

Proposed Part 8 Residential Development
Lambs Cross, Sandyford

Environmental Impact Assessment Screening Report

Dún Laoghaire-Rathdown County Council

February 2024



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1.0 INTRODUCTION

1.1 Background

This report has been prepared by HRA PLANNING to support Dún Laoghaire-Rathdown County Council in undertaking a screening determination for Environmental Impact Assessment in respect of a Part 8 consent at Lambs Cross, Dublin 18. The proposed development seeks the construction of 37 no. apartment units in a 3 - 5 storey building over undercroft area, including 29 no. one bed units; and 8 no. two bed units. The proposed development includes provision of a community facility of 171sqm all on a site comprising circa 0.35 hectares in area. The site will be accessed from a single vehicular entrance from the Hillcrest Road.

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

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

1.2 Legislation and Guidance

The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended.
- Planning and Development Regulations 2001 as amended.
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU.
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018).
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022.
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018.
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development 2003.
- Circular Letter: PL 05/2018 27th August 2018 Transposition into Planning Law of Directive 2014/52/EU amending Directive 2011/92/EU on the effects of certain public and private projects on the environment.
- Circular Letter: PL 10/2018 22 November 2018 Public notification of timeframe for application to An Bord Pleanála for screening determination in respect of local authority or State authority development

- Office of the Planning Regulator (May 2021) Environmental Impact Assessment Screening-Practice Note

1.3 Methodology

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

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

1.4 Data Sources

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

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

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

2.0 THE SITE AND SURROUNDINGS

2.1 Site Context

The subject site is located adjacent to Lamb's Cross junction in Sandyford, extending to 0.35 hectares in area. The site is located north west (across the road) of an existing busy Neighbourhood Centre at the junction of Sandyford Road and Blackglen Road. This Neighbourhood Centre currently provides a convenience retail store, a butchers, a vet and a hairdressers.

The site currently consists of a parcel of disused open space which was formerly part of the wider network of fields in the area. In recent times this was used as a site compound for the storage of building material and equipment associated with the adjacent road improvement works to Balckglen Road running from Lamb Doyles further east as far as the crossroads intersection with Sandyford/ Enniskerry Roads. Once these works were complete in 2024, the site was cleared and a layer of hardcore now

covers much its surface near the corner. A pallisade fence has been installed in the interim pending development running along the back of the newly installed footpath.

The area generally comprises of relatively low density residential development. However, the area is undergoing a period of transition, with a number of high density residential development proposals currently under consideration including a planning application directly across the Sandyford Road from the subject site (planning ref D23A/0456), recently granted by the planning authority but appealed by a third party to An Bord Pleanála. That development comprises a new neighbourhood centre and residential development including a supermarket and associated off licence; a restaurant / bar and associated winter garden; 2 no. retail units (a pharmacy and a beauty/hair salon); an ATM area; a health centre; café; and 80 no. residential units.

The M50 is located approximately 150m north of the subject site. The site is well served by existing community infrastructure and amenity spaces and is proximate to key locations in the County, providing employment and services, including:

- 2.8km from Dundrum Town Centre
- 1.4km from Stepside Village
- 1.8km from Sandyford Business District

From a road's perspective, the site has excellent access to the national road network, situated just west of the Kilgobbin Road which connects to the M50 at Junction 14 to the north east. Hillcrest Road fronting the site has been upgraded as part of the Blackglen Road Improvement Scheme, with a new footpath provided adjoining the site.

The site is located on a Proposed Quality Bus Corridor with a bus stop located across the Sandyford Road from the subject site (stop no. 3491). The 44B bus route serves the site running from Glencullen to Dundrum Luas Station with the 114 bus route running from Simon's Ridge to Blackrock DART Station. Both Dundrum LUAS Station & Blackrock DART Station have numerous bus routes to neighbouring districts as well as to Dublin City Centre.

Both Dundrum LUAS Station & Blackrock DART Station have numerous bus routes to neighbouring districts as well as to Dublin City Centre. Glencairn is the closest LUAS stop to the development and is located within c. 1.6km / 22 min walk / 3 min cycle of the site. A park and ride facility is also available at Glencairn LUAS Stop. The site is also located c. 2.3km / 28 min walk from the Kilmacud Luas Stop and c. 2.6km / 31 min walk from the Stillorgan Luas Stop.

Transport infrastructure in the area has recently undergone upgrade works by way of the Blackglen Road Improvement Scheme. Upon completion, the upgrade works will facilitate a Quality Bus Corridor which will integrate the proposed development with a network of radial and orbital bus routes with established high quality and increased frequency bus and rail routes with connections across Dublin City. The scheme includes new bus stops and cycle lanes along Sandyford Road which will directly enhance the accessibility and connectivity of the subject site, thereby enabling the delivery of residential units in accordance with national planning policy.

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

2.2 Site Description

The 0.35 hectare site is bounded to the west by Sandyford Road, to the south by Hillcrest Road, to the west by neighbouring housing and a private garden and to the north by housing in Lamb's Brook. The site is brownfield in nature having recently comprised a construction compound for road works to the Lamb's Cross junction and Sandyford Road as part of the Blackglen Road Improvement Scheme.

A small stream, Brewery Stream, passes the eastern point of the site, with a slow rate of flow, with a course that leads north under Sandyford Business Park, passing through Stillorgan and Blackrock and reaching the coast in Dublin Bay. The site is not subject to flooding and a Desktop Flood Risk Assessment confirms that the development is not anticipated to negatively affect the existing hydrological regime of the area or increase flood risk in other locations. The site is largely flat in nature at a level of approximately 125.00, falling sharply (5m) at its northeast and eastern flank towards the stream on its eastern boundary.



Figure 1.0 Site Context

2.3 Environmental Sensitivities of the Site

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

2.3.1 Bedrock & Soils

The underlying bedrock is granite, which is a poor aquifer. Subsoils are a mixture of granite till and alluvium (along the course of the stream). Soils are made ground. According to an examination of the

information available on GeoHive, the site is part of the Type 3 muscovite porphyritic (Northern and Upper Liffey Valley Plutons) formation with granite with muscovite phenocrysts.

Site Investigation works were completed by Causeway Geotech in February 2024. Ground types encountered during the investigation of the site consisted of Made Ground - reworked sandy gravelly clay fill or sandy clayey gravel fill with varying fragments of concrete, plastic and red brick extending to a depth of 0.40-1.10m; and Glacial Till - brown sandy gravelly clay encountered across the site, generally firm to stiff. Groundwater was not encountered during drilling at any of the borehole locations.

2.3.2 Hydrology

A small stream passes the eastern point of the site, with a slow rate of flow. The culvert under Hillcrest Road is small, measuring approx. 1m in width and 0.3 m in height. The watercourse is the Glasnalower / Brewery / Maretimo Stream, with a course that leads north under Sandyford Business Park, passing through Stillorgan and Blackrock and reaching the coast in Dublin Bay.

The most recent monitoring period under the Water Framework Directive was from 2016 – 2021. The Brewery Stream was of Poor status, but the coastal waters of Dublin Bay were of Good status.

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

2.3.3 Aquifer and Groundwater

The subject site is underlain by a Groundwater Vulnerability which has Rock at or Near Surface. The bedrock is Poor Aquifer Bedrock which is Generally Unproductive except for Local Zones. Under the Water Framework Directive status assessment 2016-2021, the Ground Waterbody is deemed to be of good status.

2.3.4 Wellbeing

The site falls within an Air Quality Index Region where the index indicates that the air quality is 'Good' according to EPA Maps. The site is situated in Region 1 Dublin City.

About 1 in 10 homes in this area are likely to have high radon levels.

According to the EPA Maps for the Noise Round 4 Road Agglomerations (Lnight) report, the Dublin Agglomeration, a road type, recorded a noise level of 45-49dB during the Rd4-2022 report period, under the jurisdiction of the Dun Laoghaire/Rathdown County Council.

2.3.5 Designated Sites

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

Guidance for Planning Authorities. Department of the Environment, Heritage and Local Government (DoEHLG, 2010).

The development site is not located within or directly adjacent to any Natura 2000 site. The nearest European site is the South Dublin Bay Special Area of Conservation (SAC), located 5.3 kilometers to the northeast and *outh Dublin Bay and River Tolka Estuary* SPA. The Brewery Stream provides a potential surface water pathway between the site and the two European sites: the *South Dublin Bay* SAC and *South Dublin Bay and River Tolka Estuary* SPA.

2.3.6 Proposed Natural Heritage Areas (pNHA)

There are no pNHAs within the subject site. *Fitzsimon's Wood* pNHA is located approximately 220 m north-west of the site. There are no direct linkages between this habitat and the proposed development including its woodlands, heath or wetlands.

2.3.7 Archaeology

According to Archaeological Impact Assessment report the study area does not include any structures listed in the RPS or the NIAH in or adjoining the site. The closest recorded monument to the site is over 600m to the north (DU022-064).

An Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy indicates that the development site, having no historic structures or archaeological remains and being largely disturbed, has a low potential for historic remains, thus requiring no further input for cultural heritage.

2.3.8 Zoning of the Site

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

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

2.3.9 Ecology

An Ecological Impact Assessment (EclA) prepared by NM Ecology notes that the site has been used as a construction compound for the Blackglen Road Improvement Scheme. The majority of the site consists of compacted sediment, other than a treeline and patch of willow scrub along the northern boundary. Regular disturbance has prevented the establishment of vegetation in these areas. These areas are of negligible ecological importance.

3.0 PROPOSED DEVELOPMENT

3.1 Development Overview

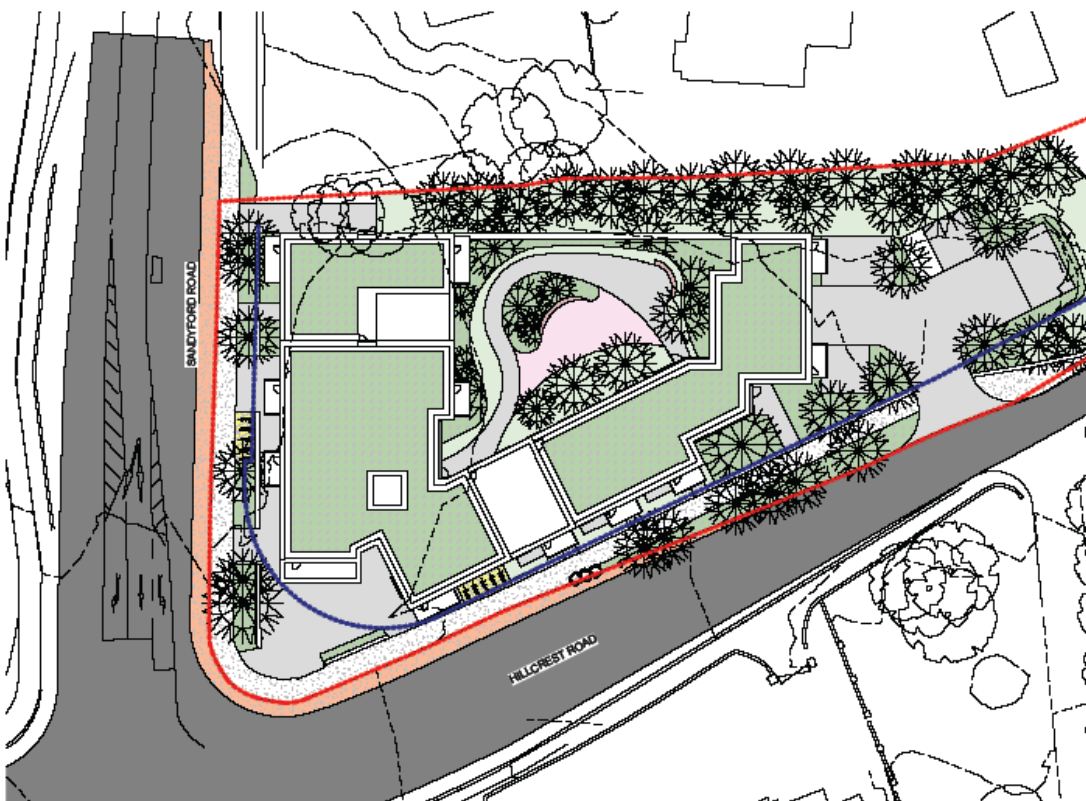
The project characteristics are contained in the planning application proposal including the proposed development drawings and 'Architectural Design Statement' prepared by the project Architect (MCORM); and the Engineering Report and Flood Risk Assessment prepared by the project Engineer. Malone O'Regan.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

The proposed development seeks the construction of 37 no. residential units and a community facility of 171sqm on a site comprising 0.35 hectares. Vehicular access is being provided off Hillcrest Road. The height of the proposed units ranges from three to five stories. The mix of units comprises:

- 29 no.1 bed units; and
- 8 no. 2 bed units
- 1 no. community facility at ground floor of 171sqm;

Associated infrastructure includes:

- Energy Centre at first floor level and external plant area set back at third floor level;
- Undercroft area at lower ground level comprising (a) 2 no. ESB substations (b) car, bicycle and motorcycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure; (f) public lighting; (g) varied site boundary treatment comprising walls and fencing; and (h) temporary construction signage.
- Landscaping works including provision of (a) communal open space; and (b) public realm area fronting onto Sandyford Road and Hillcrest Road



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

Due to the relative levels of the existing drainage within the road and the proposed site levels, it is not possible to achieve a gravity connection to the surface water drainage pipework installed at Sandyford Road and Blackglan Road. It is proposed to achieve a gravity connection toward the culvert at the northeast boundary of the site. Existing greenfield run-off of the development site will be calculated and used as the minimum benchmark for the SuDS design, thereby ensuring that the post development run-off will not exceed the greenfield run-off. The run-off calculation is based on the drained area of the new development. Surface water discharges will be retained within the various SuDS systems up to and including the 1 in 100-year event plus 20% for climate change. The proposed SuDS techniques are detailed on the planning drawings and include green and blue roofs, rain gardens and permeable paving. Attenuation storage is also provided on site using an attenuation tank located along the eastern boundary, under the site entrance road.

The SuDS measures not only replicate the pre-development surface water runoff systems and treatment for rainfall, but they also aim to replicate the existing habitats from the pre-development stage. The overflow from the attenuation tank is limited by a Hydrobrake flow control device which restricts the flow to 0.999 litres/s. The project is fully compliant with the Greater Dublin Drainage Study (GDDS), a policy document designed to provide for future drainage infrastructure in an integrated manner and to ensure long term improvement to the quality and quantity of storm water run-off in the capital.

The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. There is an existing 300mm diameter concrete sewer running parallel to the western boundary of the site, on the Sandyford Road (R117). These underground drains carry foul water towards existing treatment areas in the Dublin area. Due to the relative levels of the existing drainage within the road and the proposed site levels, it is possible to achieve a gravity connection to the foul water drainage pipework installed on the Sandyford Road.

3.2 Construction

Subject to securing consent, it is intended for the main works to commence in Q4 2025. No 'out of the ordinary' construction processes have been identified or are expected.

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

It is anticipated that construction will take between 18 – 20 months with total manpower of 50 - 75 personnel on site during peak construction periods.

Hours of Construction

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

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

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

3.3 Landuse Activity and Frequency/Duration

The proposed development comprises of 37 no. units incorporating 29 no.1 bed units and 8 no. 2 bed units. Based on recent Census of Population data (2022), the average household size has been determined at 2.71 persons per housing unit in Dún Laoghaire-Rathdown. Applying the 2.71 average household size to 2 bed+ units and maintaining the 1 bed at 1 person per unit, the proposed development is therefore likely to generate an additional population of circa 51 no. persons.

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

4.0 OTHER RELEVANT STUDIES / ASSESSMENTS

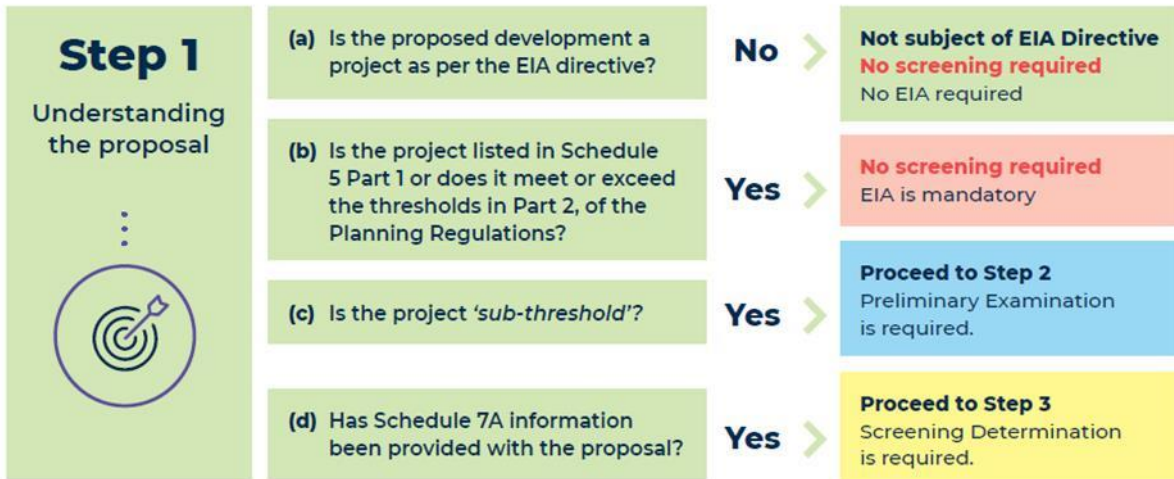
This assessment is cognisant of, and refers to a number of technical assessments submitted with the planning proposal, inclusive of relevant mitigation measures including;

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

5.0 PRELIMINARY EXAMINATION

5.1 Guidance on Environmental Impact Assessment Screening

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



5.2 Sub-threshold Development

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

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

Legislative Provision	Mandatory EIA Threshold	Assessment	Is EIA required on this basis?
Planning and Development Regulations 2001 (as amended), Schedule 5, Part 2: Project Type 10. Infrastructure projects Class (b)(i) Paragraph 10:	<i>"Construction of more than 500 dwelling units"</i>	The proposed development of 37 no. dwelling units is below the 500-unit mandatory threshold and represents 7.4% of the threshold number of dwelling units.	No
Class (b)(iv) Paragraph 10:	<i>"Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other"</i>	The site area of the proposed development measuring circa 0.35 hectares in area is not situated within a business district and is significantly below the 10-hectare threshold for urban	No

	<p>parts of a built-up area and 20 hectares elsewhere” (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use).</p>	<p>development³ in the case of; ‘other parts of a built-up area’.</p>	
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Table 1.0 Screening Matrix for Mandatory EIA

The proposed development is a project as per the EIA Directive, but it does not exceed any of the thresholds set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended) that would trigger mandatory requirement to undertake EIA.

The project is thus under the threshold for Mandatory EIA and can thus be considered a ‘sub-threshold’ development for the purposes of EIA with reference to the above thresholds. Under Step 1(c) of the OPR guidance a preliminary examination is required under Step 2.

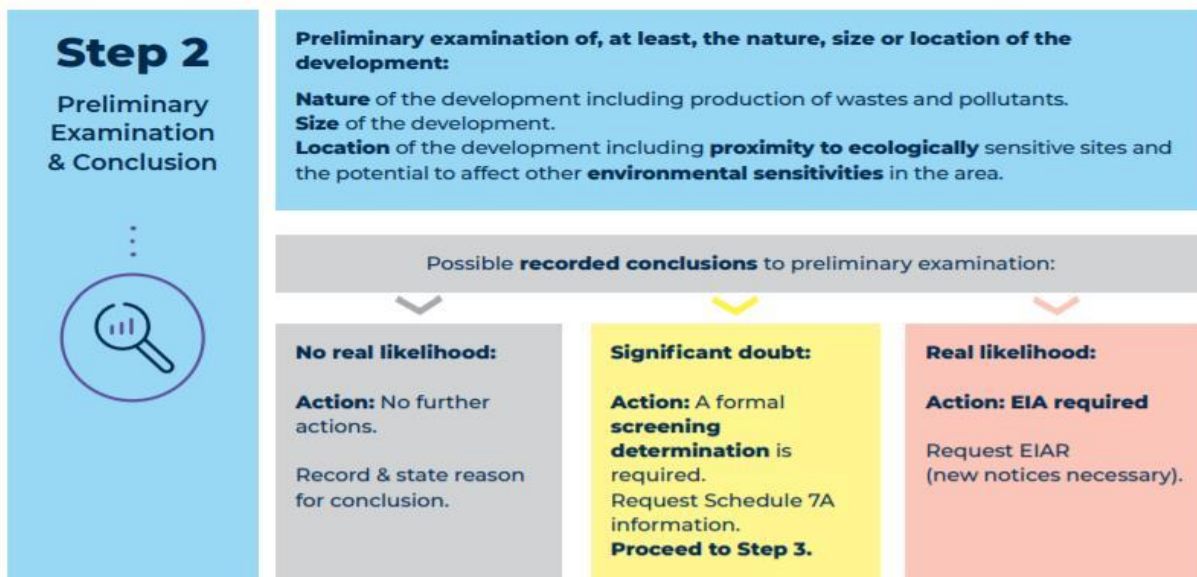


Figure 3.0 Extract from OPR EIA Screening Guidance Note

5.3 Preliminary Examination Considerations

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

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

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

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

5.3.1 Nature of the development

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

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

The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is “*to protect, provide for and or improve mixed use neighbourhood centre facilities*”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan. The subject site is located in an area undergoing a period of transition, with a number of high density residential development proposals currently under consideration including a planning application directly across the Sandyford Road from the subject site (planning ref D23A/0456). The proposed development will deliver an appropriately scaled level of residential development, commensurate with other permitted development in the area. The development will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the subject site, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.

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

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

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

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

There will be an increase in the form of municipal waste during the operational phase of the proposed development. All waste will be collected by appropriately authorised waste collection contractors and

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

Dust, noise and traffic controls shall be in accordance with the measures detailed in the accompanying Construction & Environmental Management Plan and the Acoustic Design Statement prepared by Wave Dynamics. The Main Contractor will be required to monitor the baseline noise levels at the site prior to commencement of the project, with a noise monitoring regime being developed for the duration of the construction works on site.

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

5.3.2 Size

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

The size of the development is not exceptional in the context of the existing environment. The development will result in the provision of 37 no. residential units on a site of 0.35 hectares. Therefore, the proposed development is not considered exceptional in an urban context. Moreover, the lands are zoned for mixed use development, and residential use is permitted in principle.

The residential numbers and tenure typology have been designed responsive to regional and national objectives on compact growth/sustainable development and to specifically meet the social housing needs in the county as registered on the Housing Needs Assessment List. The proposed development is consistent with local, regional and national policy, particularly in delivering compact growth within the existing built-up envelope of urban areas.

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

A review of planning applications within the vicinity of the proposed development has been undertaken using the Dún Laoghaire-Rathdown Web Portal map and the Department of Housing, Planning and Local Government EIA portal. The search was limited to a five-year period preceding the date of issue of this report and excludes the retention applications. A detailed examination of the planning applications is provided in Appendix A. In summary, the DLRCC Planning Search indicated a number of planning applications within the vicinity of the proposed development. The nature of recent development with potential for cumulative impact, is medium and large residential development and the Glenamuck District Roads Scheme. These include:

- ABP31445922 Zolbury LTD site of 3.7 ha at, Blackglen Road and Woodside Road, Sandyford, Dublin 18. Permission (SHD).
- ABP31344322 Karuna' and 'Glenina' at Sandyford Road, Dublin 18, D18 C2H6 and D18 X5T7. Permission (SHD).
- ABP31332122 1.938 ha at Balally and Woodside at Blackglen Road and Slate Cabin Lane, Dublin 18. Permission (SHD).

- D21A/0595/ ABP-312990-22 0.316 Ha (3.162 m2) site at. The Pastures, Sandyford Road, Dublin 18, D18K0V5
- D20A/0698 Dun Gaoithe at Aikens Village, Village Road, Sandyford, Dublin 18, to the west of 29 Dun Gaoithe Heights, 40-43 Dun Gaoithe Heights and to the southwest of Dun Gaoithe Hall.
- D23A/0456 at the junction of Sandyford Road and Blackglen Road, Cross, Dublin 18, a 3 – 6 storey development on appeal to An Bord Pleanala.

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

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

- Whilst there will be short term temporary adverse landscape and visual impacts, it is considered the proposed development will be neutral in the long term.
- The Acoustic Design Statement has concluded that there will be no significant noise impacts as a result of the proposed development provided the proposed mitigation measures are implemented.
- The AA screening and EclA have concluded that there will be no significant impacts on European Sites or local biodiversity respectively.
- Standard practice management and specific mitigation measures will be implemented and these are outlined in the CEMP

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

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

5.3.3 Location

The environmental sensitivity of the subject site and its receiving environment has been considered through examination of various technical and scientific assessments as detailed in section 2.3 of this report and listed in Section 4.0.

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

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

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

The development site is not located within or directly adjacent to any Natura 2000 site. The nearest European site is the South Dublin Bay Special Area of Conservation (SAC), located 5.3 kilometers to the northeast and *South Dublin Bay and River Tolka Estuary* SPA. The Brewery Stream provides a potential surface water pathway between the site and the two European sites: the *South Dublin Bay* SAC and *South Dublin Bay and River Tolka Estuary* SPA. The shortest distance to the European sites is 5.3 km, but the surface water pathway is via approx. 6 km. Considering the dilution capacity provided by 6 km of watercourse and the coastal waters of Dublin Bay, the AA Screening Report concludes that any pollutants generated at the site would be reduced to negligible concentrations before reaching the European sites. Therefore, there is no risk of significant effects.

As detailed in Section 3.1 of this report, the SuDS measures proposed for the site not only replicate the pre-development surface water runoff systems and treatment for rainfall, but they also aim to replicate the existing habitats from the pre- development stage. The runoff generated from the catchment will be attenuated in storage structures within and below ground and in the blue and green roof attenuation systems. The SuDS processes decrease the impact of the development on the receiving environment by providing amenity and biodiversity. The proposed bioretention area offers the opportunity to create a planted vegetation zone for plants and animals which will encourage biodiversity on the site.

There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the majority of the site consists of compacted sediment, other than a treeline and patch of willow scrub along the northern boundary. Regular disturbance has prevented the establishment of vegetation in these areas which are of negligible ecological importance.

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

The detailed sensitivities of the site are outlined in section 2.3 of this report.

There are no pNHAs within the subject site. *Fitzsimon's Wood* pNHA is located approximately 220m north-west of the site. There are no direct linkages between this habitat and the proposed development including its woodlands, heath or wetlands. There is no basement proposed within the development proposal, so the existing hydrological regime of the area is undisturbed.

The closest recorded monument to the site is over 600m to the north (DU022-064), so the proposed development will not disturb or adversely impact the neighbouring archaeological monument.

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

The locational characteristics facilitate and support mixed use development on the subject site and the neighbouring site to the west. Having regard to the provision of existing commercial and community services permitted on the adjoining site to the west, the proposed development provides for appropriate residential development and the delivery of the calculated housing need as identified in the

Development Plan, at an appropriate, accessible location which has sufficient capacity to accommodate that development.

5.4 Conclusion of the Preliminary Examination

The preliminary examination confirms that there is no real likelihood that the proposed development, by reason of its 'nature, size and location' is likely to give rise to significant effects on the receiving environment, save for localised, short-term temporary impacts associated with during the construction stage. Having regard to the urban location of the development proposal, further consideration should be given to the likelihood of potential significant effects on the environment arising from the proposed development when considered by itself or cumulatively with other projects.

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

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

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

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

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


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

Figure 6.0 Extract from OPR EIA Screening Guidance Note

6.1 Schedule 7 Criteria & Schedule 7A Information

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

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

6.1.1 Characteristics of Proposed Development

Screening Criteria	Construction Impacts	Operational Impacts
Size of the proposed development	<p>The construction works are confined to an area of 0.35 hectares and will be completed over an 18 - 20 month period. A Construction & Environmental Management Plan (CEMP) will be in place for the construction phase.</p> <p>With mitigation measures detailed in the CDMP no significant negative impacts are likely.</p>	<p>Details of the design, footprint of the proposed development and infrastructure required are provided in Section 2 and associated drawings included in the application. The development proposes 37 no. apartment units. The site neighbours other established urban uses including residential uses and is well connected in terms of pedestrian and cycle links, with access to public transport.</p> <p>The residential numbers and tenure typology have been designed responsive to regional and national objectives on compact growth / sustainable development, which seek higher residential densities in urban areas and particularly having regard to the neighbourhood zoning on the subject site. The proposed development is consistent with local, regional and national policy, particularly in delivering compact growth within the existing built-up envelope of urban areas.</p> <p>Having regard to the size of the proposed development, which is zoned for a development purpose, the potential for significant impacts on the environment are not anticipated.</p>
Cumulation with other proposed developments	<p>Section 5.3.2 of this report details the other planning permissions granted in the vicinity of the site. The proposed mixed use development on neighbouring land across the Sandyford Road to the west is of most relevance. If all sites were to undergo construction at the same time, temporary negative impacts could accrue, primarily arising from noise,</p>	<p>The proposed development is located neighbouring and adjoining other residential units and commercial and community facilities. As detailed in Section 2.2 of this report, the site is within walking distance of many amenities and facilities and from public transport in the area. The Social Infrastructure Audit accompanying the development proposal confirms that the proposed development can be</p>

	<p>dust, visual impact and construction traffic.</p> <p>However, neighbouring permitted developments will be obliged to operate within acceptable, established environmental parameters which will mitigate the potential for adverse impacts. Further, development has been conditioned to be managed in accordance with a CEMP to be agreed with the planning authority.</p> <p>Accordingly, no significant negative, long term impacts are likely.</p>	<p>adequately serviced and that the area has capacity to accommodate the proposed development and other developments in the area. The sites which have the benefit of planning permission as detailed in Section 5.3.2 of this report and listed in Appendix A have been identified for development purposes within the Development Plan, with services and facilities planned and provided for accordingly.</p> <p>It is considered that the proposed development in combination with other permitted development in the area is likely to positively impact on the area, providing for much needed housing and diversity in house type, particularly in the delivery of one bed units..</p> <p>No significant impacts are likely.</p>
<p>Use of natural resources</p>	<p>The nature of the proposed use and scale of development is such that its development would not result in a significant use of natural resources. The site is not subject to any beneficial use, save for its previous use as a construction compound for the road works. The site is brownfield in nature and is zoned and intended to accommodate a development purpose in the Development Plan.</p> <p>During construction the contractor will be required to implement standard measures during the construction phase, including protection of the Brewery Stream, protecting against accidental spillages or pollution.</p> <p>Energy, including electricity and fuels, will be required during the construction phase. The construction process will include use of various raw materials. No out of the ordinary use of natural resources is likely during the construction process.</p> <p>No significant negative impacts are likely.</p>	<p>Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site and for the wider area as set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.</p> <p>Water, consumption of electricity and energy related to the occupancy of the residential units and childcare facility will be required. The Engineering Report prepared by the project Engineers Malone O'Regan confirms that there are adequate existing services available to serve the development. The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. Foul water from new residential units will be collected within a gravity drainage network and directed towards the existing public sewer system on Sandyford Road Uisce Eireann has issued a Confirmation of Feasibility, which has stated that the proposed water connection was feasible without infrastructure upgrades and the wastewater connection was feasible subject to upgrades.</p> <p>There is no potential negative effect associated with interference of local groundwater levels and pathways as the development does not necessitate excessive digging as no basement is proposed.</p>

		No out of the ordinary use of natural resources are likely during the operation phase. Any potential impact will be permanent, slight and negligible arising from the development.
Production of Waste	<p>All inert material and non-hazardous waste will be disposed of from the site in accordance with the categorisation of waste and in accordance with the relevant licensing and regulatory requirements.</p> <p>No significant negative impacts are likely.</p>	<p>Operational waste generated will be domestic waste from the residential units. Domestic waste will be managed and recycled in accordance with the specifications detailed in the Operational Waste & Recycling Management Plan (OWRMP). All domestic waste will be disposed of by a licensed waste contractor.</p> <p>No significant negative impacts are likely.</p>
Pollution and Nuisances	<p>The construction phase of the project has the potential to be a source of pollution in relation to water, noise, vibration, dust and traffic. There will likely be potential for localised dust and noise produced during the construction phases. This will be managed by ensuring construction work largely operates within the approved hours of construction. Standard dust and noise prevention mitigation measures will be employed and monitored.</p> <p>The construction activity will lead to temporary increases in traffic on the Sandyford Road. The increase in traffic is expected to peak during excavation at the initial stages of construction. The appointed Contractor will be required to prepare a construction stage Traffic Management Plan or approval by Dun-Laoghaire Rathdown County Council and in advance of construction activity on site. Due to the nature of these activities, there is potential for the generation of elevated levels of noise.</p> <p>With mitigation measures in place no significant negative impacts are likely.</p>	<p>An Operational Waste Management Plan will be put in place with measures to avoid and / or mitigate pollution from operational waste.</p> <p>There is also potential for noise pollution during the operational phase in the form of parking cars at the development. However, the ambient noise levels will mask this noise during the daytime.</p> <p>During the operational phase the principal form of air emissions relates to discharge from motor vehicles and heating appliances in the houses. However, due to the scale of the proposed development and the range of sustainable transport alternatives proximate to the site, this potential adverse impact will be mitigated. Detailed consideration in relation to other modal choices aside from the private car have been considered in the Mobility Management Plan.</p> <p>With mitigation measures in place no significant negative impacts are likely.</p>
Risk of Major Accidents	<p>None foreseen, subject to strict compliance with building regulations and environmental controls.</p> <p>The subject lands are not proximate to any Seveso site.</p> <p>No significant negative impacts are likely.</p>	<p>None foreseen, subject to strict compliance with building regulations and environmental controls.</p> <p>There are no technologies or substances to be used in the development which may cause concern for having likely significant effects on the environment. There is no significant risk of accidents or disasters.</p> <p>No significant negative impacts are likely.</p>

<p>Risks to Human Health</p>	<p>The nature of the proposed development and the engineering provisions will not lead to the likelihood of any risk to human health. Any risk arising from construction will be localised and temporary in nature. The proposed development is of standard construction method and of appropriate scale and does not require the use of particular substances or use of technologies which of themselves are likely to give rise to significant environmental effects. There are no Seveso / COMAH sites in the vicinity of this location.</p> <p>With mitigation measures in place no significant negative impacts are likely.</p>	<p>Foul water will discharge to the public sewer. Surface water will discharge to the public sewer following attenuation. There is no direct or indirect pathway from the site to a watercourse. The subject site is underlain by a Regionally Important Aquifer – Karstified (diffuse) which has High Vulnerability.</p> <p>The risk of contamination of any watercourses or groundwater is extremely low. There is no risk to human health within the meaning of the Directive.</p> <p>No significant negative impacts are likely.</p>
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Table 2.0 Characteristics of the Proposed Development Matrix

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

Rationale: The scale and extent of the works proposed are relatively small in scale and size. Measures including SUDs, retention of the existing tree line where possible and minimising the loss of same, additional tree planting and the CEMP contribute to minimise adverse effects on biodiversity and water quality.

6.1.2 Location of Proposed Development

The proposed site is not located within any designated or protected sites under EU or National legislation. The following table, Table 3.0, assess the impacts of the proposed development in relation to its location.

Screening Criteria	Response
<p>Existing and Approved Landuse</p>	<p>Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site and for the wider area as set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.</p> <p>The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is “to protect, provide for and or improve mixed use neighbourhood centre facilities”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan.</p> <p>The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on neighbouring sites at the junction of Sandyford Road which will provide a mixed-use location, commensurate with the NC zoning of the subject site.</p> <p>The proposal has adopted a plan led approach to development, consistent with development in the existing environment.</p>

	<p>The proposed development is compliant with the zoning objectives for the site. In determining the zoning of the subject site, the planning authority will have thoroughly assessed the nature of the site as part of the Strategic Environmental Assessment and Appropriate Assessment for the Dún Laoghaire-Rathdown Development Plan 2022 – 2028 to ascertain its capacity to accommodate such development and merit a zoning as designated. There are no apparent characteristics or elements of the design of the scheme that are likely to cause significant effects on the environment. The addition of this development is not considered to have a significant impact on the environmental sensitivities of the area.</p> <p>No significant impacts are likely.</p>
<p>Abundance, Quality and Regenerative Capacity of Natural Resources</p>	<p>Corine Landcover indicates that the predominant land cover to the northeast of the site is discontinuous urban fabric (Code: 112). Areas of bedrock outcrop or sub crop (Rck) to the north and primarily till derived from granites to the south. The subject site is brownfield in nature comprising compact ground, previously used as a site compound. The land may be categorised as urban development land, well serviced by infrastructure, public transport and community services. The objective is to maximise the development potential of the land in the interests of sustainable development and compact growth.</p> <p>The proposed development is located within the Eastern River Basin District. Under the third cycle River Basin Management Planning, it is located within the Ovoca-Vartry catchment (Code: 10) and sub-catchment: the Dargle_SC_10. The catchment is identified as an area for restoration under the 3rd cycle River Basin Management Plan. For the third cycle WFD monitoring (2016-2021), the ecological status or potential for the Carrickmines Stream_010 has improved from the earlier monitoring cycles where the water quality was 'Moderate'. Significant pressure has not been identified.</p> <p>An AA screening was prepared to accompany this application. An assessment of the project has shown that significant effects are not likely to occur at designated Natura 2000 sites either alone or in combination with other plans or projects. Considering the dilution capacity provided by 6 km of watercourse and the coastal waters of Dublin Bay, the AA Screening Report concludes that any pollutants generated at the site would be reduced to negligible concentrations before reaching the European sites. Therefore, there is no risk of significant effects.</p> <p>The proposed development lies within the Wicklow (IE_EA_G_076) which is classified by GSI as a poor aquifer - bedrock which is generally unproductive except for local zones. The GSI Initial characterisation report for the Wicklow GWB indicates that the majority of groundwater flow will be concentrated within the upper 3m of the bedrock, with lateral flow towards discharge points such as rivers and streams, with some isolated deeper flow possible along fractures, joints and major faults.</p> <p>The proposed development site contains no features of any ecological significance. An Ecological Impact Assessment (EclA) prepared by NM Ecology notes that the site has been used as a construction compound for the Blackglen Road Improvement Scheme. The majority of the site consists of compacted sediment, other than a treeline and patch of willow scrub along the northern boundary. The Landscaping Plan seeks to retain the vegetation near the river, insofar as is practical and feasible.</p> <p>No significant negative impacts are likely. Impacts are considered to be negligible and localised for this project in relation to the regenerative capacity of natural resources in the area.</p>
<p>Wetlands and Watercourses</p>	<p>There are no wetland habitats, riparian areas or river mouths at the proposed development site. The Brewery Stream passes the eastern boundary of the site,</p>

	<p>and flows north to reach the coast within two European designated sites in Dublin Bay.</p> <p>The main pollutants with the potential to impact water receptors are silt, fuel/oil, concrete and chemicals. Measures are proposed in Section 4.4 of the CEMP to ensure surface water and groundwater protection. The steps outlined in the CEMP aim to eliminate contamination of site surface water runoff and are advised with reference to the Inland Fisheries Board recommendations for protection of adjacent water courses during the construction phase. In the absence or failure of mitigation measures there is an indirect pathway of surface water runoff entering the drainage network during construction and discharging to Brewery Stream. In the worst case scenario of a significant fuel spill, there is potential impact on the Brewery Stream. There is no perceived impact on the Dublin Bay or any other Natura Site.</p> <p>Foul water from the operational phase will discharge to the main foul network. Discharges will be in accordance with requisite consents from Irish Water. There will be an indirect pathway from the site via the foul sewer and Ringsend WwTP to the receiving water in the River Liffey and Dublin Bay. In the event of a worst-case scenario of a spill of hazardous fuel on site, there would likely be no impact on the receiving environment due to dilution in the foul network, treatment plant and receiving environment.</p> <p>The Ringsend WWTP, it's currently over capacity. In the latest Annual Environmental Report it is stated that the WWTP is exceeding its Emissions Limit Values. A significant upgrade to the WWTP is in progress which will be completed in two stages: first by 2023, second by 2025. The WWTP will have sufficient organic capacity in 2025. In this regard it should be noted that it is anticipated that the proposed development will only commence construction in Q4 2025, thereby aligning with scheduled improvements to the WWTP.</p> <p>No significant impacts are likely.</p>
<p>Coastal Zones</p>	<p>It is considered unlikely that there will be any significant effects on the river network waterbodies in the vicinity of the site, as appropriate drainage will be incorporated into the design of the development to prevent any impact on water quality through possible fine sediments of pollutants that could arise through the construction phase.</p> <p>Therefore, no impacts on coastal zones or the marine environment are likely to arise.</p>
<p>Mountain and Forest Areas</p>	<p>The proposed development is located in a transitional area between the built-up urban areas and the high amenity lands, adjacent to Gorse Hill, Fitzsimons Wood and the Dublin Mountains. However, due to the presence of existing residential developments, as well as the implementation of key measures outlined in Landscape Strategy, there are considered no likely significant impacts within the meaning of the Directive. The upgrade works on the Sandyford Road/Blackglen Road are of urban character and will tie the adjacent lands - including the site - into the urban area</p>
<p>Nature Reserves and Parks</p>	<p>No Nature Reserves or Parks will be affected by the proposed development.</p>
<p>Nationally Designated Sites</p>	<p>Within a 15km radius of the site, there are no Natural Heritage Areas (NHAs) and 28 no. proposed Natural Heritage Areas (pNHAs). Fitzsimons Wood pNHA is the closest pNHA located 220m from the site. There are 2 no. Ramsar sites (Sandymount strand / Tolka Estuary 4.1km) and North Bull Island 8.5km). Additionally, the site is located within the Transition Zone of the Dublin Bay UNESCO Biosphere.</p> <p>Fitzsimon's Wood pNHA was designated to protect native woodland, scrub and some wetlands. The proposed development will have no direct or indirect effects</p>

	<p>on the pNHA. Given the distance of the subject site from the identified designated sites and the intervening urban development in the area, it is reasonable to conclude that no nationally designated sites will be affected by the proposed development.</p> <p>Within the Transition zone of the Dublin Bay UNESCO Biosphere, development must take place in sustainable manner. The proposed development has adopted sustainability measures set out in the Development Plan and accordingly, the proposed development is not expected to have a significant impact on the Transition zone via direct pathways.</p>
European Sites	<p>The development site is not located within or directly adjacent to any Natura 2000 site. The nearest European site is the South Dublin Bay Special Area of Conservation (SAC), located 5.3 kilometers to the northeast and outh Dublin Bay and River Tolka Estuary SPA. The Brewery Stream provides a potential surface water pathway between the site and the two European sites: the South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA. The shortest distance to the European sites is 5.3 km, but the surface water pathway is via approx. 6 km. Considering the dilution capacity provided by 6 km of watercourse and the coastal waters of Dublin Bay, the AA Screening Report concludes that any pollutants generated at the site would be reduced to negligible concentrations before reaching the European sites. Therefore, there is no risk of significant effects.</p> <p>The AA Screening Report determined that significant effects are not likely to arise, either individually or in combination with other plans or projects to the Natura 2000 network. This conclusion is based on best scientific knowledge.</p> <p>No European sites will be affected by the proposed development.</p>
Environmental Quality Standards	<p>It is not expected that any environmental quality standards will be exceeded by Construction or Operational Phases. There will be no direct discharges to groundwater or surface water during the construction or operational phase of the proposed development.</p> <p>As part of the overall project methodology, sediment and water pollution control risks arising from construction related surface water discharges will be considered and shall comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the contractor will cooperate in full, with the Environment Section of DLR County Council in this regard.</p> <p>The proposed development is considered unlikely to result in exceedance of Environmental Quality Standards. The potential for impacts on Environmental Quality Standards will be minimised through implementation of appropriate best practice measures and adherence to the CEMP.</p>
Densely Populated Areas	<p>The intended residential use is not just consistent with the site-specific zoning land use objective applicable to the site under which 'residential' is a permissible use but is consistent also with several key housing policies set out in the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.</p> <p>The proposed development will provide a positive contribution towards the ever-increasing demand for residential units. It is further noted that there is potential for economic benefits through the creation of jobs during the construction phase. Employment numbers will vary depending on the construction stage of the proposed development and the actual approach adopted by the contractor. However, it is anticipated that at the peak of construction, there may be a workforce of approximately 60 people employed.</p> <p>As detailed in Section 3.3 of this report the proposed development has the potential to generate an additional population of circa 51 no. persons. As detailed</p>

	<p>in the Traffic & Mobility Management Plan prepared by Malone O'Regan existing bus and Luas network has sufficient capacity to accommodate passenger trips generated from the proposed development.</p> <p>It is predicted that there will be no likely significant impacts on the environment with regard to the geographic location of densely populated areas.</p>
Landscapes of Historical, Cultural or Archaeological Significance	<p>No architectural or archaeological sites will be affected by the construction and operation of the proposed development. The site is not within an Architectural Conservation Area (ACA) and there no sites relating to the Sites and Monuments Record (SMR), the Record of Monuments and Places (RMP) or the National Inventory of Architectural Heritage located within the site boundary.</p>

Table 3.0 Location of Proposed Development Matrix

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

Rationale: The proposed development is located in an urbanised environment, on a site unused for any specific purpose which was subject to significant intervention and disturbance. The proposed development will make use of serviced urban land, located in proximity to existing services and facilities and will accommodate a beneficial use on the site through the delivery of housing.

6.1.3 Characteristics of Potential Impacts

The characteristics of potential impacts arising from the proposed development are detailed in Table 4.0.

Environmental Parameters	Construction Impacts	Operational Impacts
Population & Human Health	<p>Potential slight, shortterm term, temporal negative impact to local residents during works phase, arising from traffic, noise and dust albeit temporary in nature. Compliance with the CEMP will mitigate any significant impacts arising.</p>	<p>The operational impact of the development will be positive, providing much needed housing and affording diversity of tenure to existing and future populations. The public realm fronting the site and the community space will result in positive impacts to the immediate and surrounding urban area. Whilst the population in the area will intensify, the site and proposed development is within walking distance of all services and facilities and further is well connected by public transport.</p>
Biodiversity	<p>There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the majority of the site consists of compacted sediment, other than a treeline and patch of willow scrub along the northern boundary. The treeline will also be retained. Other habitats are of Negligible importance and pose no constraint to future development.</p>	<p>The proposed development entails building heights up to 5 storeys in height, with a maximum height of approx. 17.7metres. As such, the risk of migrating birds colliding with the structures due to their height is deemed to be negligible (migrating species tend to commute far above this with Swans and Geese flying up to 2500ft (ca.750m) during migration along Irish Coasts (Irish Aviation Authority, 2020)). The overall facades of the proposed structures are</p>

	<p>An Appropriate Assessment Screening Report determined on the basis of the best scientific knowledge available, that the possibility of any significant effects on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded.</p> <p>Short-term negative impacts may arise due to noise and dust disturbance on biodiversity, but these are predicted to be not significant and temporary in nature having regard to the provision of mitigation measures in the CEMP and the non sensitive nature of the site from a bio diversity perspective.</p>	<p>also well broken up, with a varied material composition which breaks up their respective reflective components. These architectural design features provide important visible cues as to the presence and extent of the proposed structures to any commuting/foraging bird species should they be in the vicinity of the site. The risk of bird collisions as a result of the proposed development is therefore negligible.</p> <p>The proposed development will necessitate the removal of all the scrub vegetation on the northern boundary of the site. The Leyland cypress hedge / tree planting which overhangs the site from the Lambs Brook housing development will be cut back to facilitate works and allow light to the residents in this area of the development. The mature sycamore #1 on the eastern boundary with the stream, along with the scrub bramble and willow will be retained and protected for the duration of the works. Whilst it is proposed to remove 9 no.trees of assorted quality including scrub bramble and crack willow, it is proposed to plant 42 no. trees of different and more substantive varieties as part of the development.</p>
<p>Land & Soils</p>	<p>The underlying bedrock is granite, which is a poor aquifer. Subsoils are a mixture of granite till and alluvium (along the course of the stream). Soils are made ground. According to an examination of the information available on GeoHive, the site is part of the Type 3 muscovite porphyritic (Northern and Upper Liffey Valley Plutons) formation with granite with muscovite phenocrysts. All waste soil will be managed in line with the RWMP for the site.</p> <p>There will be no direct discharges to ground or surface water during the construction phase of the proposed development.</p> <p>There are no protected Geological Heritage Sites in the vicinity of the site that will be impacted by the proposed development.</p> <p>Excavated soil will be reused for landscaping insofar as possible. The construction phase shall be monitored in relation to:</p>	<p>No likely significant negative impacts are likely to arise from the operational stage.</p>

	<ul style="list-style-type: none"> ▪ Prevention of oil and diesel spillages; ▪ Adequate runoff control of potential stockpiles of contaminated subsoil; ▪ Cleanliness of the adjoining road network. <p>Significant impacts are not anticipated.</p>	
<p>Water & Hydrogeology</p>	<p>Overall, the proposed development is relatively small in scale and poses a low risk to water quality during the construction period.</p> <p>The subject site is underlain by a Groundwater Vulnerability which has Rock at or Near Surface. The bedrock is Poor Aquifer Bedrock which is Generally Unproductive except for Local Zones. Groundwater vulnerability at the site location is classified as moderate to extreme under GSI mapping. It is anticipated that the development site works and excavation proposals will not be deep enough to intersect the underlying aquifer during the construction phase. There is likely to be a localised, imperceptible impact on the bedrock aquifer beneath the proposed development site.</p> <p>Given the absence of significant flood risk at the site, the Flood Risk Assessment report concludes that the proposed development will not have any impact on floodplain storage or conveyance and will therefore not have any impact off site.</p> <p>Potential significant impacts are considered to be unlikely.</p>	<p>Foul water from the operational phase will discharge to the main foul network. Discharges will be in accordance with requisite consents from Irish Water. There will be an indirect pathway from the site via the foul sewer and Ringsend WwTP to the receiving water in the River Liffey and Dublin Bay. In the event of a worst-case scenario of a spill of hazardous fuel on site, there would likely be no impact on the receiving environment due to dilution in the foul network, treatment plant and receiving environment.</p> <p>The Ringsend WWTP, it's currently over capacity. In the latest Annual Environmental Report it is stated that the WWTP is exceeding its Emissions Limit Values. A significant upgrade to the WWTP is in progress which will be completed in two stages: first by 2023, second by 2025. The WWTP will have sufficient organic capacity in 2025. In this regard it should be noted that it is anticipated that the proposed development will only commence construction in Q4 2025, thereby aligning with scheduled improvements to the WWTP.</p> <p>Potential significant impacts are considered to be unlikely.</p>
<p>Air & Climate</p>	<p>Data available from similar urban environments indicates that levels of nitrogen dioxide, carbon monoxide, particulate matter less than 10 microns and less than 2.5 microns and benzene are generally well below the National and European Union (EU) ambient air quality standards.</p> <p>The greatest potential for air quality impacts is from fugitive dust emissions arising during construction impacting nearby sensitive receptors. Impacts to climate can occur as a result of vehicle and machinery emissions. However, experience in assessing exhaust emissions from onsite machinery and</p>	<p>Air quality and climate impacts will predominantly occur as a result of the change in traffic flows on the road links near the proposed development.</p> <p>In relation to traffic generation, the development is appropriately and sustainably located with accessibility to high quality and frequent public transport services and is also well served by pedestrian and cycle linkages locally. Parking spaces for the development have been provided on a restricted basis in order to encourage modal shift away from private car use, to shared car use, public transport and active travel. Electric Vehicle Charging Points (EVCP) are</p>

	<p>site traffic has suggested that they are unlikely to make a significant impact on ambient air quality, and in the vast majority of cases they will not need to be quantitatively assessed (IAQM, 2014).</p> <p>Any potential dust impacts can be mitigated through the use of best practice and minimisation measures as detailed in the CEMP accompanying the development proposal. A dust minimisation plan will be formulated for the construction phase to minimise potential impacts. Therefore, dust impacts will be short-term and imperceptible at all nearby sensitive receptors.</p> <p>It is not predicted that significant impacts to climate will occur during the construction stage due to the nature and scale of the development.</p> <p>Potential significant impacts are considered to be unlikely.</p>	<p>provided as per Development Plan standards of a minimum of one EV Charging Point per five car parking spaces (20%).</p> <p>A Climate Action, Sustainability & Part L Compliance Report has been prepared by Semple McKillop Consulting Engineers. This report includes a Compliance Report on Part L & HC 12 Building Energy Rating Assignment and Compliance with TGD Part L of the Building Regulations. Whilst the Energy Strategy for the site has yet to be finalised, as ultimately the PPP Company will develop their own proposals for the site, the report does provide output specification to set parameters to be achieved and details some systems that will not be allowed. In line with reducing fossil fuels there will be no fossil fuels (Gas or Oil) on the site in line with the Governments 'Climate Action Plan 2019'</p> <p>No likely significant negative impacts are likely to arise from the operational stage</p>
<p>Noise & Vibration</p>	<p>Excavation works during construction phase will result in noise and vibration emissions.</p> <p>The main site activities will include site clearance, building construction, road works, and landscaping. This phase has the greatest potential for noise and vibration impacts on the surrounding environment, however this phase will be of short-term impact.</p> <p>A schedule of noise mitigation measures including, noise limits and screening will be employed to ensure any noise and vibration impacts during this phase will be reduced as far as is reasonably practicable. Standard 2.4m hoarding is proposed on site. Noise limits will be applied to any sources of noise from the proposed development other than road traffic to include:</p> <ul style="list-style-type: none"> • Daytime / Evening (07:00 to 23:00 hours) 50-55dB LAeq,1hr • Night-time (23:00 to 07:00 hours) 45dB LAeq,15min <p>Significant long term impacts are not anticipated.</p>	<p>No significant sources of outward noise or vibration are expected with the development. The primary source of outward noise in the operational context relates to any changes in traffic flows along the local road network and any operational plant noise.</p> <p>Significant impacts are not anticipated</p>
<p>Landscape</p>	<p>With the exception of existing residential amenity, there are no features of specific townscape or visual sensitivity or identified significance on the site or its immediate surrounds. The</p>	<p>At 3 - 5 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of a similar and greater height have already been</p>

	<p>existing environment can therefore be described to be of medium to low sensitivity.</p> <p>The proposed development will result in a medium to high degree of change - greatest during the construction phase, when some negative visual impact typical of construction activity is inevitable but temporary and short-term in nature.</p> <p>It is considered that the impact of the proposed development during construction on the townscape and visual environment will be moderate, negative and short-term during the construction phase.</p> <p>Significant adverse and long terms impacts are not anticipated.</p> <p>.</p>	<p>permitted in the wider context and on neighbouring sites. As such, it is considered that the height of the proposed development will not be incongruous in the area. Furthermore, the nature, use and scale of the proposed development is considered to be in accordance with national and local policy and good practice guidance, It is therefore considered that the development is consistent with existing and emerging trends for development of existing underutilised, suitably well-located serviced lands.</p> <p>Post construction, the proposed development will increasingly be viewed as part of the baseline environment with a corresponding acceptance of its presence and with an associated reduction of any adverse visual impact.</p> <p>It is considered that the proposed development will give rise to a slight, moderate, neutral and long-term impact during the operational phase.</p> <p>Therefore, in consideration of the above, the proposed development will not have a significant adverse long term permanent impact on the landscape or visual amenity in the area.</p>
<p>Material Assets</p>	<p>There could be potential temporary impacts to residences in the vicinity of the site during the construction period, but such impacts will be controlled and managed by the site contractor, in accordance with an agreed CEMP.</p> <p>Significant adverse and long terms impacts are not anticipated.</p>	<p>The site is well positioned adjoining existing services and facilities, in proximity to public bus transport. Whilst the occupation of 37 no. additional apartment units is likely to result in an increase in population in the area, the possibility of significant long terms effects to intrinsic local resources of value of the location are not anticipated during operation phases. The subject site and the local neighbourhood are considered sufficiently serviced by utilities and local services and community amenity to accommodate requirements of the proposed development.</p> <p>It is not anticipated that the proposed development shall require such quantities of these material assets which are sufficient to result in significant impacts on the surrounding environment. No likely significant negative impacts are likely to arise from the operational stage</p>
<p>Cultural Heritage</p>	<p>There are no protected structures, protected features or protected landscapes within the subject site.</p>	<p>No likely significant negative impacts are likely to arise from the operational stage</p>

	<p>An Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy indicates that the development site, does not include any historic structures or archaeological remains.</p> <p>Significant adverse impacts are not anticipated.</p>	
Interactions	<p>There may be interaction between different environmental topics such as between the water environment and ecology and between ecology and landscape. However, no significant impacts due to interactions are anticipated given that a suite of best practice works measures have been incorporated into the project in accordance with the principles set out in the CEMP.</p> <p>When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect-that can magnify effects through the interaction. In practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most interrelationships are neutral in impact when appropriate control measures are incorporated into the operation of the proposed development.</p>	
Probability of the Impact	<p>No significant environmental impacts are predicted for the proposed development. Implementation of the CEMP which will be prepared for proposed development by the contractor, will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.</p> <p>During the Construction Phase noise is predicted while works are taking place in proximity to the nearest Noise Sensitive Locations (NSLs). Mitigation measures have been recommended and are outlined in the Acoustic Design Statement so that any negative impact may be reduced. It is not expected that a negative impact will occur on existing noise sensitive locations.</p> <p>The Operational Phase of the proposed development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of accommodation in the surrounding area.</p>	
Duration, Frequency & Reversibility of the Impact	<p>Any potential impacts associated with the construction phase of the development will be temporary and characteristic of a typical urban development project. The proposed development will cause permanent visual changes to the landscape, but this change will reflect new and ongoing development projects in the wider area. The proposed development will assist in providing a greater number of residential units and will contribute positively towards addressing the national critical shortage in housing supply.</p> <p>Impacts such as noise, dust and/or potential water pollution during the construction phase will be temporary and reversible through the correct implementation of the appropriate control measures</p>	

Table 4.0 Characteristics of Potential Impacts on Environmental Parameters

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

	O	Increase in noise level as a result of vehicular movements in and out of residential development	Local	Likely	Not significant	Neutral	Permanent
Cultural Heritage: Built Heritage	C	None predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-
Cultural Heritage: Archaeology	C	Potential unknown subsurface remains undiscovered with test trenching	Local	Not Likely	Not significant	Neutral	Temporary
	O	None Predicted	-	-	-	--	-

Table 5.0 Screening Considerations

6.1.4 Schedule 7A information

1. Description of the proposed development, including in particular—

(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and

Refer to Section 3.1 and 6.1.1 of this report.

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

Refer to Section 2.3 and 6.1.2 of this report.

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

Refer to Section 6.1.3 of this report.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—

(a) the expected residues and emissions and the production of waste, where relevant,

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

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

Refer to 5.1.1. of this report.

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

Please refer to section 6.1.1 of this report.

6.2 Available Results under Other EU Environmental Legislation

Other relevant EU environmental legislation may include:

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

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

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

7.0 SCREENING CONCLUSION

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

- The scale, nature and location of the proposed impacts;
- The potential impacts and proposed mitigation measures; and

- The results of the any other relevant assessments of the effects on the environment

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

Planning Application Reference Number	Applicant and Proposed Location	Brief development description and potential cumulative effects	Registration Date	Approximate Distance	Date Granted
D23B/0209	Glenina, Sandyford Road, Dublin 18, D18X5T7	<p>Construction of two single-storey extensions, one extension will be located to the north of the existing house and one to the south. Permission is also sought for associated solar/PV panels, a swale and all associated site works.</p> <p>The proposed development at Lamb's Cross is likely to have a long term positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglan Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	03/11/2023	0.2km	30/11/2023
D22A/0756	2B Lambs Cross, Sandyford, Dublin 18, D18W0C7	<p>Permission is sought for the material change of use of the existing first floor residential apartment into veterinary clinic accommodation ancillary to the existing ground floor veterinary clinic, replacement window to the front and associated internal modifications.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglan Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	22/02/2022	0.2km	29/11/2022
D21B/0670	Mountain Lodge, Slate Cabin Lane, Sandyford, Dublin 18, D18 F7P8	<p>The development will consist of an extension to the existing single storey domestic garage to the rear to include a larger garage space, new office/studio, bathroom and associated external works.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglan Road Improvement</p>	11/05/2022	0.13km	03/06/2022

		Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.			
ABP313443	Karuna' and 'Glenina' at Sandyford Road, Dublin 18, D18 C2H6 and D18 X5T7	<p>The proposed development principally consists of the demolition of the existing dwelling and ancillary buildings known as 'Glenina', the existing dwelling known as 'Karuna' and the existing boundary wall fronting Sandyford Road, and the construction of a residential development principally comprising 137 No. apartments (32 No. 1-bed units, 78 No. 2-bed units and 27 No. 3-bed units) in 4 No. blocks ranging in height from part-1 No. storey to part-6 No. storeys with a part-basement/part-undercroft level (at Blocks B, C and D). The proposed development which has a gross floor space of 13,144 sq m</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	28/04/2022	0.2km	09/08/2023
ABP313321	1.938 ha at Balally and Woodside at Blackglen Road and Slate Cabin Lane, Dublin 18	Demolition of the existing, derelict, former residential structures on the site and construction of 101 no. residential units and a creche (13,127 sq m gross floor area in total).	13/04/2022	0.3km	Undecided
D21B/0654	Innisfree', Hillcrest Road, Sandyford, Dublin 18	<p>Permission is sought for alterations to existing single storey bungalow including removal of hipped roof to gabled roof, convert existing garage into habitable space, extending part of front facade, dormer window to front, two storey extension to the rear with stepped back attic level extension, single storey extension to side of existing house, internal alteration, modification to entrance driveway piers to increase sightlines and all associated site works.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the</p>	22/02/2022	0.16km	05/03/2022

		proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.			
D21A/0595 ABP-312990-22	0.316 Ha (3.162 sq.m) site at, The Pastures, Sandyford Road, Dublin 18, D18K0V5	<p>The development will principally consist of the demolition of the single storey dwelling known as 'The Pastures' and ancillary garage (241 sq m) and the construction of a residential development comprising 33 no. apartments (10 no. one bedroom units, 20 no. two bedroom units and 3 no. three bedroom units) in 2 no. apartment blocks ranging in height from part 3 no. to part 5 no. storeys. The development proposes a total gross floor area of 3,112 sq m</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	28/01/2022	0.1km	21/02/2022
D21A/0546	'Innisfree', Hillcrest Road, Sandyford, Dublin 18	<p>Permission is sought for alterations to existing single storey bungalow including removal of hipped roof to gabled roof, convert existing garage into habitable space, extending part of front facade, dormer window to front, two storey extension to the rear with stepped back attic level extension, single storey extension to side of existing house, internal alteration, modification to entrance driveway piers to increase sightlines and all associated site works.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	26/08/2021	0.16km	22/09/2021
D21A/0387	Greenpark, Hillcrest Road,	Permission is sought to split the existing site in two and apply for 1 no. fully serviced single storey house to side of existing house with separate vehicle entrance, walls and piers, alterations to existing	30/04//2021	0.15km	24/06/2021

	Sandyford, Dublin 18, D18 X4E3	<p>street boundary walls to allow proposed works. Connection to public sewerage and surface water and all ancillary site works.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>			
D21B/0093	1 Hillcrest Downs, Sandyford, Dublin 18, D18Y8P3	<p>Permission is sought for development consisting of 1. single storey pitched roof extension to the front of the house, 2. Alteration of 1 No. window opening o front of the house and 3. All associated site works necessary to facilitate the development.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	03/03/2021	0.1km	27/04/2021
D20A/0698	Dun Gaoithe at Aikens Village, Village Road, Sandyford, Dublin 18, to the west of 29 Dun Gaoithe Heights, 40-43 Dun Gaoithe Heights and to the southwest of Dun Gaoithe Hall	<p>The subject site is 'Aiken's Village' an apartment scheme ranging in height from 4 to 6 storeys Permission for modifications to the previously permitted residential development, permitted under planning reg. ref. D16A/0393, and subsequent planning reg. ref D18A/0509. Permission for minor amendments to the floor plans and elevations of the apartment block, Dun Gaoithe Hall, which will consist of 18 no. 1 and 2 bedroom apartments. The amendments proposed would provide 61.8m2 additional floor area within the building.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement</p>	09/12/2020	0.6km	18/02/2021

		Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.			
D19A/0729	St. Mary's National School, Lambs Cross, Sandyford, Co. Dublin.	<p>Permission to remove 3No. single storey prefabricated buildings and the single storey shed structure to the rear/ western/ northern side of the existing school building in order to construct a new two storey extension in that location. The proposed extension will accommodate 2No. Classrooms, 5 No. Resource Rooms, a new staff room, an Accessible Toilet, Staff Toilets and other ancillary areas.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.</p>	17/12/2019	0.15km	22/01/2020
ABP-303945-19	Dun Laoghaire Rathdown County Council (Applicant)	<p>Glenamuck District Roads Scheme which will connect the existing R117 Enniskerry Road with the Glenamuck Road and new link distributor road which will connect to the Ballycorus Road and the R117 Enniskerry Road (alternative north-south route).</p> <p>The proposed development is proximate to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity with the Glenamuck District Roads Scheme.</p>	15/03/2019		18/12/2019
D17A/0077 ABP-302954-18	Whinsfield Holdings Limited Whinsfield House, Sandyford Road, Sandyford, Dublin 18	<p>Permission for a residential development consisting of the demolition of the existing dwelling house and sheds and the construction of 67 no. apartments in 3 no. three storey plus penthouse blocks (Blocks A, B & C) containing in total 5 no. one bed units, 48 no. two bed units and 14 no. three bed units.</p> <p>The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the</p>	19/09/2018	0.1km	27/03/2019

		proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.			
ABP-302580	Castdale Limited Glencairn, Murphystown Way, Dublin 18	Demolition of existing house and outbuildings on site and construction of 341 no. residential units, a childcare facility with a GFA of 300 sq.m., internal roads, pedestrian and cycle paths, open space, and all associated works. The proposed development at Lamb's Cross is likely to have a slight positive impact by the enhancement of the urban environment through the provision of residential amenity and a community unit. The proposed development is in proximity to public transport, the proposed Quality Bus corridor and the Blackglen Road Improvement Scheme includes for new bus stops and cycle lanes that will directly enhance accessibility and connectivity for multi-modal sustainable transport.	14/09/2018		19/12/2018
D23A/0456	Crohamhurst at the junction of Sandyford Road and Blackglen Road, Cross, Dublin	Demolition of the existing single storey dwelling together with associated outbuildings at 'Crohamhurst' to open up the lands to provide a neighbourhood centre and residential development in three no. new build Blocks A, B and C ranging between 3-6 storeys in height over part 1 and part 2 storey basement level. The proposed neighbourhood centre and residential development consisting of: • 80 No. apartments (comprising of a mix of 22 no. 1-bed; 41 no. 2-bed and 17 no. 3-bed apartments); a supermarket and associated off licence; a restaurant / bar (430 m2) and associated winter garden; • 2 No. retail units (a pharmacy of approx. 75 m2 and a beauty/hair salon of approx. 33m2); an ATM area;health centre (85m2); and café.	15/03/2024	0km	