

Dún Laoghaire Central Active Travel Improvements

Screening Report to Inform the EIA Screening
Determination

Dún Laoghaire–Rathdown County Council

1 February 2022

Quality information

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Table of Contents

1.	Introduction.....	1
2.	Description of the Proposed Development	2
2.1	Location.....	2
3.	Legislation and Guidance	3
3.1	Introduction	3
3.2	Legislation.....	3
3.2.1	Environmental Impact Assessment.....	3
3.2.2	Appropriate Assessment	3
4.	Methodology	4
4.1	Assumptions	4
5.	Screening Process	5
5.1	Mandatory EIA and Sub Threshold Assessment.....	5
5.1.1	Mandatory EIA.....	5
5.1.2	Sub-Threshold Assessment	6
5.2	Characteristics of the Proposed Development	7
5.2.1	The Size and Design of the Proposed Development	7
5.2.2	The Cumulation with other Existing and/or Proposed Developments	7
5.2.3	The Nature of Any Associated Demolition Works.....	7
5.2.4	The Use of Natural Resources	8
5.2.5	The Production of Waste.....	8
5.2.6	Pollution and Nuisances	8
5.2.7	The Risk of Accidents and/or disasters which are relevant to the project concerned, including those caused by climate change in accordance with scientific knowledge.....	8
5.2.8	Utilities	9
5.2.9	The Risk to Human Health.....	9
5.3	Location of the Proposed Development	9
5.3.1	The Existing and Approved Land Use.....	9
5.3.2	The Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources	9
5.4	The Adsorption Capacity of the Natural Environment	9
5.4.1.1	Wetlands, Riparian Areas and River Mouths.....	10
5.4.1.2	Coastal Zones and the Marine Environment	10
5.4.1.3	Mountain and Forest Parks.....	10
5.4.1.4	Nature Reserves and Parks.....	10
5.4.1.5	Areas Classified or Protected under Legislation including Natura 2000 Areas	10
5.4.1.6	Areas where there has Already been a Failure to meet the Environmental Quality Standards of the European Union.....	10
5.4.1.7	Densely Populated Areas.....	10
5.4.1.8	Landscape, Townscape and Sites of Historical, Cultural or Archaeological Significance	10
5.5	Types and Characteristics of the Potential Impacts	12
5.5.1	Magnitude and Spatial Extent of the Impact.....	12
5.5.2	The Nature of the Impact	12
5.5.2.1	Population and Human Health.....	12
5.5.2.2	Water	13
5.5.2.3	Land and Soils	13
5.5.2.4	Air Quality and Climate	13
5.5.2.5	Noise and Vibration	14
5.5.2.6	Cultural Heritage	14
5.5.2.7	Biodiversity.....	15

5.5.2.8	Landscape and Visual.....	15
5.5.2.9	Material Assets.....	15
5.5.2.10	Waste	16
5.6	The Transboundary Nature of the Impact.....	16
5.7	The Intensity and Complexity of the Impact	16
5.8	The Probability of the Impact.....	16
5.9	The Expected Onset, Duration, Frequency and Reversibility of the Impact.....	16
5.10	The Possibility of Effectively Reducing the Impact.....	16
6.	Summary and Recommendations	17
6.1	Mandatory Thresholds	17
6.2	Sub Threshold Assessment.....	17
6.2.1	Recommendations and Mitigation	17
7.	References	19
	Appendix A Screening Checklist.....	20
	Appendix B Planning Search.....	24
B.1	Planning Search within 1 km Radius of Subject Site.....	24
B.2	Part 8 Planning Applications within Approximately 1 km Radius of Subject Site.....	33
B.3	An Bord Pleanála Applications within Approximately 1 km Radius of Subject Site	33

Figures

No table of figures entries found.

Tables

Table 5-1	Summary of Mandatory Legislative Requirements for Environmental Impact Assessment Screening under the Planning and Development Regulations 2001 (as amended).....	5
Table 5-1	Summary of Mandatory Legislative Requirements for Environmental Impact Assessment Screening under the Roads Act 1993 (as amended).....	5

1. Introduction

AECOM have been appointed by Dún Laoghaire–Rathdown County Council (DLRCC) (hereafter referred to as the 'Applicant') to carry out an Environmental Impact Assessment (EIA) screening to inform the EIA Screening determination and accompany their planning application for the Dún Laoghaire Central Active Travel Improvements Scheme (hereafter referred to as the 'Proposed Development').

Under the requirements of Directive 2014/52/EU (the EIA Directive), the Applicant is required to determine if the Proposed Development should be subject to an Environmental Impact Assessment (EIA). This report has been produced to inform the EIA Screening determination. This EIA Screening will consider the Proposed Development under Section 50 of the Roads Act 1993 (as amended) and Schedule 5 of the Planning and Development Regulations 2001 (as amended).

The report sets out the following:

- An overview of the Proposed Development;
- A description of the EIA screening process;
- A screening assessment following the criteria as outlined in Section 50 of the Roads Act 1993 (as amended) and Schedule 5 of the Planning and Development Regulations 2001 (as amended); and
- A conclusion and recommendation on the Proposed Development's potential to interact with the environment during the construction and operational phases.

The Applicant is proposing to construct active travel improvements with the purpose of promoting and encouraging active travel on existing routes within the town of Dún Laoghaire.

2. Description of the Proposed Development

The Proposed Development proposes the upgrade of existing footpaths and new cycle infrastructure extending approximately 2.8 km (circa 70990 m²). The Proposed Development will include works to the following roads:

- Kill Avenue (R830) from its junction with Rochestown Avenue (Bakers Corner), to its junction with Glenageary Road Upper, extending approximately 850 m;
- Mounttown Road Lower (R829) from its junction with Glenageary Road Upper to Tivoli Road, extending approximately 757 m;
- Mounttown Road Upper (R829) from its junction with Mounttown Road Lower to tie in with the existing roundabout junction at Monkstown Avenue, extending approximately 400 m;
- Glenageary Road Upper (R829) from its junction with Kill Avenue up to the Glenageary Roundabout.

The design objective is to provide 2.0 m wide footpaths where feasible, however in some locations where constraints exist, a 1.8 m footpath is proposed.

A continuous cycle track is proposed to cater for cyclists travelling in both directions on Kill Avenue, Mounttown Road Lower, Mounttown Road Upper and Glenageary Road Upper. The cycle design objective is to provide a two way cycle track on all routes approximately 3.0 m wide. This is to provide strong and continuous segregated cycle track to promote cycling for all ages and abilities.

It is also proposed to upgrade the major signalised junctions along the route to provide high quality pedestrian and cyclist crossings. It is proposed to introduce more compact junctions to reduce crossing distances for both pedestrians and cyclists. This would be in line with the Design Manual for Urban Roads and Streets (DMURS) guidelines.

The Proposed Development also proposes landscaping and public realm enhancements at a number of locations, in particular at the existing greens near Rose Park and Casement Villas. New landscaping is also proposed along Glenageary Road Upper and Kill Avenue.

The reallocation of existing road space will be required to facilitate the active travel proposals. Full depth road construction is not anticipated. No land acquisition is anticipated.

2.1 Location

The Proposed Development is located at Dún Laoghaire, Co. Dublin. The Proposed Development site is approximately 12 km south-west of Dublin city centre.

The Proposed Development site spans two separate regional roads in Dún Laoghaire-Rathdown, the R830 and the R829. The Proposed Development begins on the R830 junction with the R828 and continues in a north-east-east direction along the R830 past Dún Laoghaire Institute of Art, Design and Technology (IADT) campus. On reaching the junction with the R829, the Proposed Development continues in two directions; north on the R829 along the extent of Mounttown Lower Road and onto Mounttown Road Upper, and south-east on the R829 through Glenageary Road Upper until it reaches the Glenageary Roundabout. There is shared cycle lanes along the R830 and the Glenageary Road Upper portion of the R829, but a cycle lane is absent on Mounttown Lower Road. The area surrounding the Proposed Development is predominantly used for residential purposes, with some areas of education and worship also occurring.

3. Legislation and Guidance

3.1 Introduction

This section of the report outlines the legislative basis for “Screening” in order to determine whether the Proposed Development requires the preparation of an Environmental Impact Assessment (EIA) and outlines the methodology followed for this report.

3.2 Legislation

3.2.1 Environmental Impact Assessment

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

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

The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended); provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether an EIA is required. Developments and such the Proposed Development should be assessed under the Planning and Development Act 2000 (as amended) and the Roads Act 1993 (as amended).

3.2.2 Appropriate Assessment

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

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

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

AECOM prepared an Appropriate Assessment screening for the applicant in February 2022 for the sake of the Proposed Development, the findings of which are discussed in section 5.6.2.7.

4. Methodology

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

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

The EIA screening methodology undertaken was as follows:

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

A significant environmental impact has the potential to occur as a result of the nature, the scale, massing or magnitude of a proposed development and the intended location of the development in relation to particular environments sensitive to the development.

This screening was undertaken in line with Section 3.2 of the EPA's draft 'Guidelines on the Information to be contained in Environmental Impact Assessment Report' (EPA, 2017). The assessment also takes into consideration the Department of Housing Planning and Local Government's (DHPLG) 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' (DHPLG, 2018), and the guidance document entitled 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development' (Government of Ireland 2003).

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

4.1 Assumptions

The EIA screening undertaken assumes development of the Proposed Development would comply with regulatory, best practice and incorporate environmental controls.

Where waste materials would need to be taken offsite for segregation or disposal, it has been assumed the contractor would ensure this is undertaken by a licensed haulier under chain of custody procedures to an appropriately licensed or permitted waste facility. The waste hierarchy should also be considered as part of a Waste Management Plan (WMP).

It is assumed a water supply will be required during the construction phase. Should the water mains be utilised, all relevant permissions should be sought prior to construction, such as written agreement from Irish Water and/or relevant stakeholders.

5. Screening Process

5.1 Mandatory EIA and Sub Threshold Assessment

5.1.1 Mandator EIA

The Proposed Development does not fall under any of the development listed under schedule 5, Part 1 of the Planning and Development Regulations 2001 for mandatory EIA (as amended). Therefore, the screening criteria applicable to the Proposed Development includes Schedule 5, Part 2 and Section 50(1)(a) of the Roads Act 1993 (as amended) as outlined in the table below.

Table 5-1 Summary of Mandatory Legislative Requirements for Environmental Impact Assessment Screening under the Planning and Development Regulations 2001 (as amended)

Mandatory	Regulatory Reference	Mandatory Triggered/Exceeded?
Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	S.I. No. 600/2001 - Planning and Development Regulations, 2001 – Schedule 5 Part 2 10 (b) (iv)	No

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

Table 5-2 Summary of Mandatory Legislative Requirements for Environmental Impact Assessment Screening under the Roads Act 1993 (as amended)

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

If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies**) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.	S. 50(1)(b) of the Roads Act, 1993 (as amended)	No*	
In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —	<p>(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)</p> <p>(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)</p> <p>(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976)</p> <p>(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000</p> <p>The road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.</p>	S. 50(1)(d) (i-vi) of the Roads Act 1993 (as amended)	No*

*for derivation see Section 5.2 onward - Sub Threshold Screening of this report

** where paragraph (a) refers to Section 50.(1) (a)

Source: Roads Act 1993, as amended

5.1.2 Sub-Threshold Assessment

Where the Proposed Development do not meet, or exceed, the applicable threshold (as outlined above) the likelihood of the Proposed Development having significant effects on the environment must be considered. The discretionary (or sub- threshold) requirements are based on an assessment of the likely significant environmental effects of the Proposed Development. The following sections of this report been prepared to identify whether there are potential likely significant environmental effects from the Proposed Development on the receiving environment.

In considering whether a project is likely to have significant environmental effects, the Planning Authority, must have regard to the criteria set out in Annex III of the EIA Directive, as amended, which under Irish law is outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2021

The criteria are grouped under three headings:

1. Characteristics of Proposed Development;
2. Location of Proposed Development; and
3. Type and Characteristics of Potential Impacts.

Consent authorities must have regard to these criteria in forming an opinion as to whether or not a sub-threshold development such as the proposed works at the Proposed Development site, are likely to have significant effects on the environment. As the mandatory criteria for EIA have not been met, the Proposed Development will be screened under sub threshold as outlined in the following sections.

5.2 Characteristics of the Proposed Development

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

5.2.1 The Size and Design of the Proposed Development

The Proposed Development extends approximately 2.8 km (circa 70990 m²) and will encompass:

- Kill Avenue (R830) from its junction with Rochestown Avenue (Bakers Corner), to its junction with Glenageary Road Upper, extending approximately 850m;
- Mounttown Road Lower (R829) from its junction with Glenageary Road Upper to Tivoli Road, extending approximately 757m;
- Mounttown Road Upper (R829) from its junction with Mounttown Road Lower to tie in with the existing roundabout junction at Monkstown Avenue, extending approximately 400m;
- Glenageary Road Upper (R829) from its junction with Kill Avenue up to the Glenageary Roundabout.

5.2.2 The Cumulation with other Existing and/or Proposed Developments

A desktop review of proposed and existing planning applications was undertaken on the 24th February 2022. The search used publicly available data.

The purpose of the search was to assess the cumulation with other existing and/or proposed developments. The scope of this search was initially focused on planning applications that are currently registered within the planning system. In addition, a 1 km radius taken from the approximate centre point of the Proposed Development site was implemented. The initial search flagged planning applications within a period dating back to 2012. A specified criterion informed the search and omitted any refused, invalid, incomplete, and withdrawn applications. The criteria then focused on foreseeable developments to be considered in line with the Proposed Development. In respect of this, any small-scale residential type developments, such as; extensions and modifications, minor amendments to existing dwellings were omitted from the search.

The foreseeable developments listed in Appendix B have highlighted the potential for these developments to produce transient impacts, for example from noise, traffic and dust associated with construction of the Proposed Development in combination. Especially when considering developments such as the permission for a Strategic Housing Development (SHD) for student accommodation providing for 276no. bedspaces with associated facilities, a public house, 2no. commercial units and an ESB Substation. The development will include the demolition of existing Bakers Corner Public House (planning reference: ABP31141121) and is located adjacent to the Proposed Development. It is anticipated the Proposed Development will be construction prior to this development, however, should both the Proposed Development and the proposed SHD be constructed simultaneously a management plan will be put in place. Other potential developments adjacent to the Proposed Development include Active Travel Improvements on Glenageary Road Upper between the Sallynoggin and Killiney Towers Roundabouts, and the "DLR Connector" walking, cycling and public realm improvement scheme. While these would be adjacent to the Proposed Development. The Proposed Development is not dependent upon the completion of any of the active travel improvements. Should the development of a number of large developments, as identified within the planning search, occur at the same time, then there is potential for moderate to significant negative effects. Although these would be temporary in duration, occurring primarily during the construction phase only. Where possible timing of development should be staggered should multiple developments occur at the same time in the local environs.

5.2.3 The Nature of Any Associated Demolition Works

Demolition of buildings will not be required as part of the Proposed Development. Minor works will occur to remove a section of an existing low wall alongside at Rose Park on the R830 (Kill Avenue). The wall is due to be replaced by a hedgerow.

5.2.4 The Use of Natural Resources

Materials such as macadam for the road/cycle surfacing, and clause 804 stone for the sub-base layer will be imported to the Proposed Development site and used during the construction phase.

It is proposed that construction material would be sourced locally from licensed suppliers and, where possible, cut/fill would be balanced where practicable. Given the type and size of the Proposed Development any potential negative effect is not likely to be significant.

It is assumed a water supply will be required during the construction phase. Should the water mains be utilised, all relevant permissions should be sought prior to construction, such as written agreement from Irish Water and/or relevant stakeholders. At no point will water be abstracted from rivers or streams.

5.2.5 The Production of Waste

There will be waste produced during the construction phase of the Proposed Development; however, exact quantities are unknown at this stage.

5.2.6 Pollution and Nuisances

Potential pollution pathways and nuisances for consideration include increases in exhaust emissions to air as a result of construction machinery; noise and vibration from equipment use; leaks and spills of hydrocarbon containing materials used, and potential disruption to traffic.

The likelihood and severity of these effects will be minimised through compliance by the Contractor with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development.

5.2.7 The Risk of Accidents and/or disasters which are relevant to the project concerned, including those caused by climate change in accordance with scientific knowledge

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

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

The size of the Proposed Development is not of a sufficient size or scale to cause a major accident or disaster during the construction phase as normal construction mitigation measures (such as the contractors Health and Safety plan, and approved methods of work) will be adhered to on the Proposed Development site. As mentioned above, compliance by the Contractor with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development will reduce the risk of accidents from polluting substances entering soil, groundwater, and surface water.

The Proposed Development is not located within a Catchment-based Flood Risk Assessment and Management (CFRAM) programme river flood extent or coastal flood extent¹.

¹ <https://www.floodinfo.ie/map/floodmaps/#>

5.2.8 Utilities

A number of utility providers were contacted by the AECOM design team during development of the Proposed Development. EIR, Gas Networks Ireland, BT Ireland, Virgin Media, and ESB all confirmed they have utility services located within the Proposed Development site.

Some minor utility diversions are anticipated as part of the Proposed Development; however, it is anticipated the majority of utilities will be protected in situ. A Ground Penetrating Radar survey has been completed and will be used to inform the location of utilities during the construction phase.

The Proposed Development will require new gullies, to be provided at the new kerb line. The proposed drainage strategy for the Proposed Development will be developed at the detailed design stage. Lighting will be reviewed at the detail design stage; however it is envisaged that some upgrades may be required. It has been assumed Lux levels would match the existing Lux levels in the surrounding area.

5.2.9 The Risk to Human Health

With compliance by the Contractor with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development and the implementation of appropriate mitigation measures (where required) during the construction phase, the risks to human health; for example, due to water contamination or air pollution is considered low.

It is envisioned that the Proposed Development will provide safer cycling infrastructure reducing potential risks to human health.

5.3 Location of the Proposed Development

5.3.1 The Existing and Approved Land Use

According to both the DLRCC County Development Plan 2016-2022² and 2022-2028³ the predominant approved land use surrounding the Proposed Development site is to protect or improve residential amenity (Objective A) with sections to preserve and provide for open space with ancillary active recreational amenities (Objective F).

5.3.2 The Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources

Construction materials, such as macadam, concrete and inlay material will be imported to site during the construction phase. It has been assumed that local suppliers will be able to supply the material required for the Proposed Development.

Water supply will be required during the construction phase. Should the water mains be utilised, all relevant permissions should be sought prior to construction, such as written agreement from Irish Water and relevant stakeholders. At no point will water be abstracted from rivers or streams.

5.4 The Adsorption Capacity of the Natural Environment

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

- a. Wetlands, riparian areas, river mouths;
- b. Coastal zones and the marine environment;
- c. Mountain and forest areas;
- d. Nature reserves and parks;

² <https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=1dd5eacc9af24f4f8b2cd30ebb54a4c3>

³ <https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=b77308830f34404fae91bb6ac961d270>

- e. Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- f. Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
- g. Densely populated areas; and
- h. Landscapes and sites of historical, cultural or archaeological significance.

5.4.1.1 Wetlands, Riparian Areas and River Mouths

There are no wetlands, riparian areas or river mouths within the Proposed Development site.

5.4.1.2 Coastal Zones and the Marine Environment

There are no coastal zones and marine environments within the Proposed Development site. The Proposed Development provides no mechanism by which coastal processes could be distantly affected.

5.4.1.3 Mountain and Forest Parks

There are no mountain parks close to or within the Proposed Development site.

5.4.1.4 Nature Reserves and Parks

There are no Nature Reserves or National Parks located within the Proposed Development site.

5.4.1.5 Areas Classified or Protected under Legislation including Natura 2000 Areas

The Proposed Development is not in a European site and does not constitute functionally-linked/supporting habitat for SCI/QI species. The closest relevant European site (South Dublin Bay and River Tolka Estuary SPA) is 850 m to the north, beyond possible disturbance for SCI birds – the Proposed Development will involve minor works only, whereas even ‘high level’ disturbance (very noisy construction activities) are only likely to result in ‘low level’ disturbance beyond 500 m (Cutts et al, 2013). For further information see the AA Screening produced for the Proposed Development (AECOM 2022).

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

The groundwater below the Proposed Development site is labelled as ‘At Risk’. There are no waterbodies in the Proposed Development site and the nearest waterbody is over 300 m away. There are no surface waterbodies in the area of the Proposed Development. The air quality index for the areas is ‘3-Good’.

5.4.1.7 Densely Populated Areas

The Proposed Development is located in a built-up area comprising parts of the existing busy road network. It lies within central Dún Laoghaire amongst an extensive urban area that is predominantly commercial and residential, with areas of amenity grassland at various parks which are small in size.

The latest census data (2016) show there were 218,018 persons living in Dún Laoghaire-Rathdown 104,584 males and 113,434 females.

5.4.1.8 Landscape, Townscape and Sites of Historical, Cultural or Archaeological Significance

5.4.1.8.1 Landscape and Townscape

The Proposed Development site spans two separate regional roads in Dún Laoghaire-Rathdown, the R830 and the R829. The Proposed Development is contained within the existing road network. As part of this screening a review of the Designated Views and The Dún Laoghaire-Rathdown County Development Plan 2016-2022 was undertaken.

Designated Views and The Dún Laoghaire-Rathdown County Development Plan 2016-2022 contains the Green County Strategy which is structured around 1) Landscape, Heritage and Biodiversity, and 2) Open Space and Recreation. The strategy aims to “... promote and develop a coherent and integrated green infrastructure network across Dún Laoghaire-Rathdown which will secure and enhance biodiversity – including the protection of Natura 2000 sites – provide readily accessible parks, open spaces and recreational facilities, maintain historic and landscape character areas and provide for the sustainable management of water...”.

The Green County strategy recognises areas of significant landscape importance and in this regard, creates a distinction between “(i) Landscape and (ii) The Coast and the Mountains” in respect of policies relating to the protection of such landscape areas. Relevant policies referred to for the purposes of this assessment are identified as follows:

(i) *Landscape*

- **Policy LHB2: Preservation of Landscape Character Areas** (as identified above in Section 14.5.2)
- **Policy LHB4: High Amenity Zones** - *“It is Council policy to conserve and enhance existing High Amenity zones and to seek to manage these and other areas to absorb further recreational uses and activity without damaging the amenities that affords them their special character”.*
- **Policy LHB5: Historic Landscape Character Areas** - *“In assessing development proposals and in the preparation of plans it is Council policy to have regard to the recommendations and findings of the Historic Character Assessments (HLCA) already undertaken for a number of the urban-rural fringe areas of the County most likely to come under development pressure”.*
- **Policy LHB6: Views and Prospects** - *“It is Council policy to protect and encourage the enjoyment of views and prospects of special amenity value of special interests”.*

(ii) *The Coast and the Mountains*

- **Policy LHB15: Recreation Access Routes** - *“It is Council policy to preserve all recreation Access Routes which contribute to general amenity”.*
- **Policy LHB17: Trails, Hiking and Walking Routes** - *“It is Council policy to promote the development of Regional and local networks of hiking and walking routes/trails and to develop Slí na Sláinte Routes. These should be waymarked / signposted and listed where feasible and appropriate”.*

Furthermore, the Green County Strategy sets out the following relevant policies with regards to *Open Space and Recreation*:

- **Policy OSR1: Green Infrastructure Strategy** - *“It is Council policy to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development of new green infrastructure, recognising the synergies that can be achieved with regard to the following, sustainable transport, provision of open space amenities, sustainable management of water, protection and management of biodiversity and protection of cultural and built heritage”.*

A Green Infrastructure Strategy for the County was prepared in 2014, and it is intended to continue the implementation of this strategy during the time period of the current Dún Laoghaire-Rathdown County Development Plan.

- **Policy OSR2: Open Space Strategy** - *“In 2009 the Council prepared a comprehensive audit of the existing and proposed open space provision in Dún Laoghaire-Rathdown. This culminated in the publication of the Open Space Strategy for the County, for the period 2012-2015. The actions and recommendations detailed in the Strategy will be implemented as appropriate and as resources allow”.*
- **Policy OSR3: Hierarchy of Parks and Open Space** - *“It is Council policy to provide a hierarchy of quality parks and public open spaces which vary in size and nature and are designed to serve the needs of all members of the community, including people with mobility impairments, by being readily accessible and at a convenient distance from their home and/or places of work”.*
- **Policy OSR7: Trees and Woodland** - *“It is Council policy to implement the objectives and policies of the Tree Strategy for the County – ‘d/r TREES 2011-2015’ - to ensure that the tree cover in the County is managed and developed to optimise the environmental, climatic and educational benefits which derive from an ‘urban forest’”.*
- **Policy OSR8: Greenways Network** - *“It is Council policy to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and corridors”.*

The screening has concluded that there are no designated amenity routes, protected views or any other areas of designation in relation to Green Infrastructure and/or townscape to be preserved within the study area.

5.4.1.8.2 Cultural or Archaeological Significance

The screening has concluded that five archaeological sites and eight historic buildings are recorded within 500 m of the Proposed Development. The archaeological sites are associated with activity spanning from the early medieval (500 AD – 1100 AD) to the post-medieval (1700 AD – 1900 AD).

A graveyard (DU023-013002) is located 20 m to the north of the Proposed Development at Mounttown Road Upper. This graveyard is defined by a stone wall and contains 18th and 19th century burials but activity on the site dates to the early medieval period. Currently upstanding remains comprise the west gable wall of the former medieval church (DU023-013001) which has been incorporated into a 17th century charnel-house (DU023-013003). The medieval church was previously the Chapel of Carrickbrennan and associated with St. Mary's Abbey which also incorporated the area to the south of Mounttown Road Upper. Upstanding remains associated with the Cistercian Grange of the Abbey are a tower house (DU023-014001), which is subject to a preservation order made under the National Monuments Acts 1930 to 2014, and a gatehouse (DU023-014002). These are connected by a bawn wall (DU023-014003). The Zones of Notification associated with both sets of archaeological remains on either side extend to envelop the Mounttown Road Upper, including the line of the Proposed Development at this location.

Burials (DU023-068) were uncovered 45 m to the west of Mounttown Road Lower in 1968 during the construction of a house. The burial comprised several skeletons extended on top of one another, perhaps suggesting they were originally part of a graveyard which was in use for some period of time. No evidence for further burials has been uncovered.

The second graveyard (DU023-015002) is located at Kill Lane 147 m from the south-west extent of the Proposed Development. This graveyard is defined by a low stone wall and contains a complex which includes a pre-Norman church with a late medieval chancel (DU023-015001), a holy well (DU023-015003), a bullaun stone (DU023-015007), two grave slabs (DU023-015005, DU023-015006), a stone font (DU023-015009), the base of a stone cross (DU023-015008), and an in situ cross (DU023-015012). The extant assets on site are listed as Protected Structure RPS 1440 on the Dun-Laoghaire-Rathdown County Development Plan 2016-2022. The complex also included two crosses (DU023-015004) which were located on the former laneway into the graveyard. These have been removed from the site and are now in the care of the Office of Public Works in Trim, County Meath. These assets represent multi-period ecclesiastical activity dating to the early medieval period.

The last recorded archaeological site within 500 m is a font (DU023-016), which is located within the Church of Ireland (NIAH 60230127) at Deans Grange 300 m to the west of the Proposed Development. This font was associated with the original Kill (Church) of the Grange which gives the area its name. The current church (NIAH 60230127) dates to 1864.

The remaining seven heritage assets within 500 m are all historic buildings. Five of these are recorded as Protected Structures and assets on the National Inventory of Architectural Heritage. These are Fairholme House and Gates (RPS 1442) at Abbey Road, Kensington (RPS 1476), on Rochestown Avenue, and Grange Lodge (RPS 1449) and Kill Abbey (RPS 1435) on Kill Lane. Fairholme House and Gates (RPS 1442) and Kill Abbey (RPS 1435) all date to the 18th century with the remaining sites dating to the 19th century. The last recorded Historic Building within 500 m is a house, Abbey View (NIAH 60230130), which is located on Abbey Road and dates to the early 19th century.

5.5 Types and Characteristics of the Potential Impacts

5.5.1 Magnitude and Spatial Extent of the Impact

The potential impacts will be limited to the Proposed Development site and sensitive receptors, including the built environment and properties surrounding the Proposed Development site.

5.5.2 The Nature of the Impact

5.5.2.1 Population and Human Health

It is not anticipated that there will be any significant, negative effects from the Proposed Development to human health during the construction phase, through compliance by the Contractor with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development.

A potential positive impact to the local population and human health is anticipated as a result of the Proposed Development, as it will provide safe and attractive cycle facilities.

5.5.2.2 Water

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

A review of the EPA interactive mapper for water quality data from 2013-2018 indicated that there are no waterbodies within the Proposed Development site. The closest waterbody to the Proposed Development site is the Kill of the Grange Stream which is 390 m west of the Proposed Development site. The next nearest is the Monkstown Stream which appears to be culverted and is at closest over 600 m to the north-west.

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

During the construction phase it is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development. Examples of guidance are CIRIA 'Guideline Document C532 Control of Water Pollution from Construction Sites' and 'C648 Control of Water Pollution from Linear Construction Projects'.

It is considered unlikely that the Proposed Development will have a likely significant impact on water resources during the construction or operational phases.

5.5.2.3 Land and Soils

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

There may be some cut required in the greenspace area to achieve proposed levels. Given the scale of the Proposed Development, it is not envisaged that there will be a need to remove large quantities of excavated material from within the Proposed Development site boundary. It is also proposed that construction material is sourced locally from licensed suppliers, where possible; therefore, excavation and filling impacts are not considered likely to result in significant effects on land and soils.

It is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during construction of the Proposed Development.

In addition, it is anticipated waste will be disposed of in accordance with Waste Management legislation, guidance and best practice. Should aggregates be imported to the Proposed Development site and used during the construction phase, they will be sourced from a reputable supplier.

With the appropriate enforcement of industry best practice pollution prevention measures the risk of a pollution event will be reduced. Therefore, it is not anticipated that the Proposed Development will result in significant effects to the existing environment.

5.5.2.4 Air Quality and Climate

The main air quality impacts will be associated with dust generation during site preparation and construction works.

In addition to this, fugitive emissions of airborne particulate matter are readily produced through the action of abrasive forces on materials and therefore a wide range of site preparation and construction activities have the potential to generate this type of emission, including:

- Earthworks, including the handling, working and storage of materials;
- Construction activities; and
- The transfer of dust-making materials from the site onto the local road network.

The implementation of appropriate control measures, and best management practices will minimise the generation of dust during construction.

Climatic impacts are expected to be minor emissions of greenhouse gases from truck movements and the operation of site construction equipment.

It is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during construction of the Proposed Development. Therefore no significant impacts are anticipated during the construction phase.

Given the Proposed Development type no likely significant effects are anticipated during the operational phase.

5.5.2.5 Noise and Vibration

The construction phase of the Proposed Development has the potential to increase noise levels. Impact from the construction phase will depend on the number and type of equipment employed during the works. There is potential for ground vibration due to the construction phase works which will mainly be derived from groundworks.

In Ireland, there are no statutory guidelines relating to noise limits for construction activities. These are generally controlled by local authorities and commonly refer to limiting working hours to prevent a noise nuisance. With the enforcement of relevant best practice guidance documents, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes', and the World Health Organisation's (WHOs) 'Community Noise Guidelines', construction phase impacts are predicted to be not significant.

Localised noise and vibration mitigation measures may be required to reduce potential temporary negative effects on sensitive receptors during the construction phase. Should mitigation be deemed necessary localised mitigation shall be implemented by the Contractor (for example the implementation of noise blankets).

During the operations phase, noise and vibration levels are anticipated to be similar to those that existed prior to the Proposed Development. However, should the improvement of non-vehicular infrastructure in the area reduce the volume of private traffic in the location, this could potentially reduce noise and vibration levels.

5.5.2.6 Cultural Heritage

The Proposed Development involves the development of improved cycle infrastructure along two separate regional roads in the Dún Laoghaire-Rathdown and will see the construction of a two-way cycle track separate to the traffic carriageways and pedestrian footpaths. These regional roads are located within a modern urban environment which has been disturbed by previous development while groundworks associated with the construction of the roads themselves will have severely impacted any archaeological remains that may have existed.

The exception to this is the north-west extent of the Proposed Development at Mounttown Road Upper where the Zones of Notification associated with the former ecclesiastical sites (DU023-013) and fortifications (DU023-014) span the road. Whilst there will be no direct impacts to any of these archaeological sites, a notification of proposed works within the Zones of Notification around these recorded monuments must be submitted to the National Monuments Service at least two months prior to site works entering either zone.

Despite the ground disturbance caused by the previous development of the road, the National Monuments Service may require that an archaeological watching brief be carried out (involving archaeological monitoring and recording) alongside groundworks within the Zones of Notification by a suitably qualified and licensed Archaeological contractor. Relevant licenses should be acquired from the DoCHG/NMS and the National Museum of Ireland (NMI) for all archaeological works. Any archaeological mitigation must be agreed in consultation with the National Monuments Service and Dun-Laoghaire-Rathdown County Council.

Groundworks associated with the Proposed Development could impact on the settings of the heritage assets within the immediate vicinity, through visual changes, and by introducing additional noise and vibration. However, the assets are already located within a modern urban environment and roads already form part of their visual setting, and the assets are also subject to noise and vibration from the adjacent regional roads and passing traffic. Any additional impact from the Proposed Development will be associated with the Construction Phase and limited to the period while works are ongoing within the vicinities of the heritage assets.

5.5.2.7 Biodiversity

An appropriate assessment (AA) screening report with regards to the potential impact of the Proposed Development on European sites, including special areas of conservation (SAC) and Special Protection Areas (SPA) was conducted by AECOM on behalf of DLRCC (AECOM 2022). It serves to 'screen' for likely significant effects (LSE) on European sites from the Proposed Development, either alone or in combination with other plans or projects, and in view of best scientific knowledge. The AA screening concluded that there will be no effects of any kind on European sites as a result of the Proposed Development and there will be no effects on European sites from the Proposed Development in-combination with any other plan or project.

The Proposed Development occupies entirely built-up land comprising parts of the existing busy road network. It lies within central Dún Laoghaire amongst an extensive urban area that is predominantly commercial and residential, with areas of amenity grassland at various parks which are mainly fairly small. One of these, by Kill Lane, is adjacent to the Proposed Development, but all others are at least 130 m away with intervening houses/gardens or other buildings, and sometimes other roads. There is a potential for protected species (including bats) and invasive species to occur along the Proposed Development. To confirm their presence an ecological survey will be undertaken by the appointed Contractor. Should any protected or invasive species be found the Contractor will prepare the appropriate management plans and carry out all works under licence (where required). It is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during construction of the Proposed Development. Therefore no significant impacts are anticipated during the construction phase.

5.5.2.8 Landscape and Visual

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

At completion of construction works, residual visual effects are considered not to be significant during the operational phase as the completed development will be similar in nature and appearance to the current situation. The existing landscape character will not change as it is already defined by the road network, neighbouring associated light industrial infrastructure. The Proposed Development will therefore integrate into the existing setting resulting in no change to the landscape character.

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

5.5.2.9 Material Assets

The Proposed Development is likely to require some minor diversions of utilities in conjunction with or to accommodate the Proposed Development. A Ground Penetrating Radar survey has been completed and will be used to inform the location of utilities during the construction phase.

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

The diversion of utilities could potentially result in the suspension of services during the construction and diversion works and could result in a temporary and negative effect on existing utilities networks, however, given the scale of the Proposed Development it is anticipated that any impacts to the existing supply would be not significant.

No land acquisition is anticipated as part of the Proposed Development.

No likely significant impacts are anticipated during the operational phase.

5.5.2.10 Waste

The key phase with regard to resource and waste management is the construction phase. Exact quantities of waste volumes are not known at this stage. However, any waste generated from the construction works on site should be controlled, transferred and disposed of in accordance with the relevant waste management acts and associated regulations. Any contaminated waste, should it be identified during construction, should be transferred off site and disposed of at appropriately permitted or licensed facilities and would be subject to waste classification in accordance with relevant waste legislation.

No likely significant impacts are anticipated in relation to waste generated from the Proposed Development as it is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during construction of the Proposed Development. In addition given the scale and nature of the Proposed Development, large amounts of waste are not anticipated.

Given the type of development proposed no likely significant effects are anticipated during the operational phase.

5.6 The Transboundary Nature of the Impact

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

5.7 The Intensity and Complexity of the Impact

The majority of the impacts are associated with the construction phase of the Proposed Development. However, it is not anticipated that Proposed Development will result in significant impacts to the existing environment as it is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during construction phase.

5.8 The Probability of the Impact

Owing to the relatively straight forward nature of the Proposed Development, coupled with the potential impacts stated and the sensitive receptors present at the site, there is a high degree of certainty in the magnitude, intensity, duration, or consequences of any impact associated with the Proposed Development. The majority of potential impacts are anticipated to be not significant.

An extent of the Proposed Development at Mounttown Road Upper is located within a Zone of Notification associated with the former ecclesiastical sites (DU023-013) and fortifications (DU023-014). Whilst there will be no direct impacts to any of these archaeological sites, a notification of proposed works within the Zones of Notification around these recorded monuments must be submitted to the National Monuments Service (NMS) at least two months prior to site works entering either zone. Consultation with the NMS will determine whether an archaeological watching brief is required at this location.

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

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

5.10 The Possibility of Effectively Reducing the Impact

Where temporary and transient impacts are likely to occur, the implementation of appropriate mitigation measures will reduce the duration and intensity of the impact.

6. Summary and Recommendations

6.1 Mandatory Thresholds

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

6.2 Sub Threshold Assessment

A sub-threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive and Schedule 7 of the Planning and Development Regulations 2001 (as amended) in order to determine whether or not the Proposed Development would be likely to have significant effects on the environment.

The likely impacts that will arise from the Proposed Development in the absence of appropriate mitigation measures have been evaluated in-line with relevant guidance and regulatory frameworks described above, with the following noted:

- It is recognised that during the construction phase of the Proposed Development there may be temporary and transient negative impacts although not significant;
- The Proposed Development will create some impact to the settings of heritage assets located within close proximity. However, this impact will be temporary and limited to the construction phase.

However, the Contractor shall comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during the construction phase. If the recommended mitigation measures discussed in the respective sections above are adhered to, it is unlikely that the Proposed Development will have a significant effect on any of the headings investigated as part of the sub-thresholds assessment for the Proposed Development.

6.2.1 Recommendations and Mitigation

The below mitigation measures shall be implemented during the construction phase of the Proposed Development.

- To ensure minimum disruption to the Proposed Development site it is recommended excavation be kept to a minimum;
- Construction material shall be sourced locally from licensed suppliers, where possible;
- Relevant best practice guidance documents, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (NRA, 2004) and the World Health Organisation's (WHOs) 'Community Noise Guidelines' (Berglund et al., 2003), should be implemented during the construction phase and working hours onsite should be limited to prevent noise becoming a nuisance. Other best practice pollution prevention measures include CIRIA 'Guideline Document C532 Control of Water Pollution from Construction Sites' and 'C648 Control of Water Pollution from Linear Construction Projects';
- Whilst there will be no direct impacts to the Zones of Notification associated with the former ecclesiastical sites (DU023-013) and fortifications (DU023-014), a notification of proposed works within the Zones of Notification around these recorded monuments must be submitted to the National Monuments Service at least two months prior to site works entering either zone;
- Despite the ground disturbance caused by the previous development of the road, the National Monuments Service may require that an archaeological watching brief be carried out (involving archaeological monitoring and recording) alongside groundworks within the Zones of Notification by a suitably qualified and licensed Archaeological contractor. Relevant licenses should be acquired from the DoCHG/NMS and the National Museum of Ireland (NMI) for all archaeological works. Any archaeological mitigation must be agreed in consultation with the National Monuments Service and Dun-Laoghaire-Rathdown County Council; and
- Close correspondence should be maintained between local utilities providers in case of an instance where a diversion of utilities arises owing to the works during the construction phase.
- A Construction Environmental Management Plan, Waste Management Plan and Construction Traffic Management Plan should be prepared for the Proposed Development by the Contractor prior to construction.

The Proposed Development does not screen in under mandatory criteria and, with implementation of appropriate mitigation and best practice measures, does not screen in for EIA under sub-threshold assessment.

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7. References

AECOM (2022). Dún Laoghaire Central Active Travel Improvements Appropriate Assessment Screening. Prepared for Dún Laoghaire–Rathdown County Council

DHPLG (2018). Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018). Prepared by the Department of Housing, Planning and Local Government.

EC. (2017). Environmental Impact Assessment of Projects: Guidance on Screening, European Commission.

EPA (2017). Draft Guidelines on the Information to be contained in Environmental Impact Assessment Report.

Government of Ireland (2003). Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-threshold Development.

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Appendix A Screening Checklist

Numbered copies	Yes/No/? – Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? – Why?
1. Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes – the construction phase will see alternations to the current pedestrian footpath and vehicular road. A segregated cycle lane will be added along with sections of landscape area.	No – the alterations are not anticipated to result in a likely significant effect
2. Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes - It is assumed that some natural resources such as stone may be required. It is also assumed a water supply will be required during the construction phase.	No - All imported materials will be sourced from licensed suppliers where possible. Cut/fill will also be balanced where possible so the impact is considered not likely to be significant. It is assumed that any permits/licences/agreements related to the use of water will be sought by the Contractor prior to construction.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes - during construction only.	No – A Health and Safety Plan will be in place and all site staff will be briefed on the Health and Safety Plan prior to commencing works.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes - during construction only.	No- implementation of appropriate waste measures should prevent any significant effects from occurring.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	No- The construction phase will produce limited air pollutants and once operational emissions are not envisaged to increase during the operational phase.	No - the development may reduce the number of emissions being emitted on account of improved cycling infrastructure.
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes – during the construction phase. Levels are anticipated to be similar to pre-existing levels during the operational phase.	No - With appropriate mitigation measures in place, no significant effects on sensitive rereports are anticipated.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal wasters or the sea?	Yes – there is the potential for contamination of land and possibly water during the construction phase only.	No - With appropriate mitigation measures in place, no significant effects are anticipated.
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes- During construction phase only.	No – Health and Safety Plan will be in place during the construction phase. It is anticipated this will be communicated to all site staff through communication pathways such as site inductions and toolbox talks.
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes- There is a potential for the Proposed Development to promote a positive healthier lifestyle and aid in the reduction of vehicular traffic in the area.	No- Significant effects are not anticipated.
10. Are there any other factors that should be considered such as consequential development which could lead to	Yes – additional developments are anticipated within the surrounding environs. Further	No - With appropriate mitigation measures in place, no significant effects are anticipated.

Numbered copies	Yes/No/? – Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? – Why?
environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	information is available in Section 5.2.2 and Appendix B.	
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	No - the project is not located within or close to areas protected for their cultural value.	NA
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	No – there are no sensitive or important environmental habitats such as wetlands, coastal zones or mountains in the area.	NA
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No – there are no sensitive or important environmental features in the area.	NA
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	No - there are no coastal zones or marine environments in the area of the Proposed Development so significant negative impacts are not anticipated.	NA
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No - there are no designated amenity routes, protected views or any other areas of designation in relation to Green Infrastructure and/or townscape to be preserved within the study area.	NA
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes – the Proposed Development includes two regional roads and passes IADT. The Proposed Development will also see the temporary closure of current cycle lanes.	No – the impacts are expected to be temporary in nature and would be restricted to the construction phase only.
17. Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes - The study area is subject to congestion during the peak hours in areas such as Kill Avenue, Mounttown Road Lower, and Mounttown Road Upper.	No – the objective of the Proposed Development is to improve walking and cycling infrastructure
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes – the Proposed Development is located adjacent to existing residential and industrial areas; however the Proposed Development is located along an existing road network.	No – Any impacts are related to the construction phase only and will be short term in duration. The existing landscape character will remain largely unaltered.

Numbered copies	Yes/No/? – Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? – Why?
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes- the Zones of Notification for the former ecclesiastical sites (DU023-013) and fortifications (DU023-014) extend into the line of the Proposed Development at Mounttown Upper Road.	No- Potential effects are considered to be not significant due to previous disturbance caused by construction of the regional roads while any impacts to setting will be temporary and limited to the construction phase.
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No - The Proposed Development occupies built-up land comprising parts of the existing busy road network. It lies within central Dún Laoghaire amongst an extensive urban area that is predominantly commercial and residential, with areas of amenity grassland at various parks which are small in size.	No – the Proposed Development is in a highly developed area that is highly fragmented.
21. Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes – the area the Proposed Development is situated within is largely residential.	No – any obstruction to private residences will be during the construction phase and the implementation of the correct mitigation measures will prevent any significant effects.
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	No – while there is planned commercial and residential planning in the area surrounding the Proposed Development, the Proposed Development will be restricted to the existing road area.	No – due to the nature and location of development, the Proposed Development is unlikely to affect future land uses.
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes - The Proposed Development occupies built-up land comprising parts of the existing busy road network. It lies within central Dún Laoghaire amongst an extensive urban area that is predominantly commercial and residential.	No – any issues arising from noise and vibrations will be restricted to the construction phase with levels similar to existing levels during the operational phase. No significant impacts are anticipated on air quality, soil and land or water if the correct mitigation measures are implemented during the construction phase.
24. Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes – there are churches and education facilities along the roads encompassed by the Proposed Development. Dún Laoghaire Fire Station also opens onto the R830.	No – any potential impacts would be during the construction stage only and would be temporary in duration. Access for emergency services will be considered by the Contractor in the CTMP
25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No – there are no scarce resources within or around the location of the Proposed Development.	NA
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing	Yes – ground waterbodies in the area are registered as being “At Risk”.	No – aside from ground water there are no other aspects, air or surface waters, that are recognised as being at risk. The closest waterbody is over

Numbered copies	Yes/No/? – Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? – Why?
<p>legal environmental standards are exceeded, that could be affected by the Project?</p>		<p>300 m from the Proposed Development site. With the implementation of appropriate mitigation measures during the construction phase no likely significant impacts are anticipated.</p>
<p>27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?</p>	<p>No – the Proposed Development site is not susceptible to any of the issues mentioned.</p>	<p>No –the Proposed Development is not anticipated to be adversely affected by any of the severe events listed so significant negative effects are not expected.</p>
<p>28. Summary of features of Project and of its location indicating the need for EIA</p>	<p>The Proposed Development does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.</p> <p>should the Contractor comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines and codes of practice appropriate to the Proposed Development during construction phase and if the recommended mitigation measures discussed in the respective sections above are adhered to, it is unlikely that the Proposed Development will have a significant effect on any of the headings investigated as part of the sub-thresholds assessment for the Proposed Development.</p>	

Appendix B Planning Search

B.1 Planning Search within 1 km Radius of Subject Site

Competent Authority	Ref. No	Description	Location	Final Grant Date	Distance from approximate centre point of the Proposed Development site (m)
Dun Laoghaire Rathdown County Council/ABP	ABP3114112 1	<p>Permission for a strategic housing development for student accommodation shall provide for 276no. bedspaces with associated facilities, a public house, 2no. commercial units and ESB Substation. The development will include the following:</p> <p>Demolition of existing Bakers Corner Public House approximately 1,378sqm</p> <p>Construction of a replacement public house of approximately 292.4sqm at the Kill Avenue Frontage with adjoining ESB substation (14.4sqm) and switch room (7sqm)</p> <p>Construction of a student accommodation development with an overall gross floor area of approx. 8,677 sqm (internal) in two blocks of 5 to 6 storeys (Bakers Corner Building – Building A) and 4 to 6 storeys (Main Student Accommodation Building – Building B). The development will provide for a total of 276 student bed spaces</p> <p>Ancillary student support facilities are also proposed at ground floor level of the main student accommodation building (Building B), including: a common room/reception (169.2sqm), management office (16.2sqm), administration space (21.3sqm), Post/Comms area (15.4sqm) meeting room (41.6 sqm), store (18.6 sqm), canteen (22.5 sqm), Toilets and Shower Room (38.9 sqm), laundry (27.3 sqm), cinema room (43 sqm), gym (28.3 sqm), and break out space (45 sqm); and at fifth floor level 2no. communal lounges (27.5 sqm and 46.8 sqm(including Kitchenette)); totalling approx. 843.1 sqm. New Public/Urban Square with pedestrian routes, public seating, landscaped spaces and outdoor seating associated with commercial uses; The provision of communal lounges (12.2sqm each) on floors 1 to 4 of the Bakers Corner Building (Building A). The provision of 2no. commercial units (approx. 127.5 sqm and 273.3sqm) at the ground floor level fronting Rochestown Avenue in the Student Accommodation Building ('Building B') and the Bakers Corner Building ('Building A') respectively. The realignment of the existing car parking spaces to provide 34 no. car parking spaces (including 3 no. Accessible car parking spaces), 1 no. loading bay and 330 no. bicycle parking spaces at surface level and in secure stacked cycle parking store. Waste management area (24.8sqm) and plant room (60.9sqm) at ground floor level. Alterations to the existing vehicular and pedestrian entrances from Rochestown</p>	0.483ha lands at Baker's Corner, Rochestown Avenue and Kill Avenue, Dun Laoghaire, Co. Dublin, A96TD77	2022-01-26	Adjacent to Proposed Development circa 6 m (825 m from centre point)

Avenue including the provision of a formalised pedestrian route, and the creation of a new pedestrian and cyclist entrance via Kill Avenue. Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works including the provision of 3 no. roof terraces at fifth floor level (approx. 451 sqm, 150sqm and 60sqm sqm respectively); green roofs (97sqm and 142sqm), boundary treatments, electrical services and all associated site works. The application contains a statement setting out how the proposal will be consistent with the objectives of the relevant development plan. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. The application, may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dun Laoghaire Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: www.bakerscornershd.ie

Dun Laoghaire Rathdown County Council	D13A/0296	Permission for development consisting of revisions to the development permitted under Register Reference PL06D.240677 (D11A/0435) and D10A/0304 comprising: (a) New ESB sub-station building attached to rear (south) of approved Neighbourhood Centre supermarket building. (b) New landscaped courtyard to north of Cell C5 and to rear (south) of approved Neighbourhood Centre supermarket building, incorporating 4 no. additional car spaces ancillary to Cell C5 and associated revisions to site development and landscaping works.	"Honeypark" (The 'Southern Site Phase 1' development at the Former Dun Laoghaire Golf Club Lands) at Glenageary Road Upper and Kill Avenue, Dun Laoghaire, Co Dublin	2013-09-05	186.9
Dun Laoghaire Rathdown County Council	D12A/0293	Permission is sought for development comprising revisions to the development permitted under register reference D10A/0304 consisting of amendments to the north terrace of Housing Cell C6 only, comprising the provision of 11 No. two storey houses in lieu of 11 No. three storey houses as permitted under register reference D10A/0304, the revisions comprise a change of house type and a reduction in total gross floor area overall of 419 sq.m approx. The north terrace of Housing Cell C6 now comprises 9 No. two storey 4-bed houses (House Type A10) and 2 No. two storey 4-bed houses (House Type A11); 23 No. ancillary car parking spaces at grade: omission of residential management office; revisions to ancillary site development, lighting, planting, landscaping works and site services as permitted under register reference D10A/0304 to service the revised housing units; all on a site of 0.32 hectares approx.	'Honeypark', Southern site of former Dun Laoghaire Golf Club lands, Glenageary Road Upper & Kill Avenue, Dun Laoghaire, Co. Dublin	2012-10-17	228.5
Dun Laoghaire Rathdown County Council	D13A/0136	Permission for development consisting of revision to the development permitted under Register Reference D12A/0293 comprising the provision of one additional car parking space serving the north terrace of cell C6 and associated revisions to site development and landscaping works.	'Honeypark', (The Southern Site Phase 1 development) at the former Dun Laoghaire Golf Club lands, Glenageary Road Upper and Kill Avenue, Dun Laoghaire, Co. Dublin.	2013-06-19	228.5

Dun Laoghaire Rathdown County Council	D12A/0350	Permission for development which will consist of revisions to the development permitted under Reg. Ref. D06A/0927 and PL06D.225947 comprising: (a) walls and piers at entrance from Glenageary Road Upper incorporating residential management office and illumination. (b) 2 illuminated 'Honeypark' signs fixed to the walls, (c) Revisions to site development, site services and landscaping works associated with the above.	'Honeypark', ("Southern site Phase 1" development at former Dun Laoghaire Golf Club Lands) at Glenageary Road Upper & Kill Avenue, Dun Laoghaire, Co. Dublin	2013-04-04	262.7
Dun Laoghaire Rathdown County Council	D20A/0608	Permission is sought for development. The development will consist of a single public art installation within an existing permitted open space area. The provision of the single public art installation will be in lieu of two public art installations previously permitted by An Bord Pleanála under Ref. PL06D.235181 and Ref. PL06D.237650 (Dun Laoghaire Rathdown County Council ref. D08A/1379 and D09A/0908 respectively).	Cualanor, Glenageary Road Upper, Dun Laoghaire, Co. Dublin	2021-01-14	272.5
Dun Laoghaire Rathdown County Council	D13A/0374	Permission for modifications to permitted development (D12A/0471) originally described as: Change of use from Garage/Showroom to Fitness Studio with 24 hour opening hours, signage of 10 sqm and all ancillary works. The modifications now proposed are: (a) new main entrance door with access ramp and steps to front of building. (b) new accessible escape ramp to east elevation. (c) re-instatement of existing monolith pillar sign with new sign of 5m height and a display area of 15 sqm with all ancillary works. We also apply for an amendment to the permitted development above where no music or other amplified sound shall be admitted to the public street or in a manner as to cause nuisance to the occupants of nearby properties in order to safeguard the amenities of the area and in the interests of orderly development.	Former Car Showroom, 30, Kill Avenue, Dún Laoghaire, Co Dublin	2013-10-24	310.9
Dun Laoghaire Rathdown County Council	D13A/0621	Permission for revisions to the development permitted under Register Reference D06A/0927 (PL06D. 225947) as partly required under Condition no. 7 of permission D06A/0927 (PL06D. 225947). The revisions will comprise of revised and replacement house types and floor areas and revised associated road and parking layout within part of the previously proposed/permitted housing terrace T6. The revisions proposed will replace 13 no. proposed/permitted 5 bed three storey dwellings with 12 no. 4/5 bed three storey dwellings. The development will also comprise 24 no. ancillary car parking spaces at grade to the front of the proposed dwellings; associated revisions to site development and water services to serve the revised T6 houses and road layout.	Honeypark (the' Southern site Phase 1' development at Former Dún Laoghaire Golf Club Lands) at Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	2014-03-06	320.2
Dun Laoghaire Rathdown County Council	D13A/0622	Permission for revisions to the development proposed/permitted under Register Reference D06A/0927 (PL06D.225947) as partly required under Condition no. 7 of permission D06A/0927 (PL06D.225947). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Cell C7. The revisions proposed will replace 20 no. permitted dwellings (8 no. 4 bed three storey and 12 no. 5 bed three storey) with 21 no. 4/5 bed two and a half storey dwellings. The development will also comprise 48 no. ancillary car parking spaces at grade, including 1 no. disabled parking spaces; associated revisions to site development and water services to serve the revised C7.	Honeypark (the' Southern site Phase 1' development at Former Dun Laoghaire Golf Club Lands) at Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	2014-03-06	333.7
Dun Laoghaire Rathdown County Council	D19A/0551	Permission for development. The development consists revisions to development previously approved under Reg. Ref. D17A/0445 and Reg. Ref. D08A/1379 (PL 06D. 235181) comprising: (a) The provision of a concierge library/lounge 28sqm, within a reconfigured zone of the approved lower ground floor parking/ancillary area of Block 4. (b) The provision of a gym/yoga studio, 38sqm, for use of the residents of the approved apartment Blocks 4 and 5, within a reconfigured zone of the approved lower ground floor parking/ancillary area of Block 4, to include a door in lieu of approved window on east elevation.	Site of approx. 1.3ha at apartment Block 4 (Fairway Court) and Block 5 (Fairway Hall), Cualanor, Upper Glenageary Road, Dun Laoghaire, Co Dublin	2019-12-18	350.6

Dun Laoghaire Rathdown County Council	D20A/0798	Permission and retention permission for a residential development on an overall site. The proposed development consists of modifications to development previously permitted at Gowrie House (a Protected Structure) under Reg. Ref. D18A/1054 (ABP.Ref.303601-19). The modifications for permission consist of (a) relocation of Block C approx. 2.19m to the north west including associated alterations to drainage layout; (b) one additional bedroom to each of 4 no. townhouses in Block A to provide 4no. 4-bed townhouses (2 and part 3 Storeys); (c) one additional bedroom in each of 2 no. mews houses in Block C to replace study at ground floor and provide 2no. 3-bed mews dwellings (2 storeys); (d) one additional vehicular entrance to Block B, to provide two separate entrances to this block; and (e) set back and widening of the permitted entrance to Gowrie House and all associated site development works. Retention permission is also sought for one additional bedroom at first floor level of 2no. units in Block B to provide 2no. 4-bed units (3 storeys). There is no increase in building footprint or floor area proposed as part of this application. There are no works proposed to Gowrie House as part of this application and development of this property will remain as permitted under Reg. Ref. D15A/0156 & ABP Ref. PL 06D. 245864.	c. 0.48 ha at Gowrie House, 34 Glenageary Road Upper, Glenageary, Co. Dublin (A96 Y3F9)	2021-05-06	370.5 (adjacent to Proposed Development circa 20 m)
Dun Laoghaire Rathdown County Council	D15A/0136	Permission for revisions to the development permitted under Reg. Ref. D06A/0927 (PL06D.225947). The revisions will comprise the replacement and change of use of a permitted 2 bed apartment, circulation space and parking space (including minor extension) to a proposed management services and community media services use at lower ground/basement area. The revisions will incorporate associated revisions to parking provision at basement and will result in an overall loss of 3 no. parking spaces, thereby, reducing the overall number serving block B8 from 217 no. to 214 no. All on a site of 409 sqm approximately at previously permitted apartment Block B8.	Block B8 Honeypark, (the Southern Site Phase 1 development at the former Dún Laoghaire Golf Club Lands), Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	2015-07-29	375.2
Dun Laoghaire Rathdown County Council	D15A/0569	Permission for development. The development will consist of the demolition and removal of existing stores of 92.5m2, alterations to the existing showroom/retail space including changes to the east elevation, the construction of a new two storey office building of 251m2, a new boundary treatment 2.25m high, disabled access and new parking arrangement for 5 no. car spaces, and associated site works.	Unit 1A, Ashgrove Industrial Estate, Ashgrove, Kill Avenue, Dun Laoghaire, Co. Dublin	2016-01-27	378.6
Dun Laoghaire Rathdown County Council	D15A/0135	Permission for revisions to the development permitted under Reg. Ref. D06A/0927 (PL06D.225947). The development comprises revisions to the internal courtyard of apartment Block B8 to now provide a new single-storey gymnasium (99 sqm) for use by future residents; associated revisions to site development works. All on a site of 115 sqm approx.	Block B8 Honeypark, (the Southern Site Phase 1 development at the former Dún Laoghaire Golf Club Lands), Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	2015-05-27	391.1
Dun Laoghaire Rathdown County Council	D15A/0134	Permission for revisions to the development permitted under Reg. Ref. D06A/0927 (PL06D.225947). The revisions will comprise the replacement of 15 no. previously permitted apartments (12 no. 3 bed and 3 no. 2 bed) with 27 no. proposed apartments (15 no. 3 bed, 10 no. 2 bed and 2 no. 1 bed) including balconies at the 4th and 5th floors, resulting in an increase from 186 no. permitted apartments in the entire Block B8 to a proposed 198 no. apartments in total. The development will also comprise ancillary elevational changes and revisions to parking provision to increase the total provision serving Block B8 by 10 no. (6 no. at grade to west of Block B8 and 4 no. at basement) from previous permitted total of 217 no. (178 no. basement spaces and 39 no. at grade) to a proposed revised total of 227 no. (182 no. basement spaces and 45 no. at grade). Basement revisions also provide for new storage areas to serve the	Block B8 Honeypark, (the Southern Site Phase 1 development at the former Dún Laoghaire Golf Club Lands), Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	2015-07-29	405.1

proposed revised apartments and additional bicycle spaces. All on a site of 1.58 hectares (10,580 sqm) approx. at previously proposed/permitted apartment Block B8.

Dun Laoghaire Rathdown County Council	D15A/0674	Permission for revisions to Block B8 as previously permitted under Register Reference D06A/0927 (PL06D.225947). The revisions will comprise the reconfiguration of the permitted ground and lower ground floor levels to provide 2 no. new emergency escape routes from the internal courtyard at ground floor and to relocate the entrance to Core 8 from permitted ground floor level to lower ground floor level, together with associated amendments to south-east, south-west and north elevations. The reconfigured layout will also replace 1no. 1-bed, 3 no. 2 bed and 1 no. 3-bed permitted apartments (5 total) with 4 no. 1-bed and 1no. 2/3 bed proposed apartment (5 total).	Block B8, Honeypark, Glenageary Road Upper, Kill Avenhe, Dún Laoghaire, Co Dublin	2016-04-21	405.1
Dun Laoghaire Rathdown County Council	D16A/0747	Permission for a residential development. The development involves the demolition of the existing storage units/garages which shall be replaced by a residential development comprising of a mix of 15 number residential units, 6 number 1 bed apartment units in a three storey block, 4 number 4 bed terraced houses over 3 floors and 5 number 3 bed terrace houses over 3 floors, with car parking and all associated site works.	Former Eircom Depot, Dunedin Terrace, Monkstown, County Dublin	2017-06-15	411.6
Dun Laoghaire Rathdown County Council	D13A/0623	Permission for revisions to the development proposed/permitted under Register Reference D06A/0927 (PL06D.225947) as partly required under condition No. 7 of permission D06A/0927 (PL06D.225947). The revisions will comprise of revised and replacement house types and floor areas and revised associated road and parking layout within the previously proposed/permitted housing terraces T6 (part) and T7 and the permitted housing terrace T8 (part). The revisions proposed will replace 18 no. previously proposed/permitted dwellings (4 no. 3 bed two storey dwellings, 11 no. 4 bed three storey dwellings and 3 no. 5 bed three storey dwellings) with 22 no. dwellings (16 no. 4/5 bed two and a half storey dwellings and 6 no. 5 bed three storey dwellings). The development will also comprise 51 no. ancillary car parking spaces (including 1 no. disabled space) at grade to the front of the proposed dwellings and associated revisions to site development and water services to serve the revised houses and road layout. Permission is also sought for new services connections from the site to the boundary of an adjoining residential property 'Gowrie'.	Site of 0.78 ha approx. at previously proposed/permitted housing terraces T6 (part), T7 & T8 (part) at Honeypark (the 'Southern site Phase 1' at Former Dun Laoghaire Golf Club Lands) at Glenageary Road Upper & Kill Avenue, Dún Laoghaire, Co Dublin	2014-03-06	414.1
Dun Laoghaire Rathdown County Council	D14A/0122	Permission for revisions to the development permitted under Register Reference D09A/0908 (PL06D.237650). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Terrace T1 (part) and Cell C2 (part). The revisions proposed will replace 19 no. permitted dwellings (15 no. 4 bed two and a half storey and 1 no. 5 bed two and a half storey and 3 no. 5 bed three storey) with 23 no. dwellings (20 no. 4/5 bed three storey and 3 no. 5/6 bed three storey). The development will also comprise 46 no. ancillary car parking spaces at grade; associated revisions to site development and water services to serve the revised T1 and C2 housing. All on a site of 0.677 hectares approx. at housing terrace T1 (part) and housing cell C2 (part) of a previously permitted residential development (referred to as Phase IIB).	Part of the 'Northern Site' of the former Dún Laoghaire Golf Club lands at Glenageary Road Upper Eglinton Park, Dún Laoghaire, Co Dublin.	2014-09-10	436.7
Dun Laoghaire Rathdown County Council	D14A/0669	Permission for revisions to the development permitted under Register Reference D09A/0908 (PL06D.237650). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Cell C4B (part). The revisions proposed will replace 18 no. permitted dwellings (4 no. 3 bed two storey and 2 no. 4 bed three storey and 12 no. 5 bed three storey) with 22 no. dwellings (17 no. 4/5 bed three storey and 5 no. 5/6 bed three storey). The development will also comprise 49 no. ancillary car	Part of the Northern Site of the Former Dún Laoghaire Golf Club Lands at Glenageary Road Upper and Eglinton Park, Dún Laoghaire, Co Dublin	2015-01-21	441.7

parking spaces at grade (including 1 no. disabled space); associated revisions to site development and water services to serve the revised C4B (part) housing (now comprising all of the revised C4B cell). All on a site of 0.976 hectares approx. at housing cell C4B (part) of a previously permitted residential development (referred to as Phase IIB).

Dun Laoghaire Rathdown County Council	D14A/0670	Permission for revisions to the development permitted under Register Reference D08A/1379 (PL06D.235181). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Terrace T3A and Housing Terrace T3B. The revisions proposed will replace 22 no. permitted dwellings (1 no. 3 bed two storey and 10 no. 4 bed two and a half storey, 9 no. 5 bed three storey and 2 no. 7 bed three storey) with 22 no. dwellings (16 no. 4/5 bed three storey and 6 no. 5/6 bed three storey). The development will also comprise 49 no. ancillary car parking spaces at grade (including 1 no. disabled space); associated revisions to site development and water services to serve the revised T3A and T3B housing. All on a site of 0.814 hectares approx. at housing terraces T3A and T3B of a previously permitted residential development (referred to as Phase IIA).	Part of the Northern Site of the Former Dún Laoghaire Golf Club Lands at Glenageary Road Upper and Eglinton Park, Dún Laoghaire, Co Dublin	2015-01-21	445.2
Dun Laoghaire Rathdown County Council	D16A/0745	Permission comprising of revisions as previously permitted by An Bord Pleanála under Reg. Ref. PL06D.237650 (DLRCC D09A/0908) resulting in an overall increase of 4 No. apartments and 10 No. parking spaces. Revisions will comprise of the reconfiguration of permitted penthouse apartments from 1 No. 2-bed and 5 No. 3-bed apartments to 2 No. 2-bed and 8 No.3-bed apartments, together with associated elevational changes, and an increase in at-grade parking from 19 No. spaces to 29 No. spaces.	apartment block 1 (known as Eustace Court) at Cualanor, Glenageary Road Upper, Dún Laoghaire, Co. Dublin	2017-01-18	454.3
Dun Laoghaire Rathdown County Council	D17A/0084	Permission for revisions to Block 9 Honeypark, as previously permitted under Reg. Ref. D06A/0927 (ABP Ref. PL06D.225947) and Reg. Ref. D16A/0696. The proposed revisions comprise the addition of a rooftop level gym of approx. 190m ² , now to form a part 7 storey element on previously permitted 6 storey part of building; 2 no. associated roof terrace areas (approx. 141m ² combined); and associated access arrangements from the permitted fifth floor (approx. 104m ²).	Block 9 Honeypark, Glenageary Road Upper, Dún Laoghaire, Co Dublin	2017-05-03	454.8
Dun Laoghaire Rathdown County Council	D14A/0125	Permission for revisions to the development permitted under Register Reference	Part of the 'Northern Site' of the former Dún Laoghaire Golf Club lands at Glenageary Road Upper Eglinton Park, Dún Laoghaire, Co Dublin.	2014-08-28	470.7
Dun Laoghaire Rathdown County Council	D13A/0396	Permission is sought for revisions to the development permitted under Register Reference D06A/0927 (PL06D.225947) comprising of revised house types and floor areas and revised associated road and parking layout within the permitted housing terrace T8. The revisions proposed will replace 13 No. permitted dwellings (12 No. four bed three storey, and 1 No. five bed three storey) with 14 No. five bed three storey dwellings. The development will also comprise 31 No. ancillary car parking spaces at grade, including 1 No. disabled parking space, to serve a total of 15 No. dwellings (permitted and proposed revised) in the T8 terrace; associated revisions to site development and water services to serve the revised T8. All on a site of 0.49 hectares approx.	Housing terrace T8 at Honeypark, (the 'Southern Site Phase 1' development at the, Former Dun Laoghaire Golf Club Lands), Glenageary Road Upper and Kill Avenue, Dun Laoghaire, Co. Dublin	2013-12-19	475.9
Dun Laoghaire Rathdown County Council	D14A/0668	Permission for revisions to the development permitted under Register Reference D09A/0908 (PL06D.237650). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Cell C4A (part) and	Part of the Northern Site of the Former Dún Laoghaire Golf Club Lands at Glenageary Road	2015-01-21	483.1

Housing Cell C4B (part). The revisions proposed will replace 15 no. permitted dwellings (5 no. 3 bed two storey and 4 no. 4 bed two and a half storey, 1 no. 4 bed three storey and 5 no. 5 bed three storey) with 16 no. dwellings (12 no. 4/5 bed three storey and 4 no. 5/6 bed three storey). The development will also comprise 38 no. ancillary car parking spaces at grade; associated revisions to site development and water services to serve the revised C4A (part) and C4B (part) housing (all now referred to as C4A). All on a site of 0.548 hectares approx. at housing cell C4A (part) and housing cell C4B (part) of a previously permitted residential development (referred to as Phase IIB).

Dun Laoghaire Rathdown County Council	D14A/0121	Permission for revisions to the development permitted under Register Reference	Part of the 'Northern Site' of the former Dun Laoghaire Golf Club lands at Glenageary Road Upper and Eglinton Park, Dun Laoghaire, Co Dublin.	2014-08-28	499.3
Dun Laoghaire Rathdown County Council	D14A/0123	Permission for revisions to the development permitted under Register Reference D09A/0908 (PL06D.237650). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Terrace T2B and Housing Cell C3 (part). The revisions proposed will replace 17 no. permitted dwellings (13 no. 4 bed two and a half storey and 4 no. 5 bed three storey) with 19 no. dwellings (15 no. 4/5 bed three storey and 4 no. 5/6 bed three storey). The development will also comprise 46 no. ancillary car parking spaces at grade (including 1 no. disabled parking spaces); associated revisions to site development and water services to serve the revised T2B and C3 housing. All on a site of 0.655 hectares approx. at terrace T2B and housing cell C3 (part) of a previously permitted residential development (referred to as Phase IIB).	Part of the 'Northern Site' of the former Dún Laoghaire Golf Club lands at Glenageary Road Upper Eglinton Park, Dún Laoghaire, Co Dublin.	2014-08-28	516.4
Dun Laoghaire Rathdown County Council	D14A/0671	Permission for revisions to the development permitted under Register Reference D09A/0908 (PL06D.237650). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Terrace T2C and Housing Cell C4A (part). The revisions proposed will replace 12 no. permitted dwellings (5 no. 3 bed two storey and 7 no. 5 bed three storey) with 11 no. dwellings (7 no. 4/5 bed three storey and 4 no. 5/6 bed three storey). The development will also comprise 35 no. ancillary car parking spaces at grade; associated revisions to site development and water services to serve the revised T2C and C4A housing (all now referred to as C3). All on a site of 0.456 hectares approx. at terrace T2C and housing cell C4A (part) of a previously permitted residential development (referred to as Phase IIB).	Part of the Northern Site of the Former Dún Laoghaire Golf Club Lands at Glenageary Road Upper and Eglinton Park, Dún Laoghaire, Co Dublin	2015-01-21	517.1
Dun Laoghaire Rathdown County Council	D17A/0583	Planning permission to amend a previously approved boundary treatment between Cualanor and St. Joseph's Primary School under Reg. Ref.: D09A/0908 (extended under Reg. Ref.: D09A/0908/E) of a 2.5m post and timber panel fence to a part 2.5m high wall rendered and capped and part 2.5m high painted metal railing with planting.	Cualanor, (The Northern, Site Phase 2B development, at the Former Dun Laoghaire Golf Club Lands), Glenageary Road Upper, Dun Laoghaire, Co. Dublin	2017-09-28	519.6
Dun Laoghaire Rathdown County Council	D14A/0124	Permission for revisions to the development permitted under Register Reference D09A/0908 (PL06D.237650). The revisions will comprise of revised house types and floor areas and revised associated road and parking layout within the permitted Housing Terrace T2A and Housing Cell C1 (part). The revisions proposed will replace 12 no. permitted dwellings (5 no. 4 bed two and a half storey and 7 no. 5 bed three storey) with 11 no. dwellings (8 no. 4/5 bed	Part of the 'Northern Site' of the former Dun Laoghaire Golf Club lands at Glenageary Road Upper and Eglinton Park, Dún Laoghaire, Co Dublin.	2014-08-28	541.4

three storey and 3 no. 5/6 bed three storey). The development will also comprise 28 no. ancillary car parking spaces at grade (including 2 no. disabled parking spaces); associated revisions to site development and water services to serve the revised T2A and C1 housing. All on a site of 0.435 hectares approx. at terrace T2A and housing cell C1 (part) of a previously permitted residential development (referred to as Phase IIB).

Dun Laoghaire Rathdown County Council	D21A/0480	Permission is sought for the construction of 4no. linked canopies, providing a covered outdoor area measuring 24.15m x 6m (144.9 sq.m) with associated ground works, in the enclosed courtyard of the Quadrangle Building providing covered external space for the consumption of food and educational purposes on the campus	Dun Laoghaire Institute of Art Design and Technology, Kill Avenue, Dun Laoghaire, Co Dublin	2021-08-19	558.3
Dun Laoghaire Rathdown County Council	D13A/0664	Permission for development consisting of temporary change of use of existing basketball courts to carpark use, to be used by school staff and construction workers for the duration of the construction of the extension to Monkstown Educate Together National School, Planning Reg. Ref. D13A/0527.	Dun Laoghaire Institute of Art, Design, And Technology, Kill Avenue, Dun Laoghaire, Co. Dublin.	2014-03-27	574.4
Dun Laoghaire Rathdown County Council	D21A/0634	Permission for development. The proposed comprises modifications to the development permitted under D19A/0468 (as granted by An Bord Pleanala under ABP-306607-20) to provide for a new single storey substation compound in the permitted service yard of the Digital Media Building. The single storey substation compound contains an ESB substation (14m2) and 2no. switch rooms (each 14m2) located in the north-western corner of the permitted service yard	Site of c. 0.67ha on former temporary carpark, located north of the Atrium Building, at IADT, Kill Avenue, Dun Laoghaire, Co Dublin	2021-11-25	576.4 (circa 125 m form the Proposed Development)
Dun Laoghaire Rathdown County Council	D13A/0107	Permission for revisions to the development permitted under Register Reference D06A/0927 (PL06D.225947) comprising of revised house types and floor areas and revised site and road layout within the permitted Housing Cells C9, C10, and T10. The revisions proposed will replace 58 no. three storey dwellings and 2 no. two storey dwellings (2 no. 3 bed, 25 no. 4 bed and 33 no. 5 bed) with 59 no. three storey 4/5 bed dwellings and 1 no. two storey 4 bed dwelling. The development will also comprise 142 no. ancillary car parking spaces at grade; associated revisions to site development, water services, lighting and planting within the permitted C9, C10 and T10 clusters; revisions to front gardens of 5 no. dwellings in permitted C8 housing cell; revised positioning of pedestrian/cycle path in permitted Southern Park. All on a site of 2.02 hectares approx. at previously permitted housing cells C8, C9, C10 and T10.	Site of 2.02 hectares approx. at 'Honeypark' (the Southern Site Phase 1' development at the Former Dun Laoghaire Golf Club Lands) at Glenageary Road Upper and Kill Avenue, Dun Laoghaire, Co. Dublin	2013-06-06	585.0
Dun Laoghaire Rathdown County Council	D13A/0233	Permission for revisions to the development permitted under Register Reference D06A/0927 (PL06D.225947), comprising of revised house types and floor areas and revised site and road layout within the permitted Housing Cells C9, C10 and T10. The revisions proposed will replace 58 no. three storey dwellings & 2 no. two storey dwellings (2 no. 3 bed, 25 no. 4 bed and 33 no. 5 bed) with 59 no. three storey 4/5 bed dwellings and 1 no. two storey 4 bed dwelling. The development will also comprise 142 no. ancillary car parking spaces at grade; associated revisions to site development, water services, lighting and planting within the permitted C9, C10 and T10 clusters; revisions to front gardens of 5 no. dwellings in permitted C8 housing cell; revised positioning of pedestrian/cycle path in permitted Southern Park.	Site of 2.02 ha approx. Honeypark (the 'Southern Site Phase 1' at former Dún Laoghaire Golf Club Lands), Glenageary Rd Upr & Kill Avenue, Dún Laoghaire, Co Dublin	2013-08-08	585.0
Dun Laoghaire Rathdown County Council	D13A/0398	Permission is sought for revisions to the development permitted under Register Reference D06A/0927 (PL06D.225947) comprising of revised house types and floor areas within the permitted housing terrace T9. The revisions proposed will replace 10 No. permitted three storey five bed dwellings with 10 No. alternative three storey five bed dwellings (reduced floorspace proposed); and associated revisions to site development works. All on a site of 0.225 hectares approx.	Housing Terrace T9 at Honeypark, (the 'Southern Site Phase 1' development, at the Former Dun Laoghaire Golf Club Lands), Glenageary Road	2013-11-07	590.3

			Upper and Kill Avenue, Dun Laoghaire, Co. Dublin		
Dun Laoghaire Rathdown County Council	D16A/0750	Permission for development. Site area 612sqm. Demolitions and removal: existing garage (30sqm), shed/boiler house (5.5sqm), main entrance porch (3sqm), oil tank and greenhouses, existing rear single storey extension (14.5sqm) some internal walls, stair and partitions, part of the existing roof and dormer window, part of existing drainage infrastructure and redundant services. New Build: New single storey flat roof extension to northeast side and northwest rear including shed (108.5sqm), first floor dormer extension to northeast side (16sqm), associated new ground floor windows to front, sides and rear. Two new bay windows to the front facade at ground floor. Modifications to profile of roof to front. Extension and modifications of existing dormer on southwest side to include 2 new windows with lowered eaves, bathroom window with fully obscured glazing and bedroom window to be widened and have obscured glazing to height of 1.8m from internal first floor level. Two new roof lights over flat roof rear extension. New roof lights to front face of roof (southeast) of new dormer extension. New first floor dormer window to rear (northwest) of new dormer extension. Modifications: New roof insulation and external insulation with render finish to be applied to all existing external walls. New windows and joinery throughout. New heating, plumbing and electrical services. New rainwater goods and part new foul and surface water drainage throughout site. Landscaping: Entrance and driveway to be widened and sloped to form level threshold. Landscaping and ancillary works to front and rear gardens. New driveway finish, hard and soft landscaping.	Ravello, Castle Park, Monkstown, Co. Dublin	2017-01-18	639.5
Dun Laoghaire Rathdown County Council	D12A/0152	Planning permission for a 318 sq.m single storey building and associated external works. The single storey building will incorporate a teaching space, changing rooms, showers, toilets, wellbeing room, goods in/out area, and ancillary spaces. The associated external works will incorporate new pathways, a new delivery parking area, new lighting, additional CCTV cameras, new 103 sq.m external waste compound and associated services tying into existing campus services ring mains.	Dun Laoghaire Institute of Art, Design and Technology, Kill Avenue, Dun Laoghaire, Co. Dublin	2012-07-19	645.2
Dun Laoghaire Rathdown County Council	D18A/1086	Permission for a new 2 storey dwelling and associated site development works to include a new driveway.	Lands adjoining 99 O'Rourke Park, Sallynoggin, Dún Laoghaire, Co Dublin	2019-02-26	729.9
Dun Laoghaire Rathdown County Council	D13A/0333	Permission to demolish existing area of 21 sqm and construct a new two storey extension of 70 sqm to the rear and side, comprising kitchen and family area at ground floor and new bedroom and bathroom at first floor, with associated miscellaneous works and alterations to front parking area.	Benwell, Crosthwaite Park West, Dún Laoghaire, Co Dublin	2013-10-02	760.9
Dun Laoghaire Rathdown County Council	D15A/0531	Permission for redevelopment including: 1. Demolition of existing forecourt shop building, canopy, fuel pumps/pipework and decommissioning of fuel tanks. 2. Provision of new forecourt building with 100sqm retail shop, office/store and toilet facility. 3. New forecourt layout including canopy, fuel pumps, underground tanks, bin compound. 4. Ancillary signage, both illuminated and non-illuminated. 5. Widening of existing public footpath and relocation of pedestrian entrance on north-east boundary of subject site. 6. All associated site works.	Maxol Service Station, Sallynoggin Road Upper, Sallynoggin, Co Dublin	2015-11-18	780.6

B.2 Part 8 Planning Applications within Approximately 1 km Radius of Subject Site

Competent Authority	Ref. No	Description	Location	Approximate distance from the Proposed Development site (m)
Dun Laoghaire - Rathdown County Council		Active Travel Improvements on Glenageary Road Upper between the Sallynoggin and Killiney Towers Roundabouts	Glenageary Road Upper between the Sallynoggin and Killiney Towers Roundabouts	Adjacent to the Proposed Development
Dun Laoghaire - Rathdown County Council	PC/H/02/2022	Demolition of 3 existing day houses, ancillary caravan bays and portacabins at Woodpark and the construction of three two-storey houses. The works will include a temporary halting site adjacent to the site to facilitate the redevelopment, which will be removed and the area re-instated on completion of the proposed housing development.	Wood Park, Sallynoggin, Co. Dublin	Approximately 885m south of Bakers Corner
Dun Laoghaire - Rathdown County Council		DLR-Connector Pre-Design Community Survey The "DLR Connector" walking, cycling and public realm improvement scheme would connect neighbourhoods and villages East to West across the county through a safe, accessible and attractive walking and cycling route with public realm and greening improvements.	Barton Road/Nutgrove Way Roundabout to Monkstown Avenue Roundabout	Adjacent to the Proposed Development

B.3 An Bord Pleanála Applications within Approximately 1 km Radius of Subject Site

Competent Authority	Ref. No	Description	Location	Approximate distance from the Proposed Development site (m)
ABP	309098	Demolition of an existing house, construction of 102 no. Build to Rent apartments and associated site works. Strategic Housing Development - Application	Michael's Hospital Car Park, Crofton Road, Dun Laoghaire, Co. Dublin.	Approximately 787m north east of the Proposed Development
ABP	D20A/0839	Demolition of 3 commercial structures and construction of 2 independent buildings comprising of 6 apartments.	3, Matthew Terrace, Monkstown Farm, Dun Laoghaire, County Dublin	Approximately 500m north east of the Proposed Development

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