath on both sides of the road. On Rochestown Avenue between the Pottery Road Junction and the Grangewood estate entrance, the footpath and cycle track (2m wide and 3m wide respectively) continue on the north side of the road, separated from the carriageway by 2 to 4.5m of landscaping/street furniture.

On the southern side of Rochestown Avenue, a new 2m wide footpath will be installed to enhance pedestrian access to the existing petrol filling station, the existing residential units and towards the National Rehabilitation Hospital. The road carriageway will consist of two general traffic lanes, 3m wide in each direction.

A new toucan crossing will be provided to the west of the entrance to the Grangewood estate. A raised table pedestrian crossing with tactile will be provided for pedestrians to cross the cycle track to reach the toucan crossing. A raised table pedestrian and cycle crossing will also be provided across the entrance to Grangewood estate.



Figure 6-1 Proposed Layout at Section 1

6.1.1.2 Section 2 — Grangewood to National Rehabilitation Hospital entrance

From the entrance to the Grangewood estate to the entrance to the National Rehabilitation Hospital, the layout will remain the same as previously with:

- New 2m wide footpath on each side of the road (addition of new footpath on the southern side and realignment of footpath on the northern side);
- New 3m wide two-way cycle lane on north side of the road;
- Landscaping between cycle lane and road carriageway; and
- Retention of 3m wide single way general traffic lane in each direction.

Entrances to Ruby Hall and Kensington Lodge estates will have raised table pedestrian and cycle crossings.

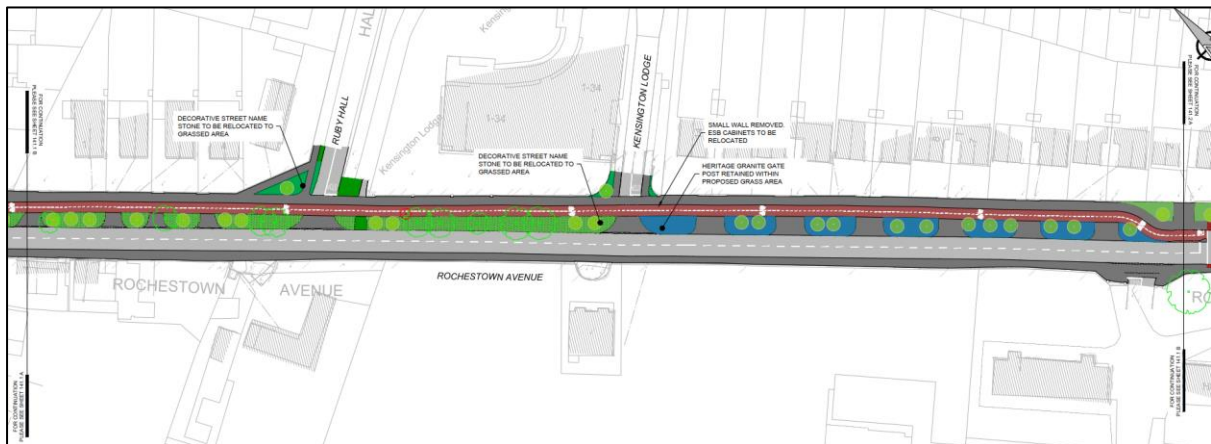


Figure 6-2 Proposed layout at Section 2

6.1.1.3 Section 3 — National Rehabilitation Hospital to the junction with the Sallynoggin Road

This section runs from the entrance to the National Rehabilitation Hospital to the junction with the Sallynoggin Road. The existing pedestrian crossing to the east of the Sefton estate will be removed and a new pedestrian crossing will be installed on the western side of the estate. The proposed crossing will tie into a separate Safe Routes to School scheme being progressed by DLRCC, to cater for a pedestrian and cycle desire line from the hospital road to Sefton. The Safe Routes to School scheme is now completed and includes the ‘Mountains to Metals’ route which passes across Rochestown Avenue for approximately 55m, from the site of National Rehabilitation Hospital to Sefton Road.

From the entrance to the National Rehabilitation Hospital to the entrance to Sefton estate, the landscaping will be behind the footpath on the north side of the road, with the two-way cycle path adjacent to the road carriageway. For approximately 100m after the entrance to the Sefton estate, there will be landscaping between the two-way cycle track and the carriageway, with pedestrian footpath both adjacent to the road carriageway and behind the cycle track. This will allow pedestrians to access the bus stop at this location. At all points where pedestrians cross the cycle track, tactiles are provided.

The existing pedestrian crossing at the pedestrian entrance to the National Rehabilitation Hospital will be maintained. Between this pedestrian crossing and the Sallynoggin Road junction, there will be no landscaping on the north side of the road. Pedestrian crossings will be introduced on all arms of the Sallynoggin Road junction, with a cycle crossing also on the northern arm.

The south side of the road on this section will have a pedestrian footpath for the entire length, with landscaping provided in sections between the path and the road carriageway.

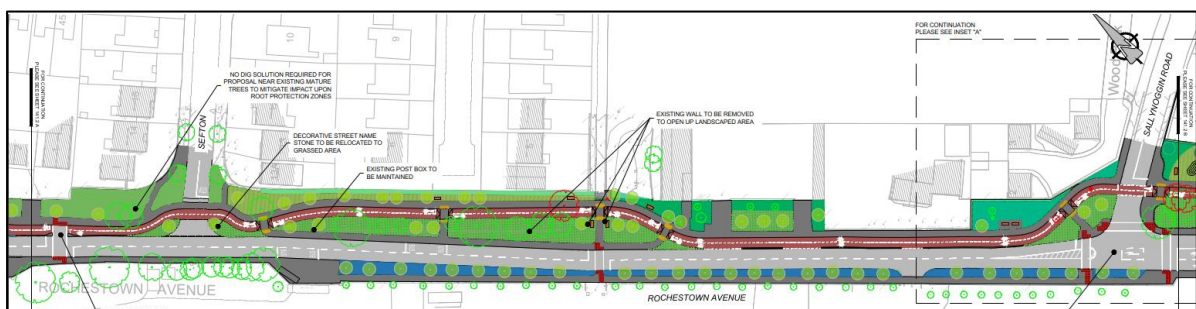


Figure 6-3 Proposed layout at Section 3

6.1.1.4 Section 4 — Sallynoggin Road to Pearse Park

The two-way cycle track will continue along the northern side off Rochestown Avenue alongside a proposed 2m wide footpath. At Pearse Park, the Proposed Development will convert into a shared pedestrian and cycle path, 4m wide, an upgrade to the existing footpath within the park. The shared path arrangement is consistent with DLRCC’s approach to pedestrian and cycle design in nearby public parks, i.e., Kilbogget. Public lighting will be included along the proposed shared pedestrian and cycle path within the park.

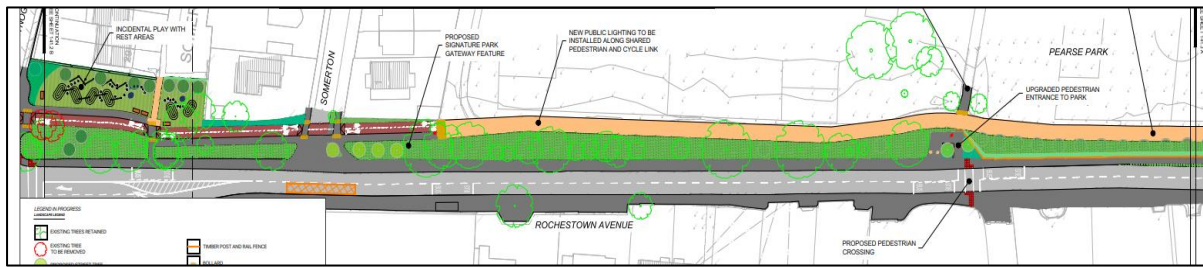


Figure 6-4 Proposed layout at Section 4

6.1.1.5 Section 5 — Pearse Park to Sallynoggin Road

The shared path continues within Pearse Park up to its eastern boundary and then returns onto the northern side of Rochestown Avenue. It is proposed to continue the shared space for a short stretch on Rochestown Avenue due to the constraints in the available widths. After the pinch point, the shared space returns to segregated footpath and two-way cycle track. Due to the constrained widths, the two-way cycle track will be 2.5m wide for a short stretch of approximately 50m, returning to 3m width after the pinch point.

The existing Rochestown Avenue and Johnstown Road junction is proposed to be upgraded to enhance pedestrian and cycle infrastructure. The proposals comprise of segregated pedestrian and cycle crossings across the Rochestown Avenue arms of the junction. A segregated and single pedestrian crossing is proposed across the Johnstown Road arm of the junction.

To accommodate the proposed active travel improvements, it will be necessary to reallocate road space. The existing left turn slip from Rochestown Avenue onto Johnstown Road is proposed to be removed as per DMURS to provide reduced pedestrian crossing distances. The existing small right turn lane from Rochestown Avenue onto Johnstown Road is proposed to be amended to facilitate a right turn pocket in the junction, which is required to facilitate the pedestrian and cycle improvements.

On the eastern side of Johnstown Road, a former bus layby is proposed to be removed to facilitate the new cycle track, which will eventually connect into the existing cycle lanes on Johnstown Road.

After the Johnstown Road junction, the proposed two-way cycle track continues along the northern side of Rochestown Avenue, with a continuous footpath and cycle track proposed across Eaglewood apartment access.

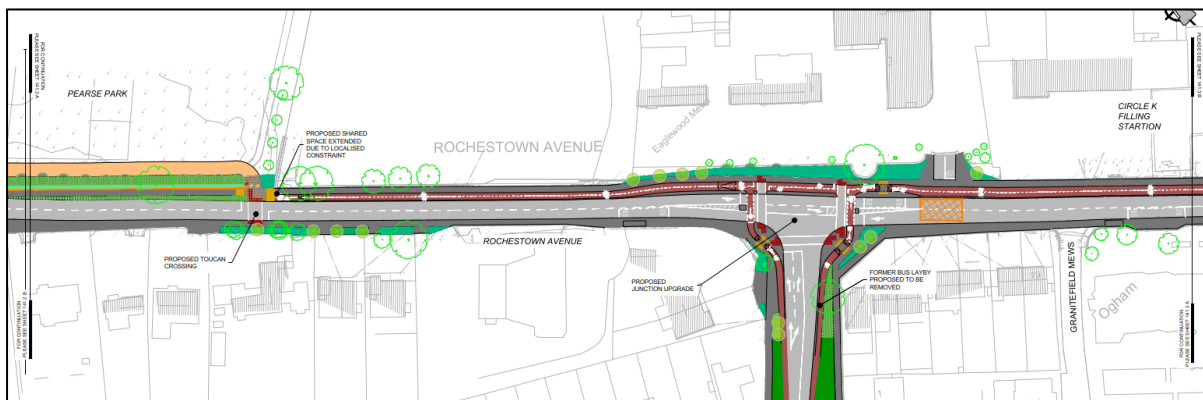


Figure 6-5 Proposed layout at Section 5

6.1.1.6 Section 6 — Rochestown Park to Drumkeen Manor

At the junction with Rochestown Park/Rochestown Avenue, it is proposed to enhance pedestrian and cycle infrastructure at this junction, by reducing the crossing distances and introducing controlled crossings for pedestrians and cyclists. On Rochestown Park, the existing short left turn provision is proposed to be removed to facilitate a single lane approach to the junction.

At the Granitefield junction, the radius to the junction is proposed to be reduced to approximately 6m to encourage reduced vehicular turning speeds. The proposed two-way cycle track continues on the northern side of Rochestown Avenue along this section, providing continuous infrastructure for cyclists.

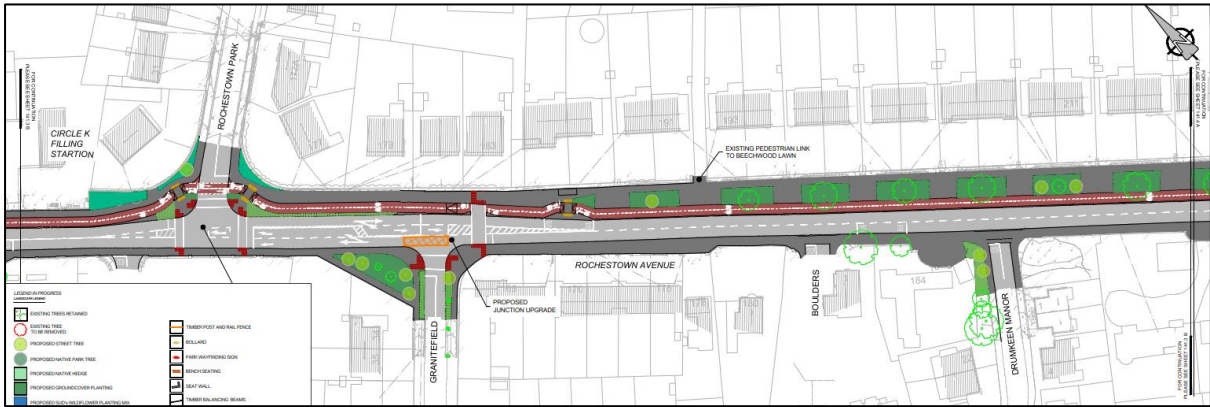


Figure 6-6 Proposed layout at Section 6

6.1.1.7 Section 7 — Glenview to the Graduate Roundabout

The final section of the Proposed Development comprises a continuation of the two-way cycle track on the northern side of Rochestown Avenue. The Proposed Development will require the removal of the existing informal car parking (fitting approximately 9 spaces) on the northern side of Rochestown Avenue. The car parking can be well utilised as it acts as an overflow car park to the Killiney Shopping Centre.

It is proposed to upgrade the footpath entrances to the Killiney Shopping Centre to introduce continuous pedestrian and cycle infrastructure, enhancing priority for sustainable transport modes at this conflict point.

Controlled crossing is proposed connecting Glenview to the northern side of Rochestown Avenue. The Proposed Development ties into the existing toucan crossing prior to the Graduate Roundabout.

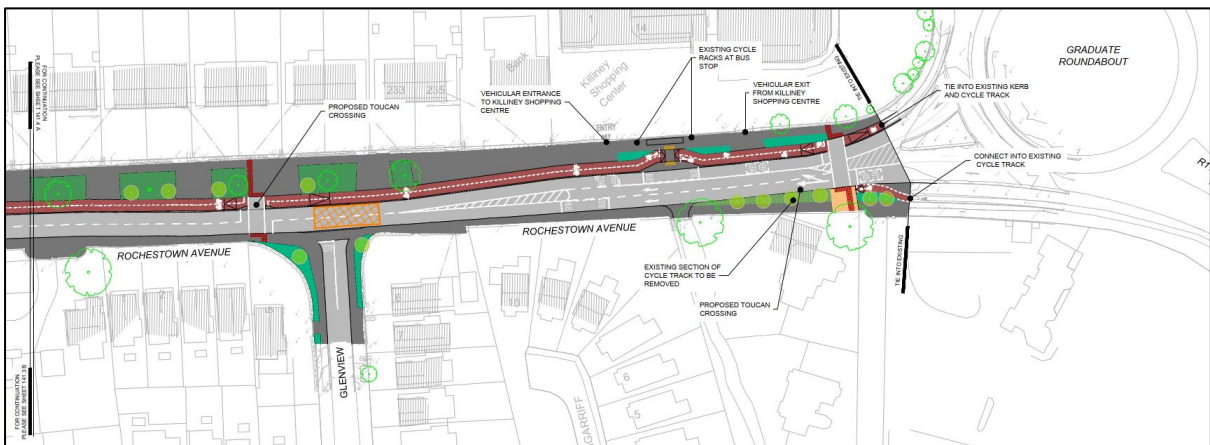


Figure 6-7 Proposed layout at Section 7

6.1.2 The Cumulation with Other Existing and/or Proposed Developments

A desktop review of South Dublin County Council’s online planning portal, MyPlan.ie ‘National Planning Application’ database and An Bord Pleanála’s (ABP) online portal was undertaken on the 21st February 2023. The identified, relevant planning applications are summarised in Appendix B to this report.

The purpose of the search was to assess the cumulation with other existing and/or proposed developments. The scope of this search was initially focused on planning applications that are currently registered within the planning system. In addition, a 1km radius taken from the approximate centre point of the subject site was implemented. A specified criteria informed the search and omitted any planning applications greater than 10 years old, refused, invalid and withdrawn applications. The criteria then focused on foreseeable developments to be considered in line with the Proposed Development. In respect of this, any small-scale residential and extension type developments along with minor amendments and changes of use were omitted from the search.

The review of planning applications shows that the majority of planning applications in the environs surrounding the Proposed Development consist of a mix of residential, retail, and mixed-use developments. For example:

- D20A/0055: residential development consisting of 14 no. 2 bedroom dwellings, approximately 170m from the Site;
- D18A/0398: residential development consisting of the demolition of the existing 2 no. derelict dwellings and the construction of a total of 53 no. apartments in 1 no. apartment block (4 storeys over basement), approximately 100m from the Site;
- ABP30482319: strategic housing development for 210 no. residential units (apartments) in 3 no. blocks, approximately 100m from the Site;
- D17A/0868: residential development consisting of 42 no. new residential units with new vehicular access, approximately 420m from the Site;
- D19A/0904: expansion of pharmaceutical facilities, approximately 220m from the Site.

Other developments in the vicinity of the Proposed Development include Active Travel schemes such as Dún Laoghaire Central Active Travel Scheme; Abbey Road and Stradbroke Road Rapid Deployment; Dún Laoghaire Connector Scheme; and Glenageary Road Upper between Sallynoggin Roundabout and Killiney Roundabout. The Proposed Development ties in with the wider Greater Dublin Area (GDA) Proposed Cycle Network Plan for Dún Laoghaire as illustrated in Figure 6-8. The Proposed Development is not functionally dependent upon the completion of any of the Active Travel Schemes.

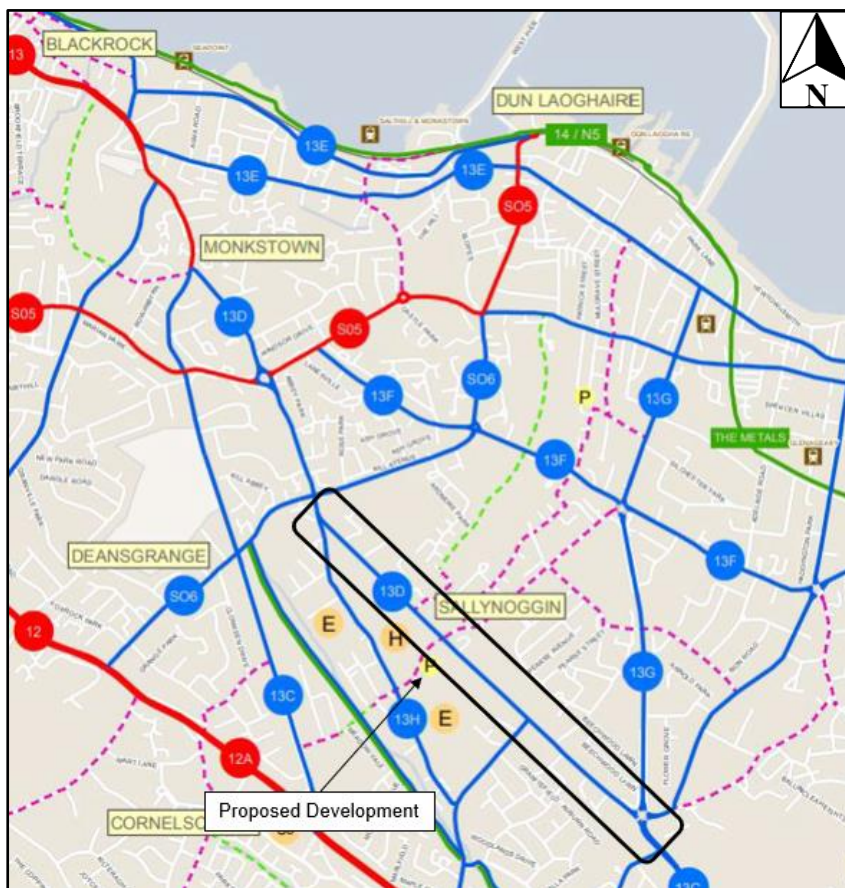


Figure 6-8 The Proposed Development within the GDA Cycle Network Plan

6.1.3 The Nature of any Associated Demolition Works

Demolition of buildings will not be required as part of the Proposed Development. Redesign of existing road surfaces, footpaths, and vegetated areas, as well minor demolition works for the removal of low wall and fences will result in waste generated from materials that will need to be taken off-site.

6.1.4 The Use of Natural Resources Including Land, Soil, Water and Biodiversity

Materials used within the Proposed Development would likely include precast kerbs, paving, clause 804 stone, macadam, and paint. Exact quantities are currently unknown. It is proposed that construction materials would be sourced locally from licensed suppliers where practicable to minimise transportation distances and brought to the work areas using the existing public infrastructure. It is not envisioned that a water supply will be required at any phase of the Proposed Development. Should a water supply be required, all relevant permissions will be sought prior to works commencing, such as written agreement from Irish Water and relevant stakeholders. At no point should water be abstracted from rivers or streams.

It is estimated that 7 no. of trees and some sections of grassland will be lost as a result of the Proposed Development. However, all trees will be replanted or replaced in consultation with DLRCC parks department.

6.1.5 The Production of Waste

Waste will be produced during the construction phase of the Proposed Development from the excavation of existing footpaths and carriageways and associated materials such as, tarmacadam and/or asphalt and associated products, concrete, paving slabs, and soil; however, exact quantities are unknown at this stage. Waste generated from the Proposed Development will potentially comprise:

- Asphalt and associated sub-base;
- Tar and tar products;
- Concrete;
- Paint;
- Stone; and
- Vegetation.

Where waste is produced, it will be managed in accordance with all relevant Irish waste management legislation and guidance and, in particular, any material that cannot be reused will only be transported by hauliers holding a valid collection permit to waste management sites which hold the necessary license, permit, certification or exemption. Additionally, the preparation of a RWMP by the appointed Contractor is recommended in conjunction with a CEMP.

Minimal generation of waste associated with maintenance activities is expected to occur during the operational phase of the Proposed Development.

6.1.6 Pollution and Nuisances

During the construction phase, potential pollution pathways and nuisances for consideration include but are not limited to:

- Increases in exhaust emissions to air as a result of construction machinery;
- Noise and vibration from equipment use;
- Social effects as a result of temporary traffic diversions on carriageways and footpaths, and temporary disruption of services/utilities;
- Dust generation from construction activities;
- Leaks and spills of materials used which contain hydrocarbons; and,
- Runoff of material to nearby watercourses.

There may be minor emissions of greenhouse gases (GHG) to the atmosphere from construction vehicle movements and the operation of site construction equipment; however, a significant impact is not considered likely given the type and scale of the Proposed Development. During the operational phase, it is envisaged that there will be a reduction in air emissions as the Proposed Development aims to encourage a modal shift towards active travel, resulting in a reduction in the use of private motor vehicles.

As the carriageways within the Proposed Development are currently in use, there is potential for existing surface contamination associated with vehicle use of carriageways (for example, drips and spills of hydrocarbons) that could extend to areas of the Proposed Development where excavation is required. While there have been no reports of potential contamination, it should be considered when removing the material from site and within the contractors CEMP.

It is recommended that construction mitigation measures are implemented through the production of a CEMP by the appointed Contractor, which should include noise and vibration limits as per best management practices and mitigation measure for dust. In addition, the Contractors CEMP should include an emergency response procedure for any spills that may occur during the construction phase.

6.1.7 The Risks of Accidents and/or Disasters

An accident, in the context of the Proposed Development, means an unplanned natural or man-made event resulting in death, injury, or immediate or delayed serious damage to the environment, human health, or welfare. A disaster in the context of the Proposed Development, is a naturally occurring phenomenon such as an extreme weather event (e.g. storm, flood, extreme temperatures) or ground-related hazard events (e.g., subsidence, landslide, earthquake), or man-made hazard (e.g. an act of terrorism) with the potential to cause an event or situation that leads to immediate or delayed serious damage to human health, welfare and/or the environment and requires the use of resources beyond those of the developer or its contractors to manage.

Important considerations are the potential risks of the Proposed Development causing an accident and/or disaster during the construction and operational phases, and the vulnerability of the Proposed Development to potential man-made and natural disasters. Potential accidents and/or disasters include flood events and road accidents.

Construction mitigation measures (such as the contractors Health and Safety plan, an approved Contractors CEMP and approved methods of work) will be adhered to on site. The implementation of appropriate control measures (including an emergency spill response plan) and best management practices will reduce the risk of accidents from polluting substances entering soil and water bodies.

The Office of Public Works (OPW) Flood Hazard Maps Website (OPW, 2023) was consulted to investigate the occurrence of floods in the environs surrounding the Proposed Development. The Proposed Development is not located within a Catchment-based Flood Risk Assessment and Management (CFRAM) programme flood extent but, as illustrated in Figure 6-9 and Figure 6-10, river and coastal flood extents occur to the south-west of the Proposed Development. The closest point to an area under risk of river or coastal flood is 300m south-west. As can be observed in Figure 6-11, no flood events have been recorded within the Site; the closest recorded occurred approximately 400m south-west of the Proposed Development, at Deansgrange Village on the 24th October 2011.

It is considered the Proposed Development is not likely to result in a major accident or disaster given its type, size, and scale.

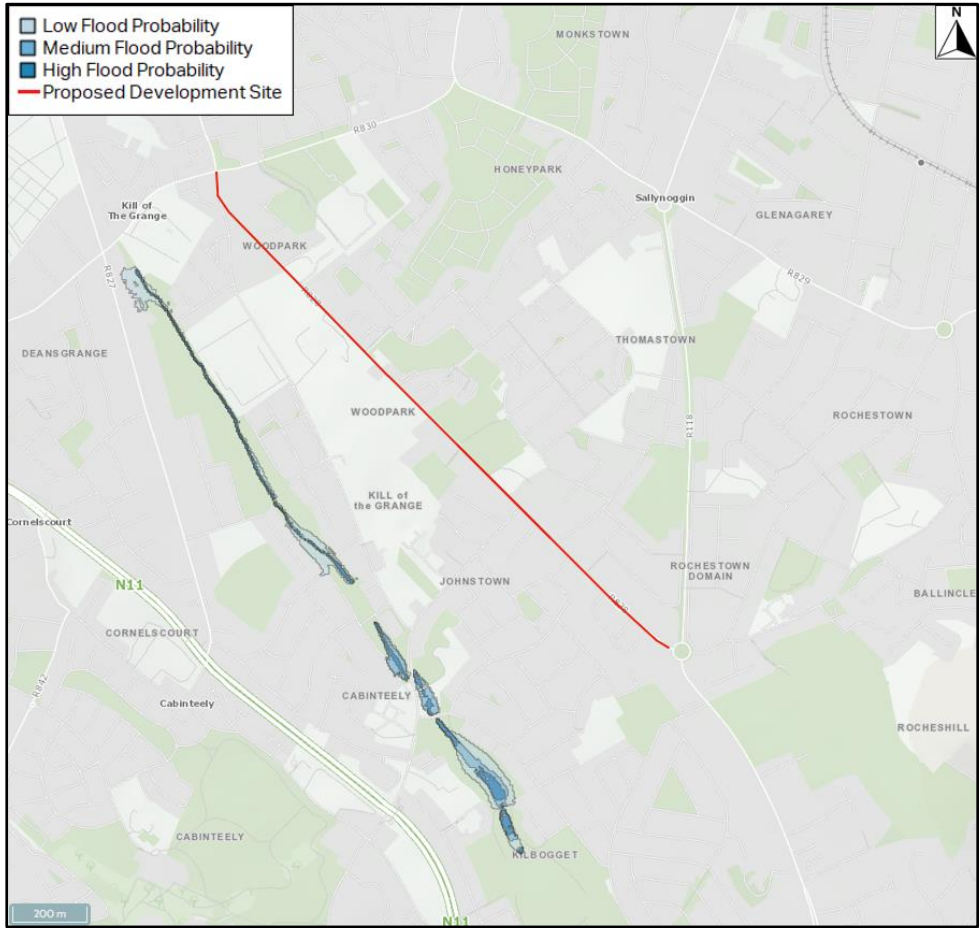


Figure 6-9 Low to High Probability River Flood Extents (Source: OPW CFRAM Mapping)



Figure 6-10 Low to High Probability Coastal Flood Extents (Source: OPW CFRAM Mapping)

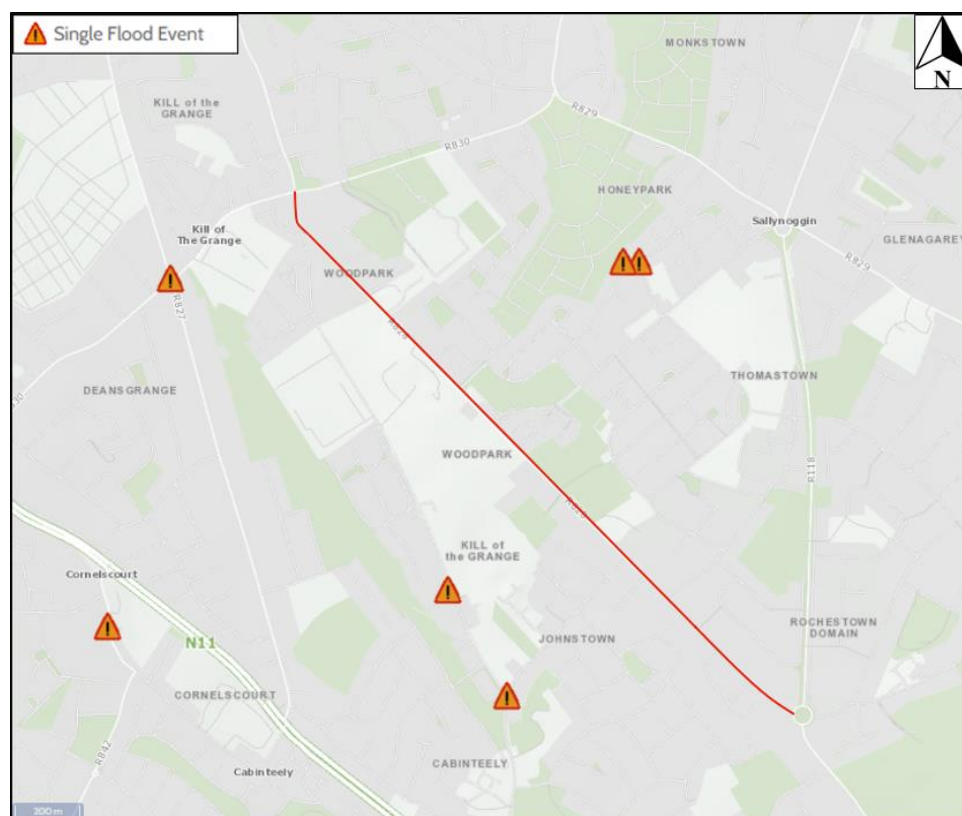


Figure 6-11 Past Flood Events (Source: OPW CFRAM Mapping)

6.1.8 Utilities

A desktop study has been carried out to identify all utility constraints located within the Proposed Development.

A number of utility providers were contacted by the AECOM design team during development of the Proposed Development to obtain up-to-date information on the location and type of services that could be situated within the defined study area. EIR, Gas Networks Ireland, BT Ireland, Virgin Media, and ESB all confirmed they have utility services located within the Site.

Some minor utility diversions are anticipated as part of the Proposed Development; however, it is anticipated the majority of utilities will be protected in situ. A Ground Penetrating Radar (GPR) survey has been completed and will be used to inform the location of utilities during the construction phase. Additionally, a Clash Detection exercise will be conducted prior to the detailed design stage, with the purpose of avoiding and/or minimising impacts upon utilities.

The Proposed Development will require new drainage gullies, to be provided at the new kerb line. The proposed drainage strategy for the Proposed Development will be developed at the detailed design stage. Lighting will be reviewed at the detail design stage; however, it is envisaged that upgrades will be required along the new footpaths and also within Pearse Park.

It is considered that the Proposed Development is not likely to result in disruption to services, such as electricity outages and water supply interruptions.

6.1.9 The Risk to Human Health

The Proposed Development extends across three Electoral Divisions (ED): Cabinteely-Pottery, Dún Laoghaire Sallynoggin South, and Cabinteely-Granitefield. According to the 2016 census, over 80% of the population in each of these EDs considers themselves to be in 'Very Good' or 'Good' health, as can be observed in

Table 6.1. Note that only preliminary results of the 2022 census are currently available and did not include this information; thus, 2016 census data was utilised instead for this assessment.

Table 6.1 General Health Statistics by Electoral Division

| Electoral Division | Very Good Health (%) | Good Health (%) | Total (%) |
|---------------------------------|----------------------|-----------------|-----------|
| Cabinteely-Pottery | 62 | 26 | 88 |
| Dún Laoghaire Sallynoggin South | 55 | 28 | 83 |
| Cabinteely-Granitefield | 63 | 26 | 89 |

Source: CSO, 2016

6.2 The Absorption Capacity of the Natural Environment

6.2.1 Overview

This section describes the adsorption capacity of the natural environment, specifically:

- a. Wetlands, riparian areas, river mouths;
- b. Coastal zones and the marine environment;
- c. Mountain and forest areas;
- d. Nature reserves and parks;
- e. Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- f. Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
- g. Densely populated areas; and
- h. Landscapes and sites of historical, cultural or archaeological significance.

6.2.2 Wetlands, Riparian Areas and River Mouths

There are no waterbodies crossed by or immediately adjacent to the Proposed Development. The closest waterbody is the Kill-O-The-Grange Stream (IE_EA_10K020200), located approximately 300 m south-west of the Proposed Development. There are residential areas and roads between the Site and this stream.

The Kill-O-The-Grange Stream has a 'Poor' river waterbody Water Framework Directive (WFD) status and is considered to be 'At Risk' of not meeting WFD objectives (EPA, 2023).

6.2.3 Coastal Zones and the Marine Environment

The Proposed Development is located inland and there are no coastal zones and marine environments within the Site. The closest coastal zone is Dublin Bay, over 2km east. The Proposed Development provides no source-pathway-receptor mechanism by which coastal processes could be distantly affected (AECOM, 2022).

6.2.4 Mountain and Forest Parks

The closest forest park is Rathmichael Wood, approximately 4.2km south of the Proposed Development.

The closest mountain peak is Three Rock, approximately 6.5km south-west of the Proposed Development. The Wicklow Mountains are located approximately 9km to the south-west of the Proposed Development.

6.2.5 Nature Reserves and Parks

The Wicklow Mountains National Park is located approximately 9km to the south of the Site. The closest nature reserve is Knocksink Wood Nature Reserve, approximately 8km south-west of the Proposed Development.

6.2.6 Areas Classified or Protected under Legislation, including Natura 2000 Areas

The Proposed Development is not located within or adjacent to any sites designated as a SAC, SPA, Natural Heritage Area (NHA), or proposed NHA (pNHA). As illustrated in Figure 6-12, the closest SAC and SPA sites are South Dublin Bay SAC (Site Code 000210) and South Dublin Bay and River Tolka Estuary (SPA Site Code 004024), both approximately 1.7km north of the Proposed Development, while the closest pNHA is Dalkey Coastal Zone and Killiney Hill (Site Code 001206), approximately 750m east.



Figure 6-12. Protected areas of Dún Laoghaire-Rathdown County. (EPA, 2023)

6.2.7 Areas where there has Already been a Failure to meet the Environmental Quality Standards of the European Union

There are two groundwater bodies below the Site: Kilcullen (IE_EA_G_003) and Wicklow (IE_EA_G_076). Kilcullen (IE_EA_G_003) is labelled as ‘At Risk’ of not meeting WFD objectives (EPA, 2023). The closest surface waterbody, Kill-O-The-Grange Stream (IE_EA_10K020200), is considered at ‘At Risk’ of not meeting WFD objectives (EPA, 2023).

The Air Quality Index for Health (AQIH) in this area is ‘3-Good’ (EPA, 2021).

6.2.8 Densely Populated Areas

The Site lies within an extensive urban area consisting of predominantly commercial and residential zones and comprises parts of the existing busy road network, mostly Rochestown Avenue (regional road R828), a section of Pottery Road, and limited areas at the intersection of R828 and Grangewood, Ruby Hall, Kesington Lodge, Sefton,

Sallynoggin road, Somerton, Johnstown road, Eaglewood, Rochestown Park, Granitefield, Boulders, Drumkeen Manor, and Glenview.

Preliminary results of the latest census (CSO, 2022) are available. These include population numbers and show there are 9,251 people living in the three EDs (Cabinteely-Pottery, Dún Laoghaire Sallynoggin South, and Cabinteely-Granitefield) across which the Proposed Development extends.

6.2.9 Landscape and Sites of Historical, Cultural or Archaeological Significance

6.2.9.1 Landscape and Visual

The Proposed Development is located along the eastern edge of Rochestown Avenue. The Proposed Development will upgrade existing footpaths and provide new cycle infrastructure. The most sensitive receptors are adjacent residential properties located along Rochestown Avenue and the road users. Rochestown Avenue encompasses four Land Use Zoning Objectives:

- Objective A - *To provide residential development and improve residential amenity while protecting the existing residential amenities;*
- Objective SNI - *To protect, improve and encourage the provision of sustainable neighbourhood infrastructure;*
- Objective E - *To provide for economic development and employment; and*
- Objective F - *To preserve and provide for open space with ancillary active recreational amenities.*

In terms of land use designations, Rochestown Avenue is identified in DLRCC's CDP as part of the overall 6 Year Road Objectives/Traffic Management/Active Travel Upgrades. The following Policy Objectives (PO) apply:

- **PO T23 — Roads and Streets:** It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA), to secure improvements to the County's road network - including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (Strategic Environmental Assessment (SEA), EIA and AA), flood risk assessment and the planning process (Regional Policy Objectives (RPO) 8.10, RPO 8.16).
- **PO T4 — Development of Sustainable Travel and Transport:** It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 -2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the Regional Spatial and Economic Strategy (RSES) and the Metropolitan Area Strategic Plan (MASP). (Consistent with National Policy Objectives (NPOs) 26, 64 of the National Planning Framework (NPF) and RPOs 5.2, 5.3, 8.4, 8.7, 8.8 and 8.9 of the RSES).
- **PO T11 — Walking and Cycling:** It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements. (Consistent with NPO 27 and 64 of the NPF and RPO 5.2 of the RSES).
- **PO T12 — Footways and Pedestrian Routes:** It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice. (Consistent with NPO 27 and 64 of the NPF and RPO 5.3 of the RSES).
- **PO T13 — County Cycle Network:** It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility. (Consistent with RPO 5.2, 5.3 of the RSES).

The CDP also sets POs for the protection and management of landscapes and biodiversity to be applied to all areas in the county. Relevant policies include:

- **PO GIB1 — Green Infrastructure Strategy:** It is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality

natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.

- **PO GIB2 — Landscape Character Areas:** It is a Policy Objective to continue to protect, manage and plan to conserve, maintain or enhance the distinctive characteristics of the County's landscapes, townscapes and seascapes in accordance with the recommended strategies as originally outlined in the Landscape Character Assessment (2002 and since updated), in accordance with the 'Draft Guidelines for Landscape and Landscape Assessment' (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with 'A National Landscape Strategy for Ireland - 2015-2025'. The Council shall implement any relevant recommendations contained in the Department of Arts, Heritage, and the Gaeltacht's National Landscape Strategy for Ireland, 2015 - 2025.
- **PO GIB4 — High Amenity Zones:** It is Policy Objective to conserve and enhance existing High Amenity Zones and to seek to manage these and other areas to absorb further recreational uses and activity without damaging their unique character.
- **PO GIB6 — Views and Prospects:** It is a Policy Objective to preserve, protect and encourage the enjoyment of views and prospects of special amenity value or special interests, and to prevent development, which would block or otherwise interfere with Views and/or Prospects.
- **PO OSR4 — Public Open Space Standards:** It is a Policy Objective to promote public open space standards generally in accordance with overarching Government guidance documents 'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities', (2009), the accompanying 'Urban Design Manual - A Best Practice Guide', and the 'Sustainable Urban Housing: Design Standards for new Apartments', (2020).
- **PO OSR5 — Public Health, Open Space and Healthy Placemaking:** It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life (consistent with RPO 9.16).

6.2.9.2 Cultural Heritage

A desk-based appraisal was undertaken to identify any features of cultural significance within 500m of the route of the Proposed Development. The search found 14 no. Sites and Monuments Record (SMR), 12 no. National Inventory of Architectural Heritage (NIAH) Sites, 9 no. of Record of Protected Structures (RPS), and 3 no. Record of Monument and Places (RMP), all detailed in

Table 6.2. Figure 6-13 illustrates the location of SMR and NIAH Sites in proximity to the Site. These mostly consist of historic buildings, a complex in an early church site (RMP 023-015) which contains 8 no. SMRs, post boxes, and ritual sites. The Site is not located within any Zones of Notification (ZoN)

There is only one feature, a NIAH Site (ID: 60230133), within the Site, which consists of a “wall box” post box (coordinates: X: 323363, 226640) of regional rating dated between 1928 and 1937 that will be retained in place. While the gates associated with Flowergrove (Eaglewood House) (RPS 1615) are adjacent to the Proposed Development, these structures are not within the site boundary and the scope of works do not require them to be removed or altered.

A review of the NIAH Gardens Survey also found three planned landscapes in the surrounding environs of the Proposed Development: Rochestown House (ID: 2547), Granitefield (ID: 2539), and Belville (ID: 2527). Large institutional buildings have been built around the site of Belville’s principal building and much of Granitefield’s site has been covered by residential development, while Rochestown House’s has been completed covered by residential development.

There are no Architectural Conservation Areas (ACA) or scenic views and prospects of places of natural beauty or interest within the Site. The closest ACA is Foxrock, over 1km south-west of the Proposed Development, while the closest sites designated to preserve views and prospects are 235m south-east and over 1.5km east respectively. These mainly constitute views into the Killiney Golf Club parkland and Roche’s Hill (designated pNHA, see Section 6.2.6), and, beyond them, prospect Killiney Hill. A segment of Churchview Road, approximately 350 m south-west of the Site, is also designated to preserve views.

Table 6.2 Cultural Heritage Sites

| Site Code | Designation | Classification | Distance from Subject Site |
|--------------|-------------|--------------------------------------------------------------|----------------------------|
| 60230133 | NIAH Site | Post box | Within Site |
| 1615 | RPS | Flowergrove (Eaglewood House — gates) | 0m |
| 1615 | RPS | Flowergrove (Eaglewood House — house, out offices and lodge) | 22m east |
| 60230135 | NIAH Site | Eaglewood House | 22m east |
| 60230136 | NIAH Site | National Rehabilitation Hospital | 30m west |
| 1543 | RPS | Somerton Lodge | 30m west |
| 1541 | RPS | Somerton House | 30m west |
| 60230131 | NIAH Site | The Grange (convent/nunnery) | 32m west |
| 1449 | RPS | The Grange Nursing Home | 32m west |
| 2114 | RPS | Glenfield Farmhouse | 40m east |
| 60230128 | NIAH Site | Fairholme (house) | 42m north |
| 60230132 | NIAH Site | Kensington (house) | 64m east |
| 1476 | RPS | Kensington Lodge | 64m east |
| 60230129 | NIAH Site | Fairholme (gates/railings/walls) | 125m north |
| 023-015 | RMP | Kill Abbey | 180m north-west |
| 1140 | RPS | Kill Abbey | 180m north-west |
| DU023-015 | SMR | Ecclesiastical site | 180m north-west |
| DU023-015009 | SMR | Font | 180m north-west |
| DU023-015001 | SMR | Church | 180m north-west |
| DU023-015008 | SMR | Cross (present location) | 180m north-west |
| DU023-015012 | SMR | Cross | 180m north-west |
| DU023-015004 | SMR | Cross | 180m north-west |
| DU023-015002 | SMR | Graveyard | 180m north-west |
| 60230138 | NIAH Site | Post box | 200m west |
| DU023-015005 | SMR | Cross | 220m |
| DU023-015007 | SMR | Bullaun stone | 220m |
| 60230130 | NIAH Site | Abbey View (house) | 230m north |
| DU023-015003 | SMR | Ritual site - holy well | 240m |
| 60230126 | NIAH Site | Kill Abbey (apartment/flat — converted) | 290m north-west |
| DU023-015010 | SMR | House (16 th century) | 290m north-west |
| 60230127 | NIAH Site | Kill of the Grange Church (Kill) | 325m west |
| 2039 | RPS | Kill Abbey Manor | 325m west |
| 023-016 | RMP | Font | 330m west |
| DU023-016 | SMR | Font (present location) | 330m west |
| 60230125 | NIAH Site | Grange Lodge (house) | 335m west |
| 023-027 | RMP | Holy well and bush | 490m south-west |
| DU023-027001 | SMR | Ritual site - holy well | 490m south-west |
| DU023-027002 | SMR | Ritual site - holy tree/bush | 490m south-west |

Source: Historic Environment Viewer and DLRCC CDP 2022-2028 Interactive Webmap

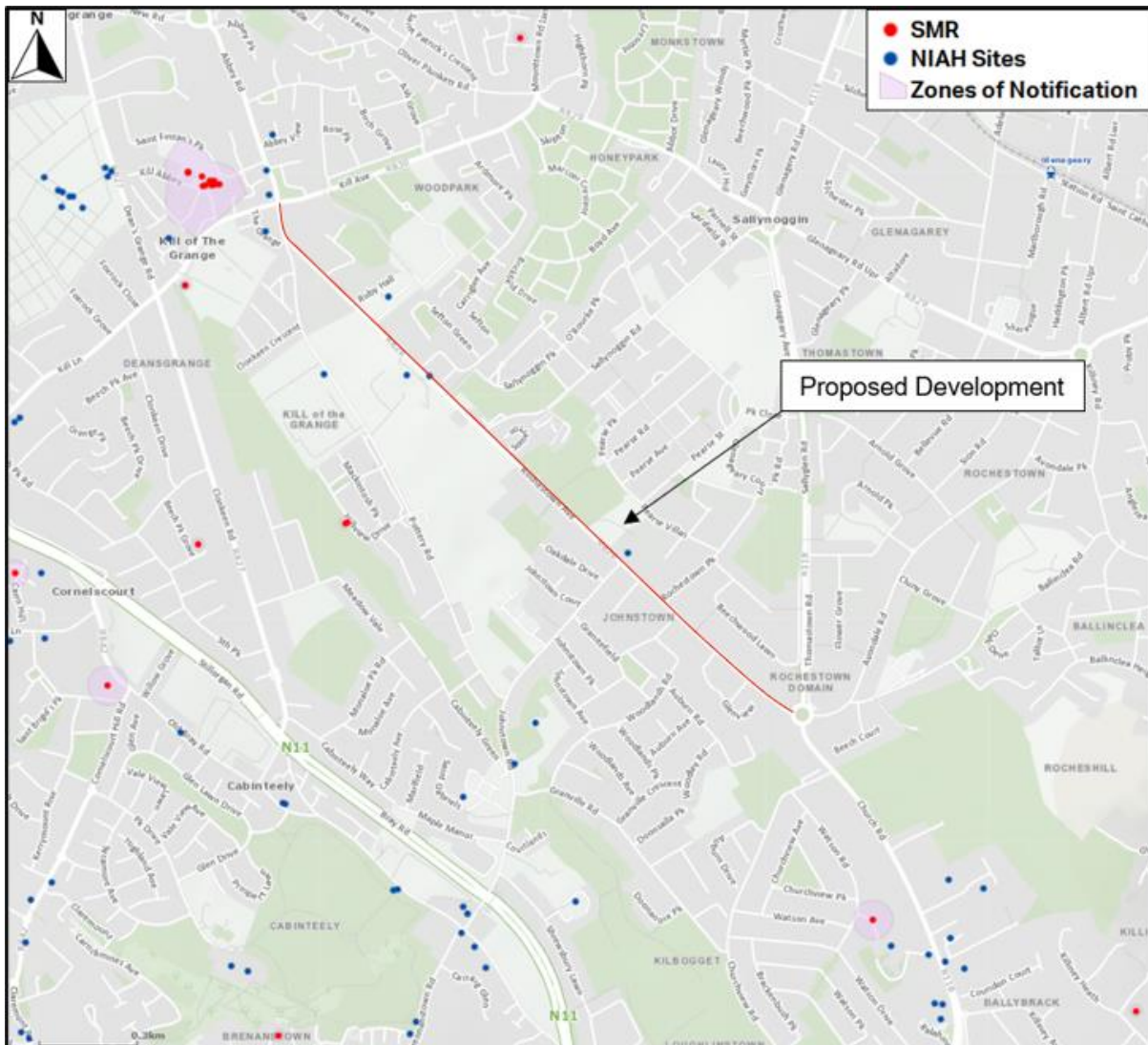


Figure 6-13 Cultural Heritage Sites in the surrounding environs of the Proposed Development (Source: Historic Environment Viewer)

An examination of Historic Ordnance Survey mapping revealed that Rochestown Avenue was bounded by large houses during the early 19th century. These houses and their associated grounds are largely gone now but some remnants are still present. These are a granite gate post at the former entrance to Ruby Hall, a granite gate post at the former entrance to Kensington and a stretch of boundary wall at Woodpark. These are unrecorded but can be classed as heritage assets.

6.3 Type and Characteristics of the Potential Impacts

This section of the report presents the magnitude and nature of potential impacts whilst considering the likelihood of significant effects on the environment resulting from the Proposed Development.

6.3.1 Magnitude and Spatial Extent of the Impact

Given the size, type and scale of the Proposed Development, any potential impacts that may arise from the Proposed Development during the construction and operational phases are likely to be limited to the Site boundaries and sensitive receptors in close proximity, including the built environment and properties.

6.3.2 The Nature of the Impact

6.3.2.1 Population and Human Health

The construction phase of the Proposed Development will potentially produce dust, noise, and visual impacts to nearby sensitive receptors (e.g., residential areas). However, given the size, type, and scale of the Proposed Development, and with the implementation of mitigation measures during construction as outlined within a Contractors CEMP (including for example mitigation measures for noise and vibration, air quality and climate, biodiversity, water, cultural heritage and an emergency spill response plan), the risks to human health (for example, due to water contamination or air pollution) is considered low. No significant negative effects are considered likely to occur as a result of the construction of the Proposed Development.

During operation, the Proposed Development will result in a positive and long-term impact on the local population by encouraging active modes of travel and by providing safer cycling infrastructure. These have the potential to improve the health of the local population by means of physical exercise and reduction of the use of private vehicles, potentially resulting in a local reduction in emissions from vehicular traffic and improvement of air quality in the local area. Therefore, no significant negative effects are considered likely to occur as a result of the operation of the Proposed Development.

6.3.2.2 Biodiversity

An AA Screening report with regards to the potential impacts of the Proposed Development on European sites was conducted by AECOM on behalf of the Applicant, as well as a Preliminary Ecological Appraisal (PEA) that consisted of an ecological walkover survey of the Site and an Ecological Impact Assessment (EclA).

The AA Screening concluded that *'there are no likely significant effects predicted from the Proposed Scheme on any European sites, SCI/QI species or supporting habitat'*. Furthermore, the in-combination assessment also concludes that no likely effects are predicted when considering the Proposed Development in combination with other projects or plans. Thus, there is no need to progress to the next stage of AA.

The Proposed Development is in an extensive urban area. Although it includes scattered trees and parkland, non-native shrubs, amenity grassland and small parcels of woodland, the majority of works will occur within existing areas of hardstanding and only a small amount of habitat loss is required to facilitate the Proposed Development. The PEA identified four ecological constraints that pose a minor constraint to the Proposed Development: habitat loss, the presence of invasive species, breeding birds, and potential presence of hedgehogs. The PEA report (submitted with the planning application) contains further details on the identified ecological constraints and outlines measures to be implemented that can fully mitigate those constraints identified so that there would be no overall significant impacts upon ecological features from the Proposed Development. These include:

- Compensating any habitat losses with by landscape planting;
- Incorporating native species of local provenance to provide habitats for birds, mammals, and invertebrate species;
- Managing proposed wildflower grassland in areas of open space in an ecologically sensitive manner;
- It is recommended that biosecurity measures are implemented as practicable to prevent the further spread of non-scheduled invasive non-native species including butterfly-bush and winter heliotrope. These measures must be clearly set out in a Method Statement for the works;
- Clearance works to be carried out outside of the bird breeding season (March to August inclusive), unless first checked by a suitably experienced ecologist;
- Provision of a means of escape from excavations (e.g., mammal ladder or ramps);
- Covering or fencing off any excavations at the end of each working day; and
- Capping of open pipes overnight.

The PEA also concluded that there are no terrestrial or hydrological pathways for effects to occur to any nationally designated site. No additional ecological surveys are recommended in the PEA.

Similarly to the PEA, the EclA details embedded mitigation measures incorporated into the design of the Proposed Development which aim to avoid or reduce adverse effects as well as specific mitigation measures for various ecological features, and concludes that *“there are not predicted to be any residual adverse ecological effects, on designated sites, notable habitats, or other protected or notable species”* and that *“in most cases, there is no effect or a negligible effect”* (refer to the EclA submitted with the planning application for further details). The EclA identifies slight beneficial effects of Site significance only for general breeding bird, insects and hedgehogs resulting from the proposed species habitat enhancement measures, including the installation of bird and bat boxes on local trees, replanting or trees and hedgerows, and seeding of local wildflower seed mix at locations around the Proposed Development. These enhancements and other landscaping works will require monitoring. A summary of the findings of the assessment of impacts and effects on ecological features presented in the EclA is shown in Table 6.3.

Table 6.3 Assessment of impacts and effects on ecological features

| Ecological feature | Impacts and effects | Specific Mitigation | Scale of residual effect |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| South Dublin Bay and River Tolka Estuary SPA [0040240] (International) | No effects identified. | None needed. | None |
| South Dublin Bay SAC [000210] (International) | No effects identified. | None needed. | None |
| Dalkey Coastal Zone and Killiney Hill pNHA [001206] (National) | No effects identified. | None needed. | None |
| South Dublin Bay pNHA [000210] (National) | No effects identified. | None needed. | None |
| Habitats - woodland / scrub and scattered parkland and trees (Site) | Minor tree and scrub habitat loss. No loss of very mature trees which would be of greater biodiversity value by virtue of their age. | Trees and scrub planting to compensate for minor habitat lost as a result of the Proposed Development. | Negligible |
| Bats (Site) | Loss of potential roost sites: a single tree with low bat roosting suitability identified and to be retained. General disturbance of bats. Loss of foraging/commuting habitat: lack of significant linear habitat commuting corridors and connection to high value habitat for foraging and commuting bats identified within the area of study. | It is recommended that directional lighting be used such that light level is no more than one lux at the potential roost tree. | None |
| Other protected mammals – red squirrel, hedgehog, Irish stoat, Irish hare, pygmy shrew (Local) | Loss of potential habitat: limited suitable habitat available for other protected mammals identified. | Embedded standard mammal protection measures sufficient, i.e. means of escape from or covering excavations overnight, and capping of pipes overnight. | Negligible |
| Invasive non-native plant species – sycamore, cherry laurel, butterfly-bush, montbretia, snowberry, travellers joy, cotoneaster, and winter heliotrope (Local) | Potential for seeds/propagules of non-scheduled invasive species to be disturbed and transferred to new sites because of construction activities. | As good practice, it is recommended that biosecurity measures are implemented as practicable to prevent the further spread of these species. These measures must be clearly set out in a Method Statement for the works. | Negligible |

6.3.2.3 Land and Soils

The risk of potential negative impacts occurring during both the construction and operational phases of the Proposed Development (in the absence of adequate management and mitigation measures) can arise from several activities, e.g., accidental spills and runoff from road surfaces.

The Proposed Development is located primarily on existing hardstanding surfaces and road verge, although some land acquisition will be required as part of the Proposed Development. Due to its size and location, no significant negative impacts as a result of land acquisition are considered likely to occur. Additionally, due to its scale and nature, it is not considered that large quantities of excavated material from within the site boundary will be required to be removed off site as waste. It is also proposed that construction material is sourced locally from licensed suppliers, where possible; therefore, excavation and filling impacts are not considered likely to result in significant effects on land and soils. Given the size and type of development, the use of natural resources for the Proposed Development is anticipated to be minimal and, as such, a significant effect on natural resources as a result of the Proposed Development is not considered likely.

The risk of potential negative impacts occurring during both the construction and operational phases of the Proposed Development (in the absence of adequate management and mitigation measures) can arise from several activities, for example, accidental spills and runoff from road surfaces. It is recommended that a Contractors CEMP be produced for the Proposed Development, to specify and define the required best practice standards, environmental guidelines and mitigation measures to be implemented during the construction phase. Taking this into consideration as well as the scale, size, nature, and type of Proposed Development, it is not anticipated that there will be any significant impacts to land and soils as a result of the Proposed Development.

6.3.2.4 Water

Development works by their nature have the potential to impact watercourses and groundwater by way of pollution. The risk of potential impacts occurring during the construction phases of the Proposed Development (in the absence of adequate management and mitigation measures) can arise from several activities: for example, accidental spills, sediment loading and runoff.

During the construction phase it is anticipated industry best practice pollution prevention measures (for example, CIRIA '*Guideline Document C532 Control of Water Pollution from Construction Sites*' (2001) and '*C648 Control of Water Pollution from Linear Construction Projects*' (2006)) will be implemented on site. In addition, it is recommended that a Contractors CEMP be produced for the Proposed Development, to reduce the potential of a pollution incident in the area and the risk of accidents from polluting substances entering surface waters and groundwater.

The Proposed Development will require new drainage gullies where new raised cycle tracks and pedestrian crossings occur. The proposed drainage strategy for the Proposed Development will be developed at the detailed design stage.

As stated in Section 6.2.2, the closest surface waterbody is the Kill-O-The-Grange Stream (IE_EA_10K020200), approximately 300 m south-west. There are also three groundwater bodies beneath the Site. Kilcullen (IE_EA_G_003) and Wicklow (IE_EA_G_076) are both classified as a 'Poorly productive bedrock' and have achieved and maintained 'Good' status since the 2007-2012 WFD Monitoring Cycle. Kilcullen is considered to be 'At Risk' of meeting WFD objectives while Wicklow's current WFD Risk status is being reviewed under the new WFD Monitoring Cycle; the status from the previous cycle is also reported as being under review. The third reported groundwater body is an Industrial Facility (P0019-02) (IE_EA_G_091), also classified as 'Poorly productive bedrock'. This waterbody has a 'Poor' status and is classified as 'At Risk'.

Taking into consideration the implementation of prevention measures to be identified within an approved Contractors CEMP during the construction phase (which would include inherent environmental controls, regulatory controls and best practice measures), that major excavations are not expected to occur during the construction phase, and given the size, type, and extent of the Proposed Development, no significant effects on water resources are considered likely during the construction phase of the Proposed Development. Additionally, the AA found no potential for effects on any waterbodies associated with the construction or operational phases of the Proposed Development.

6.3.2.5 Air Quality and Climate

Sensitive receptors to air quality include locations where members of the public are likely to be regularly present, such as residential housing and green areas. The main air quality impacts will be associated with dust generation during site preparation and construction works. In addition to this, fugitive emissions of airborne particulate matter are readily produced through the action of abrasive forces on materials and therefore a wide range of site preparation and construction activities have the potential to generate this type of emission, including:

- Land clearing and demolition;
- Earthworks;
- Equipment movements and materials transport;
- Vehicular transport;
- Construction activities (e.g., concrete, mortar and plaster mixing, drilling, grinding activities, etc.); and
- Windblown dust from temporary unpaved surfaces.

It is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the Proposed Development during the construction phase. The implementation of appropriate mitigation measures and best practice measures will reduce the generation of dust during this phase. With the adoption of these measures, it is anticipated that the dust produced would not cause a significant effect on the environment. Due to proximity to potentially sensitive receptors in the area (such as the National Rehabilitation Hospital), further consultation should be undertaken prior to any construction works to identify whether additional mitigation measures are required.

Climatic impacts are expected to be minor emissions of GHG to the atmosphere from equipment and vehicular movements and the operation of site construction equipment. No significant negative effects in relation to climate are considered likely to occur given the size and scale of the Proposed Development. Additionally, the operational phase of the Proposed Development will provide new infrastructure to encourage active travel in the area with a potential reduction in emissions owing to a reduction in the use of private vehicles.

6.3.2.6 Noise and Vibration

The construction phase of the Proposed Development has the potential to increase noise levels at noise sensitive locations such as residential areas. The potential impacts are dependent upon the number and type of equipment employed during the works. Additionally, there is potential for ground vibration due to the construction phase works which will mainly derived from groundworks.

In Ireland, there are no statutory guidelines relating to noise limits for construction activities. These are generally controlled by local authorities and commonly refer to limiting working hours to prevent a noise nuisance. The National Roads Authority (NRA) (now TII) '*Guidelines for the Treatment of Noise and Vibration in National Road Schemes*' (NRA, 2004) outline recommended noise levels for construction noise during road works. The limits have become an acceptable standard for construction noise limits in Ireland. Table 6.4 details the NRA's 2004 Guidelines recommended limits. These limits should be adhered to during the construction phase.

Table 6.4 Maximum permissible noise levels at the facade of dwellings during construction

| Day & Time | Noise Levels dB(A) | |
|----------------------------------------------|--------------------|------------|
| | $L_{Aeq\ 1\ hour}$ | L_{Amax} |
| Monday to Friday 07:00 to 19:00 hrs | 70 | 80 |
| Monday to Friday 19:00 to 22:00 hrs | 60 | 65 |
| Saturday 08:00 to 16:30 hrs | 65 | 75 |
| Sundays and Bank Holidays 08:00 to 16:30 hrs | 60 | 65 |

In order to prevent vibration damage during construction works, the NRA 2004 Guidelines also recommend that vibration from road construction activities be limited to the values set out in

Table 6.5. These values have been derived through consideration of the various international standards. Compliance with this guidance is predicted to result in little to no risk of damage to buildings from vibrations associated with the Proposed Development.

Table 6.5 Typical allowable vibration during road construction in order to minimise the risk of building damage

| Frequency | Less than 10 Hz | 10 to 50 Hz | 50 to 100 Hz and above |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------|------------------------|
| Allowable vibration velocity (Peak Particle Velocity) at the closest part of any sensitive property to the source of vibration: | 8 mm/s | 12.5 mm/s | 20 mm/s |

Adherence to noise and vibration limits will be required at all times during the construction phase of the Proposed Development. It is recommended that a Contractors CEMP be produced for the Proposed Development. Noise and vibration limits will be outlined within the Contractors CEMP which will also include any other mitigation measures required to reduce any potential impacts and associated effects of noise and vibration on sensitive receptors, such as those described in the NRA's *'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (NRA, 2014). With these measures in place, no significant effects on sensitive receptors are considered likely.

During the operation phase, there will be noise and vibration levels similar to those that existed prior to the Proposed Development.

6.3.2.7 Material Assets

During the construction phase of the Proposed Development, some realignment, addition, or replacement of services and utilities may be required in conjunction with or to accommodate the proposed works. These works could potentially result in suspension of services during the construction and diversion works, which could result in a temporary and negative effect on existing utilities networks. Prior to excavation works, the appointed Contractor will be supplied with accurate service drawings and site investigations will be carried out, if necessary, to ensure services are not damaged during construction works. It is anticipated that services and utilities will be protected in-situ, where possible. Should service suspensions be required during the construction phase, reasonable prior notice will be given to the residencies in the area. The disruption to services or outages will be carefully planned so the duration is minimised. The timing of local domestic connections will be addressed between the Contractor and the local community at the detailed design stage.

No buildings are located within the footprint of the Proposed Development; therefore, there will be no requirement for significant demolition works. However, the Proposed Development will result in the partial loss of existing trees, road verge, and fencing. Additionally, some land acquisition will be required as part of the Proposed Development. These areas are road reservations (i.e., grass verges) and, although the exact extent is unknown at this stage, it is estimated to be approximately 2% of the area of the Proposed Development.

No significant effects are anticipated as a result of the realignment, addition, or replacement of services and utilities during the construction phases of the Proposed Development. Additionally, it is anticipated that the Proposed Development would have a positive effect on in this area through the improvement of local active travel infrastructure.

6.3.2.8 Waste

Exact quantities of waste volumes are not known at this stage. As mentioned in Section 6.1.5, major demolition works are not anticipated during the construction phase of the Proposed Development, nor is any significant cut or fill. Only a short segment within the Proposed Development, as described in Section 6.1.1.5, is expected to require notable cut into an existing embankment; however, cut volumes are expected to be minimum. As a result, large quantities of waste are not expected to be generated during the construction phase.

It is anticipated that industry best practice pollution prevention measures will be implemented on-site during the construction phase. It is recommended that a Contractors CEMP be prepared prior to construction, which will be implemented and adhered to throughout the construction phase of the Proposed Development. The Contractors CEMP should include a RWMP containing a number of control measures for the management of waste generated on the construction site. For example, all waste materials would be segregated on-site into appropriate categories including:

- Concrete,
- Bricks
- Asphalt, tar and tar products;

- Metals; and
- Dry Recyclables (e.g., cardboard, plastic, timber).

The waste hierarchy should also be considered as part of the RWMP.

Any waste produced as part of the Proposed Development will be dealt with in a sustainable manner and in accordance with waste legislation and guidance such as the Waste Management Act 1996 (S.I. No. 10 of 1996), the Waste Management (Amendment) Act 2001 and EPA 2021 Guidance '*Best Practice Guidelines for the Preparation of Resource Management Plans for Construction & Demolition Projects*'.

Where waste materials would be taken off-site for segregation or disposal, it has been assumed the contractor would ensure this is undertaken by a licensed haulier under chain of custody procedures to an appropriately licensed, permitted or certified waste facility. Should any contaminated waste be identified during the construction phase, it has been assumed it would be transferred off-site and disposed of at appropriately permitted or licensed facilities and would be subject to waste classification in accordance with relevant waste legislation such as the EPA's Classification, Labelling and Packaging Regulation (CLP) '*European Waste Catalogue and Hazardous Waste List*' (2002), EU Council Decision (2003/33/EC) of 19 December 2002 establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of Annex II to Directive 1999/31/EC, Council Directive 1999/31/EC on the landfill of waste, Waste Management Act 1996 to 2011, and the Environment (Miscellaneous Provisions) Act 2011 (No. 20 of 2011).

In line with the implementation of the recommended Contractors CEMP and other measures mentioned above, no significant effects are considered likely in relation to waste generated from the Proposed Development during the construction phases. Additionally, given the type of development proposed, no likely significant effects are anticipated during the operational phase.

6.3.2.9 Cultural Heritage

The Proposed Development is located within regional roads set within an urban landscape. This has undergone previous development which will have impacted any sub-surface archaeological remains which may have been present. There should be no impact to sub-surface archaeological remains within the Proposed Development. Although the potential for encountering sub-surface archaeological remains is low, it is recommended that a Contractors CEMP be prepared for the Proposed Development and include procedures for dealing with unexpected archaeological discoveries.

The Proposed Development was formerly lined with large houses and their associated grounds. The majority of these have now been replaced by modern development although the remains of several are still extant including a section of boundary wall to Woodpark and granite gate posts at the former entrances to Ruby Hall and Kensington Lodge.

The section of boundary wall has been modified during its lifetime including the addition of the post box (NIAH 60230133) during the 1920s. The wall around the post box has been removed although the small section in which it is set is still extant. The post box (NIAH 60230133) will be retained within the Proposed Development although there is the potential for accidental damage occurring during groundworks. It is recommended that the Contractors CEMP include procedures for protecting this heritage asset during the construction phase.

The remaining section of the Woodpark boundary wall will be removed under the Proposed Development. This wall is one of the last remnants of the Woodpark property although it is now largely out of context with the removal of the house and grounds at Woodpark and the urbanisation of the surrounding area. It is recommended that the wall is recorded through photography and a brief written record prior to removal.

The granite gate post at Kensington will be retained within the Proposed Development although there is the potential for accidental damage occurring during groundworks. It is recommended that Contractors CEMP include procedures for protecting this heritage asset during the construction phase.

The granite gate post at Ruby Hall will be moved a short distance from its current location. It is recommended that Contractors CEMP include procedures for protecting this heritage asset during the construction phase especially during its move. The gate post should be stored in a secure location if there will be a lapse in time before the gate post is re-erected in its new location.

The Proposed Development will create some impact to the settings of heritage assets located within close proximity through additional noise, vibration and dust. However, this impact will be temporary and limited to the construction

phase. It is also noted that these heritage assets are located in a busy urban environment and so already subject to noise, vibration and dust from passing traffic.

6.3.2.10 Landscape and Visual

In landscape and visual terms, it is anticipated that some potential minor localised landscape and visual effects may result from the implementation of the Proposed Development. Temporary landscape and visual effects will arise as a result of construction works which are likely to involve earthworks, moving machines and construction works related to the provision of a suitable surface, landscaping and public realm enhancements at a number of locations.

The Proposed Development will not result in the expansion of the existing road network boundary. The Proposed Development will involve the modification of the existing road network, to include a cycleway, new surface treatment, road markings, lighting, and associated signage. In landscape and visual terms, it is anticipated that potential localised significant visual effects resulting from the Proposed Development will be limited to the immediate surroundings and occur during the construction phase only. The majority of visual effects will be temporary and relate to earthworks, moving machines, and construction works in relation to the surface upgrades and cycleway introduction. These works will be carried out within the existing road corridor and within the red line boundary.

At completion of construction works, residual visual effects will result from the introduction of the cycleway, new footpaths and signage, and some loss of grassland. These are considered to be permanent but not significant during the operational phase, as the completed development will be similar in nature and appearance to the current situation. The existing landscape character will not change as it is already defined by its residential nature, presence of businesses, and the road network. The Proposed Development will therefore integrate into the existing setting resulting in no change to the landscape character. Additionally, although 7 no. of trees will need to be removed to accommodate the works, all will be replanted or replaced within the Proposed Development boundary. None of these trees were found to be of high quality and value (4 no. moderate and 3 no. low rating) according to an arborist survey conducted on the 8th December 2022 (CMK Hort and Arb, 2022), and all are expected to be replanted or replaced within the Site. Prior to construction, a detailed Landscape Masterplan Plan will be prepared by a qualified landscape architect to describe in detail all mitigation measures associated with the Proposed Development.

Due to the location, nature, and size of the Proposed Development, no impacts are expected to result on scenic views and prospects of places of natural beauty or interest located in the surrounding environs of the Proposed Development as a consequence of the activities of the construction phase or during the operational phase.

In conclusion, significant visual effects will be temporary and arise during the construction phase only. At operation, landscape and visual effects are considered to be imperceptible as the Proposed Development will remain similar to the existing base-line scenario. While the introduction of signage will be clearly recognizable, it will be similar to the nature, character, and visual appearance of the existing infrastructure. It is therefore concluded that no further landscape and visual impact assessment is required as residual landscape and visual effects during the operational phase will be barely discernible and not significant.

6.4 The Transboundary Nature of the Impact

No likely significant transboundary impacts associated with the Proposed Development are anticipated.

6.5 The Intensity and Complexity of the Impact

The majority of the impacts are associated with the construction phase of the Proposed Development. However, with the implementation of appropriate mitigation measures, such as the implementation of a CEMP and associated inherent controls and adherence to appropriate national guidelines and codes of practice, it is not anticipated that Proposed Development will result in significant effects to the existing environment.

6.6 The Probability of the Impact

Given the nature, size and scale of the Proposed Development, there is a high degree of certainty in the magnitude, intensity, duration or consequences of any impact associated with the Proposed Development, and it is considered that the likelihood of significant negative impacts on the receiving environment is low. Additionally, no long-term negative impacts are anticipated as a result of the Proposed Development.

6.7 The Expected Onset, Duration, Frequency and Reversibility of the Impact

The majority of the impacts are associated with the construction phase of the Proposed Development. With the appropriate mitigation measures, potential impacts, including noise and dust impacts, will be temporary and transient in nature during the construction phase and will be reversible over time.

6.8 The Cumulation of the Impact of the Proposed Development with the Impact of other Existing and/or Consented Developments

A list of the cumulative developments considered is included in Appendix B of this report. These consist of a mix of residential, retail, and mixed-use development. Additionally, other developments in the vicinity of the Proposed Development include Active Travel schemes, the Proposed Development being functionally independent of them. A number of these developments are currently operational while others are still in construction phase and may not progress at the same time as the Proposed Development. Should the construction phase of the Proposed Development overlap with the construction of any other development, transient cumulative impacts and effects to occur such as impacts from dust and particulate matter associated with construction activities. Without mitigation these transient cumulative impacts could result in significant negative effects (for example increases in dust and particulate matter could potentially harm amenity, human health and ecology). It is not unreasonable to assume that the committed developments listed in Appendix B of this report, which have also gone through the planning process, will also implement standard and best practice mitigation measures to the extent that impacts are not significant. Providing compliance with standard best practice mitigation measures on all sites it is anticipated the likelihood and severity of these effects would likely be reduced.

Given the size, type, and extent of the Proposed Development, it is to be considered that the Proposed Development remains in line with the pattern of development in the area, with no likely adverse significant effects anticipated as a result of cumulative impacts.

6.9 The Possibility of Effectively Reducing the Impact

The Proposed Development is not anticipated to result in any significant effects. Where temporary and transient impacts are likely to occur, the implementation of appropriate mitigation measures will reduce the duration and intensity of the impact.

7 Screening Summary and Recommendations

As set out above, the Proposed Development does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

For the purpose of a robust screening process, a sub-threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive in order to determine whether or not the Proposed Development would be likely to have significant effects on the environment.

The likely impacts that will arise from the Proposed Development in the absence of appropriate mitigation measures have been evaluated in line with relevant guidance and regulatory frameworks noted in this report. If the recommended mitigation measures discussed in the respective sections of this report such as the production and implementation of a CEMP during the construction phase which includes: procedures for dealing with unexpected archaeological discoveries, procedures for protecting heritage asset during the construction phase, inherent environmental controls, regulatory controls and best practice measures, are applied and adhered to, no likely adverse significant effects are anticipated as a result of the Proposed Development. The Proposed Development does not screen in under mandatory criteria and, with implementation of appropriate mitigation and best practice measures, does not screen in for EIA under sub-threshold assessment.

8 References

- AECOM (2022). *Rochestown Avenue Active Travel Improvements — Appropriate Assessment Screening Report*.
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Appendix A Screening Checklist

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
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| 1. Will construction, operation, decommissioning, or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)? | Yes – the construction phase will see alternations to the current pedestrian footpath and vehicular road. A segregated cycle lane will be added. Removal of vegetation would be required. | No – the alterations are not anticipated to result in a likely significant effect. |
| 2. Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply? | Yes – some natural resources such as stone and asphalt will be required during the construction phase. | No – given the size and type of works required, a requirement for large amounts of natural resources is not anticipated. |
| 3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health? | Yes – during construction only. | No – it is recommended that a Health and Safety Plan, Contractors CEMPs, and a Spill Management Plan be in place and all site staff be briefed on the Health and Safety Plan prior to commencing works. |
| 4. Will the Project produce solid wastes during construction or operation or decommissioning? | Yes – during the construction phase only. | No – given the size and type of works required and the implementation of recommended mitigation measures such as waste management measures (including a RWMP) which shall form part of the overall Contractors CEMP for the construction phase. The production of large amounts of waste as a result of the Proposed Development are not anticipated. |
| 5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)? | No – the construction and operation phases will produce limited air pollutants. | No – air pollutants are expected to be minimal during construction. During operation, the Proposed Development has the potential to reduce the number of emissions being emitted on account of encouraging active travel. |
| 6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation? | Yes – some temporary adverse noise and vibration impacts may arise during the construction phase. Levels are anticipated to be similar to pre-existing levels during the operational phase. | No – given the type and extend of the Proposed Development, the temporary nature of the impacts, and considering the implementation of appropriate mitigation measures during the construction phase, no significant effects on sensitive receptors are anticipated. |
| 7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters, or the sea? | Yes – there is the potential for contamination of land and possibly water during the construction phase only. | No – given the type and extent of works required and with the implementation of appropriate mitigation measures in place, such as those set out by a Contractors CEMPs and a Spill Management Plan, no significant effects are anticipated. |
| 8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment? | Yes – during construction phase only. | No – given the type, extent, size and location of the Proposed Development, and with the implementation of a Health and Safety plan during the construction phase, which will be communicated to all site staff, no significant effects are anticipated. During the operational phase, the Proposed Development has the potential to reduce the risk of accidents through the safety improvements which form part of the design. |
| 9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment? | Yes – it is anticipated that the Proposed Development will promote active travel, leading to healthier lifestyles and reduction | No – significant effects are not anticipated. |

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
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| | of emissions from vehicular traffic. | |
| 10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality? | No – the Proposed Development remains in line with the pattern of development in the area and the objectives set out by DLRC for the road, and is functionally independent from other Active Travel Schemes or applications listed in Appendix B of this report. A list of planning applications that have been considered is provided in Appendix B of this report. | No – given the size, type, and extent of the Proposed Development, no likely adverse significant effects are anticipated as a result of cumulative impacts. |
| 11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project? | Yes – there is one NIAH Site (ID: 60230133) within the boundary of the Proposed Development as well as other features of cultural importance in proximity to the Site. There are no SAC or SPA within 1 km of the Site. The closest pNHA is Dalkey Coastal Zone and Killiney Hill (Site Code 001206), approximately 750m east. | No – NIAH Site (ID: 60230133) will be retained remain unchanged. With the implementation of procedures for the protection of cultural and/or heritage sites in the Contractors CEMP, and given the size, type and extent of the Proposed Development, no likely significant effects are expected on cultural and/or heritage sites. |
| 12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests, or woodlands, that could be affected by the Project? | Yes – there are areas such as waterbodies, treelines, and parklands. | No – Given the location, type, and extent of the Proposed Development, likely significant effects are not anticipated as a result of the Proposed Development. |
| 13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project? | No – closest sensitive area is pNHA Dalkey Coastal Zone and Killiney Hill (001206), approximately 750m east. | No – due to the distance from the pNHA, nature, and size of the Proposed, and taking into consideration the conclusions of the AA Screening and PEA as well as the implementation of mitigation measures outlined in the PEA, no likely significant effects on sensitive areas or species are anticipated. |
| 14. Are there any inland, coastal, marine, or underground waters (or features of the marine environment) on or around the location that could be affected by the Project? | Yes – the Kill-O-The-Grange Stream is located approximately 300m south-west of the Proposed Development. | No – pollution prevention measures will be put in place to reduce the risk of contaminants polluting the surface waters. |
| 15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project? | No – construction works will be limited to the Site boundary and will not interfere with Views and/or Prospects in the surrounding environs. | NA |
| 16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project? | Yes – there are businesses and a hospital located along Rochestown Avenue, where the Proposed Development is located. | No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only. The hospital can be also accessed through another road to the south-west (Pottery Road). During the operational phase, the Proposed Development has the potential for positive effects by providing greater access for cyclists and pedestrians. |
| 17. Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project? | Yes – during the construction phase, works may result in traffic diversion or delays. | No – taking into consideration the type, extent, size, and location of the Proposed Development, likely significant effects are not anticipated as a result of the Proposed Development. |

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
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| 18. Is the Project in a location in which it is likely to be highly visible to many people? | Yes – the Proposed Development is located along a road network in an extensive urban area. | No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only. |
| 19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project? | Yes – former boundary wall of Woodpark and the granite gate posts at Ruby Hall and Kensington Lodge. | No – potential effects are considered to be not significant and can be reduced through mitigation. |
| 20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land? | No – the Proposed Development is located in a built-up area. | NA |
| 21. Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project? | Yes – the Proposed Development is located in a predominantly residential area where some business, a hospital, and parks are present as well. Some land acquisition is expected as part of the Proposed Development. | No – land acquisition will be in areas such as road reservations (i.e., grass verges) and, although the exact extent is unknown at this stage, it is estimated to be approximately 2% of the area of the Proposed Development. While indirect impacts may occur on business, a hospital, and parks during the construction phase these would be transient in nature and restricted to the construction phase only. |
| 22. Are there any plans for future land uses within or around the location that could be affected by the Project? | No – the construction phase works will be limited to the Site and, once operational, the Proposed Development will remain in line with the pattern of development in the area and the objectives set out by DLRC. | NA |
| 23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project? | Yes – the Site is located in a built-up area. | No – given the nature, size, and scale of works associated with the Proposed Development, no significant effects are anticipated. The Proposed Development has potential to result in a positive effect by improving active travel infrastructure. |
| 24. Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project? | Yes – there is a hospital along the Rochestown Avenue, where the Proposed Development is located. | No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only. The hospital can be also accessed through another road to the south-west (Pottery Road). |
| 25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project? | Yes – there are 3 groundwater bodies below the Site (one being an Industrial Facility). | No – given the nature and size of the Proposed Development as well as the implementation of appropriate control measures set out in the Contractors CEMP, no significant effects are anticipated. |
| 26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project? | Yes – two of the groundwater bodies underneath the Site are 'At Risk' of not meeting WFD objectives. | No – given the nature and size of the Proposed Development as well as the implementation of appropriate control measures to be set out in the Contractors CEMP, no significant effects are anticipated. |
| 27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems? | No – there is no record of flooding or severe adverse climatic conditions in the area. | NA |

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
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| 28. Summary of features of Project and of its location indicating the need for EIA | The Proposed Development extends along Rochestown Avenue located on a predominantly residential area in Dún Laoghaire- County Dublin. The Proposed Development was assessed under the mandatory criteria for an EIA as set out by the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended). It was determined that the Proposed Development did not qualify for mandatory EIA and further investigation into the sub-thresholds concluded that the Proposed Development did not trigger the need for an EIA under any of the discretionary requirements assessed as no likely adverse significant effects are anticipated as a result of the Proposed Development. | |

Appendix B Cumulative Planning Search

| Competent Authority | Ref. no. | Development description | Location | Final grant date | Distance from Subject Site (m) |
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| DLRCC | D18A/0593 | Permission for the following: Demolition of the garage and utility room to the side, and the construction of a part two storey; part single storey, extension (104sq.m) to the side and rear, of the existing residence. The extension will include the following: - (i) A two storey Montessori pre-school (75sq.m) for twenty two children to the side, and (ii) a single storey extension (29sq.m) to the rear of the residence. Planning Permission is also sought for (a) three car parking spaces and four bicycle spaces to the front of the property, (b) sign at entrance to property, and (c) minor changes to front fenestration, attenuation works and all site works associated with the proposed development. | 203, Rochestown Avenue, Dún Laoghaire, Co. Dublin | 31/10/2018 | 25 |
| DLRCC | D17A/0915 | Permission is sought for the following: The demolition of the existing Garage and Utility Room. Construction of a single storey wrap around extension to the side and rear of the existing house. The construction of a purpose built single-storey Montessori Pre-School to the rear of the existing house. Plus all associated site works. | 203, Rochestown Avenue, Dún Laoghaire, Co. Dublin | 18/01/2018 | 25 |
| DLRCC | D15A/0364 | Permission for development. The proposed development consists of the demolition of 2 no. residential units and associated landscaping works. | Lands at 106 (Clonkeen) and 108 (Prescally), Rochestown Avenue, Dún Laoghaire, Co. Dublin | 27/08/2015 | 32 |
| DLRCC | D17A/0163 | Permission for the demolition of the existing electricity substation on the eastern side of the supermarket unit, the construction of a new electricity substation on the eastern side of the supermarket building, the construction of a single storey extension (area = 84sqm) for retail use on the north eastern side of the supermarket unit, the construction of a single storey extension (area = 16sqm) for retail use on the north western side of the supermarket unit and associated external signage and site works. | SuperValu Supermarket, Killiney Shopping Centre, Rochestown Avenue, Killiney, Co Dublin | 24/05/2017 | 57 |
| DLRCC/ABP | ABP30482319 | Permission for a strategic housing development. The site is located to the west of the Graduate Roundabout and Church Road, to the north of Fairhaven and Churchview Road, and to the east of an area of open space. The proposed development will consist of: The demolition of 3 no. existing dwellings known as Culgrenagh, Briar Hill, and Hayfield; The construction of 210 no. residential units (apartments) in 3 no. blocks (A, B and C) ranging in height from 3 to 7 storeys, including lower ground floor / basement level, incorporating 27 no. 1-bed units, 160 no. 2-bed units and 23 no. 3 bed units; Apartment Block C includes a childcare facility with a gross floor area of 203 sq.m, with an adjacent external play area, and Apartment Block B includes a resident's amenity facility with a gross floor area of 130sq.m; A total of 227 no. car parking spaces are proposed to be provided, including 186 no. spaces at basement/undercroft level and 41 no. surface car parking spaces, including parking for visitors and set-down parking for the childcare facility. The development provides a total of 348 no. cycle parking spaces (surface and basement level). Bin storage and plant areas are also provided at basement level. The associated site development and infrastructural works will include upgrade of the existing access from Churchview Road, which also serves the Fairhaven development, and provision of an internal access road, associated upgrade works to Churchview Road, foul and surface water drainage, attenuation tanks, open space areas, hard and soft landscaping, 1 no. electricity substation, boundary treatments and all ancillary works on a total site area of 1.59ha. The site is zoned 'Objective A' – 'To protect and/or improve residential amenity' under the Dún Laoghaire-Rathdown County Development Plan 2016 – | Churchview Road and Church Road, Killiney, Co Dublin | 15/10/2019 | 99 |

2022, under which the proposed uses are permitted in principle. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2016 – 2022. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dún Laoghaire-Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: www.churchviewroadshd.ie.

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| DLRCC | D13A/0468 | Permission is sought for development that is adjacent to and within the curtilage of the protected structure known as "Kensington Lodge", Rochestown Avenue, Dún Laoghaire and is to include the following: the provision of 8 no. semi-detached and 4 no. detached (12 units total) two storey plus attic, 4 bedroom houses and is to include all associated infrastructure and site development works including drainage, landscaping and boundary treatment. Access is to be via existing internal access roads permitted by planning reference D05A/0579, with amended ramp and road layout and revised landscaping layout. | Kensington Lodge, Rochestown Avenue, Dún Laoghaire, Co. Dublin | 05/12/2013 | 101 |
| DLRCC | D18A/0398 | Permission for a residential development consisting of the demolition of the existing 2 no. derelict dwellings on site and the construction of a total of 53 no. apartments in 1 no. apartment block (4 storeys over basement) comprising of 26 no. 1 bed apartments and 27 no. 2 bed apartments, all with private balconies/terraces, a basement consisting of bin stores, storage room, plant room, 57 car parking spaces, 2 motorcycle spaces, 54 bicycle spaces, 14 bicycle spaces at surface level, relocation of existing vehicular access onto Johnstown Court to now provide vehicular access to basement and all ancillary landscaping, boundary treatments, engineering and site development works necessary to facilitate the development. | Lands known as Prague, Johnstown Court, Johnstown Road, Dún Laoghaire, Co Dublin | 21/11/2018 | 102 |
| DLRCC | D14A/0625 | Permission for the demolition of the existing glasshouse and Poly-tunnel (833sqm) for the purpose of erecting a new Poly-greenhouse (972sqm). The proposed new Poly-greenhouse will be utilised for horticultural purposes such as hardening and propagation of cuttings and general growing of plants. | 112 Rochestown Avenue, Dún Laoghaire, Co Dublin | 28/01/2015 | 103 |
| DLRCC | D16A/0111 | Permission for construction of 14 no. residential dwellings comprising 1 no. 5-bedroom detached part 2 & 3 storey house, 10 no. 3-bedroom (plus study) semi-detached part 2 & 3 storey houses and 3 no. 2 bedroom apartments in a single 3 storey block with projecting balconies, solar panels, car parking, vehicular and pedestrian access off existing entrance and driveway on Auburn Road, with associated landscape works. | Site of 0.356 ha at lands to rear of 214-216 Rochestown Avenue, Dún Laoghaire, Co Dublin | 07/10/2016 | 154 |
| DLRCC | D19A/0385 | Permission for a residential development consisting of the demolition of the existing dwelling on site and the construction of a total of 50 no. apartments in 1 no. apartment block (3 to 4 storeys over basement) comprising of 21 no. 1 bed apartments and 29 no. 2 bed apartments, all with private balconies/terraces; a basement consisting of bin stores, plant room, 55 car parking spaces, 50 bicycle spaces and 3 motorcycle spaces; 14 bicycle spaces in a bike store at surface level; removal of vehicular access onto Johnstown Road and the provision of a new vehicular access onto Johnstown Court to provide access to basement and all ancillary landscaping, boundary treatments, engineering and site development works to facilitate the development. | Lands known as 'New Prague', Johnstown Court, Johnstown Road, Dún Laoghaire, Co Dublin | 22/01/2020 | 164 |
| DLRCC | D18A/0960 | Permission at site area of approx. 0.11 ha. The development will consist of a new maintenance road incorporating a delivery set-down area, six maintenance car parking spaces, associated road lighting and all ancillary works and landscaping. | National Rehabilitation Hospital, Rochestown Avenue & Pottery Road, Dún Laoghaire, Co Dublin A96 P235 | 27/03/2019 | 170 |
| DLRCC | D20A/0055 | Permission for a residential development consisting of 14 no. 2 bedroom dwellings. The proposed development is comprised of (i) 2 no. 2 storey 2 bed semi-detached houses to be accessed off the existing Johnstown Court, off the existing Johnstown Road and (ii) 12 no. 2 bed apartments in 1 no. | Ellow Nook Avenue and Johnstown Court, off the | 19/08/2020 | 170 |

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| | | four storey block to be access off the existing Yellow Nook Avenue, off the Johnstown Road, and which will form part of the Carraig Bui residential development. The proposed development will have the effect of modifying Extant Permission Reg. Ref. D16A/0343 (An Bord Pleanála Ref. PL06D.247023). The proposed development also includes all associated site development works car / bicycle parking, open spaces, landscaping, drainage, infrastructural works etc. all on a site area of circa 0.19ha. | Johnstown Road, Cabinteely, Dublin 18 | | |
| DLRCC | D14A/0291 | Permission for development comprising the construction of 2 no. 4 bedroom, 2.5 storey semi-detached dwellings in lieu of 1 no. 5 bedroom, 2.5 storey detached dwelling previously approved under An Bord Pleanála permission ref. PL06D.242432 (Dún Laoghaire Rathdown Co. Co. Reg. Ref. D13A/0315), including all associated site development works, all on site no. 7 now to be known as site nos. 7 and 8 (area circa 0.046ha). | Fairhaven, Churchview Road, Church Road, Killiney, Co Dublin | 14/08/2014 | 180 |
| DLRCC | D13A/0315 | Permission for development comprising the construction of 9 no. 2.5 storey dwellings, comprising 8 no. 4 bedroom semi-detached dwellings (Type A) & 1 no. 5 bedroom detached dwelling (Type B). The development will include the blocking up of the 2 existing vehicular entrances, 1 located onto church Road and 1 located onto Churchview Road, with new vehicular and pedestrian access for this proposed development from Churchview Road (including the reservation of lands for the possible future access to adjoining zoned lands located to the north and west), all on a site area of approx. 0.286 ha. The proposed development includes for all associated on and off site development works, surface car-parking, landscaping, open space, boundary treatments. | Fairhaven, Church Road, Churchview Road, Killiney, Co. Dublin | 16/01/2014 | 186 |
| DLRCC | D16A/0669 | Permission for a residential development comprising of the demolition of the existing two storey over basement house, later rear addition and boundary wall onto Abbey View and the erection of a four storey block of 14 no. apartment units (8 no. 1 bed, 4 no. 2 bed and 2 no. 3 bed units) and includes a new vehicular access from Abbey View Lodge, 8 no. car parking spaces of which 1 no. disability access space, 14 no. cycle parking spaces, landscaping, private and communal open spaces, refuse area, boundary treatments and all other associated infrastructural works above and below ground. | Site of 0.089 ha at Abbeyview House, Abbey View, Monkstown, Co Dublin | 12/10/2017 | 219 |
| DLRCC | D19A/0904 | Permission for development of their existing site. The proposed developments consist of an expansion of their current Pharmaceutical facility with two no. manufacturing extensions to their existing facility. A 10 year permission is being sought for this proposed development. The proposed development comprises of the following; 1. 3 storey Pharmaceutical extension sized approximately 17,000 square metres and approximately 19mhigh (to match the height of the existing cold warehouse) located to the North of the existing Admin/Laboratory facility. 2. 3 storey Pharmaceutical extension sized approximately 5,000sqmand approximately 19mhigh located to the rear of the existing production facility including the removal of a section of the existing berm adjacent to the proposed extension. 3. Additional Plant and Equipment located to the West of the existing CUB building and a new boiler stack (circa. 18 metres high) to match existing stacks. 4. Carparking for approximately 515 additional cars located to the North of the current site, revisions to the existing carpark (including the removal of approximately 138 car parking spaces) and a pedestrian and bicycle link to the existing pedestrian entrance off Rochestown Avenue. The proposed works include site works, fencing stacks, landscaping, two underground surface water attenuation tanks and site lighting, roof mounted plant and vent stacks on both manufacturing building extensions and yard-based plant and equipment and single storey production links. 5. The proposed works include modifications to existing internal road layouts, single storey covered walkway to match existing and temporary contractors' compounds and carparking and modified entrance gates to Rochestown Avenue. 6. It's anticipated that the proposed extensions will be built in phases. This application consists of development for an activity for which a licence under Part IV of the Environmental Protection Agency Act 1992 (as amended by the Protection of the Environment Act, 2003) is required. An Environmental Impact Assessment Report ("EIAR") accompanies this application. | Amgen site, Pottery Road, Dún Laoghaire | 12/08/2020 | 221 |

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| DLRCC | D15A/0347 | Permission for: 1. The demolition of the existing factory and re-location of existing ESB sub-station. 2. The erection of 28 no. 3 storey dwellings comprising 16 no. 4 bed houses (c.158sqm in area) and 12 no. 3 bed houses (c.122-132sqm in area) each with terrace at upper floor to front elevation. 3. The re-design of existing vehicular access. 4. All associated development works to include landscaping, connections to existing services, provision of play spaces, bin stores and bicycle stands. | 0.64 hectares site located to the rear of nos. 25-35 and between and to rear of 37-40 Abbey Road, Monkstown, Co Dublin | 25/11/2015 | 226 |
| DLRCC | D17A/0174 | Permission for development within an application site. The development comprises of a 3m wide shared tarmac pedestrian and cycle path through an existing open space area within Sefton to facilitate a pedestrian/cycle link between Honeypark, Glenageary Road Upper, Dún Laoghaire and Sefton; permission is also sought for dishing of existing public footpath and kerbing at public road, and associated site development and landscaping works. | Sefton, Rochestown Avenue, Dún Laoghaire, Co Dublin | 16/05/2018 | 236 |
| DLRCC | D14A/0612 | Permission for the demolition of the vacant four storey administration building, part of a two storey extension to the production building that provides staff changing rooms and toilets, offices and meeting rooms and a single storey medical block (total 2,110sqm), the construction of two storey 3,800sqm extension to the Pottery Road frontage to provide additional manufacturing and assembly floor area, offices, work areas and quality control laboratory at ground floor and a customer care centre, support area and canteen at first floor level; the installation of a panelised perforated metal screen above the existing single storey utility centre fronting Pottery Road and the reconfiguration of the existing surface car parking area along the Pottery Road frontage of the premises. | Site on Pottery Road, Dún Laoghaire, Co Dublin | 07/05/2015 | 257 |
| DLRCC | D17A/0560 | Planning permission for development consisting of a 1,137sqm single storey plant room building on the roof of the existing building. | Pottery Road, Dún Laoghaire, Co. Dublin | 21/09/2017 | 292 |
| DLRCC | D16A/0343 | Permission for a residential development of 48 no. dwellings comprised of 20 no. houses and 28 no. apartments. The proposed development consists of: (i) 12 no. 4 bedroom 2-3 storey semi-detached houses, (ii) 4 no. 5 bedroom 2-3 storey semi-detached houses, (iii) 4 no. 5 bedroom 3 storey semi-detached houses and (iv) 28 no. 1, 2, and 3 bed apartments in 2 no. 5 storey apartment buildings, with semi-detached car parking provided for under one of the buildings. Access to the proposed development is via an existing access delivered under a previously permitted development Reg. Ref.s PL06D.111754 and D97A/0883. The proposed development also includes all associated site development and infrastructure works, surface and semi-basement car parking, open spaces and landscaping, all on a site area of 1.14ha. | Yellow Nook Avenue, Johnstown Road, Cabinteely, Dublin 18 | 16/11/2016 | 296 |
| DLRCC | D16A/0491 | Permission for the construction of a single storey extension on the eastern elevation of the existing warehouse building on part of the existing staff car park, to provide additional warehouse and product dispatch floor area for the premises and the reconfiguration of the existing surface car parking area adjacent to the south eastern boundary of the site to relocate 20 no. staff car parking spaces. | Site on Pottery Road, Dún Laoghaire, Co Dublin | 11/01/2017 | 329 |
| DLRCC | D14A/0247 | Permission for development consisting of: the construction of: (i) a single storey extension to the rear of the building (c.176sqm) involving the demolition of an existing single storey sheet metal workshop building (c.104 sqm); (ii) a single storey tool room building in the western corner of the site (c.296sqm) for a temporary period of five years; (iii) a single storey mould repair building on the existing car park on the southern side of the existing building (c.135sqm) for a temporary period of five years and (iv) the installation of a c.814sqm mezzanine floor at first floor over the production area within the existing building to provide temporary staff changing facilities and a canteen and office accommodation. | Site on Pottery Road, Dún Laoghaire, Co Dublin | 24/07/2014 | 349 |
| DLRCC | D19A/0181 | Permission for: 1. Construction of a new pedestrian footbridge to Clonkeen Park. 2. Construction of an additional 2 no floors with rooftop plant enclosures, of office accommodation (c. 1302sqm) over the existing 'The Highline' building and associated internal alterations, resulting in a five-storey over basement office building. 3. Demolition of the existing 'Mentec House' and construction of a six-storey | Clonkeen Park, Dún Laoghaire, Co Dublin: & 'the Highlone' (Eircode A96 KW29) & 'Mentec | 21/05/2020 | 372 |

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| | | over basement 'Building-to-Rent' housing development providing 78 no. apartments (5 no. studios, 58 no. one-bed and 15 no. two-bed). The development will include 2 no. commercial/retail units (c.168sqm and c.475sqm), a cinema/tv room (c.53 sqm), a games room (c.50sqm), a lobby (c.49sqm), a refuse store (c.36sqm), a concierge and management office (c.8 sqm) and a communal lounge (c.71 sqm) opening onto a landscaped garden (c.190 sqm) at ground floor level. The development will provide 136 no. bicycle parking spaces and 163 no. car parking spaces in total, comprising 63 no. existing car parking spaces at grade spaces at 'The Highline' and 31 no. car parking spaces at grade and 69 no. car parking spaces at basement level of 'Mentec House. 4. New cycle ways and footpaths on the Pottery Business Park Access Road to the junction with Pottery Road. 5. All associated site and infrastructural works required to facilitate the development which include foul and surface water. SUDS drainage, lighting, landscaping, boundary treatments and hard landscaping. | House' (Eircode A96 K6P3) Dún Laoghaire Industrial Estate, Pottery Road, Dún Laoghaire, Co Dublin | | |
| DLRCC | D18A/0071 | Permission for the construction of a two storey extension to the front providing classroom, three SET rooms and a sensory room, two car parking spaces and all associated works. | Monkstown Educate Together National School, Kill Avenue, Dún Laoghaire, Co Dublin | 26/04/2018 | 391 |
| DLRCC | D13A/0527 | Permission for development to consist of a single storey extension to the existing school, including four no. resource rooms, a toilet and associated circulation space, alterations to the existing car park area and provision of an additional car parking space. | Monkstown Educate Together NS, Kill Avenue, Dún Laoghaire, Co Dublin | 15/01/2014 | 391 |
| DLRCC | D17A/0868 | Permission for demolition of fire damaged 'Arranmore' (c.229sqm) and fire damaged shed (c.13sqm) and fire damaged 'San Michele' (c.250sqm) at Church Road; the closing up of three existing vehicular accesses onto Church Road, while maintaining one as pedestrian/cycle access. Construction of residential development with new vehicular access through No. 19 Watson Road, consisting of 42 no. new residential units to include 18 no. dwelling houses comprising 8 no. 2 storey terraced 3 bed Type A units, 7 no. 3 storey terraced 4 bed Type B units, 2 no. 3 storey semi-detached Type BB units, 1 no. 3 storey end of terrace 4 bed Type B1 unit and 24 no. apartments within 2 no. 4 storey Blocks C and D with Block C comprising 4 no. 1 bed units and 12 no. 2 bed units with balconies/terraces to south-east, north-west and south-west elevations and Block D comprising 8 no. 2 bed units with balconies to north-east, south-east, north-west and south (ground floor only) elevations. Redesign of No. 19 Watson Road (c.175 sqm) to include removal of part of the house to provide a new access road and provision of a new rear extension (redesigned unit to be c.153sqm). All associated site development, landscaping, boundary treatment works, services provision and ancillary site works. | Site of c.0.9ha consisting of 'Arranmore' & 'San Michele', Church Road & No. 19 Watson Road, Killiney, Co Dublin | 06/09/2018 | 420 |
| DLRCC | D16A/0751 | Permission for development to amend a previously permitted scheme (DLRCC Reg. Ref. D11A/0582, which has been subsequently amended by DLRCC Reg. Ref. D16A/0364) on a site area of 1.274 ha, approximately (reduced from the permitted site area of 1.373 ha (under DLRCC Reg. Ref. D11A/0582) to reflect the implementation of the Pottery Road Improvement Scheme to the southwest). The proposed development will consist of: the omission of permitted Building B (service facility building) (975sq.m.), resulting in the provision of hard standing areas for the parking of cars and associated landscaping; the omission of the permitted car wash; and alterations to the permitted car parking areas on the site. These changes result in the provision of an additional 18 No. car spaces (the car parking areas will accommodate customer parking, used car display, service workshop parking, new car parking, staff parking and electric charging parking). The proposed development will also consist of: internal alterations to permitted Building A (service centre and motor sales building) and amendments to its southwest elevation; the omission of the permitted open-sided canopy to an external vehicle display area; the provision of 2 no. motorcycle spaces; the relocation of permitted bicycle parking spaces; the provision (and alterations, where necessary) of boundary treatments; the provision of automatic barriers, gates to the northeast and southeast of Building A to facilitate access to staff car | The MSL Service Centre and the site of the former NRA Building, Pottery Road, Dún Laoghaire, Co. Dublin | 18/01/2017 | 424 |

parking and a parking area for new cars, associated hard and soft landscaping, and lighting; and associated alterations to the permitted scheme's services (mechanical and electrical, water supply, sewage disposal and surface water disposal).

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| DLRCC | D15A/0531 | Permission for redevelopment including: 1. Demolition of existing forecourt shop building, canopy, fuel pumps/pipework and decommissioning of fuel tanks. 2. Provision of new forecourt building with 100sqm retail shop, office/store and toilet facility. 3. New forecourt layout including canopy, fuel pumps, underground tanks, bin compound. 4. Ancillary signage, both illuminated and non-illuminated. 5. Widening of existing public footpath and relocation of pedestrian entrance on north-east boundary of subject site. 6. All associated site works. | Maxol Service Station, Sallynoggin Road Upper, Sallynoggin, Co Dublin | 18/11/2015 | 436 |
| DLRCC | D19A/0050 | Permission for: 1. Demolition of single storey dwelling (142 sqm). 2. Construction of 5 no. dwelling houses (4 no. semi-detached three bedroom three-storey and 1 no. detached 3 bedroom three storey). 3. 10 no. on curtilage car parking spaces an private amenity open space to each dwelling. 4. New vehicular entrances on Woodlands Drive. 5. Landscaping, tree planting and boundary treatments. 6. SuDS surface water drainage, foul water potable water connections. 7. All ancillary works necessary to facilitate the development. | Lands at 13 Woodlands Drive, Cabinteely, Dún Laoghaire, Co Dublin | 08/08/2019 | 499 |
| DLRCC | D18A/0967 | Permission for the demolition of all existing buildings including a habitable house and outbuildings and the construction of an infill development of 16 no. detached, semi-detached, terraced duplex dwellings and apartments with provision of 29 car parking spaces and including all associated site development works necessary to facilitate the development. | Knocknagarm House, Park Court, Glenageary, Co Dublin | 31/07/2019 | 506 |
| DLRCC | D14A/0610 | Permission for the construction of 4 no. terraced two storey dwellings each with roof lights, new boundary walls, 4 no. separate vehicular entrances off Lanesville and all necessary landscaping, drainage and ancillary works to facilitate the development. | Carpark to the rear of The Farmhouse Inn, Lanesville, Monkstown Farm, Monkstown, Co Dublin | 01/04/2015 | 591 |
| DLRCC | D12A/0465 | Permission is sought for the demolition of the existing single storey dwelling and outbuildings and the construction of 3 No. 2 storey dwellings including one dwelling with attic storage/plant room, 2 garages, access via the existing entrance and all associated site works. | Derriana, Church Road, Killiney, Co. Dublin | 26/09/2013 | 605 |
| DLRCC | D15A/0311 | Permission for the demolition of existing public house/off-licence/outbuildings and development of (Block A - facing onto Monkstown Farm) consisting of two no. two storey dwellings and one no. three storey building with ground floor 50sqm commercial unit (Class 2 use) with one no. duplex dwelling above, (Block B - facing onto Baile Uí Liachain), 2 no. two storey dwellings. Roof lights to all units, new boundary walls, 5 no. separate vehicular entrances off Monkstown Farm and Baile Uí Liachain with all necessary landscaping, drainage and ancillary works to facilitate the development. | The Farmhouse Inn, Monkstown Farm, Monkstown, Co Dublin | 01/10/2015 | 618 |
| DLRCC | D20A/0118 | Permission for development. The proposed development shall provide for the demolition of an existing vacant dwelling and the construction of 2 no. two storey, 2-bed semi-detached dwellings with a setback first floor to the rear; a rear garden; bin and bicycle storage; and 1no. car parking space for each unit. The development will include all site and development works associated with the proposed development. | 20 Lanesville, Monkstown Farm, Dún Laoghaire, Co Dublin | 21/12/2020 | 626 |
| DLRCC | D14A/0346 | Permission for development consisting of: demolition of existing two storey Chalet style dwelling, sub-division of existing site and construction of 3 no. four bed detached dormer style dwellings, measuring 238sqm, 227sqm and 206sqm respectively on site area, 1540sqm, utilising existing vehicular access off Arnold Park to be widened and relocated vehicular access off Avondale Road. | Site at 78, Avondale Road, Killiney, Co. Dublin | 26/02/2015 | 632 |
| DLRCC | D19A/0798 | Permission for a residential and commercial development. The subject site is generally bounded by Monkstown Grove to the north, 'Credit Union House' to the east, Monkstown Farm and the Lambda | Lands comprising former Monkstown Mansions, | 20/10/2020 | 642 |

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| | | <p>Apartments to the south and 'Olcott' to the west. The proposed development will consist of: The demolition of existing two-storey known as Monkstown Manor and associated structures on site and the construction of 1 no. 3 to 4 storey building comprising of 1 no. ground floor commercial unit and 30 no. apartment units (12 no. 1 bedroom units and 18 no. 2 bedroom units with associated balconies/terraces); the provision of a new vehicular entrance onto Monkstown Grove, undercroft car parking for 11no. car parking spaces and 22 no. surface level car parking spaces along Monkstown Grove, 3 no. motorcycle spaces, 48 no. bicycle parking spaces, 1 no. ESB substation, plant room and refuse storage areas at ground floor level, new pedestrian access onto Monkstown Grove and Monkstown Farm; landscaping, including provision of a roof terrace, boundary treatment, drainage, and all associated site and infrastructure works necessary to facilitate the development.</p> | former Tyre Centre and rear of Carrickbrennan Credit Union, at Monkstown Farm and Monksotwn Grove, Blackrock, Co. Dublin | | |
| DLRCC | D14A/0179 | <p>Permission for development consisting of the demolition of existing buildings (2,460sqm) and associated site development works; the construction of a single storey Discount Food store (with ancillary off-licence sales) measuring 1,717sqm gross floor space with a net retail sales area of 1,254 sqm associated signage, consisting of 2 fascia signs (1.83sqm and 5.12sqm), 1 no. double sided pole sign to include opening hours with a total area (front and back) of 10.24 sqm and 3.34sqm; 2 no. poster frame signs at external trolley bay (1.73sqm each); a revised vehicle access off Pearse Street, surface car parking of 85 no. spaces and 21 no. cycle parking stands; an ESB substation of 14sqm; the provision of boundary treatments and all other ancillary and associated works.</p> | 0.592 hectare site at Pearse Street, White & Delahunty Motors, Sallynoggin, Dún Laoghaire, Co Dublin | 16/04/2015 | 647 |
| DLRCC | D15A/0134 | <p>Permission for revisions to the development permitted under Reg. Ref. D06A/0927 (PL06D.225947). The revisions will comprise the replacement of 15 no. previously permitted apartments (12 no. 3 bed and 3 no. 2 bed) with 27 no. proposed apartments (15 no. 3 bed, 10 no. 2 bed and 2 no. 1 bed) including balconies at the 4th and 5th floors, resulting in an increase from 186 no. permitted apartments in the entire Block B8 to a proposed 198 no. apartments in total. The development will also comprise ancillary elevational changes and revisions to parking provision to increase the total provision serving Block B8 by 10 no. (6 no. at grade to west of Block B8 and 4 no. at basement) from previous permitted total of 217 no. (178 no. basement spaces and 39 no. at grade) to a proposed revised total of 227 no. (182 no. basement spaces and 45 no. at grade). Basement revisions also provide for new storage areas to serve the proposed revised apartments and additional bicycle spaces. All on a site of 1.58ha (10,580 sqm) approx. at previously proposed/permitted apartment Block B8.</p> | Block B8 HoneyPark, (the Southern Site Phase 1 development at the former Dún Laoghaire Golf Club Lands), Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin | 29/07/2015 | 716 |
| DLRCC/ABP | ABP30133418 | <p>Permission for a strategic housing development consisting of the demolition of existing buildings to comprise the single storey dwellings Smallacre, Rockwinds and fire damaged Woodlawn located on Church Road, and the two storey No. 66 Watson Drive, as well as the partial demolition and refurbishment of the former nursing home Kylemore Clinic of Church Road to include the demolition of outbuildings and partial demolition of a Gale Lodge relating to the former Clinic (total gross floor area of demolition c.1794sqm). The three existing vehicular accesses pertaining to Smallacre, Woodlawn and Rockwinds will be closed up and replaced with two pedestrian and cycle accesses. The proposed residential development will consist of the provision of 102 no. residential units (total residential gross floor area c.9222sqm) in a mix of 68 no. apartments, 13 no. courtyard units and 21 no. houses as follows: 68no. apartments within 6no. blocks comprising 5 no. 4 storey blocks (Blocks C, D, E, J and K) with terraces/ balconies on all elevations consisting of 11 no. 1 bed units and 51no. 2 bed units, and 1 no. 3 storey partially demolished, partially retained and refurbished 3 storey former Kylemore Clinic building (Block H) consisting of 5no. 2 bed units and 1 no. 3 bed unit; 20no. two and three storey terraced dwelling houses consisting of 12 no. (c. 109.6sqm) Type A 3bed units, 6no. (c. 162.1 sqm) 4bed Type B units, 1 no. (c.167.2sqm) 4bed Type B1 unit. and 1no. (c.167 2sqm) 4bed Type B2 unit; 3 no. 1 bed, 8 no. 2 bed and 2 no. 3 bed single and two storey Type L and Type M courtyard style houses (13no. total); 1 no. detached (c.113sqm) Type N 3bed single storey house within partiality demolished. partially extended and refurbished Gate Lodge to be accessed off Church Road. The development</p> | Lands measuring c.2.39 hectares at Kylemore, Woodlawn, Smallacre & Rockwinds, Church Road & No. 66 Watson Drive, Killiney, Co Dublin | 06/07/2018 | 743 |

includes for the following: Provision of a total 163no. car parking spaces consisting of 84 no. surface bays and 79no. basement spaces within two underground parking facilities to include 4 no. visitor parking bays, 5no. disabled parking bays, 9no. motorcycle parking spaces, 22 no. electric car parking spaces, bin and bike stores to serve apartment Blocks D, E, J, and K; and the provision of a new vehicular and pedestrian access route to serve the proposed development via Watson Road to be facilitated by the partial demolition of the northern stone boundary wall at a location generally between the existing dwellings Curraun and Slous, the provision of a new pedestrian and cyclist route to the west of the subject site via the to-be-demolished no. 66 Watson Drive which will also facilitate surface and foul water connection to the existing public system In Watson Drive, the setting back of the front wall along the eastern boundary of the site to facilitate the proposed 'R118 Wyattville Road to Glenageary Road Upgrade and QBC Scheme, the maintaining of the existing right of way for the adjoining existing 5no. dwellings of St. Matthias Wood through the south east of the site to retain their existing vehicular access via the Kylemore gate lodge entrance and out to Church Road, the provision of all ancillary and associated site development works including 1 no. Electricity Supply Board sub-station (c.20sqm), landscaping, public lighting, boundary treatment works, services provisions, plant end ancillary works including bin stores and bike storage. All on lands measuring c.2.39 hectares at Kylemore, Woodlawn, Smallacre and Rockwinds, Church Road; and No. 66 Watson Drive, Killiney, Co. Dublin bounded generally to the east by the Church Road, to the west by housing known as St. Matthias Wood and by Watson Drive, and to the north by an existing dwelling known as Derriana. The site is zoned 'A' Residential in the Dún Laoghaire Rathdown County Development Plan 2016-2022 under which the proposed uses are permitted in principle. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire County Development Plan 2016-2022.

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| DLRCC | D15A/0461 | Permission for the construction of a two storey extension to the south of the existing school building (160sqm), to include staff offices on ground floor with library and resource rooms on first floor. The development will include the demolition of the existing external access stairs and construction of a new external access stairs to the existing play area at first floor, together with a new bicycle parking shelter, associated landscaping and site works. | Glenageary Lodge, Glenageary, Co Dublin (Dalkey School Project) | 14/10/2015 | 758 |
| DLRCC | D19A/0509 | Permission for the following development , (i) The demolition of two no. existing detached flat-roofed single-storey two-classroom pre-fabricated buildings; (ii) the construction of a new flat roofed single-storey modular permanent building to accommodate five classrooms and various other ancillary functions, Staff Room, WC's etc., for the Red Door School; (iii) the construction of three detached flat-roofed single-storey modular permanent buildings each to accommodate a single classroom for the Dún Laoghaire Educate Together NS; (iv) the creation of new hard- and soft-landscaped play areas around the site; (v) the removal of the existing boundary treatments to the west and south sides of the site and their replacement with a new 2.4m high palisade-type security fence with similar styled access gates into the site from the existing Community Centre car-park; (vi) the provision of new internal 1.8m high security fencing to sub-divide the site between the two school facilities; (vii) the formation of a new car-park with 10 No. proposed new car-parking spaces and a set-down/drop-off facility inside a new site entrance which is to be accessed from Monkstown Grove via the existing Monkstown Community Centre car-park (viii) the construction of a new small ancillary Bin Store structure adjacent to the new site entrance, and (ix) all associated siteworks and services to facilitate the proposed development. | Red Door School & Dún Laoghaire Educate Together NS, Monkstown Grove, Monkstown, Co Dublin, A94 D3H7 | 02/03/2020 | 762 |
| DLRCC | D13A/0073 | Permission for development consisting of the construction of a special education resource suite to the rear of the existing school yard. The unit will be a single storey two class room unit with support ancillary spaces and facilities of 431sqm. The works include the moving of the existing TY prefab block through 90 degrees and circa 9m west and other associated site works and landscaping etc. The external treatment and finishes have been designed and selected to harmonise with the existing school and | Clonkeen College, Meadowvale, Blackrock, Co. Dublin | 09/05/2013 | 794 |

proposed school extension (Reg Ref D10A/0689) and to enhance the schools learning environment. The existing school will remain fully operational through the construction period and requires no additional car parking provisions.

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| DLRCC | D14A/0413 | Permission for development that will be accessed from the existing entrance on Beech Park Road and will consist of the following elements: (A) The demolition of the existing two-storey house 'Pembrin' and its associated out-buildings. (B) The construction of eight detached 4 bedroom 2-storey houses, one detached 3 bedroom 2-storey house and one detached 4 bedroom single-storey bungalow. (C) The installation of foul sewer and surface water connections to the side of no. 38 Beech Park Drive and north along Beech Park Drive for c.160 metres to connect into the existing public mains. (D) The widening of the existing access roadway from Beech Park Road to 4.8m wide and its modification and extension to serve the proposed new houses and (E) All other associated site development works. | Pembrin, Beech Park Road and no. 38 Beech Park Drive, Foxrock, Dublin 18 | 29/01/2015 | 794 |
| DLRCC | D19A/1009 | Permission for demolition of the existing single storey boiler-house and wash-house at the side of the existing house and the construction of 2 semi-detached two storey dwellings in the side garden of the existing property. Dwelling 1 to be comprised of a kitchen/dining room, utility room, front lounge, entrance hall, cloak room/toilet on the ground floor and 2 double bedrooms, 1 single bedroom, an en-suite and a bathroom on the first floor and a new vehicular entrance on Windsor Park. Dwelling 2 to be comprised of a kitchen/dining room, utility room, front lounge, entrance hall, stairs, cloak room/toilet on the ground floor and 2 en-suite double bedrooms and a walk-in wardrobe on the first floor and a new vehicular entrance and a new pedestrian on Windsor Drive and adjusted site boundaries to include part of the rear garden and part of the front garden of the existing house and associated site development works. | 34, Windsor Park, Monkstown, Co. Dublin | 21/02/2020 | 812 |
| DLRCC | D12A/0222 | Permissions is sought for a 10 Year period. The development will comprise of the following: 10 no. houses, including 4 no. 1 1/2 storey detached 4-bed houses and 6 no. 2-storey semi-detached 3-bed houses; solar panels on the roof of each house; 4 no. new driveways onto Avondale Road; relocation of existing bus shelter on Avondale Road; widening of existing vehicular entrance on Avondale Road so as to provide for two-way traffic movement, a new access road into the proposed housing scheme and the relocation of the existing school entrance gate; 25 no. surface car parking spaces; 10 no. bin stores; and all associated and ancillary site development works and landscaping. All at a site of c. 0.77ha at Avondale Road, Killiney, Glenageary, Co. Dublin. The application site is located within the grounds of Joseph of Cluny School & Convent (a protected structure). | Avondale Road, Killiney, Glenageary, Co. Dublin | 24/01/2013 | 856 |
| DLRCC | D16A/0747 | Permission for a residential development. The development involves the demolition of the existing storage units/garages which shall be replaced by a residential development comprising of a mix of 15 no. residential units, 6 no. 1 bed apartment units in a three storey block, 4 no. 4 bed terraced houses over 3 floors and 5 no. 3 bed terrace houses over 3 floors, with car parking and all associated site works. | Former Eircom Depot, Dunedin Terrace, Monkstown, County Dublin | 15/06/2017 | 883 |
| DLRCC | D14A/0865 | Permission for a mixed use development of 10,616sqm gross floor area, including the following: Block A is a part 4/part 5 storey building totalling 7,329sqm, accommodating a retirement home complex (7,154 sqm) comprising 141 bedrooms and all associated resident and staff facilities and ancillary accommodation. The building also accommodates 2 no. commercial units for use as a pharmacy (83sqm) and a café/restaurant (92sqm) fronting Sallynoggin Road Lower. The building encloses a private landscaped courtyard and has private roof garden for residents. Block B: Medical centre and associated ancillary accommodation within a 3 storey building of 551sqm gross floor area. Block C: supermarket with ancillary off licence sales area comprising 2,714sqm gross floor area (of which 1,225sqm is net retail sales area) with ground floor entrance area and circulation area providing access to first floor supermarket and with covered under-croft parking area at ground level beneath supermarket. The building presents as a 3 storey equivalent building with maximum height of 10.65m | Site (1.271 ha) at Sallynoggin Road Lower and Glenageary Avenue, Glenageary, Co Dublin (site of the former Deerhunter public house and adjoining lands). | 06/10/2015 | 897 |

fronting Sallynoggin Road Lower. A total of 139 parking spaces are proposed for the overall site (including 63 parking spaces beneath supermarket and 76 surface parking spaces). Access will be provided from Sallynoggin Road Lower (which is to be widened and re-configured) with a secondary access from Glenageary Avenue serving the surface parking area adjacent to Blocks A and B only. Permission is also sought for associated ESB substation (22sqm), hard and soft landscaping, boundary treatment, signage and all associated site and development works.

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| DLRCC | D18A/0150 | Permission for: 1. Demolition of the existing single storey out buildings to the rear of the garage to allow for new extension. 2. A two storey extension is proposed to the eastern façade, 37sqm at ground floor level comprised of the new kitchen and dining area, 47sqm at first floor level comprised of a new master bedroom, en-suite, wardrobe and family bathroom. 3. A new 7.8sqm first floor extension to the western façade comprised of two new en-suite bathrooms. 4. Internal alterations at both ground and first floor levels to facilitate access to the new extensions. 5. The ground floor alterations involves removal of existing terrazzo flooring to the existing kitchen area only. 6. Replacement of existing external windows with matching steel double glazed with new thermally broken steel frame windows. Window breakups will match the existing windows where replaced. 7. Addition of new opes in external façades to provide additional windows. 8. The existing fireplace to be removed to living room and replaced with new. 9. The existing roof level of the ground floor TV room to the western façade to be lowered to allow for the new en-suite bathrooms over. 10. All internal and external doors to be replaced with new. 11. Widening of existing vehicular entrance gate to the roadside boundary to 3.5m and refurbishing the existing steel gates for reuse in new ope. 12. All associated and ancillary site, ground and drainage works. A protected structure. | Annacrivey, Kill Lane, Foxrock, Dublin D18 Y0H1 (A Protected Structure) | 26/07/2018 | 950 |
| DLRCC | D19A/0198 | Permission for the construction of a single storey building to be used as an additional childcare room for the existing Montessori Preschool and Afterschool which is operating out of the parochial hall. The proposal includes new landscaping to Saint Matthias Church grounds for the provision of child play areas. The proposed structure and the parochial hall are separate buildings within the grounds of St Matthias Church, which is a Protected Structure. | Saint Matthias Church grounds, Church Road, Killiney, Co Dublin A96 CP29 | 20/06/2019 | 998 |

