



# **ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT**

The Metals Green, Proposed Public Park  
*Dún Laoghaire, Co. Dublin*

**October 2025**

# Document Details

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<b>Prepared By:</b>	ID022
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# 1 Introduction

ID Environmental Consultants Ltd has been engaged by Murray & Associates on behalf of Dún Laoghaire-Rathdown County Council for the provision of this Environmental Impact Assessment (EIA) Report for the development of a public park with a small food and beverage outlet at the Metals Green, a site covering 0.41ha, adjacent to Dún Laoghaire Harbour, Co. Dublin.

This EIA Screening exercise was undertaken to determine if EIA is required for the proposed development as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the Regulations). Certain projects listed in Schedule 5 of the regulations, due to their potential for significant environmental effects, require mandatory EIA. Others, also listed in Schedule 5 of the regulations, contain threshold levels, and for projects that fall below these thresholds, the competent authority decides if an EIA (and the associated Environmental Impact Assessment Report (EIAR) is required.

Whether a 'sub-threshold' development should be subject to EIA is determined by the likelihood that the development would result in significant environmental effects. Significant effects may arise from the nature of the development, its scale or extent, and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

The screening assesses the Proposed Development with reference to the relevant EIA legislation, including the EIA Directive and Planning and Development legislation. It also has regard to relevant parts of:

- EIA Guidance for Consent Authorities regarding sub-threshold development, 2003, Department of the Environment, Heritage and Local Government
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, 2018, Department of Housing, Planning and Local Government
- OPR Practice Note PN02 Environmental Impact Assessment Screening, 2021, Office of the Planning Regulator
- relevant EU Guidance including Interpretation of definitions of project categories of annex I and II of the EIA Directive, 2015, EU and Environmental Impact Assessment of Projects - Guidance on Screening, 2017, EU.

The application is also accompanied by an Appropriate Assessment Screening Report, prepared by ID Environmental Consultants Ltd. This EIA Screening Report is cognisant of the findings of all appropriate and applicable field surveys and desk studies which are referenced where appropriate in this report.

## 1.1 Statement of Authority

This EIA Screening was completed by Ian Douglas (MSc, BSc, H Cert.Ag) of ID Environmental Consultants. Ian is an Ecologist and Environmental consultant with over 10 years' experience in appropriate assessment, ecological impact assessment, habitats assessment, GIS mapping and nature trail design. Ian has worked on projects including large road developments, power infrastructure projects, residential developments, and the

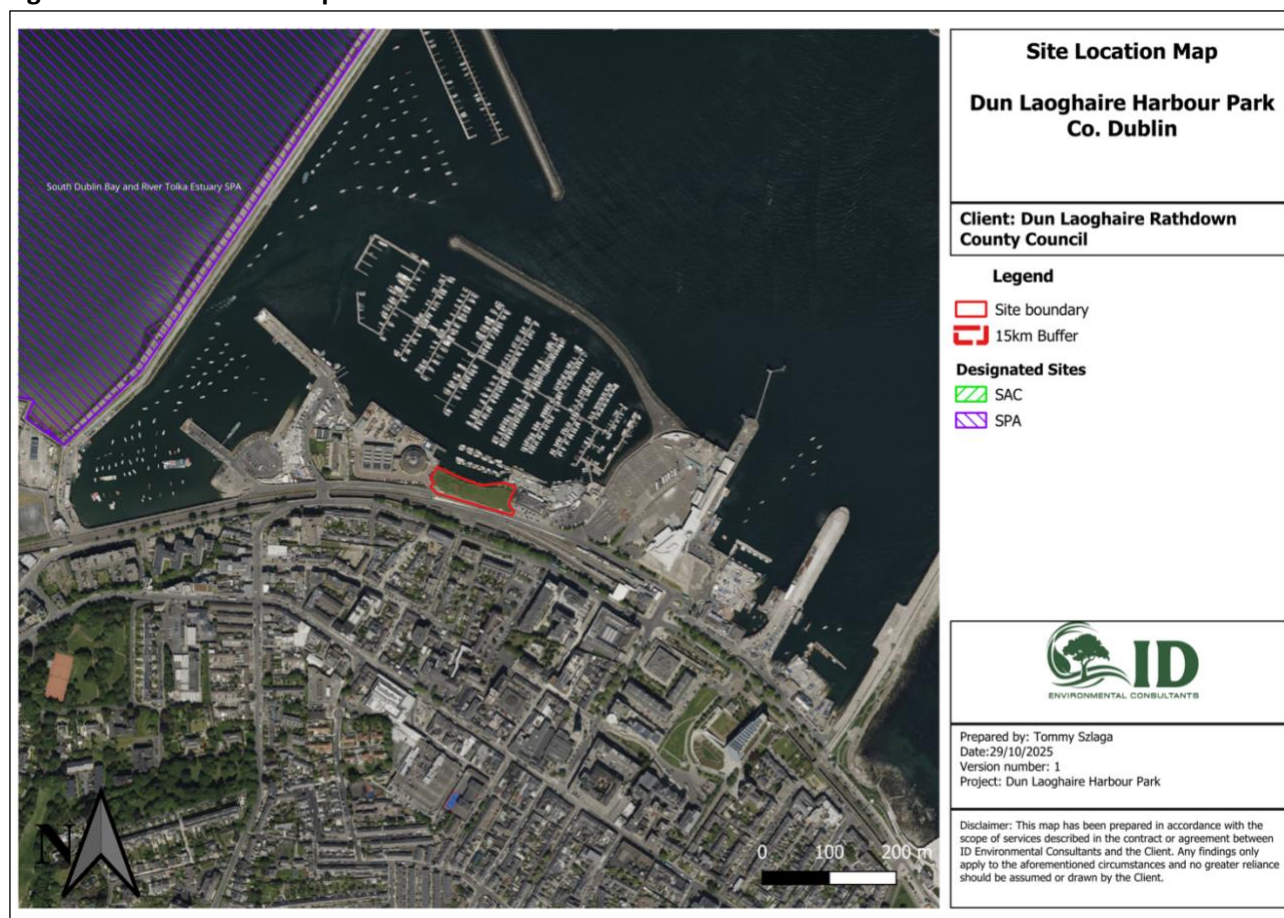
design of nature trails, constructed wetlands, and farmland habitat projects. Ian previously worked in Ecology and Agriculture in England and Australia before taking a position with Flynn, Furney Environmental Consultants in 2018. With whom he retains a position as Associate Director. Ian formed ID Environmental Consultants in 2021.

Ellen Irwin also assisted with completing reports for this project. Ellen is a former UCD student who recently graduated with a BAgrSc in Agri-Environmental Science (Level 8). Through this degree, Ellen has developed practical field and lab-based skills that are necessary for field/habitat surveying and soil sampling and has also gained knowledge of GIS software. Ellen has also completed modules in the areas of agri-environmental management, rural conservation and sustainable agriculture that have developed her knowledge in the policies, schemes and practices required to protect the rural environments. Since finishing her degree in May 2023, Ellen has spent the past few months working on projects with both Ian Douglas Environmental Consultants and Flynn Furney Environmental Consultants. During this time Ellen has gained ample experience in both ecological surveying and compiling environmental reports.

## **2 Project Description**

### **2.1 Site of Works**

The subject site is located on Harbour Road, Dún Laoghaire, Co. Dublin. The site is approximately 0.4 ha in size and sits on the edge of Dún Laoghaire Harbour within Dublin Bay. The proposed development site lies within the built-up urban area of Dún Laoghaire, which is dominated by retail and commercial amenities, residential housing, and transport infrastructure. The Royal Irish Yacht Club is found immediately east of the development site and the Commissioners of Irish Lights Headquarters immediately West. Dún Laoghaire train station and the DART train line run adjacent to Harbour Road just south of the development site. The proposed project will occur on the margin of Dublin Bay, which borders the north of the site. The project entails the development of a public park designed to provide recreational benefits, featuring a children's play area, picnic benches, cycle parking and native wildflower planting. A site location map can be seen in Figure 1.

**Figure 1: Site Location Map**

## 2.2 Watercourses and Surface Water Bodies

The subject site directly adjoins the southern shore of Dublin Bay at Dún Laoghaire Harbour. Dublin Bay is designated as part of the South Dublin Bay and River Tolka Estuary SPA (Site Code: 004024) and the South Dublin Bay SAC (Site Code: 000210), reflecting its importance for a range of coastal habitats and waterbird species.

Dublin Bay is designated as a Special Protection Area (SPA) under the EU Birds Directive, with special conservation interest for species such as light-bellied brent goose (*Branta bernicla hrota*), Oystercatcher (*Haematopus ostralegus*), ringed plover (*Charadrius hiaticula*), grey plover (*Pluvialis squatarola*) and bar-tailed godwit (*Limosa lapponica*). The EU Birds Directive places significant emphasis on wetlands, and since they are part of this SPA, the site and its associated waterbirds are of special conservation interest for Wetland & Waterbirds (NPWS, 2014). It is designated as a Special Area of Conservation (SAC) under the EU Habitats Directive, with species conservation interests in habitats such as Mudflats and Sandflats not covered by seawater at low tide, Annual vegetation of drift lines, and Embryonic shifting dunes.

Dublin Bay was recorded as having ‘Good’ water quality status from monitoring under the Coastal Water Framework Directive (WFD) Period 2019-2024.

## 2.3 Development Description

The proposed development involves the construction of a public park to be known as the Metals Green. The proposed development will consist of the following:

- Public Park of 3,080sq m within a site area of 4,070sq m adjoining Harbour Road, Dún Laoghaire Harbour.
- The proposed park development comprises of plaza, paths, boundary railings and balustrades, low walls (up to 450mm height), seating/picnic tables, cycle parking stands, lawns, wildflower- and shrub-planted areas, tree planting and public lighting to part of park (adjoining Harbour Road).
- Minor alterations to c. 10 linear metres of existing rock armour sea defences are proposed, with a new retaining wall to support a viewing space on the northern edge of the park.
- A food and beverage outlet – e.g., a small modular building or food truck (c.2m x 3m in plan x 2.5m height) will be located in the park, as a commercial opportunity for a food and beverage vendor. This outlet will be serviced as follows:
  - Foul sewer connection to manhole in adjoining Commissioners of Irish Lights Headquarters car park.
  - Water Connection in public road from adjoining public water supply.
  - Electrical power connection.
  - Drainage system comprises of nature-based Sustainable Drainage Systems with rain gardens, bioretention and stormwater outlets to existing stormwater system.
- All associated site development works and associated services.

**Figure 2: Extract from the proposed site layout plan (Murray & associates, 2025)**



## 2.4 Cumulative Impacts

Cumulative impacts or effects are environmental changes resulting from numerous human-induced, small-scale alterations. Cumulative impacts can be thought of as occurring through two main pathways: first, through persistent additions or losses of the same materials or resources, and second, through compounding effects as a result of the coming together of two or more effects (Bowers-Marriott, 1997).

Several other projects have been considered as part of the screening process. A search of the planning websites of Dun Laoghaire-Rathdown County Council and An Bord Pleanála was carried out as part of the desktop study. A number of planning applications were reviewed. The greater majority of the schemes were for the construction or alteration of private dwellings.

Table 1 below lists the major projects noted within close proximity to the subject site. This includes an assessment of each project for LSE in conjunction with the Proposed Development, which may lead to cumulative or combined impacts or effects.

**Table 1: Projects reviewed for cumulative and in combination effects**

Reference	Description of the Development	Likelihood of Significant Effects	Cumulative and In combination Effects
8923	<p>The proposed Coastal Mobility Scheme Development to urban public realm and public and non-public roads (c 4.7km) constitutes Development in accordance with the Planning and Development Act 2000 (as amended), which requires an Environmental Impact Assessment (EIA) and Appropriate Assessment (AA). The Development Includes:- 1. Works comprising physical interventions and improvements, partially in a business district, and 2. Change of use comprising repurposing of roads from use by motorised and non-motorised vehicles to only use by motorised vehicles to form a 2-way cycle track. The development entails making an existing temporary development, that was not assessed, carried out in 2020 permanent as well as additional sections of proposed development.</p>	<p>An Appropriate Assessment Screening Report has been developed for this project which concluded that the proposed development will not have a significant effect on any European Site and so an NIS is not required.</p>	None Identified
None	<p>Dún Laoghaire–Rathdown County Council has published a Draft Masterplan outlining the long-term redevelopment of the historic Dún Laoghaire Harbour in County Dublin. The plan sets out a phased approach to the regeneration of the harbour area over an estimated 20-year period, with the objective of enhancing its recreational, cultural, residential, and tourism functions while maintaining its heritage and maritime character. Key elements of the proposed development include:</p> <ul style="list-style-type: none"> <li>• Marine and Recreational Facilities: Installation of floating pontoons to expand berthing capacity for small craft and leisure vessels.</li> <li>• Public Amenities: Development of a seawater swimming pool, sauna facilities, and upgraded public realm spaces to promote outdoor recreation and year-round waterfront access.</li> <li>• Cultural and Events Infrastructure: Construction of an events and performance centre to accommodate</li> </ul>	<p>Given the location and scale of this proposed plan, it is highly likely that possible LSE will arise from this development.</p>	<p>None. Given that this proposed project is still in the planning stages, it is extremely unlikely that any of the works will overlap in timeframes with any of the works proposed as part of this project.</p>

	<p>cultural, educational, and community activities.</p> <ul style="list-style-type: none"><li>• Tourism and Hospitality: Provision for a spa hotel and associated wellness facilities, supporting increased visitor engagement and local economic activity.</li><li>• Residential Development: Introduction of new housing within designated zones of the harbour precinct to encourage mixed-use urban renewal and enhance vibrancy in the area.</li><li>• Environmental and Heritage Integration: The masterplan emphasises adaptive reuse of historic harbour structures, improved public access, and the implementation of sustainable design principles to protect the marine environment and built heritage fabric of the site.</li></ul> <p>Overall, the draft masterplan seeks to create a multifunctional waterfront destination that integrates maritime heritage, recreation, tourism, and community use in a manner consistent with long-term sustainability and coastal management objectives.</p>		
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The Dún Laoghaire-Rathdown County Development Plan 2022-2028 in complying with the requirements of the Habitats Directive, requires that all Projects and Plans that could affect the Natura 2000 sites in the same zone of impact of the Project site would be initially screened for Appropriate Assessment and if requiring Stage 2 AA, that appropriate employable mitigation measures would be put in place to avoid, reduce or ameliorate negative impacts. In this way, any in-combination impacts with Plans or Projects for the development area and surrounding townlands in which the development site is located would be avoided.

### 3 Screening Assessment

EIA legislation sets down the types of projects that may require an EIAR. Annex I defines mandatory projects that require an EIAR, and Annex II defines projects that are assessed based on set mandatory thresholds for each of the project classes.

The EIA screening exercise initially assesses the development of Mandatory EIA using classifications defined in the appropriate legislation. Where no mandatory requirement is concluded, screening advances to a sub-threshold

development assessment, in which the competent authority evaluates whether the project is likely to significantly affect the environment, with reference to its scale, nature, location, and context.

The objective of the Directive (2014/52/EU) is to “ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for Environmental Impact Assessment (EIA), prior to development consent being given, of public and private development that is likely to have significant effects on the environment”.

### 3.1 EIA Screening Methodology

Screening is the first stage of the EIA process, during which a decision is made on whether EIA is required. EIA requirements derive from the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). The amended Directive came into force on 16th May 2017, and regulations transposing it into national legislation have been enacted. The Directive has been transposed into various Irish legislation, of which the following is the most relevant to this Proposed Development:

- The Planning and Development Acts 2000-2020 (Part X), as amended by, inter alia, the:
  - Planning and Development Regulations 2001 (S.I. 600/2001)
  - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. 296/2018)

Part 1 of Schedule 5 to the Planning and Development Regulations lists project types included in Annex I of the Directive which automatically require EIA. Part 2 of the same Schedule, lists project types included in Annex II. Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold. Developments which correspond to Part 2 project types by are below the given threshold must be screened to determine whether they require EIA or not. This is done by consideration of the criteria set out in Schedule 7.

EIA legislation sets down the types of projects that may require an EIAR. Annex I defines mandatory projects that require an EIAR. Where no mandatory requirement is concluded, screening advances to a sub-threshold development assessment, in which the competent authority evaluates whether the project is likely to significantly affect the environment, with reference to its scale, nature, location, and context.

The most recent guidance on Environmental Impact Assessment Screening was provided by the Office of the Planning Regulator (ORP) in 2021. This sets out a step-by-step methodology for undertaking an EIA Screening assessment and has been used for carrying out this Screening assessment: The steps are:

#### **Step 1: Understanding the proposal (non-statutory)**

Understanding the nature of the proposal is the first essential step in considering whether EIA is required. It is recommended as a non-statutory process to assist the decision maker in understanding whether a preliminary examination and/or a screening determination is required.

### **Step 2: Preliminary examination and conclusion (statutory)**

Where a development is ‘sub-threshold’ and is not accompanied by an EIAR or Schedule 7A information, a preliminary examination, of at least the nature, size or location of the development to conclude if there is a likelihood of significant effects on the environment, must be carried out.

### **Step 3: Screening determination (statutory)**

Where the requirement to carry out EIA is not excluded at the preliminary examination stage, or where the applicant has submitted Schedule 7A information, the planning authority must carry out a screening determination.

## **3.2 Mandatory EIA Screening Assessment**

Schedule 5, Part 2 of the Planning and Development Regulations, 2001 includes this project type:

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

*The EU Guidance on ‘Interpretation of definitions of project categories of Annex I and II of the EIA Directive’ (2015) interprets ‘urban development’ as taking ‘account of, inter alia, the following:*

- i. Projects with similar characteristics to car parks and shopping centres could be considered to fall under Annex II (10)(b). This could be the case, for example, with bus garages or train depots, which are not explicitly mentioned in the EIA Directive but have characteristics similar to those of car parks.*
- ii. Construction projects, such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls, and other cultural centres, could also be assumed to fall within this category. The underlying principle is that all these project categories are of an urban nature and may cause similar types of environmental impacts.*
- iii. Projects to which the terms ‘urban’ and ‘infrastructure’ can relate, such as the construction of sewerage and water supply networks, could also be included in this category.*

The overall area of the proposed development is less than 1 hectare, as it primarily occurs within an existing amenity park area in an urban area.

Therefore, the proposal would be considered to constitute a prescribed project type, but is considered significantly below the threshold of 10 hectares.

**Conclusion:** The proposed scheme does not meet the mandatory requirements for an EIA as outlined in EU Directive 85/337/EEC (as amended by Directive 97/11/EC). These proposed works are thus assessed as a sub-threshold development.

## **3.3 Sub-threshold EIA Screening Assessment**

In cases where a project is mentioned in Part 2 but is classed as “sub-threshold development,” a planning authority must undertake a case-by-case examination to determine whether the development is likely to have significant environmental effects.

While the subject proposal clearly demonstrates that it does not trigger mandatory EIA, it is prudent to establish that the proposed development is unlikely to have significant environmental effects and, by extension, would not require a sub-threshold EIA.

Schedule 7 of the Planning and Development Regulations 2001 sets out the criteria for determining whether a development would or would not be likely to have significant effects on the environment, and this was transposed directly from Annex III of the 2011 Directive. These criteria are defined as follows:

1. Characteristics of the proposed development.
2. Location of the proposed development, in terms of the environmental sensitivity of geographical areas likely to be affected by the proposed development.
3. Characteristics of the proposed impacts, in terms of the potentially significant effects of the proposed development.

This screening assessment uses the checklist provided in the 'Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU)' (EC, 2017).

### 3.4 Characteristics of the Proposed Development

**Table 2: Review of characteristics of the Proposed Development**

Screening Questions	Comment
Characteristics of the Proposed Development	
Is the scale of the project considered to be significant?	No. The proposed development's scale is in keeping with the receiving setting and its surrounds in terms of size and design, and it is therefore not considered significant. No changes to the overall area of land used for amenity purposes will result from this development.
Is the size of the project considered significant when considered cumulatively with other adjacent developments?	No. A list of possible cumulative and in combination impacts is provided in section 2.4. No permitted or proposed projects were identified which in combination with the proposed development would give rise to significant cumulative impacts.
Will the project utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?	No. The footprint of the proposed development will occupy a small area of 4,070sq m. No significant impacts to land or land area will occur.

	<p>Soil and overburden material will be removed from the site to allow construction of the proposed development and associated site infrastructure, some of which will be reused on site for landscaping. This is not considered to constitute a significant effect.</p> <p>No watercourses or surface water bodies are located within the Proposed Development Site. The waters of the harbour of Dún Laoghaire are found adjacent to the site.</p> <p>No water will be abstracted from any watercourses during the construction or operation of this development. No pathway for significant impact to water quality within the marine waters around Dún Laoghaire exists as a result of this project, given the scale and nature of the proposed works.</p> <p>Site ecological surveys were carried out in July 2025. This site is composed of amenity grasslands. No protected species were found within the subject site. No habitats of higher local significance than low were found within the site. No significant impacts on biodiversity will occur as a result of the proposed development.</p> <p>An Article 6[3] Appropriate Assessment (AA) Screening report was completed for the proposed development by ID Environmental Consultants (2025). The AA Screening report concluded the following:</p> <p><i>In our professional opinion and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites. Therefore, progression to Stage 2 Appropriate Assessment is not required.</i></p> <p>No risks to the conservation objectives or integrity of any other nationally or internationally designated site are predicted as a result of the proposed works for one of or a combination of the following:</p> <ul style="list-style-type: none"> <li>• Lack of connectivity between the works areas and the designated area</li> <li>• Significant buffer distance between the proposed development and the designated area</li> <li>• The nature of the site's conservation objectives</li> <li>• No impact or change to the management of the designated area or;</li> <li>• No change to the chemical or physiological condition of the designated site as a result of the proposed development.</li> </ul>
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Will the project produce a significant quantity of waste?	No. During the construction phase, normal construction waste will be produced, segregated where possible and sent to an appropriately permitted waste or materials recovery facility. The waste management hierarchy will be implemented onsite, which prioritises prevention and minimisation of waste, followed by reuse and recycling. During the operational phase, no waste will be produced, except for public waste, which will be managed through the municipal bins around the park.
Will the project create a significant amount or type of pollution?	No significant water or air-borne pollution is envisaged. The proposed development is not a project type that will give rise to significant emissions or pollution.
Will the project create a significant amount of nuisance?	Limited disruption to local receptors may occur during the construction phase, but this will be short-term.
Will there be a risk of major accidents?	The proposed development does not pose a risk of major accidents, given the substances and technologies to be used. The proposed construction works will employ best practice methodologies and be subject to the contractor's safety statements and risk assessments.
Will there be a risk of natural disasters, including those caused by climate change?	The potential natural disasters that may occur are limited to flooding and fire. No impacts are predicted.  There will be no change in local drainage as a result of the project. There will be no decrease in flood storage as a result of this development.
Will there be a risk to human health (for example, due to water contamination or air pollution)?	There is limited potential for negative effects on human health during the construction phase, including air emissions and emissions to land and water. Best construction site practices will prevent pollution from running off the site. The type of land use is not a recognised source of pollution and is not an activity that falls within any threshold requiring Environmental Protection Agency licensing. On this basis, the potential for negative health effects associated with the proposed development is negligible.
Is the combination of the above factors likely to have significant effects on the environment?	There are no factors above which, when combined, would result in any significant effect on the environment.

### 3.5 Potential Impacts by EIA Topic

**Table 3: Review of the location and setting of the proposed works**

Topic	Comment
Population and Human Health	The potential impacts of the construction phase on people are not considered significant. During construction, there is potential for minor temporary impacts, including traffic inconveniences, dust, and noise. Standard best-practice construction methodologies will limit disturbance to people in the area.

Biodiversity / Species and Habitats	<p>No habitat types of higher than low local significance, as defined by CIEMM (2018), are found within or directly adjacent to the subject site. No rare, threatened, or protected species of plants, as per the Red Data List (Wyse Jackson et al, 2016), were found. No species listed in the Flora Protection Order (2022) were found to be growing within the site. No Annex II species (EU Habitats Directive), Annex I Bird Species (EU Birds Directive) or any other protected mammal or insect species were recorded within the proposed development site.</p> <p>Several gull species, including black-headed gull (<i>Larus ridibundus</i>) and herring gull (<i>Larus argentatus</i>), were frequently recorded within the site and its surroundings. These species are protected at several designated sites around the country, are common in areas with high levels of anthropogenic disturbance, and will not be negatively impacted by the proposed development.</p> <p>An Article 6[3] Appropriate Assessment (AA) Screening report was completed for the proposed development by ID Environmental Consultants (2025). The AA Screening report concluded the following:</p> <p><i>In our professional opinion and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites. Therefore, progression to Stage 2 Appropriate Assessment is not required.</i></p>
Land and soils	No significant impact: the development will be constructed in accordance with best-practice, environmentally sensitive methods and environmental management systems.
Water	Good construction site practices will be in place to prevent any risk of pollution, e.g. from earthmoving works or chemicals used in construction, such as hydrocarbons and cement-based products, running off the site. With best practices incorporated into the design and the construction works, the potential for significant run-off of pollutants is either eliminated or greatly reduced, and no significant residual impacts on water are anticipated.
Air & Climate	During construction, there is the potential for short-term minor negative impacts related to dust to occur; however, this will be short-term in duration and limited to the works area. Best-practice construction site management will minimise emissions.
Noise & Vibration	Potential short-term noise impacts may arise during construction activities; however, this will be managed through best practice measures. No significant impacts are anticipated.
Material Assets: Built Environment	<p>No</p> <p>There will be no adverse effect on the built environment. The area is currently used for amenity purposes and will remain so.</p>

Material Assets: Transportation, including Parking	No There will be no significant long-term impacts on local traffic movements due to the scale of the proposed development. During the construction phase, appropriate traffic management and signage will be in place to ensure safe access and egress from the site, as well as the safety of other road users.
Waste Management	No The development will involve limited excavation and land re-shaping. Possible effects include the reuse/recycling/disposal of excavated material, as well as other on-site waste, i.e., construction and demolition waste and municipal waste, once operational. Any effects will be mitigated through the implementation of best practices in construction and demolition, and in operational waste management procedures.
Cultural Heritage	No The proposed development will not have any significant impact on cultural heritage.
Landscape	No Currently, the site is an amenity area and will remain as such post this development. No significant changes in terms of the landscape will occur as a result of this development.

## 4 Conclusion

The relevant legislation requires EIA for several classes of projects that could potentially relate to the proposed development, including (10) Infrastructure Projects in Urban areas (iv), which would involve an area greater than 2 hectares. The proposed development does not exceed the threshold for any class.

A sub-threshold EIA Screening exercise was carried out to determine the potential for the proposed development to have significant environmental effects. It is also considered that the proposed development is not a sub-threshold development that requires an EIA. When assessed against the relevant criteria, the Proposed Development is considered unlikely to have ‘any significant effects on the environment’. This exercise has been informed by desktop studies and site visits, including those associated with the Appropriate Assessment Screening Report prepared by ID Environmental Consultants Ltd (2025) for the Proposed Development.

**The overall conclusion of this screening exercise is that there should be no specific requirement for a full Environmental Impact Assessment for the proposed development.**

## References

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