

Cherrywood SDZ Green Routes Network

Report to Inform the Environmental Impact Assessment
Screening

Dun Laoghaire-Rathdown County Council

Project number: 60599677

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Quality information

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1. Introduction

1.1 Background

This report to inform the Environmental Impact Assessment (EIA) Screening Determination has been prepared on behalf Dun Laoghaire-Rathdown County Council (hereafter referred to as the 'Applicant') to accompany their Part 8 Planning package for a greenway, cycle and pedestrian routes network for Cherrywood Strategic Development Zone (SDZ) (hereafter referred to as the 'Proposed Development') in Cherrywood, Co. Dublin (here after referred to as the 'Proposed Development Site').

This report sets out:

- the screening methodology;
- the scope of the Proposed Development; and
- the Proposed Development's potential to interact with the environment during the both the construction and operational phases.

The purpose of the report is to inform the determination as to whether the Proposed Development requires an EIA.

The Applicant is proposing to construct a circa (c.) 6.0km Greenway, Cycle and Pedestrian Routes Network for the Cherrywood SDZ (refer to Figure 1-1). The objectives of the Proposed Development are to develop and design to a detailed level a cycle and pedestrian network, incorporating Greenways, motorised traffic free cycle and pedestrian links, and cycle and pedestrian infrastructure as part of the road network, for the area within and linking to the Cherrywood SDZ.

As the Proposed Development is located within the Cherrywood SDZ, all plans and developments within this area must comply with the policies and objectives of this zone.

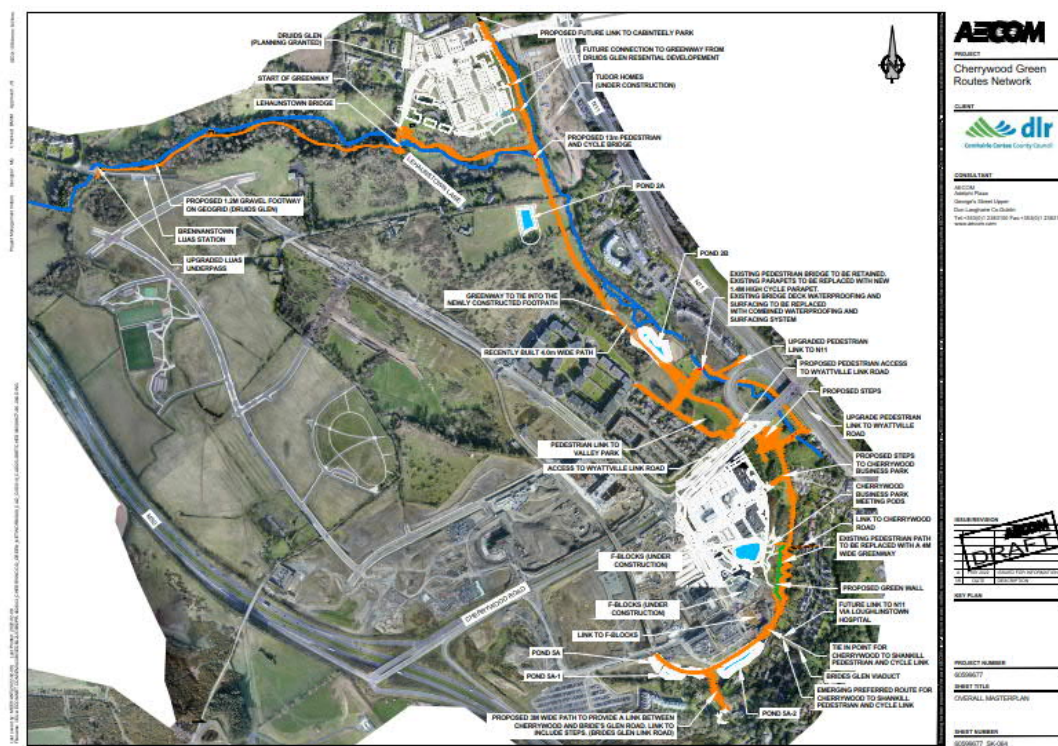


Figure 1-1 Proposed Development

(also see Appendix C)

2. Description of the Proposed Development

2.1 Introduction

The Applicant is proposing to construct a c.6.0km Greenway which provides a cycle and pedestrian greenway network, for the area within the Cherrywood SDZ. The greenway network is based on the preliminary routing indicated in the Cherrywood SDZ and will extend from Brides Glen Road in the south to Lehaunstown Road and Brennanstown in the north. The proposed greenway will be 4.0m wide, designed in accordance with *TII Publication 'DN-GEO-03047-02 – Rural Cycleway Design (Offline)*. In the Druids Glen Woodland, an 800m long pedestrian walking route is proposed, which will comprise resurfacing of existing pathways through the existing Druids Glen Woodland.

The Proposed Development is located on a c. 9.45 hectares (ha) site (including greenway, paths and links, earthworks and landscaping) in Cherrywood, Co. Dublin.

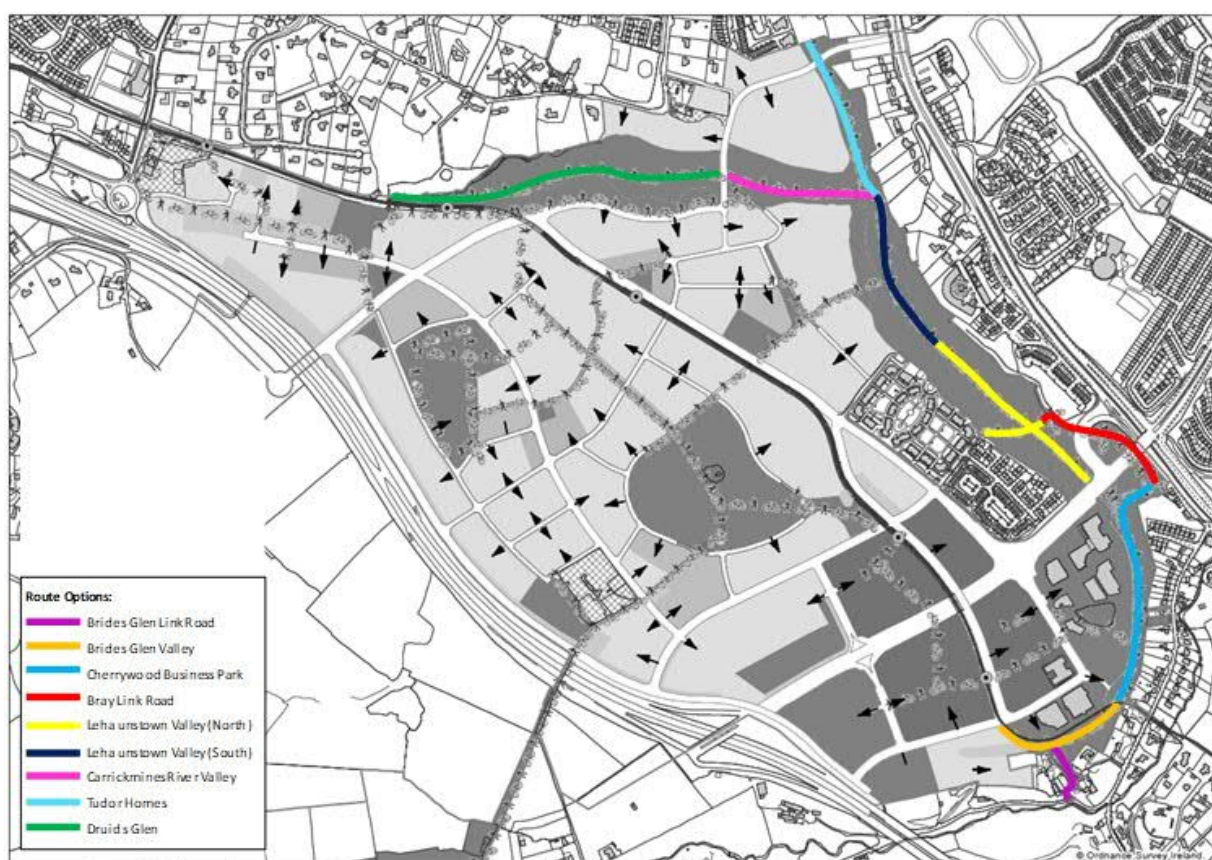


Figure 2-1 Route Sections along Scheme Route

3. EIA Screening Process

3.1 Introduction

This section outlines the legislative basis for “Screening” in order to decide whether the Proposed Development requires the preparation of an Environmental Impact Assessment Report (EIAR).

3.1.1 EIA Directive

The European Communities (EC) EIA Directive 85/337/EC, codified by Directive 2014/52/EU, lists those projects that require an EIAR (Annex I) and those projects for which an assessment must be undertaken to determine if they are probable to result in likely significant effects (Annex II). For Annex II projects, individual Member States can choose to institute specific thresholds or project specific considerations, or a combination of both of these approaches to arrive at a decision regarding the requirement for an EIAR.

Annex II developments that do not exceed the thresholds for the mandatory requirement to prepare an EIAR are categorised as sub-threshold and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant impacts on the existing environment. The likelihood of a significant environmental effect is the principal matter around which consideration of the requirement for an EIAR is based. Annex III sets out the criteria to be examined when carrying out EIA screening.

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

In Ireland, generally the process of ascertaining whether a development requires an EIA is determined by the Planning and Development Act 2000 (as amended) which takes into consideration the Planning and Development Regulations 2001 (as amended). and the Roads Act 1993 (as amended).

3.2 Legislation

3.2.1 Environmental Impact Assessment (EIA)

The EIA Directive (Directive 85/337/EEC) requires an environmental assessment to be carried out prior to development consent being granted for projects considered likely to have a significant effect on the environment. The amended Directive 2014/52/EU improves the level of environmental protection for the environment and pays greater attention to emerging threats and challenges such as resource efficiency, climate change and disaster prevention.

The Planning and Development Act 2000 (as amended) has been amended by the EU (Environmental Impact Assessment) (Amendment) Regulations 2019 to take account of the requirements of the EIA Directive 2014/52/EU. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when carrying out EIA screening.

3.2.2 Appropriate Assessment (AA)

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 (EC) (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.

The Proposed Development was subject to an Appropriate Assessment (AA) Screening, which was conducted by Scott Cawley (Scott Cawley, 2022a). This AA Screening determined:

"the potential impacts associated with the proposed route do not have the potential to affect the receiving environment and, consequently, do not have the potential to affect the conservation objectives supporting the qualifying interest / special conservation interests of any European sites. Therefore, the proposed route is not likely to have significant effects on any European sites".

It also concluded that there was no potential for any other plan or project to act in-combination with the Proposed Development to result in significant effects on any European site.

Therefore, it was recommended that the application for consent for the Proposed Development does not require an Appropriate Assessment (AA) and the preparation of a Natura Impact Statement (NIS).

3.3 Methodology

The screening was undertaken in line with Section 3.2 of the EPA's 'Guidelines on the Information to be contained in Environmental Impact Assessment Report (DRAFT)' (EPA, 2017). The assessment also takes into consideration:

- the 'Environmental Impact Assessment of National Road Schemes - A Practical Guide' (TII 2008),
- 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 Environment, Heritage and Local Government guidance document "Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development".

Additionally, the screening process can be aided using the checklists contained in the EC 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 of this report.

Ascertaining whether this Proposed Development requires an EIA is determined by reference to mandatory and discretionary provisions set out in the Planning and Development Act 2000 (as amended)).

A 'road' is defined under the Roads Act 1993 (as amended) to include;

- (a) any street, lane, footpath, square, court, alley or passage,
- (b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,
- (c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully,

railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

- (d) *any other structure or thing forming part of the road and*
- (i) *necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or*
- (ii) *prescribed by the Minister.*

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

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

In respect of the above definition under Section 68 of the Roads Act 1993, as amended. The Proposed Development is considered to be a public road; therefore, this EIA screening will be assessed under Section 50 of the Roads Act 1993 (as amended).

3.3.1 Assumptions

The EIA screening undertaken assumes the construction of the Proposed Development would comply with regulatory, best practice and incorporate environmental controls, such as an approved Construction Environmental Management Plan (CEMP). The CEMP would include best practice and regulatory pollution control measures such as noise, vibration and dust controls, emergency response including an emergency spill response plan, Waste Management Plan (WMP), procedures for dealing with unexpected archaeological discoveries, and health and safety provisions. The CEMP would also include details of any environmental monitoring requirements; communication protocols, and particular measures as set out within the environmental reports accompanying this Part 8 Planning application such as the Ecology Impact Assessment (EcIA) and the Archaeological & Architectural Assessment as well as any mitigation measures set out by the conditions associated with planning approval (if granted). It is assumed all mitigation, compensatory measures and enhancement measures set out within the accompanying environmental reports (e.g. the Ecology Impact Assessment and the Archaeological & Architectural Assessment) would be implemented during the construction and operational phases of the Proposed Development. A CEMP is therefore to be produced by the appointed Contractor prior to construction. This requirement will be included within the contract for the Proposed Development.

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

3.3.2 Legislative Grounds for an EIA

3.3.2.1 Planning and Development Regulation Screening

The Proposed Development does not fall under any of the developments requiring an EIA as listed under Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended). The Proposed Development could be considered to align with Schedule 5, Part 2, Infrastructure Projects, item 10 (b) (iv), of the Planning and Development Regulations 2001 (as amended). The criteria is contained in Table 3-1 however while this has been included for completeness, the Proposed Development is considered a road development under the Roads Act 1993 (as amended) (see Section 3.3). Where Part 2 10 (b) (iv) references a business district this is defined as a district within a city or town in which the predominant land use is retail or commercial (Schedule 5, Part 2 of the Planning and Development Regulations, 2001).

Table 3-1 Mandatory Environmental Impact Assessment Criteria Established under the Planning and Development Regulations

Mandatory	Regulatory Reference	Mandatory Criteria Met?
Part 2 (10) (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere ¹ .	S.I. 600 of 2001 of the Planning and Development Regulations 2001, as amended	No - The overall Proposed Development is 9.45 ha and falls below 10 hectares in the case of other parts of a built-up area. The Proposed Development is not considered to fall within a business district.
	S.I. 93 of 1999 of European Communities (EIA) Regulations, as amended	

The Proposed Development does not fall under any of the developments requiring an EIA as listed under Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended) and does not meet the criteria of Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended). As such the Proposed Development does not require a mandatory EIA under the Planning and Development Regulations 2001 (as amended).

3.3.2.2 Section 50, Roads Act 1993 (as amended)

Table 3-2 outlines the mandatory criteria considered under legislation during this EIA screening assessment.

It has been assessed that the Proposed Development does not trigger the mandatory criteria for a road development under Section 50 of the Roads Act 1993 (as amended).

Given the potential for significant environmental effects resulting from potential cultural heritage, water and biodiversity impacts during the construction of the Proposed Development it was determined a sub threshold assessment was required for the Proposed Development to identify if an EIA is required.

¹ In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.

Table 3-2 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment (EIA) Impact Screening under the Roads Act (as amended)

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

Source: Roads Act 1993, as amended

3.3.3 Sub-Threshold Assessment

Where the Proposed Development does not meet, or exceed, the applicable threshold (Table 3-2), the likelihood of the Proposed Development having significant effects on the environment needs to be considered. The discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the Proposed Development.

The Roads Act 1993 (as amended), outlines circumstances under which an EIA for a sub-threshold road project may be required; these are summarised in Table 3-3.

Table 3-3 Summary of the Sub-threshold Legislative Requirements for Environmental Impact Assessment Screening

Sub-threshold Requirements		Regulatory Reference
If An Bord Pleanála (ABP) 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)
Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.		S. 50(1)(c) of the Roads Act, 1993 (as amended)
In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)	S. 50(1)(d)(i-vi) of the Roads 1993 (as amended)
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)	
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976)	

Sub-threshold Requirements**Regulatory Reference**

	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000	
	(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976. (vi) Refuge for Fauna	
	(vi) Refuge for Fauna under section 17 of the Wildlife Act, 1976.	
The road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.		
Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.		S. 50(1)(e) of the Roads Act, 1993 (as amended)
Where a road authority or the Authority, as the case may be, makes a decision under paragraph (d) it shall —	(i) make the decision available for inspection by members of the public, and (ii) make an electronic version of the decision available on its website.	S. 50(1)(f) of the Roads Act, 1993 (as amended)

Source: Roads Act 1993, as amended

As per Section 50(1)(e) of the Roads Act 1993 (as amended) in considering whether a project is likely to have significant environmental effects, given the potential for likely significant effects on the environment resulting from potential cultural heritage, water and biodiversity impacts during the construction of the Proposed Development the criteria set out in Annex III of the Directive 2014/52/EU, must be assessed. The criteria is as follows:

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

Consent authorities must have regard to these criteria in forming an opinion as to whether or not a sub-threshold development is likely to have significant effects on the environment.

As per the EPA's Draft Guidance, a significant effect can be defined as “An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment” (EPA, 2017).

3.4 Characteristics of the Proposed Development

3.4.1 Size and Design of the Proposed Development

The Proposed Development will be 4.0m wide and will be a shared use facility, used by pedestrians and cyclists. The path will be segregated from traffic for the entirety of the route. It is proposed that the Proposed Development will comprise of a thin course macadam surface. The proposed bound surface pavement construction will be made up of the following and as is shown in Figure 3-1.

- 20mm thin surface course;
- 55mm base course;
- 150mm Clause 804 subbase (machine laid to achieve correct ride quality); and
- Capping (where necessary).

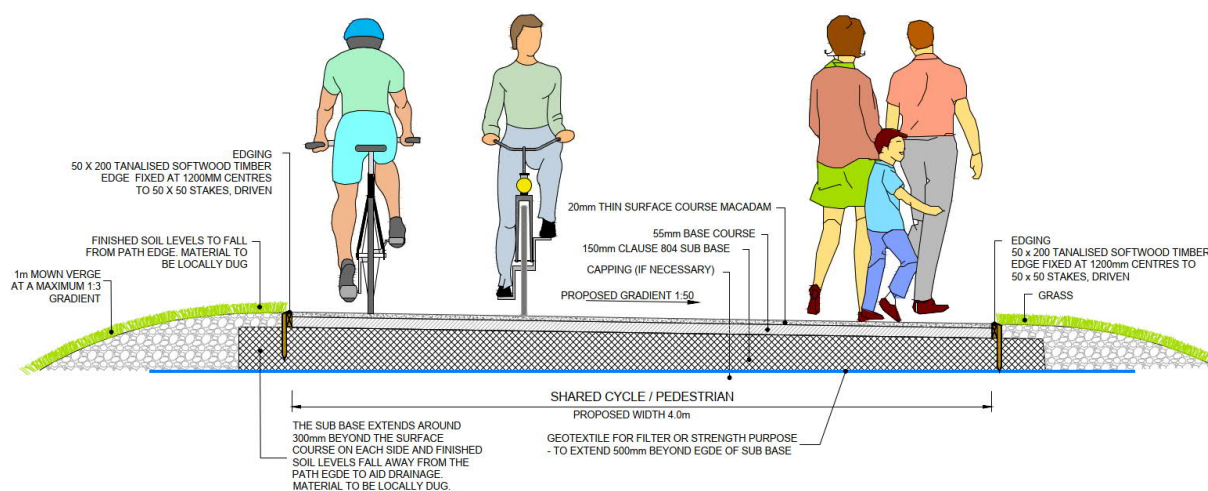


Figure 3-1 Proposed Greenway Cross Section

Softwood timber kerbs are proposed for this greenway. It is proposed instead to extend the subbase to 300mm beyond the surface course on each side, as is shown in Figure 3-1.

The Proposed Development also includes a pedestrian path (0.8km long 1.2m wide max), which will be constructed through Druids Glen. It is proposed to retain the existing path width though the Druids Glen, c. 1.2m wide, but will be narrowed if there will be an unacceptable impact on existing trees or ecology.

The overall length of the Proposed Development is c. 6.0km. The Proposed Development Site covers an area of c. 9.45ha (including greenway, paths and links, earthworks and landscaping). One new bridge has been proposed, crossing the Carrickmines River. The proposed bridge has been designed with a total span of 12.75m. The bridge has been designed using steel, with concrete abutments.

3.4.2 Cumulation with other Existing and / or Proposed Developments

A desktop search of proposed and existing planning applications was undertaken on the 17 January 2022. The search used publicly available data from MyPlan.ie 'National Planning Application' database, Dun Laoghaire-Rathdown County Council (DLRCC) planning application portal and An Bord Pleanála's (ABP) online database.

The purpose of the search is to assess the cumulation with other existing and / or proposed developments. The scope of the search was based on a 2.0km radius taken from the approximate centre point of the Proposed Development. The initial search flagged planning applications within a period dating back to 2011. A specified criteria informed the search and omitted any refused, invalid and withdrawn applications. The criteria then focused on foreseeable developments to be considered in line with the Proposed Development. In respect of this, any small scale residential type developments, such as; extensions and modifications, minor amendments to existing dwellings and changes of use were omitted from the search.

The relevant planning application search is listed Appendix B. The findings show small, medium and large-scale developments within the 2.0km scope that have been approved. In addition, an extended search was undertaken for Part 8 applications from the DLRCC online database. A number of the identified planning permissions relate to the Cherrywood SDZ area including planning reference DZ18A/0854. This Proposed Development includes a section of greenway as proposed under planning reference DZ18A/0854. This Proposed Development is not functionally dependent on planning reference DZ18A/0854 as this Proposed Development has included the greenway that is located within the red line boundary of planning reference DZ18A/0854.

In consideration of the Proposed Development being located within an SDZ of this magnitude, there will be temporary and transient impacts from noise, traffic and dust associated with construction of the Proposed

Development in-combination with the surrounding developments. Should the development of a number of large developments identified within the planning search occur at the same time there is potential for negative effects of slight to moderate significance, however these would be temporary in duration, occurring during the construction phase only. Planning approved developments within the Cherrywood SDZ will be phased.

There is likely to be a positive, long-term, slight to moderate cumulative impact from the Proposed Development with other cycleway and pedestrian routes in the area.

3.4.3 Nature of any Associated Demolition Works

There will be no demolition works associated with the Proposed Development. However, upgrading and redesign of some existing footpaths will occur which could result in the generation of wastes to be taken off-site.

3.4.4 Use of Natural Resources, in Particular Land, Soil, Water and Biodiversity

Some aggregates such as asphalt for the road / cycle surfacing; Clause 804 stone for the sub-base layer; concrete for foundations and granite kerbs / flag stones will be imported to the Proposed Development Site and used during the construction phase; however, exact quantities are unknown at this stage.

All imported materials will be sourced from licensed suppliers. It is assumed a water supply will be required during the construction phase however it is unknown if water mains will be utilised or if the water required will be tankered onto site.

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.

3.4.5 Production of Waste

There will be waste produced during the construction phase of the Proposed Development. Whilst the exact amount of this waste has not been evaluated, the Contractor will be required to prepare a Construction and Demolition Waste Management Plan (CDWMP) and any waste produced as part of the development will be dealt with in accordance with all relevant waste management legislation and guidance.

3.4.6 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; social effects as a result of temporary traffic diversions; leaks and spills of hydrocarbon containing materials used, and runoff of material to nearby watercourses.

It is recommended that normal construction mitigation measures are implemented through the contractor's CEMP, which should include noise and vibration limits as per best management practices and mitigation measure for dust during the construction phase. In addition, the contractor's CEMP should also include an emergency response procedure for any spills that may occur during the construction phase.

The likelihood and severity of these effects will be minimised through compliance with best practice construction management practices as defined in the contractor's CEMP.

While there have been no reports of potential contamination at the Proposed Development Site, it should be considered when removing any material off-site.

3.4.7 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.

A major accident, in the context of the Proposed Development, means an uncontrolled event caused by a man-made activity or asset that may result in immediate or delayed serious damage to human health, welfare and / or the environment and requires the use of resources beyond those of the proposed 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.

The size of the Proposed Development is not of a sufficient size or scale for a major accident or disaster to occur during the construction phase as normal construction mitigation measures (such as the contractors Health and Safety plan, an approved contractor's CEMP and approved methods of work) will be adhered to on the Proposed Development Site. As mentioned in Section 3.4.6 above, the implementation of appropriate control measures (including an emergency spill response plan) and best management practices will reduce the risk of accidents from polluting substances entering soil and groundwater.

There may be minor emissions of greenhouse gases to the atmosphere from truck movements and the operation of site construction equipment; however, a significant impact is not considered likely given the type and scale of the development. During the operational phase, there will be no emissions to air as the Proposed Development is non-vehicular.

The Loughlinstown watercourse to the North of the site was classed as an Area for Further Assessment (AFA) during the CFRAM Programme.

The Flood Risk Management Plan (FRMP) for the Avoca - Vartry River Basin (Unit of Management 10) described the Loughlinstown area as an Area for Further Assessment (AFA). The FRMP Flood Extents suggest the Loughlinstown area is vulnerable and sensitive to climate change scenarios. The Flood Extents produced by the CFRAM suggest that the Proposed Development extent is within Flood Zone A and Flood Zone B, (Figure 3-2). The primary source of flood risk to the site is fluvial flooding.

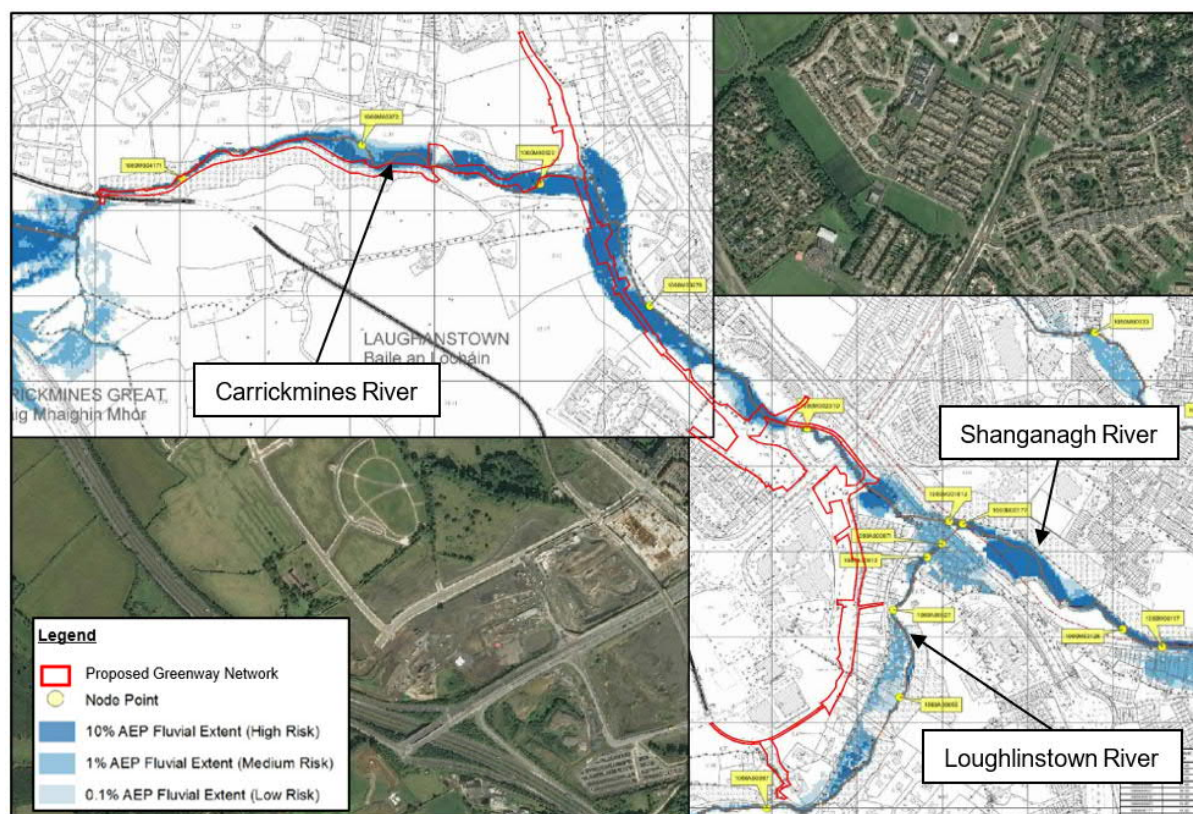


Figure 3-2 CFRAM Flood Map

The OPW Flood maps for the area indicate a previous flood event (Dated Flood - 24/10/2011) in the southern section of the Proposed Development Site².

A Flood Risk Assessment (FRA) was carried out by AECOM for the Proposed Development (AECOM 2020a). The report concluded:

“The Stage 1 – Flood Risk Identification identified that the site is likely to be impacted by fluvial flooding with flooding identified in the CFRAM study, Dunlaoghaire County Council Strategic Flood Risk Assessment (DLRCC SFRA) and County Development Plan and a planning application for a development at ‘Beech Park’.

The Stage 2 – Initial Flood Assessment determined that the proposed project would be classified as “water-compatible” development as it is “amenity/open space”. The construction of the scheme within ‘Flood Zone A’ is appropriate without the need for further justification.

A new bridge structure is proposed on the Carrickmines River just upstream of the confluence with the Cabinteely Stream. A hydraulic modelling exercise has been subsequently undertaken to determine the flood levels at this location and the impact of the new bridge structure to satisfy the requirements of OPW as part of the Section 50 Application process. This modelling exercise found that the bridge would have a very limited impact in a localised area in the vicinity of the structure.”

The required section 50 has been applied for and consented.

Based on the above, the risk of the Proposed Development being particularly vulnerable to, or which the Proposed Development has a particular capacity to exacerbate accidents and/or disasters, is considered low.

² [OPW Flood Maps](#) Accessed 11/09/2020

3.4.8 Utilities

AECOM have contacted utility providers in relation to the Proposed Development. The following utility providers have utilities in the Proposed Development Site.

- Eir – Lehaunstown Lane (adjacent to the Linear Park).
- ESB Networks;
 - There are two underground ESB ducts in the Cherrywood Business Park, which run up to Lehaunstown Valley (south).
 - There are ESB overhead cables crossing over Lehaunstown Valley (south) and Druids Glen.
- Gas Network Ireland (GNI) – A 250 PE 4 bar, is found in Lehaunstown Valley (south), adjacent to the D-loop.
- Water Services DLRCC.
 - Two foul pipes are found in the Lehaunstown Valley (North and South).
 - A watermain is also found in the Lehaunstown Valley (South). Irish water will be contacted as part of the detailed design procedures.
 - An Asbestos 20-inch watermain pipe is located in the Cherrywood Business Park. Consultation will be undertaken with Irish Water and DLRCC Water Services regarding the location of the pipe. Slit trenches will be undertaken to find an accurate level of this pipe prior to detailed design and construction. The diversion of this pipe is not anticipated as part of the Proposed Development.

It has been assumed that affected utilities infrastructure will be protected in-situ, where possible.

If utility diversions and realignments are required during the construction phase, these should be carried out in accordance with relevant guidance documents, such as Gas Networks Ireland's publication '*Safety advice for working in the vicinity of natural gas pipelines*'; the ESB' *Code of Practice for Avoiding Danger from Overhead Electricity Lines*', 2008 and the HSA '*Code of Practice for Avoiding Danger from Underground Services*', 2010. Should service diversions be deemed necessary, it is assumed close liaison with the relevant service providers will be carried out.

3.4.9 Risks to Human Health

With the implementation of appropriate mitigation measures during the construction phase (including an emergency spill response plan and measures outlined within the Contractor CEMP), the risks to human health; for example, due to water contamination or air pollution is considered low.

In addition to this, there will be no emissions to air during the operational phase as the Proposed Development is non-vehicular; therefore, risks to human health, such as air pollution, during the operational phase is also considered low.

3.5 Location of the Proposed Development

3.5.1 Existing and Approved Land-Use

In consideration of Section 166 under Part XI of the Planning and Development Regulations 2001 (as amended), it states;

(1) Where, in the opinion of the Government, specified development is of economic or social importance to the State, the Government may be order, when so proposed by the Minister, designate one or more sites for the establishment, in accordance with the provisions of this Part, of a strategic development zone to facilitate such development.

(2) The Minister shall, before proposing the designation of a site or sites to the Government under subsection (1), consult with any relevant development agency or planning authority on the proposed designation.

(b) specify the type or types of development that may be established in the strategic development zone.

As the Proposed Development Site is situated within a Strategic Development Zone (SDZ), A Planning Scheme for the SDZ has been approved by An Bord Pleanála. The SDZ consists of c. 360ha of land and is expected to provide approximately 7,700 residential units in a new town centre and three new villages. The Planning Scheme has set out the specified objectives in which the Proposed Development aims to achieve.

Seven primary land uses have been identified: *Town Centre, Village Centre, High Intensity Employment, Commercial uses, Residential, Education and Green Infrastructure*. The Proposed Development focuses on the proposed green infrastructure, which is set out in the Cherrywood SDZ as “A network and hierarchy of green infrastructure will be incorporated throughout the area to form a legible, accessible and pleasant outdoor environment.”

Figure 3-3 shows the proposed Green Infrastructure in the Cherrywood SDZ.

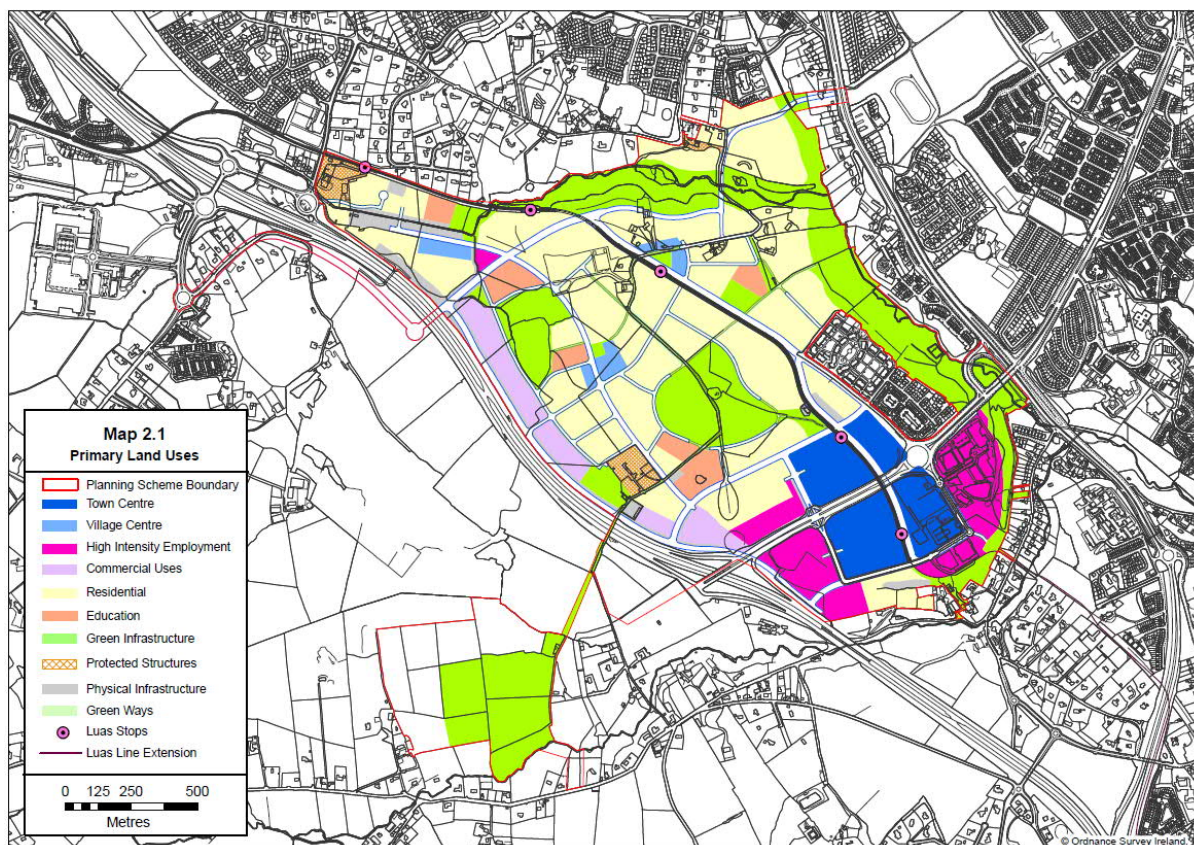


Figure 3-3 Map of Primary Land-Uses

In reference to the Proposed Development, the Green Infrastructure (GI) chapter within the Planning Scheme³, has set out objectives, particularly;

GI 22 - To require the improvement and continuation of the Linear Park adjacent to Cherrywood Business Park and proposed Town Centre to link with surrounding greenways and habitats, Bride's Glen Road and Bride's Glen Luas Stop.

GI 37 - To promote greenways which reflect and contribute to the distinctive character and appearance of their settings.

GI 53 - Encourage awareness among local communities of the existence of important greenways, treelines and ecological connectivity to ensure their retention and management for future generations.

GI 71 - To promote a child-centred approach, based where appropriate on 'home-zone' principles, that enables children to:

- Move freely and safely around their neighbourhood;
- Play within sight of their home;
- Play in the natural environment;
- Play at purposefully designed play facilities.

³ https://www.dlrco.ie/sites/default/files/atoms/files/2017_planning-scheme-chapter-5.pdf

GI 77 - To require the design, as an integral component of the Cherrywood Urban Form Development Framework (see Figure 6.1) of a clear, legible and inviting network of civic open space, incorporating pedestrian and cycle links, between Tully Park and Bride's Glen. Civic open spaces shall be located at pedestrian focal points e.g. adjacent to the Tully Park Greenway, Luas stops, Wyattville Road pedestrian link. This provision shall be set out with regard to the qualitative and quantitative requirements of the current County Development Plan.

The Cherrywood Planning Scheme identified a network of walking and cycling facilities in Cherrywood as shown in Figure 3-4 (Map 2.5 of the Cherrywood Planning Scheme). Cherrywood has been designed with a hierarchy of streets where the main vehicular traffic will be directed onto the major routes. The overall plan is based on 5- and 10-minute walking distances (400-800m) from public transport / district and neighbourhood centres, so it should be safe to walk and cycle between all principal nodes within the SDZ lands.

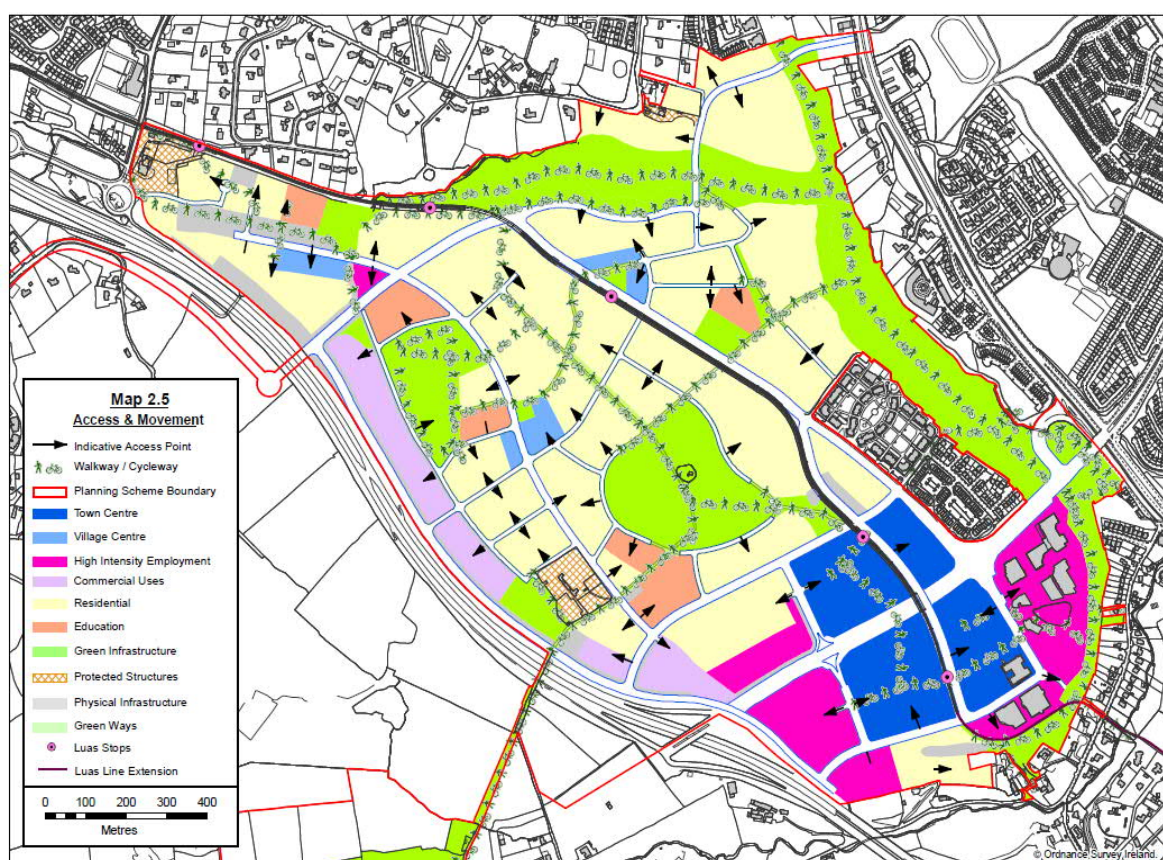


Figure 3-4 Cherrywood SDZ Access and Movement (Map 2.5 of the Cherrywood Planning Scheme)

3.5.2 The Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources in the Area (Land / Soil / Water and Biodiversity)

As outlined in Section 3.4.4, construction materials, including stone, asphalt, concrete and granite will be imported from outside the area during the construction phase. Other than this imported material, the use of natural resources is not required to facilitate provision of the Proposed Development.

Should the water mains be utilised during construction, 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.

The Proposed Development is not anticipated to result in any significant environmental effects on the quality and regenerative capacity of natural resources in the area (including land/soil/water and biodiversity).

3.5.3 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;*
- 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.*

An Ecological Impact Assessment (EclA) (Scott Cawley, 2022b) and an AA Screening (Scott Cawley, 2022a) have been prepared by Scott Cawley to accompany the Part 8 Planning submission for the Proposed Development. The EclA has informed the ecological sections of this report and the biodiversity sections of this report should be read in conjunction with the EclA and AA Screening.

3.5.3.1 Overview of the Site

The Proposed Development is located in a predominantly greenfield area, with surrounding lands characterised as predominantly urban fabric, comprising of a mix of commercial and residential properties. The land cover is categorised as 'Artificial Surfaces' and 'Agricultural Areas' (CORINE, 2018).

3.5.3.2 Wetlands, Riparian Areas and River Mouths

The Proposed Development runs through Druid's Glen, Bride's Glen, and the Cabinteely River/Tully Valley and is located within the Dargle_SC_010 Sub-Catchment of the Ovoca Vartry Catchment (No.10), as defined under the WFD (EPA 2021).

The proposed route largely follows the trajectory of the Loughlinstown River and the Carrickmines Stream. The Carrickmines Stream is located along the proposed greenway line. The Shanganagh River waterbody flows in an easterly direction before entering the Southwestern Irish Sea - Killiney Bay (HA10) c. 2.0km east of the Proposed Development.

Preventative measures will be implemented during and post construction in order to reduce the risk of pollution to surface waters.

3.5.3.3 Coastal Zones and the Marine Environment

The Southwestern Irish Sea - Killiney Bay is located c. 2.0km east to the east of the Proposed Development Site. It is not anticipated that the Proposed Development will result in a likely significant impact on coast zones and the marine environment.

3.5.3.4 Mountain and Forest Parks

There are no mountains or forest parks close to or within the Proposed Development Site. Druids Glen woodland is located within and adjacent to the Proposed Development Site and Loughlinstown Wood is located c. 200m to the east of the Proposed Development Site, across the Bray Road.

3.5.3.5 Nature Reserves and Parks

There are no nature reserves within the Proposed Development Site. The closest nature reserve is Knocksink Wood located c. 5.0km south west of the Proposed Development. The closest National Park, Wicklow National Park, is located 6.9km southwest of the Proposed Development.

3.5.3.6 Areas classified or Protected Under Legislation, including Natura 2000 Areas Designated Pursuant to the Habitats Directive and the Birds Directive

The Proposed Development is not located within or adjacent to any sites designated as a Special Areas Conservation (SAC), Special Protection Areas (SPAs), or Natural Heritage Area (NHA). There are 16 no. SACs, eight SPAs and c. 27 no. proposed NHAs (pNHA) within c. 15km of the Proposed Development. The locations of these designated sites in relation to the Proposed Development are illustrated in Figure 3-5 and Figure 3-6 (Scott Cawley, 2022).

The closest European site is Rockabill to Dalkey Island SAC (003000), which is located c. 3km east of the Proposed Development in Killiney Bay. The Proposed Development is connected to Killiney Bay via the surface water network, which discharges to the Bay north of the Shanganagh Wastewater Treatment Plant (WWTP) (Scott Cawley 2022b).

The closest nationally designated site to the Proposed Development is Loughlinstown Woods pNHA (001211), c. 90m east of the Proposed Development. According to the NPWS site synopsis Loughlinstown Woods pNHA has been designated for its example of demesne style woodland. Part of the woodland in the site is composed of the EU Annex I habitat [91E0] alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (Alno-Padion, Alnion incanae, Salicion albae). The Proposed Development is upstream of, and hydrologically connected to the Loughlinstown Woods pNHA. It is also upstream of the Dalkey Coastal Zone and Killiney Hill pNHA (001206), located c. 1.5km east at the closest point (Scott Cawley, 2022b).

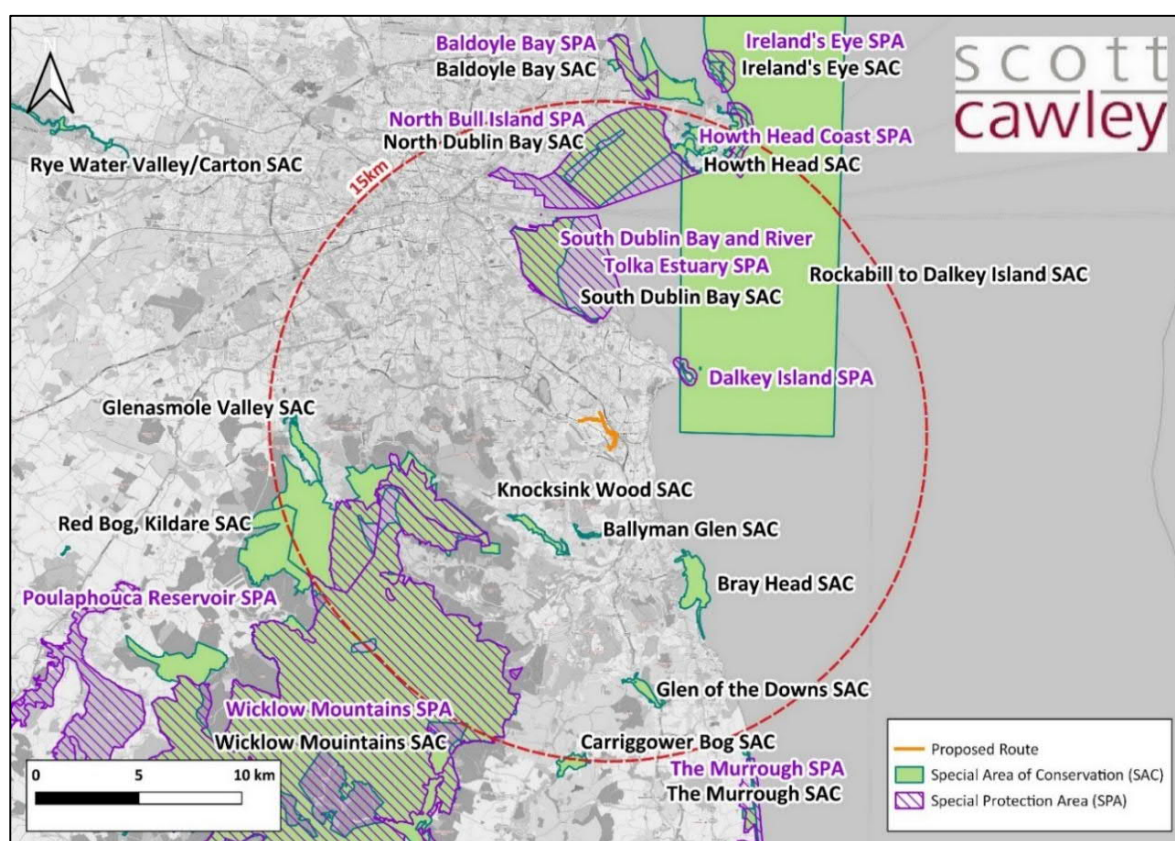


Figure 3-5 European Sites Within the Vicinity of the Proposed Development (Scott Cawley, 2022a)

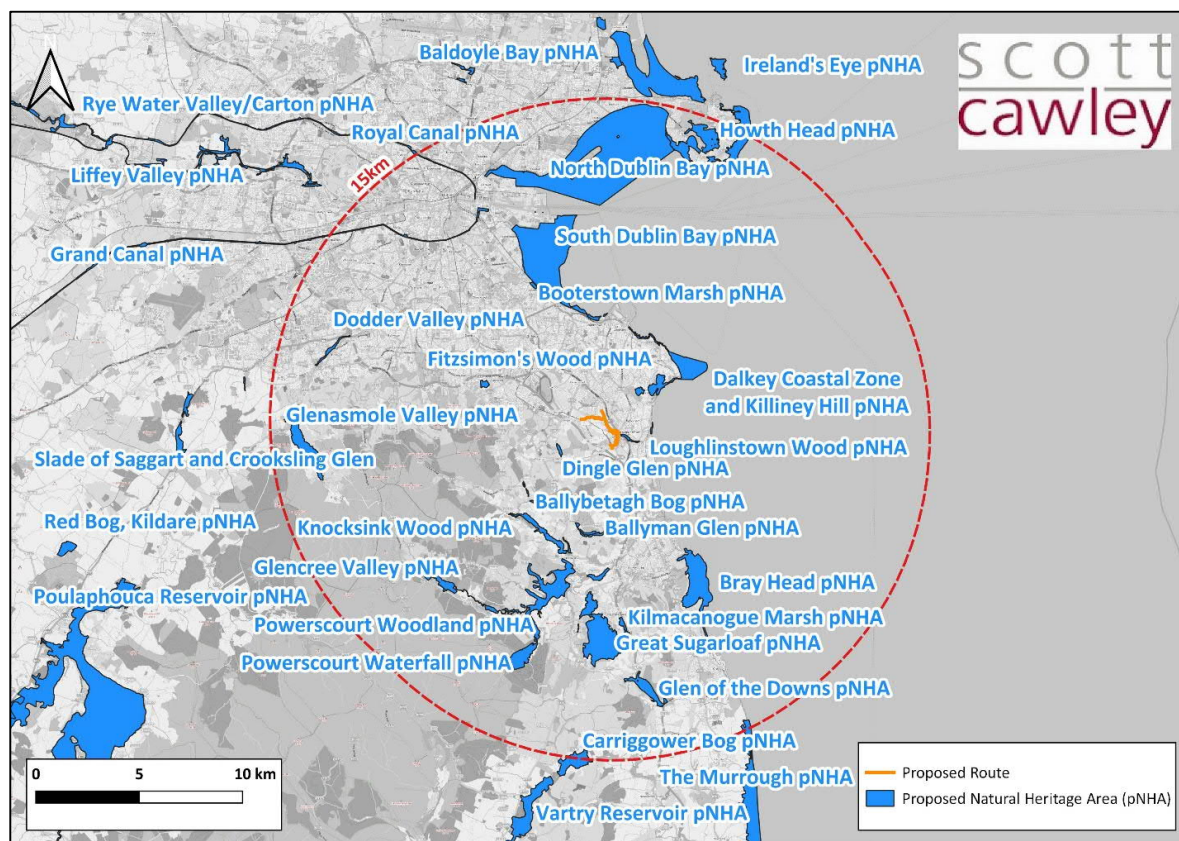


Figure 3-6 Natural Heritage Areas within the vicinity of the Proposed Development (Scott Cawley, 2022a)

3.5.3.7 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

The EPA has classified the river waterbody WFD status 2013-2018 for the Carrickmines and Shanganagh Streams as 'Moderate' (EPA 2021). The river waterbodies have also been classified as 'At Risk' of failing to meet its WFD objectives.

The Southwestern Irish Sea - Killiney Bay (HA1) is listed as 'Not at risk' of failing to meet environmental objectives.

The Proposed Development is located in the Wicklow WFD Groundwater body. The groundwater risk for the proposed route is mapped as 'review', while the WFD status 2013-2018 of the groundwater body is 'Good'.

The Air Quality Index for Health (AQIH) is reported as "3- Good" at the time of writing this screening report, at the closest monitoring station located at The Glen, Glengageary, Dun Laoghaire.

3.5.3.8 Densely Populated Areas

The Proposed Development Site is located in an urban area of Cherrywood, a suburb of Dublin, with commercial and residential properties surrounding the Proposed Development Site. During the construction phase, it is anticipated that there may be potential noise, vibration and traffic impacts; however, these impacts will be temporary and of short duration and therefore are not likely to cause significant effects to sensitive receptors in the area.

3.5.3.9 Landscapes and Sites of Historical, Cultural or Archaeological Significance

A heritage review was undertaken by IAC Archaeology on behalf of AECOM in August 2020 as part of the feasibility study (Anderson and Bailey, 2020) and as updated in February 2022 in line with route amendments (Anderson and Bailey, 2020). The report identified a number of sites of cultural and archaeological significance (Figure 3-8).

The Cherrywood SDZ is known to be a rich archaeological landscape. There are 15 no. archaeological sites within a 200 m radius of the Proposed Development, 14 no. of which are recorded monuments and 1 no. which is listed in the Sites and Monuments Record (SMR) only (Table 3-4). The Brennanstown Portal Tomb (DU026-007 Nat. Mon. 291) is a National Monument in State Care ((Anderson and Bailey, 2020)).

The Proposed Development extends into the zones of archaeological potential of 4 no. recorded monuments, comprising an 18th/19th century house (DU026-028) which was been previous excavated, a 16th/17th century house (DU026-114), a 18th century military camp (DU026-127) and the Brennanstown Portal tomb (DU026-007 Nat. Mon. 291).

Table 3-4 Recorded Archaeological Sites

RMP No.	Location	Classification	Distance to Scheme
DU026-007*	Brenanstown	Megalithic tomb - portal tomb	Scheme within Zone of Archaeological Notification
DU026-127	Laughanstown	Military camp	Scheme within Zone of Archaeological Notification
DU026-114**	Glebe	House - 16th/17th century	Scheme within Zone of Archaeological Notification
DU026-028	Loughlinstown	House - 18th/19th century	Built section of scheme within Zone of Archaeological Notification
DU026-027	Cherrywood	Enclosure	c. 123 m west
DU026-159	Brenanstown	Fulacht fia	c. 124 m north
DU026-141	Cherrywood	Fulacht fia	c. 150 m west
DU026-119	Loughlinstown	Burial ground	c. 154 m northeast
DU026-086002	Shankill	Mill - unclassified	c. 165 m west-southwest
DU026-080002	Brenanstown / Carrickmines Great	Water mill - unclassified	c. 166 m west
DU026-080001	Brenanstown / Carrickmines Great	Enclosure	c. 166 m west
DU026-086001	Cherrywood, Shankill	Mill - unclassified	c. 168 m west-southwest
DU026-155***	Cherrywood	House - prehistoric	c. 171m west
DU026-133	Cherrywood	Barrow - ring-barrow	c. 180m west
DU026-142	Cherrywood	Fulacht fia	c. 190m west

*National Monument

**RPS and NIAH

***SMR only

Source: *Archaeological and Architectural Assessment of Cherrywood Green Network, Cherrywood, SDZ (Anderson and Bailey, 2020)*

There are 13 no. structures listed on the National Inventory of Architectural Heritage (NIAH) building survey, seven of which are also protected structures, within a 200 m radius of the Proposed Development (Table 3-5). There are no Architectural Conservation Areas or Candidate Architectural Conservation Areas within the vicinity of the Proposed Development.

Table 3-5 NIAH and Protected Structures

NIAH No.	Classification	Distance from Development	Designation
60260097 (RPS No. 1783)	Viaduct	Immediately southeast of the proposed scheme	RPS, NIAH
60260096 (RPS No. 1788)	Cherrywood House	c. 35m southeast	RPS, NIAH
60260095 (RPS No. 1787)	Rathmichael/ Glebe House	c. 40m west	RMP, RPS, NIAH
60260219	Mausoleum	c. 60m north	NIAH
60260094 (RPS No. 1791)	Mullinastill House	c. 110m south	RPS, NIAH
60260098 (RPS No. 1770)	Waterfall Cottage	c. 112m east	RPS, NIAH
60260215	Glendruid House	c. 136m north	RPS, NIAH
60260217 (RPS No. 1730)	Glendruid walls/gates/railings	c. 136m north	RPS, NIAH
60260218	Post Box	c. 155m north	NIAH
60260216	Glendruid Gate Lodge	c. 163m north	NIAH
60260221	Water Pump	c. 187m north	NIAH
60260102	Post Box	c. 190m east	NIAH
60260212 (RPS No. 1715)	Brennanstown House	c. 200m north	RPS, NIAH

Source: Archaeological and Architectural Assessment of Cherrywood Green Network, Cherrywood, SDZ, (Anderson and Bailey, 2020)

The Proposed Development as passing through a number of former demesne landscapes, Glendruid, Beechgrove Rathmichael House (RPS 1787, NIAH 60260095) and Cherrywood Demesnes. The 18th century military camp (DU026-127) is also indicated on Taylor's map of 1816 but the extents are not depicted.

A number of archaeological investigations, including geophysical survey, testing, monitoring and excavation, have been carried out within the footprint of the Proposed Development and surrounding environs. This includes features uncovered which relate to the 18th century military camp (DU026-127). The Proposed Development traverses the zone of archaeological notification for this monument and construction of the Proposed Development has the potential to identify features or stray finds relating to this activity.

3.5.3.10 Landscape

The Proposed Development is located within Landscape Character Area 14 – Cherrywood / Rathmichael according to Dun Laoghaire-Rathdown County Development Plan 2016-2022. The landscape character of this area is currently undergoing significant change and will be transformed from an area with green field character at the edge of suburban Dublin to a large-scale mixed suburban / urban character including residential housing, commercial and business developments. The introduction of the Luas B1 line and the development of the Cherrywood Science and Technology Park marked the beginning of this transformation. The entire area is now subject to the Cherrywood Strategic Development Zone (SDZ) Planning Scheme. The Proposed Development will be located within a predominantly greenfield area and within retained sections of woodland. The surrounding landscape character is of predominantly urban fabric including commercial and residential properties. Existing watercourses along the boundary of the Cherrywood SDZ are considered significant landscape features, including the Carrickmines Stream, the Loughlinstown River and the Bride's Glen River.

With regards views and prospects, the Cherrywood SDZ Planning Scheme outlines that the overall Cherrywood development should *“ensure the incorporation of key vantage points and panoramas to create a sense of place, coherence and appreciation for the overall setting and context of Cherrywood. Each neighbourhood should have a core area that incorporates views to enhance this context and existing viewpoints in the Planning Scheme should be protected”* (Cherrywood 2014).

A number of both internal and external views to be protected are outlined within the Cherrywood SDZ Planning Scheme. The Cherrywood Amenity Space Guidance Document 2017 identifies that apart from protected views such as those to and from Tully Church, some views may become restricted as the schemes within Cherrywood are build (Cherrywood 2017). Specific Objectives are also set out for trees and hedgerows to minimise adverse effects and to protect visual amenity.

Glendruid is a Georgian House set on an elevated site overlooking Carrickmines River Valley. Its extensive grounds include mature woodland, trees and hedgerows. The protected structure is located to the north of the Cherrywood SDZ development and the Proposed Development. A number of objectives are set out in the Cherrywood SDZ Planning Scheme for the area surrounding Glendruid, including specific objective H 28, H 29, H 35 and H 36 which state:

- H 28 *“A key consideration in developing these lands will be the location and design of new access routes into and through the site. It is an objective that a route design process shall be determined with the primary considerations being the protection of the architectural and natural heritage of the site”.*
- H 29 *“To preclude development in the immediate foreground of Glendruid to protect the setting and southern views from the house”.*
- H 35 *“The siting of new development is to be informed by the topography and existing landscape character of the valley”.*
- H 36 *“To consider the impact of development when viewed from outside the site, with particular reference to Brennanstown House (a Protected Structure), located on the opposite side of Brennanstown Road”.*

3.6 Type and Characteristics of Potential Impacts

3.6.1 Magnitude and Spatial Extent of the Impact

The potential impacts will be limited to the Proposed Development Site (c. 9.45ha (including greenway, paths and links, earthworks and landscaping) and sensitive receptors, including watercourses and residential and commercial properties surrounding the Proposed Development Site. Landscape design drawings and a planting schedule have been produced for the Proposed Development.

3.6.2 The Nature of the Impact

3.6.2.1 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, due to the implementation of appropriate mitigation measures which will be outlined in the approved contractor's CEMP; for example, plant will be fitted with appropriate dust control measures, such as enclosed conveyors, rubble chutes and water suppression, where reasonably practicable, to reduce potential dust emissions.

A positive and long-term impact to the local population and human health is anticipated as a result of the Proposed Development, as it will provide a safe and attractive pedestrian and cycle route and an upgraded footpath through Druids Glen Woodland. These public footpaths and cycle tracks which will likely encourage walking and cycling. These facilities will provide important links for sustainable travel to surrounding residential areas and existing leisure routes, which in turn promotes active and healthy lifestyles by encouraging more people to access the area by foot or by bicycle potentially resulting in increased physical activity of the local population.

3.6.2.2 Water

The Proposed Development generally follows the western side of the Loughlinstown River North / Carrickmines Stream from northwest to southeast. The route forks in the north, with one section of route following the Carrickmines River / Carrickmines Stream to the west and another following St. Bride's Stream / Cabinteely Stream to the north. At the centre of the route, two crossings of the Loughlinstown River North are proposed, with a short section of the route on the east of the river. To the southeast, the route departs from the Carrickmines Stream and heads south, along the line of the Loughlinstown River South / Shanganagh, crossing a small tributary of the river. The Shanganagh River flows into Killiney Bay c. 1.6km east of the Proposed Development, adjacent to the Shanganagh Wastewater Treatment Plant (WWTP).

A Hydrogeological and Hydrological Risk Assessment (AECOM 2020b) was carried out as part of the Part 8 submission relating to the Proposed Development. The report considered the potential impact to water quality in Killiney Bay resulting from the construction and operation of the Proposed Development. Potential impacts were assessed through a Conceptual Site Model (CSM).

The CSM considered potential impact on water quality associated with the following:

- Leak from storage of fuel / refuelling of construction machinery.
- Construction materials, including tarmacadam, concrete and cement.
- Increased run-off from paved areas with potential for suspended solids.

Based on the findings of the CSM, it was concluded there was no potential for impacts to water quality at the outfall of the Shanganagh River to Killiney Bay from the Proposed Development.

In addition mitigation measures have been included in the construction design and will be implemented during the construction programme of the Proposed Development. These specific measures will provide further protection to the receiving soil and water environments.

3.6.2.3 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.

For the Proposed Development, it is anticipated that excavation will mainly consist of topsoil for the installation of the new cycle and pedestrian track and that this will take place in greenfield areas. During the construction phase of the Proposed Development, potential excavation earthwork impacts will mainly relate to removal of topsoil, while infill earthwork will mainly relate to the import and compaction of acceptable fill material.

It is anticipated that industry best practice pollution prevention measures and the implementation of the Contractor's CEMP including an Emergency Spill Response Plan to manage pollution incidents and WMP will be produced and enforced during construction of the Proposed Development. Consultation with Dun Laoghaire Rathdown County Council should be undertaken to ensure pollution prevention measures are agreed upon and developed prior to construction works.

In addition, waste will be disposed of in accordance with Waste Management Act 1996 (S.I No. 10 of 1996) and Waste Management (Amendment) Act 2001. 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 (such as the production of a specific waste management plan within the contractor's CEMP), the risk of pollution event will be reduced. Therefore, it is not anticipated that the Proposed Development will result in significant effects to the existing environment.

3.6.2.4 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, therefore no significant impacts are anticipated.

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

During the operational phase, there will be no emissions to air as the Proposed Development is non-vehicular.

3.6.2.5 Noise and Vibration

The construction phase of the Proposed Development has the potential to increase noise levels at noise sensitive locations surrounding the Proposed Development Site. 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 associated with the creation of the cycleway.

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.

It is assumed noise limits will be outlined within the noise and vibration management section of the contractor's CEMP that will be produced by the contractor for the scheme and agreed with Dun Laoghaire-Rathdown County Council prior to the commencement of construction. These limits will be adhered to at all times during the construction phase of the Proposed Development.

In order to prevent vibration damage during construction works, the NRA recommends that vibration from road construction activities be limited to the values set out in Table 3-6. These values have been derived through consideration of the various international standards; compliance with this guidance is predicted to result in little to no risk of even cosmetic damage to buildings. These limits will be outlined within the contractor's CEMP and as a result will be adhered to at all times during the construction phase of the Proposed Development.

Table 3-6 Typical Allowable Vibration during Road Construction in Order to Minimise the Risk of Building Damage

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

It is likely that noise and vibration mitigation measures; for example, adhering to limits set out in the Outline and subsequently the contractor's CEMP, are required to reduce the effects of the likely temporary and negative effects on sensitive receptors during the construction phase. With these measures in place, no significant effects on sensitive receptors are anticipated.

During the operations phase, there will be no significant noise and vibration effects from the Proposed Development as it is non-vehicular.

3.6.2.6 Cultural Heritage

As identified in the Archaeological and Architectural Assessment produced by IAC in August 2020, and as updated in February 2022 in line with route amendments (Anderson and Bailey, 2020), there may be an adverse impact from ground disturbance on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the Proposed Development. This is particularly true for sections within the zones of archaeological notification for the following recorded monuments and national monument:

- DU026-114 - House - 16th/17th century;
- DU026-127- Military camp; and
- DU026-007- Brennanstown Portal Tomb.

It is recommended that all ground disturbances be monitored by a suitably qualified archaeologist. Works within the zone of archaeological notification for Brennanstown Portal Tomb (DU026-007 Nat. Mon. 291) may require Ministerial Consent.

If any features of archaeological potential are discovered during the course of the construction phase, further archaeological mitigation may be required such as preservation *in-situ* or by record. Any further mitigation will require approval from the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht (DoCHG).

3.6.2.7 Biodiversity

A standalone EclA (Scott Cawley 2022b) and AA Screening (Scott Cawley 2022a) reports have been carried out for the Proposed Development. This section is based upon and should be read in conjunction with these reports.

There are no European designated sites within, the Proposed Development Site. The closest designated site Rockabill to Dalkey Island SAC (003000) is located c. 3.0km from the Proposed Development Site. The closest nationally designated site is Loughlinstown Woods pNHA (001211), circa 90 m east of the Proposed Development. The proposed route will not result in significant negative effects on any nationally designated areas for nature conservation downstream of the Proposed Development site (Scott Cawley 2022b).

An Appropriate Assessment (AA) Screening Report was produced for the Proposed Development by Scott Cawley. This report concluded that “*The potential impacts associated with the proposed route do not have the potential to affect the receiving environment and, consequently, do not have the potential to affect the conservation objectives supporting the qualifying interest/special conservation interests of any European sites. Therefore, the proposed route is not likely to have significant effects on any European sites*”. It was also concluded that there was no potential for any other plan or project to act in combination with the Proposed Development to result in significant effects on any European site.

A number of Key Ecological Receptors' (KERs) were identified within the Proposed Development Site (for further information see Scott Cawley 2022b). These included:

- Recolonising Bare Ground (ED3) – Area around attenuation pond in southeast of route
- Other Artificial Lakes and Ponds (FL8)
- Calcareous Springs (FP1)
- Tall-herb Swamps (FS2)
- Eroding Rivers (FW1)
- Depositing Rivers (FW2)
- (Mixed) Broadleaved Woodland (WD1)
- Hedgerows (WL1)
- Treelines (WL2)
- Wet Pedunculate Oak-Ash Woodland (WN4)
- Riparian Woodland (WN5)
- Scrub (WS1)
- An area akin to dry calcareous grassland (GS1)

A number of species and territories were also identified within the Proposed Development Site. This included the orchid species green-flowered helleborine *Epipactis phyllanthes*, a species listed as vulnerable in Ireland, which was encountered at two woodland locations at the western end of Druid's Glen.

Several species of plant listed on the Third Schedule of the Birds and Habitats Regulations, and therefore subject to restrictions in Ireland, were identified during surveys along the Proposed Development. These include giant hogweed *Heracleum mantegazzianum*, which occurs along the majority of the route downstream of the middle part of Druid's Glen, and *Rhododendron ponticum* which is restricted to the northern side of the Druid's Glen. Cherry laurel was also identified to occur in dense stands in the middle part of Druid's Glen, while this species is not subject to restriction in Ireland it is highly invasive in woodland habitats.

The Proposed Development largely follows the Loughlinstown River and the Carrickmines Stream and the Carrickmines River / Tully Valley. The river corridors contain large tracts of semi-natural vegetation and are of high suitability for a range of terrestrial mammal species. The watercourses along the Proposed Development are of at least county level importance for otter *Lutra lutra* and otter sprainting posts have previously been recorded along the Loughlinstown River during surveys undertaken by Scott Cawley to inform the Cherrywood Strategic Planning Scheme Biodiversity Plan. A potential holt was surveyed by Scott Cawley ecologists in March 2020; however the diameter of its entrance was determined to be too narrow to be used by an adult otter. It is considered likely that the holt is used occasionally by juvenile otter.

A number of badger territories and setts have been identified the in the Cherrywood SDZ Planning Scheme boundary. Further information on these and the mitigation proposed for badgers is available in the EclA prepared for this Proposed Development (Scott Cawley 2022b) and within the Cherrywood Strategic Planning Scheme Biodiversity Plan (DLRD 2014).

The EclA summarised “*The introduction of artificial lighting to established foraging areas could theoretically affect badger foraging activity (Longcore & Rich, 2004). However, the area of proposed lighting installation is confined to pathways and their immediate vicinity. While there may be some initial displacement of foraging badgers from these lit areas, it is anticipated that they will become habituated to lighting: Badgers are present in suburban Dublin where they navigate a network of gardens and streets. Significant impacts arising from the introduction of artificial lighting are not likely at any geographic scale on the basis of the relatively small area of the route that will be lit.*”.

A number of bat species identified during activity transect surveys or known to be present at the Proposed Development Site include:

- Brown Long-eared Bat *Plecotus auritus*
- Species of the genus *Myotis*
- Common Pipistrelle Bat *Pipistrellus pipistrellus*
- Soprano Pipistrelle Bat *Pipistrellus pygmaeus*
- Leisler's Bat
- Nathusius'
- Daubenton's Bat

Bat activity was noted to be concentrated in the vicinity of woodland along the Proposed Development. Druid's Glen woodland is an important resource for bat populations and is rare in the context of both County Dublin and the Dun Laoghaire-Rathdown Council area. In light of the above and the number of bat species identified in the survey area, the survey area is considered to be of county level importance for foraging bats. A number of roosts and potential roost features are also known to occur within 250m of the Proposed Development. Several trees in Druids Glen that have been identified as having suitability for roosting bats have been identified as requiring work by the project arborist. Further information on roosts, potential roost features, bat species identified during surveys and information on the potential impacts to bats species is available in the EclA prepared for this Proposed Development (Scott Cawley 2022b). The EclA concluded that following the implantation of mitigation outlined within the EclA “*Residual effects remain significant arising from habitat loss. Residual effects remain significant at the local scale for displacement of bats arising from lighting. No residual effects for disturbance or mortality of bats*”.

Loughlinstown River is considered to be of county level importance and is known to host populations of salmonids, much of the channel north of the Wyatville Link Road is relatively unaltered and the river has the potential to support a diversity of freshwater invertebrate and vertebrate species if water quality is appropriately managed. The Proposed Development site is likely to contain populations of amphibians and reptiles that are of local importance (higher value).

The habitats in the river valleys also provide a range of foraging opportunities for a large variety of bird species. The Proposed Development site is considered likely to be of county level importance for birds as a result of the complexity and quality of the habitats for foraging and breeding bird species. Further information on the bird species identified within the Proposed Development site is available in the EclA prepared for this Proposed Development (Scott Cawley 2022b).

The EclA (Scott Cawley 2022b) identified a number of mitigation measures, compensatory measures and enhancement measures to be implemented during the construction and operational stages of the Proposed Development. These are intended to avoid, remove, and reduce significant effects on habitats and flora along the Proposed Development. With the implementation of mitigation measure it was determined residual effects remain for habitat loss with regard to KER habitats, degradation of KER habitats arising from increased footfall and dog fouling displacement of bats from the introduction of operational stage lighting through part of the Green Routes Network, disturbance and displacement of badgers during construction and operation, loss of roosting habitat for bats, and disturbance of otter during operation. It was concluded that cumulative effects are not predicted to be any greater than the effects of the Proposed Development on its own.

Compensatory woodland planting was described within the EclA to offset habitat loss arising from the Proposed Development. The enhancement measures identified will enhance the biodiversity of grassland habitats along the Proposed Development route and will represent an improvement in terms of habitat complexity and diversity over the baseline of the Proposed Development route. In addition it was identified the management of invasive species at a catchment scale will enhance the Proposed Development route in terms of its floristic biodiversity and ensure against the development of monospecific stands of non-native species. The installation of bat boxes as will offset the loss of any roosting habitat, while the installation of a swift chimney tower will enhance the Proposed Development for swifts. It must be acknowledged that potential degradation of KER habitats from increased footfall and/or dog fouling cannot be avoided entirely, and residual effects will remain, although effects are anticipated to be very localised. Likewise residual effects will remain significant following compensatory and enhancement measures with respect to displacement of foraging bats from newly illuminated sections of the Proposed Development route, and residual effects will remain for the disturbance of badgers during construction. Nonetheless, these effects are likely to be significant at the local geographic scale only.

The EclA outlined a number of mitigation measures including the requirement for a fisheries protection method statement (FPMS) and the monitoring of water quality by a suitably qualified and experienced environmental scientist who will have experience monitoring water quality, and who have access to sampling gear. The results of the monitoring will provide results of water quality monitoring to the project ecologist.

Taking EclA and the AA screening into consideration it was considered that although some residual effects will arise from the Proposed Development route, the cumulative effects of mitigation, compensation and enhancement will overall provide a neutral or positive impact for biodiversity.

3.6.2.7.1 Arboricultural Assessment

An Arboricultural Assessment was carried out to accompany the Part 8 Planning application for the Proposed Development. The report by Sheridan, Felim (2021) included an Arboricultural assessment and contained a condition assessment, and an arboricultural method statement / tree protection strategy. This document outlines a number of trees and hedges that would need to be removed to facilitate the Proposed Development, and in addition a number of trees have been recommended for removal due to their current condition. All efforts were made to retain as much tree vegetation along the proposed greenway corridor. To mitigate the loss of tree vegetation new tree, shrub and hedge planting are to be included in the landscaping of the Proposed Development.

Considerations were outlined for tree pruning, tree protection, construction, landscaping, and it was advised that any construction works in close proximity to retained trees should be carried out in accordance with an approved method statement and under direct supervision of a qualified consultant arboriculturist. All tree removal and pruning works would need to be carried out in line with the wildlife act and in consultation with the project ecologist.

The report also outlined that invasive species within the woodland would need to be managed and undertaken in consultation with the project ecologist.

Further information and the arboricultural method statement/tree protection strategy is available within the arboricultural report “*An Arboricultural Assessment of the ‘Cherrywood Linear Park Greenway’, Cherrywood, Co. Dublin*” (Sheridan, Felim 2021).

3.6.2.8 Landscape

The Proposed Development will comprise the construction of a greenway and a network of footpaths with a bituminous surface, base course and sub-base, which will include the upgrading of existing pathways such as the one through Druids Glenn. The proposed route is expected to be used all year round. No public lighting is proposed in Druid’s Glen. Stream crossings will be required as part of the Proposed Development in conjunction with existing crossings. Viewing areas are proposed at Druids Glenn. Landscape design drawings and a planting schedule have been produced for the Proposed Development.

The LCA for the Proposed Development states that the area is subject to the Cherrywood SDZ Planning Scheme (DLRD, 2016). The most sensitive receptors are residential and commercial properties located along the periphery of the Proposed Development. Temporary landscape and visual effects will arise as a result of construction works which are likely to involve earthworks and moving machines and construction works related to the greenway surface and new stream crossings. Visual effects related to construction works would be locally significant adverse but temporary. Protection and retention of existing semi-mature and mature vegetation during construction works in accordance with BS 5837:2012 is essential to retain the local landscape and visual character along the Proposed Development. Following the completion of construction works, the overall extent, scale and nature of the Proposed Development will alter views locally in short distance views due to the introduction of new greenway and footpath infrastructure including lighting at night in previously unlit areas. The Proposed Development will allow access through areas previously not publicly accessible and open up a new amenity for existing and future residents, workers and visitors to the area. It will become more park like in character than being a more or less natural and left alone green area along the fringe of suburban Dublin.

Views from Glendruid would not be affected by the Proposed Development as it will be surrounded by Druids Glen Woodland which will provide natural screening. It is expected that the Proposed Development will integrate into its setting over time following the implementation of appropriate landscape mitigation measures. Residual landscape and visual effects will relate to infrastructure introduced in areas previously not accessible by the public and in sections of woodland, near streams and stream crossings as well as the proposed lighting scheme. The existing local landscape character at the fringe of suburban Dublin is currently changing due to the introduction of new city quarters and road infrastructure. Visual effects will be significant locally but reduce quickly with distance in the wider area due to intervening vegetation, topography, existing buildings and the emerging structures of new city quarters in the vicinity. The landscape character along the Proposed Development will alter locally as areas along the Proposed Development will become part of the emerging suburban / urban fabric adjacent to the greenway corridor and the landscape character will transform to a more park like character. Sections of mature woodland will remain largely intact. The Proposed Development will provide access and connections to a rapidly changing landscape character and visual amenity in the wider area.

3.6.2.9 Material Assets

During the construction phase of the Proposed Development, the diversion of utilities is not anticipated.

Ground investigations will occur along the Proposed Development prior to construction. Should service suspensions be required during the construction phase, it has been assumed reasonable prior notice will be given to the residencies in the area. It has been assumed should disruption to services or outages be required, this will be carefully planned so the duration is minimised. The timing of local domestic connections should they be deemed required would be addressed between the contractor and the local community at the detailed design stage.

No properties are located within the footprint of the route. The Proposed Development will result in the permanent acquisition of privately owned lands. Dun Laoghaire Rathdown County Council are in direct contact with those landowners impacted.

The Proposed Development passes alongside planning approved residential areas.

3.6.2.10 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. It is estimated cut and fill of c. 4,448.4m³ and 5,446.7m³ respectively could potentially be required however these figures are estimates only. Any waste generated from the construction works on site should be controlled, transferred and disposed of in accordance with the Waste Management Acts 1996 to 2011 and associated regulations. Any contaminated waste 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 such as the Classification, Labelling and Packaging Regulation (CLP) European Waste Catalogue and Hazardous Waste List (EPA, 2002), EU Council Decision (2003/33/EC) of 19 December 2002 establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of Annex II to Directive 1999/31/EC, Council Directive 1999/31/EC on the landfill of waste, Waste Management Act 1996 to 2011, and the Environment (Miscellaneous Provisions) Act 2011 (No. 20 of 2011).

A contractors CEMP, produced for the Proposed Development, should include a Waste Management Plan (WMP) and should be implemented by the appointed contractor during the construction phase of the Proposed Development. The WMP should contain a number of control measures for the management of waste generated on the site; for example, all waste materials would be segregated on site into appropriate categories including:

- Top-soil, subsoil, bedrock;
- Concrete, bricks, tile, ceramics;
- Asphalt, tar and tar products;
- Metals; and
- Dry Recyclables e.g. cardboard, plastic, timber.

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

With the implementation of the approved contractor CEMP which would include inherent environmental controls, regulatory controls and best practice measures, no likely significant impacts are anticipated in relation to waste generated from the Proposed Development.

3.6.3 The Transboundary Nature of the Impact

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

3.6.4 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 with the implementation of appropriate control measures, such as monitoring of all ground disturbance by a suitably qualified archaeologist, mitigation measures as outlined within the EclA prepared for the Proposed Development, and the preparation of a CEMP which includes a WMP, health and safety plan and an emergency spill response plan.

3.6.5 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, however some residual effects will arise from the Proposed Development route in relation to Biodiversity.

3.6.6 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.

The positive impact from the Proposed Development to human health during the operational phase have penitential to be long-term and permanent.

Some residual effects will arise from the Proposed Development route on Biodiversity; however it is thought the cumulative effects of mitigation, compensation and enhancement will overall provide a neutral or positive impact for biodiversity.

3.6.7 The Possibility of effectively reducing the impact

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

4. Screening Conclusions and Recommendations

The likely impacts that will arise from the Proposed Development have been evaluated in-line with relevant guidance and regulatory frameworks described herein.

It is recognised that during the construction phase of the Proposed Development there may be temporary and transient negative impacts relating to environmental aspects such as noise and vibration and dust, however it is likely these impacts could be reduced through the implantation of standard practice pollution prevention measures, the preparation of an approved contractors CEMP which would include inherent environmental controls, regulatory controls and best practice measures, and the implementation of all mitigation outlined within the various environmental reports accompanying the Part 8 Planning submission.

It was determined residual effects remain for habitat loss with regard to KER habitats, and degradation of KER habitats arising from increased footfall and dog fouling displacement of bats from the introduction of operational stage lighting through part of the Green Routes Network, disturbance and displacement of badgers during construction and operation, loss of roosting habitat for bats, and disturbance of otter during operation. It was concluded that cumulative effects are not predicted to be any greater than the effects of the Proposed Development on its own. Although some residual effects will arise from the proposed route, the cumulative effects of mitigation, compensation and enhancement will have a neutral or positive effect on biodiversity (Scott Cawley 2022b).

There may be an adverse impact caused by ground disturbance related to the Proposed Development on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the scheme, particularly within the zones of archaeological notification for recorded monuments in proximity to the Proposed Development. It is recommended that all ground disturbances associated with the Proposed Development be monitored by a suitably qualified archaeologist. In addition, works within the zone of archaeological notification for Brennanstown Portal Tomb (DU026-007 Nat. Mon. 291) may require Ministerial Consent.

Temporary landscape and visual effects will arise as a result of construction works. Visual effects related to construction works would be locally significant adverse but temporary. Protection and retention of existing semi-mature and mature vegetation during construction works in accordance with BS 5837:2012 is essential to retain the local landscape and visual character along the Proposed Development. Following the completion of construction works, the overall extent, scale and nature of the Proposed Development will alter views locally in short distance views due to the introduction of new greenway and footpath infrastructure including lighting at night in previously unlit areas. If any features of archaeological potential are discovered during the course of the works further archaeological mitigation may be required, such as preservation in-situ or by record. Any further mitigation will require approval from the National Monuments Service of the DoCHG.

It is expected that the Proposed Development will integrate into its setting over time following the implementation of appropriate landscape mitigation measures. Residual landscape and visual effects will relate to infrastructure introduced in areas previously not accessible by the public and in sections of woodland, near streams and stream crossings as well as the proposed lighting scheme. Visual effects will be significant locally but reduce quickly with distance in the wider area due to intervening vegetation, topography, existing buildings and the emerging structures of new city quarters in the vicinity. The landscape character along the Proposed Development will alter locally as areas along the Proposed Development will become part of the emerging suburban / urban fabric adjacent to the greenway corridor and the landscape character will transform to a more park like character. Landscape design drawings and a planting schedule have been produced for the Proposed Development.

It is considered that with the implementation of standard practice pollution prevention measures, the preparation of an approved contractors CEMP which would include inherent environmental controls, regulatory controls and best practice measures, and the implementation of all mitigation, compensatory and enhancement measures outlined within the various environmental reports accompanying the Part 8 Planning submission such as the EcIA and AIA, an EIA Under section 50 of the Roads Act 1993 (as amended) or under the Planning and Development Regulations 2001 (as amended) would not be required for the Proposed Development.

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Appendix A Screening Checklist

Questions to be considered	Yes/No/? Briefly Describe	Is this 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 Proposed Development will result in land use change. Areas of greenfield/ will be acquired.	No- given the type of development it is anticipated the land required will be minimal. Dun Laoghaire Rathdown County Council are in direct contact with those landowners impacted
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 – imported fill will be brought on site.	No- All imported materials will be sourced from licensed suppliers. It is assumed a water supply will be required during the construction phase.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes- during construction only.	No – It is assumed 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- It is assumed waste management (including a Waste Management Plan WMP) shall form part of the overall CEMP for the construction phase and contain a number of control measures for the management of waste generated on the site
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.	NA
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes- during construction phase only	No - with appropriate mitigation measures in place, no significant effects on sensitive receptors are anticipated
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes- during 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 – It is assumed a 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- It is anticipated that the project will promote a healthier lifestyle.	No– There is a potential the greenway could encourage exercise among the local community which could lead to a healthier lifestyle.
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes- In consideration to the Proposed Development being located within a SDZ of this magnitude, there will be temporary and transient impacts from noise, traffic and dust associated with construction of the Proposed Development in combination with the surrounding developments.	No - Should the construction of a number of large developments identified within the planning search occur at the same time there is potential for negative effects of slight to moderate significance, however these would be temporary in duration, occurring during the construction phase only. In addition

Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
		planning approved developments within the Cherrywood SDZ will be phased.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes- The Proposed Development is located within 200 m of 15 archaeological sites and 13 structures listed on the National Inventory of Architectural Heritage (NIAH) building survey, seven of which are also protected structures and one which is both a recorded monument and a protected structure.	No - there may be an adverse impact from ground disturbance on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the Proposed Development. This is particularly true for sections within a zones of archaeological notification. However mitigation has been identified within the EIA Screening and the AIA which accompanies the Part 8 submission.
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	Yes- A number of Key Ecological Receptors' (KERs) and a number of species and territories were identified within the Proposed Development site (for further information see Scott Cawley 2020b).	No - It was determined residual effects remain for habitat loss with regard to KER habitats, and degradation of KER habitats arising from increased footfall and dog fouling. It was concluded that cumulative effects are not predicted to be any greater than the effects of the Proposed Development on its own. Although some residual effects will arise from the proposed route, the cumulative effects of mitigation, compensation and enhancement will overall provide a neutral or positive impact for biodiversity.
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?	Yes - a number of species and territories were identified within the Proposed Development site (for further information see Scott Cawley 2020b).	No – The EcIA prepared by Scott Cawley (2020b) outlines a number of mitigation, monitoring and compensatory measures to be implemented. Should these measure be implemented it can therefore be concluded that although some residual effects will arise from the proposed route, the cumulative effects of mitigation, compensation and enhancement will overall provide a neutral or positive impact for biodiversity.
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- Groundwater vulnerability ⁴ beneath the Proposed Development is predominantly 'Low', with some areas of 'Moderate' vulnerability. The Southwestern Irish Sea - Killiney Bay is located circa 2 km to the east of the Proposed Development site. It is not anticipated that the Proposed Development will likely impact coast zones and the marine environment.	No- pollution prevention measures will be put in place to reduce the risk of contaminants polluting the ground waterbody underlying the Proposed Development site.
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?	Yes- A number of both internal and external views to be protected are outlined within the Cherrywood SDZ Planning Scheme.	No - Views from Glendruid would not be affected by the Proposed Development as it will be surrounded by Druids Glen Woodland which will provide natural screening.
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 will upgrade some existing footpaths.	No – although there may be disturbance to users of recreational facilities during the construction phase the Proposed Development will upgrade some existing pedestrian footpaths and will improve connectivity for recreational users in the area.
17. Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems,	No	NA

⁴ Groundwater vulnerability embodies the characteristics of the intrinsic geological and hydrogeological features at a site that determine the ease of contamination of groundwater (GSI Accessed 17/09/2020).

Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
which could be affected by the Project?		
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes - The existing local landscape character at the fringe of suburban Dublin is currently changing due to the introduction of new city quarters and road infrastructure.	Yes - Visual effects will be significant locally but reduce quickly with distance in the wider area due to intervening vegetation, topography, existing buildings and the emerging structures of new city quarters in the vicinity.
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- There may be an adverse impact from ground disturbance on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the Proposed Development. This is particularly true for sections within zones of archaeological notification.	No- With the implementation of the proposed mitigation measures, significant effects are not anticipated.
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	Yes- The Proposed Development is located in a predominantly greenfield area, with surrounding lands characterised as predominantly urban fabric. A relatively small area of woodland (of recent origin) will be permanently lost as well as the loss of a strip of mixed broadleaved woodland and loss of some sections of hedgerow. The Proposed Development will traverse a small section of tall-herb swamp and a section of calcareous spring. Further information is available within the EclA produced for the Proposed Development.	Yes - Although the Proposed Development is within an area of greenfield the Proposed Development will be located within part of an existing SDZ which is to be developed in phases. Losses occur at a local level only.
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 – Private lands will be required for sections of the Proposed Development.	No - given the type of development it is anticipated that the land required will be minimal. Dun Laoghaire Rathdown County Council are in direct contact with those landowners impacted
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	No- The Proposed Development site is situated within a Strategic Development Zone (SDZ). The Planning Scheme has set out the specified objectives in which the development aims to achieve.	NA.
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes - The Proposed Development site is located in an urban area of Cherrywood, a suburb of Dublin, with commercial and residential properties surrounding the Proposed Development site.	No- During the construction phase, it is anticipated that there may be potential noise, vibration and traffic impacts; however, these impacts will be temporary and of short duration and therefore are not likely to cause significant effects to sensitive receptors in the area.
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 may be an adverse impact from ground disturbance on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the Proposed Development. This is particularly true for sections within zones of archaeological notification.	No- With the implementation of the proposed mitigation measures, significant effects are not anticipated.
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,	Yes- The Proposed Development is located in a predominantly greenfield area, with surrounding lands characterised as predominantly urban fabric. A relatively small area of woodland (of recent origin) will be	No – The areas being lost would not be considered scarce resources in terms of groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals. The Proposed Development will be

Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
tourism, minerals, that could be affected by the Project?	permanently lost as well as the loss of a strip of mixed broadleaved woodland and loss of some sections of hedgerow. The Proposed Development will traverse a small section of tall-herb swamp and a section of calcareous spring. Further information is available within the EclA produced for the Proposed Development.	located within part of an existing SDZ which is to be developed in phases.
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes – Private lands will be required for sections of the Proposed Development.	No - given the type of development it is anticipated the land required will be minimal. Dun Laoghaire Rathdown County Council are in direct contact with those landowners impacted
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?	Yes- There may be an adverse impact from ground disturbance on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the Proposed Development. This is particularly true for sections within zones of archaeological notification.	No- With the implementation of the proposed mitigation measures, significant effects are not anticipated.
<p>28. Summary of features of Project and of its location indicating the need for EIA:</p> <p>It is recognised that during the construction phase of the Proposed Development there may be temporary and transient negative impacts relating to environmental aspects such as noise and vibration and dust, however it is likely these impacts could be reduced through the implantation of standard practice pollution prevention measures, the preparation of an approved contractors CEMP which would include inherent environmental controls, regulatory controls and best practice measures, and the implementation of all mitigation outlined within the various environmental reports accompanying the Part 8 planning submission,</p> <p>It was determined residual effects remain for habitat loss with regard to KER habitats, and degradation of KER habitats arising from increased footfall and dog fouling. It was concluded that cumulative effects are not predicted to be any greater than the effects of the Proposed Development on its own. Although some residual effects will arise from the proposed route, the cumulative effects of mitigation, compensation and enhancement will overall provide a neutral or positive impact for biodiversity (Scott Cawley 2020b).</p> <p>There may be an adverse impact caused by ground disturbance related to the Proposed Development on previously unrecorded archaeological features or deposits that have the potential to survive beneath the current ground level in the undisturbed sections of the scheme, particularly within the zones of archaeological notification for recorded monuments in proximity to the Proposed Development. It is recommended that all ground disturbances associated with the Proposed Development is monitored by a suitably qualified archaeologist. In addition, works within the zone of archaeological notification for Brennanstown Portal Tomb (DU026-007 Nat. Mon. 291) may require Ministerial Consent.</p> <p>Temporary landscape and visual effects will arise as a result of construction works. Visual effects related to construction works would be locally significant adverse but temporary. Protection and retention of existing semi-mature and mature vegetation during construction works in accordance with BS 5837:2012 is essential to retain the local landscape and visual character along the Proposed Development. Following the completion of construction works, the overall extent, scale and nature of the Proposed Development will alter views locally in short distance views due to the introduction of new greenway and footpath infrastructure including lighting at night in previously unlit areas.</p> <p>It is expected that the Proposed Development will integrate into its setting over time following the implementation of appropriate landscape mitigation measures. Residual landscape and visual effects will relate to infrastructure introduced in areas previously not accessible by the public and in sections of woodland, near streams and stream crossings as well as the proposed lighting scheme. Visual effects will be significant locally but reduce quickly with distance in the wider area due to intervening vegetation, topography, existing buildings and the emerging structures of new city quarters in the vicinity. The landscape character along the Proposed Development will alter locally as areas along the Proposed Development will become part of the emerging suburban / urban fabric adjacent to the greenway corridor and the landscape character will transform to a more park like character.</p>		

Appendix B Planning Application Search (2011 – 17/01/2022)

Relevant Planning Application Search (2011 – 17/01/2022) (*Distance from approximate centre point of the Proposed Development)

App. Ref. No.	Summary of Development	Final Grant Date	*Distance
DZ21A/0414	Permission for development on lands located north-west of the Tullyvale residential development. The application relates to development in the Cherrywood Strategic Development Zone. The development will consist of a residential scheme of 107 no. units in 3 urban blocks (1-3), with buildings ranging in height from 2 to 4 storeys (over part basement). The residential units will comprise 64 no. apartments and 43 no. houses. The apartments will be accommodated in 2 no. 4-storey blocks (A & B) in urban block 1. Block A will accommodate 32 no. units comprising 10 no. 1-bedroom, 20 no. 2-bedroom and 2 no. 3-bedroom apartments. Block B will accommodate 32 no. units comprising 8 no. 1-bedroom and 24 no. 2-bedroom apartments. The apartments will have associated private balconies/terraces. The 2-storey houses will comprise 38 no. semi-detached and 5 no. terraces units located in urban blocks 2 and 3. The mix will consist of 34 no. 3-bedroom and 9 no. 4-bedroom houses, with surface level car parking. A basement in urban block 1 will accommodate 72 no. car parking spaces, bicycle parking, refuse storage and plant. the development will include 2 vehicular entrances from the existing road located to the south-east, one connecting to the new internal access road and one to the basement, surface level car parking, public open space, landscaping and boundary treatments; part of the new landscaped Greenway connecting Tully Park and Lehaunstown Valley and all associated site development works and services	Application Registered 11/01/2022 Decision Due 07/02/2022	c.1.3km west
D21A/0977	Permission for development. The development will consist of the following, 1. Partial change of use of existing bar area at ground floor from pub use to residential use to accommodate 2No. residential apartments. 2. New secure bicycle & refuse store. 3. Increase height of existing boundary walls to South West, South East & North East facing boundaries. 4. New access gate to courtyard. 5. All associated drainage connections & site works	21/12/2021	c.1.8km west
DZ21A/0818	Permission for development. The development will consist of the construction of: 4 NO. external screamed plant enclosures and associated plant at Ground Floor Level (3 NO. to the rear/southeast and 1 No. to the side/south west of the building); 2 No. enclosed flue stacks to the rear of the building extending from Ground Floor Level to above Roof Level; provision of additional external doors at Ground Floor Level at the rear and side elevations; the relocation if the pedestrian ramp to the rear of the building. The Gross Floor Area of the Office Based industry building will be unaltered. The proposed development is located within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended.	16/12/2021	c.475m east
D21A/0955	Permission is sought for the demolition of an existing single storey detached house and the construction of 4 no. two storey detached four-bedroom houses each with off street car parking with landscaping and ancillary site works and services.	15/12/2021	c.1.7km north
DZ21A/0932	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development is located in the Cherrywood Planning Scheme Area and forms part of Development Area 2 - Cherrywood. The site of the residential development of this application is approximately 2.73 Ha and is generally bounded by Grand Parade to the west, currently undeveloped residentially zoned lands within Development Area 2 - Cherrywood to the north, Valley Drive to the east and Bishop's Street to the south. The proposed development consists of 146 no. apartments, all with private balconies/terraces (total gross floor area (GFA) of 11,999 m ²) accompanied in 4 no. blocks of 3-4 storeys in height over single level basement, consisting of the following: Block A (2,751 m ²); 36 no. apartments comprising 20 no. 1 bedroom apartments and 16 no. 2 bedroom apartments; Block B (3,920 m ²); 41 no. apartments, comprising, 10 no. studio apartments, 8 no. 1 bedroom apartments and 23 no. 2 bedroom apartments; Block C (2,955 m ²); 33 no. apartments comprising 9 no. 1 bedroom apartments and 24 no. 2 bedroom apartments; Block D (2,688 m ²); 36 no. apartments comprising 20 no. 1 bedroom apartments and 16 no. 2 bedroom apartments; The provision of a podium courtyard (c 3,170 sq m) of which c. 2,370 sq m is private communal amenity space. The provision of c. 3,450 sq m of public open space, including a pocket garden (c. 210 sq m). All ancillary and associated site development works, including the provision of ESB substation/switch room, bike stores, bin stores and bicycle parking areas. The provision of a total of 212 no. car parking spaces of which 151 no. are to	14/12/2021	c.775m west

App. Ref. No.	Summary of Development	Final Grant Date	*Distance
	serve the residential development proposed, all located at basement level and 2 no. car sharing spaces located at surface level on proposed access road. 61 no. of the proposed car parking spaces in the basement to be reserved for future development subject of a separate application. Vehicular access to be provided via an internal street to be shared with the remainder of the residential plot in separate ownership (subject to a future application). Vehicular access to the internal street is provided from Grand Parade via Bishop Street (both permitted under Reg Ref. DZ21A/0758) which in turn link to Tully Vale Road. The internal street also provides pedestrian/cycle access only to Tully Vale Road. The Transport Interchange located on Grand Parade at the south-western end of the site has been provided as per Reg Ref. DZ17A/0862 and is not affected by the current application		
DZ21A/1085	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning apply for permission for the development. The development will consist of a residential development comprising 65 no. dwellings and associated site and development works with a total gross floor area (GFA) of 7.707 sqm. The residential accommodation comprises 43 no. 3 bed triplex units and 22 no. 3 bed duplex units in 5 no. 3 storey blocks. Car parking is provided at grade for 92 no. cars. Access is prohibited from Castle Street (permitted and constructed under Reg Ref. DZ15A/0758) which forms the northeastern boundary of the plot and provision is made for future vehicular connection to Res 2 lands to the south and west and for service access to the ESB Substation to the west. Provision is made for pedestrian/cycle link through the site from Lehaunstown Lane to Bishop Street. Permission is also sought for all hard and soft landscaping (including a buffer to Lehaunstown Lane), public lighting, boundary treatments, surface water attenuation, bin and bicycle stores and all associated site and development works	Application Registered 10/12/2021 Decision Due 11/02/2022	c.861m north-west
DZ21A/0334	Permission. This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development is located in the Cherrywood Planning Scheme Area and forms part of Development Area - Lehaunstown. The area of residential development of this application is approximately 3.73Ha and is generally bounded by Barrington's Road to the north, the Green Luas Line and Grand Parade to the east, lands permitted under Planning Reg. Ref. DZ20A/0399 to the west and Castle Street and Lehaunstown Lane to the south. The development proposed consists of 482 no. Dwellings (total gross floor area of c.63,250 sqm) in a mixture of houses, duplexes, triplexes and apartments comprising of the following: 4 no. 3 storey 3 bedroom houses; 445 no. apartment units accommodated in 5 no. blocks up to 5 floors in height over partial basement comprising 155 no. 1 bedroom units, 243 no. 2 bedroom units, 26 no. 3 bedroom units, 9 no. 2 bedroom duplexes, 2no. 3 bedroom duplexes and 10 no. 3 bedroom triplexes; 15 no. 2 bedroom apartments and 18 no. 3 bedroom apartments in 3 storey duplexes; The provision of c.4,344 sqm of private communal amenity space in the form of podium level courtyards and green roofs. The provision of 7,058 sqm of public open space, including a neighbourhood plaza and a pocket park. All ancillary and associated site development works, including the provision of bin stores and bicycle parking; The provision of 559no. Car parking spaces to serve the residential development comprising 495 no. basement car parking spaces and 64 no. surface car parking spaces; The provision of internal road network including new road carriageways, pedestrian and cycle paths and facilities including connections to Lehaunstown Lane, Barrington's Road, Grand Parade and also to Castle Street. A 10m wide ecological buffer between the proposed development and Lehaunstown Lane; The application also provides for the use of existing roads at Castle Street, Bishop's Street (both permitted and constructed under Reg. Ref. DZ15A/0758) and a permitted road at Cherrywood Avenue (Reg. Ref. DZ17A/0862) which are required to be used for construction and site access to the residential development from Valley Drive and the Wyattville Link Road. These roads amount to approximately 8.28Ha. The use of 1 no. existing junction on Castle Street to serve as the vehicular access for the development, together with 1no. Junction to provide maintenance access to the proposed temporary attenuation pond and a temporary bus turn back facility (both already permitted under Reg. DZ20A/0399); 2 no. separate access/egress points to the basement car park are provided. The extension of Castle Street westwards to the Ticknick Stream, together with a temporary bus turn back facility and a temporary attenuation pond all in Development Area 3 - Priorsland (each already permitted under Reg. DZ20A/0399). The application also provides for a pocket park and detention basin and the use of a greenway all as permitted under Reg. Ref. DZ20A/0399. This application includes a minor amendment to the junction located at the northern end of the greenway as permitted under Reg. Ref. DZ20A/0399. The spreading of pale flax seed on lands at the M4 development tile, located at the junction of Castle Street and Bishops Street. The excavation of approximately 58,250 cubic metres of excess soil spoil from these lands at Development Area 1 - Lehaunstown to other lands under the Applicants control. 41,800 cubic metres of which will be used to reprofile lands in Development Area 8 - Tully, located proximate to the junction with Gun and Drum Hill Road and Castle Street which is permitted under Reg. Ref. DZ20A/0552. 16,450 cubic metres of which will be stockpiles on other lands in Development Area 8 - Tully, within the Applicants control; The total area of the planning application site amounts to approximately 19.36Ha. This planning application includes an Environmental Impact Assessment Report.	06/12/2021	c.1.7km west

App. Ref. No.	Summary of Development	Final Grant Date	*Distance
DZ21A/0806	Permission for development. This application relates to development in the Cherrywood Strategic Development Zone. The development will consist of modifications to the permission granted under planning Reg. Ref. DZ17A/0714 (under construction). The modifications provide for additional residential blocks on the part of the site that was identified for future development under DZ17A/0714 and for amendments to the basement car parks. The development will consist of:- Construction of 3 no. 4-storey residential blocks (annotated Blocks C, D and F on plans) in place of permitted temporary landscaping to accommodate 60 no. apartments with associated private balconies/terraces. Block C will accommodate 16 no. apartments comprising 5 no. 1-bedroom and 11 no. 2-bedroom units. Block D will accommodate 28 no. apartments comprising 9 no. 1-bedroom and 19 no. 2-bedroom units. Block F will accommodate 16 no. apartments comprising 5 no. 1-bedroom and 11 no. 2-bedroom units. Enlargement and reconfiguration of the 2 no. permitted basements. The revised basements will accommodate 228 car parking spaces, cycle parking, refuse stores and plant rooms. Landscaping, substations and all associated site works and services.	02/11/2021	c.1.1km north-west
DZ21A/0785	Permission for a mixed use development on lands. The development will consist of the following: Provision of an office building (High Intensity Employment) of 13,487 sq.m. up to 8 no. storeys in height to the south east corner of thee TC3 quadrant (Block TC3-1) including non-retail (incl. café /restaurant) uses comprising 1,221 sq.m at ground/street level. provision of public open space including plaza areas, works to Cherrywood Avenue, footpaths, parking, loading bays, landscaping works and boundary treatments. provision of one vehicular access point to basement level (below podium) from Cherrywood Avenue South. Parking at basement level (below podium) for 151 no. commercial car parking spaces. 146 no. bicycle spaces are proposed at basement and ground/street level (podium level). The proposed development includes DUDs drainage, the provision of green roofs throughout and all associated site development works and services and plant. This application relates to development in the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).	27/10/2021	c.264m west
DZ21A/0713	Permission for development. The proposed development is an amendment application to DZ17A/0862 (as further amended by DZ18A/1058, DZ18A/1178, DZ19A/0148, DZ19A/0458, DZ19A/1024, DZ20A/0002, and DZ20A/0824). The proposed development affects Blocks A1, A2, and A3 in TC1. The proposed development includes: Changes to fenestration, including a general increase om apartment glazing heights, typically from 1200mm to 2400mm; Amendments to facade materials; Increase in maximum height of Block A1 from 30,060m to 30,125m, of Block A2 from 17,400m to 17,450m, and Block A3 from 17,200m to 17,755m; Rationalisation of the external line of stair core facades and minor increase in stair core ancillary floor areas; Omission of permitted solid spandrel panels in lieu of operable glazed sections in apartments; Amendments to balcony details across all blocks, including at Block A1, units 50, 82, 84, 87, 139, 151, 154, 198, 200, 203, 252, 260, 263, 278, 281, 293, 296, 306 and 309; Block A2, units 66, 135, 193, and 247; and at Block A3, units 59, 103, 172, and 221; Amendments to the permitted ESB substation and switch rooms in Block A2 in order to accommodate changed ESB servicing requirements, and consequential changes to the permitted layout of the residential amenities in Block A2. There is a 63 square metre loss in residential amenity floor area, arising from changes to ESB substation and rectification of previously overstated area for residential amenity in Block A2 level 00; Amendments to permitted roof terraces, including an increase in the parapet heights (at 5th floor level only), a reduction in area of Block A3 roof terrace from 420 square metres to 208 square metres, provision of screening and amendments to landscaping; Additional photovoltaic plant on the uppermost roof of Block A1, and provision of screened enclosures for future plant at roof level of Blocks A1, A2 and A3; Amendment of shopfronts and facilitation of shop signage; Provision of gates to internal courtyard areas; Omission if Condition 6A(iv) of the parent permission DZ17A/0862 to facilitate access to ground floor units by way of ramps and stairs; The proposed development will result in an increase on gross floor area from 214,706 square metres to 214,765 square metres on a site area of 17.01 ha.s. This application relates to development in the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).	03/10/2021	c.346m north-west
DZ21A/0699	Permission. This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development is located in the Cherrywood Planning Scheme Area and forms part of Development Area 8 - Tully. The overall site area of this application is approximately 9.67Ha and is generally bounded by Castle Street to the west, Tully Park, future development lands in Development Area 8 - Tully and the site of the permitted Primary School (Reg. Ref. DZ18A/0458) to the east, Gun and Drum Hill Road to the north and Lehaunstown Lane to the south. Permission is sought for revisions to the permitted elevational treatment only of 33no. B-type Residential Units (Types B3, B3a, B4, B4a, B5, B5a, B6, B7, B1, B1a) involving the reduction in width of first floor bathroom window by approximately 451mm. The proposal is a minor amendment to development already permitted under Planning Permission Reg. Ref. DZ20A/0552.	23/09/2021	c.1.3km west

App. Ref. No.	Summary of Development	Final Grant Date	*Distance
DZ21A/0664	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development is located in the Cherrywood Planning Scheme Area and forms part of Development Area 8-Tully. An extension of Castle Street and a temporary pond and ancillary infrastructure is located in the development Area 3- Priorsland. The overall site area of this application is generally bounded by Castle Street to the south-west and west, other underdeveloped lands in the Tully Development Area to the south, a permitted development (DLRCC Reg. Ref. DZ20A/0399) to the north and east. The proposed residential development comprises 47 no. apartments (total gross floor area of c.3,925 sqm) in 1 no. 4 storey over basement apartment block comprising of the following: 19 no. 1 bedroom apartments, 28 no. 2 bed apartments. The provision of c. 110 sqm of communal amenity space provided adjacent to the proposed apartment block. The provision of 52 no. car parking spaces to serve the residential development; 36 no. basement spaces, 14 no. surface spaces and 2 no. disabled spaces (16 no. surface car parking spaces in total). This includes a minor amendment to the permitted layout of 15 no. surface car parking spaces and adjacent road under Reg Ref. DZ20A/0399 which are now intended to serve this proposed apartment development. The excavation of 4,500 cubic metres soil to facilitate the construction of the basement. Access to the proposed residential development provided via 1 no. junction off Castle Street already permitted under DZ20A/0399. All ancillary and associated site development and landscape works including boundaries, bin and bicycle parking, and also; The provision of a temporary pond in Development Area 3- Priorsland alongside Barrington's Road, together with ancillary connections, including an outfall to Ticknick Stream, together with 1 no. junction on Castle Street to provide maintenance access to the proposed temporary attenuation pond and also to a temporary bus turn back facility to be provided (each of which are already permitted under DZ20A/0399). The extension of Castle Street westwards to Ticknick Stream, together with a temporary bus turn back facility and a temporary attenuation pond all in development area 3- priorsland (each already permitted under Reg. DZ20A/0399). The works to Castle Street proposed in this development are an amendment to the Phase 1 infrastructure permission under Reg.Ref. DZ15A/0758. The total area of the planning application site amounts to approximately 5.5Ha, with the residential development located on a net area of 0.3 Ha. The application also provides for the use of existing roads at Castle Street, Bishop's Street and a permitted road (under construction) at Cherrywood Avenue (Reg Ref. DZ17A/0862) which are required to be used to access the residential development from Valley Drive and the Wyattville Link Road. These roads amount to approx. 4.1Ha	09/09/2021	c.1.5km west
DZ21A/0029	Permission for development. The development will consist of: alterations to the front entrance at ground floor level comprising the removal of part of the facade and the entrance canopy, and the construction of a replacement entrance facade, including a 13.5 sq m extension to the lobby; alterations to the building facades; and all ancillary and associated site development works. The extended three storey building will have a total gross floor area of 2,593 sq m. The proposed development is located within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, As Amended.	29/04/2021	c.800m southeast
DZ21A/0029	Permission for development. The development will consist of: alterations to the front entrance at ground floor level comprising the removal of part of the facade and the entrance canopy, and the construction of a replacement entrance facade, including a 13.5 sq m extension to the lobby; alterations to the building facades; and all ancillary and associated site development works. The extended three storey building will have a total gross floor area of 2,593 sq m. The proposed development is located within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, As Amended.	29/04/2021	c.388m east
ABP30902620	The proposed development comprises a residential development of 482 no. units (all apartments), along with ancillary residential amenities, and provision of a childcare facility, gym, and local shop. The proposed residential units comprise 31 no. studio units, 183 no. 1-bedroom units, 229 no. 2-bedroom units, and 39 no. 3-bedroom units (including 2 no. duplex type units).	20/04/2021	c.2km west
DZ20A/0052	Permission for a mixed use development. The site located in the Cherrywood Planning Scheme area and forms part of the south eastern portion of the block Town Centre 3 (TC3). The site is bound by the Luas green line to the east (adjacent the Bride's Glen terminus), Grand Parade to the east, Cherrywood Avenue to the south and west, and the R118 road (Wyattville Link Road) to the north. The development will consist of the following:- Construction of a mixed-use development ranging in height from 2 no. storeys to 8 no storeys from street/podium level over two basement levels. The overall development comprises 12,705 sqm residential, 12,151 sqm office (High Intensity Employment) and 1,431 sqm café restaurant (non retail) uses of development with an overall total, including ancillary spaces of 32,666 sqm. - Provision of an office building (High Intensity Employment) of 12,151 sqm up to 8 no. storeys in height to the south east corner of the site (Block TC3-1) including restaurant/café (non retail) uses comprising 1,353 sqm at ground/street level. - Provision of 198 no. Built-To-Rent apartments units in two blocks ranging in height from 2 to 5 storeys over basement; comprising	13/04/2021	c.274m west

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	of 31 studios, 55 no. 1 bedroom units and 112 no. 2 bedroom units with associated balconies and terraces. - Provision of café/restaurant (non retail) unit (78 sqm) at ground floor level of the residential Block TC3-8 fronting the central diagonal public space through the TC3 site; - The proposed development will also include the provision of communal and private open space include courtyard areas, terraces and balconies and roof terraces and the provision of tenant shared services, facilities and amenity space (1,606 sqm); - Provision of public open space including public plaza areas, footpaths, parking, loading bays, landscaping works and boundary treatments; - Provisions of two vehicular access points to basement level (below podium) from Cherrywood Avenue; - Parking at basement level (below podium) for 201 no. residential car parking spaces, 180 no. commercial car parking spaces. 640 no. bicycle spaces are proposed at basement and ground/street level (podium level); - The proposed development includes, SUDs drainage, the provision of green roofs throughout and all associated site development works and services and plant. - The proposed residential development is a 'Build-to-Rent' scheme in accordance with Specific Planning policy 7 and 8 as set out in the 'Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (2018)'. This application relates to development in the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).		
D20A/0184	Permission for the demolition of an existing two-storey dwelling house known as 'Rathbeg' and ancillary outbuildings and sheds, and the construction of a residential development of 54 units consisting of 3 no. one bedroom apartments. 17 no. two bedroom apartments. 20 no. three bedroom upper level two storey duplex type townhouses in 4 no. 3 storey blocks with balconies and terraces facing north south east and west. 11 no. three bedroom 2 storey semi-detached houses. 2 no. four bedroom three storey detached houses. 1 no. four bedroom three storey semi-detached house. All houses with private rear gardens with ancillary site works including parking for 82 cars, 1 no. communal bin store, 50 secure bicycle parking spaces and main vehicle access off Stonebridge Lane.	18/03/2021	c.1.7km south
DZ20A/0946	This application includes development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. Intend to apply for permission for development (permitted pursuant to Reg Ref DZ15A/0813 and amended by Reg Ref DZ17A/0714, Reg Ref DZ17A/0862, ABP-303429-19 and Reg Ref DZ18A/0458). The site is within development Area 2 (Cherrywood) identified in the Cherrywood Planning Scheme 2014, as amended. The proposed development will consist of revisions/ modifications to part of (3.163ha) the permitted Tully Park development (east of Lehaunstown Lane) comprising:- 1. Revised proposals for the previously permitted park kiosk building and outdoor terrace area. The revised kiosk building design is for a relocated location (closer to the access road) and will include alterations to the internal layout of the cafe and public toilets (c.118sqm gross floor area). The previously permitted building was c.125 sqm gross floor area. A screened refuse area will be provided to the side. 2. Reconfiguration and revised design for the playground area, with senior and junior play areas, natural/sensory play spaces and a separate toddler park (4,190sqm). The original playground area measured 4,600sqm . 3. Revised foul and surface water drainage proposals for the eastern area of the site comprising of a) a reduction in overall attenuation storage volume from 599m3 to 552m3 and b) revised drainage routes including connections to the foul and surface water infrastructure permitted for the adjoining residential development (permitted pursuant to Reg Ref. DZ17A/0714). Permission is also sought for miscellaneous revisions including changes to the parking layout adjoining the kiosk building, a revised layout and changes to ground levels in northern area, revisions to pathways including a new elevated boardwalk (up to 3 metres above ground level), and all ancillary site and development works. No works are proposed to Tully Church Graveyard or within its grounds (Ref: DU026023001-2; National Monument No. 225) or to the National Monument including the high crosses (Ref: DU026023003, 4, 7; National Monument No.216) which will be maintained in situ and protected during construction.	18/02/2021	c.700m southwest
DZ20A/0946	This application includes development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. Intend to apply for permission for development (permitted pursuant to Reg Ref DZ15A/0813 and amended by Reg Ref DZ17A/0714, Reg Ref DZ17A/0862, ABP-303429-19 and Reg Ref DZ18A/0458). The site is within development Area 2 (Cherrywood) identified in the Cherrywood Planning Scheme 2014, as amended. The proposed development will consist of revisions/ modifications to part of (3.163ha) the permitted Tully Park development (east of Lehaunstown Lane) comprising:- 1. Revised proposals for the previously permitted park kiosk building and outdoor terrace area. The revised kiosk building design is for a relocated location (closer to the access road) and will include alterations to the internal layout of the cafe and public toilets (c.118sqm gross floor area). The previously permitted building was c.125 sqm gross floor area. A screened refuse area will be provided to the side. 2. Reconfiguration and revised design for the playground area, with senior and junior play areas, natural/sensory play spaces and a separate toddler park (4,190sqm). The original playground area measured 4,600sqm . 3. Revised foul and surface water drainage proposals for the eastern area of the site comprising of a) a reduction in overall attenuation storage volume from 599m3 to 552m3 and b) revised drainage routes including connections	18/02/2021	c.1.2km north-west

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	to the foul and surface water infrastructure permitted for the adjoining residential development (permitted pursuant to Reg Ref. DZ17A/0714). Permission is also sought for miscellaneous revisions including changes to the parking layout adjoining the kiosk building, a revised layout and changes to ground levels in northern area, revisions to pathways including a new elevated boardwalk (up to 3 metres above ground level), and all ancillary site and development works. No works are proposed to Tully Church Graveyard or within its grounds (Ref: DU026023001-2; National Monument No. 225) or to the National Monument including the high crosses (Ref: DU026023003, 4, 7; National Monument No. 216) which will be maintained in situ and protected during construction.		
ABP30841820	Permission for a Build To Rent Strategic Housing Development comprise a Build to Rent (BTR) residential scheme comprising 193 no. apartments within 4 no. blocks ranging in height from 5 to 8 storeys. The apartment mix will comprise: 193 no. units as follows: 12 no. studios; 110 no. 1 bed; 1 no. 2 bed (3 persons); 70 no. 2 bed (4 persons). All apartments will be provided with associated private balconies/terraces facing north/ south/ east/ west. The development will include a pavilion, open spaces, tree houses, meeting rooms and flexible work space, BBQ facilities, resident's gym, and residential amenities areas. The development will include for a total of 120 no. car parking spaces including accessible spaces at undercroft and surface level, 372 no. bicycle parking spaces and 6 no. motorcycle spaces. Vehicular connection will be via Clifton Park. Additional pedestrian/cyclist accesses to the south (leading to Shankill Dart station to the south) is also proposed. The development also includes for all associated site development works and services provisions including bin storage areas, substations/switch rooms, plant rooms, boundary treatments and landscaping. The application contains a statement setting out how the proposal will be consistent with the objectives of the relevant Dun Laoghaire Rathdown County Development Plan 2016-2022. 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. A Natura Impact Statement has been prepared in respect of the proposed development. The application together with a Natura impact statement, 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: https://www.abingdonshd.ie	11/02/2021	c.1.7km southeast
DZ20A/0877	Permission for development at this site. The site is located on the northern side of Bishop Street, circa 20m west of the Luas line crossing. The proposed development will consist of a single storey Gas District Regulator Installation (DRI) building and associated site development works. The building has a gross floor area of 6.177 square metres and will be two metres in height. The site area is 86 square metres, This application relates to development in the Cherrywood Strategic development zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended)	29/01/2021	c.627m north
DZ20A/0399	4Permission relates to development within the Cherrywood Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development is located in the Cherrywood Planning Scheme Area and forms part of Development Area 8 - Tully. An extension of Castle Street and a temporary pond and ancillary infrastructure is located in the Development Area 3 - Priorsland. The overall site area of this application is approximately 8.7Ha and is generally bounded by Castle Street and Beckett Park to the south-west and west, Lehaunstown Lane and Gun & Drum Hill Road to the south, Grand Parade (under construction) and the Green LUAS line to the east and Barrington's Road to the north. The proposed development comprises 136 no. dwellings (total gross floor area of c.15,910 sqm) in a mixture of houses, duplexes and apartments comprising of the following:- 80 no. two and three storey houses consisting of 21 no. 4-bedroom units, 50 no. 3-bedroom units and 9 no. 2-bedroom units; 40 no. 3 bedroom duplexes organized in 5 no. 3 storey blocks and 16no. own door Apartments in duplex blocks at ground floor to Greenway ; The provision of c. 4,733 sqm of public open space, including provision of a Greenway , pocket park and ecological buffer to Lehaunstown Lane; Provision of two no. pedestrian/cycle links connecting to Lehaunstown Lane; 1 no. new pedestrian crossings across Castle Street. A temporary pedestrian/cycle link from the planned Greenway to Barrington's Road. The provision of a temporary pond in Development Area 3 - Priorsland alongside Barrington's Road, together with ancillary connections, including an outfall to Ticknick Stream. The extension of Castle Street (already permitted and constructed under Reg. Ref. DZ15A/0758) westwards into Development Area 3 - Priorsland as far as Ticknick Stream; The provision of 3no. junctions on Castle Street (permitted and constructed under Reg. Ref. DZ15A/0758 and as extended by this development) to serve as the vehicular accesses for the development; one of which already exists. 2no. to provide access to proposed residential development and 1 no. to provide maintenance access to the proposed temporary pond. The provision of 245 no. car parking spaces to serve the residential development - 105 no. on-curtilage and 140 no. bank parking, together with 12no. disable parking spaces across the proposed development and 2no. car club parking spaces located along the southern access road. 15 no. proposed car parking spaces are for future use by another development within Res 2 zoned lands	22/01/2021	c.1.8km west

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	subject of a future residential planning application. A pull in area adjacent to the temporary pond for use by maintenance vehicles is also proposed; The redistribution and reprofiling of approx. 5,000- 7,500 cubic metres of excess soil spoil excavated from proposed residential development works to be deposited on a site located at the junction of Castle Street and Gun and Drum Hill Road to be used to re-grade the levels of this land; All ancillary and associated site development and landscape works; The application also provides for the use of existing roads at Castle Street, Bishop's Street (both permitted and constructed under Reg. Ref. DZ15A/0758) and a permitted road at Cherrywood Avenue (Reg. Ref. DZ17A/0862) which are required to be used to access the residential development from Valley Drive and the Wyattville Link Road. These roads amount to approx. 4.1 Ha.		
DZ20A/0824	Permission for development. The proposed development is an amendment application to DZ17A/0862 (as further amended by DZ18A/1058, DZ18A/1178, DZ19A/0148, DZ19A/0458, DZ19A/1024 and DZ20A/0002). The proposed development consists of changes to the elevations of Block F2. Block F2 fronts onto Cherrywood Avenue and Central Avenue. Changes to the elevation on Central Avenue will occur in the middle of the block where the permitted residential amenity facilities are located, with minor changes to the building line. The changes involve: at Level 1, changes to the front entrance and building line; at Level 2 and 3, the re-orientation of the balconies on apartments 209, 210, 309 and 310 from side elevations to overlooking Central Avenue and changes to fenestration; and at Levels 4 and 5, the simplification and rationalisation of the residential amenity facilities area by modifying the building line and fenestration at Level 04 and Level 05. Fenestration at Level 2 is enlarged for apartments 201, 204, 211 and 214. On the Cherrywood Avenue elevation, in the middle of the block, the fenestration and pattern of openings will be altered at four apartments on every level. The affected are 004, 005, 006 and 007, 128, 129, 133 and 134, 232, 233, 237 and 238, 332, 333, 337 and 338, 429, 430, 433 and 434, and 528, 529, 532 and 533. On the northern elevation the fenestration and pattern of the openings shall be modified by the omission of windows at levels 2, 3 and 4, units 216, 316, and 414, and the addition of windows at levels 2 and 4, units 214 and 412. Additional fenestration changes at this elevation will occur at apartments 112, 123, 124 and 125, 214, 215, 216, 226, 227 and 228, 314, 315, 316, 326, 327 and 328, 412, 413, 414, 423, 424 and 425, and 512, 513, 522, 523 and 524. On the southern elevation, the fenestration and pattern of the openings shall be modified by the addition of windows at level 2 and 3, units 201 and 301. Additional fenestration changes at this elevation will occur at apartments 101, 108, 137 and 139, 201, 208, 241, and 243, 301, 308, 343, and 341, 401, 408, and 437, 501, 508 and 536 to provide for a more consistent fenestration approach. The proposed development has no increase in gross floor area, which will remain unchanged from 215,101 square metres, on a site area of 17.01 ha.s. This application relates to development in the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).	11/01/2021	c.318m north-west
D19A/0797	Permission for development. The development will consist of the demolition of all existing buildings (1985sq.m) on site and the construction of a 4 storey Primary Care Centre and General Practitioner (GP) Surgery with a gross floor area of 4,267sq.m. The accommodation will consist of treatment rooms, consultation rooms, meeting rooms, staff facilities, ancillary offices and ancillary accommodation over 4 floors, with a maximum height of 16.955m. The building also includes an own door pharmacy (101sq.m) at ground floor. Permission is also sought for an ESB substation and switch room (35sq.m), bin store (19sq.m), a vehicular drop off area the main building entrance, 61 no. surface carparking spaces, 4 no. Motorcycle parking spaces, landscaping, lighting, external signage and all associated site and development works. Vehicular access/egress to the proposed development is via two points off Loughlinstown drive (one existing access to be retained and one proposed access point).	07/12/2020	c.800m east
DZ20A/0491	Permission for development to amend part of a permitted residential scheme (DZ20A/0073, which itself amends the parent permission (Dún Laoghaire-Rathdown County Council Reg. Ref. D15A/0385 (An Bord Pleanála Ref. ABP-300194-17). The site includes some 0.77 hectares forming part of the Cherrywood Strategic Development Zone Planning Scheme. (For identification purposes, the Application site comprised the lands of 10 No. houses (now demolished under Permission Reg. Ref. D15A/0385) comprising: Foinavan, No. 8 Beech Park, Bray Road, Dublin 18, D18 A5N5; Woodbrook, No. 7 Beech Park, Bray Road, Dublin 18, D18 FA55; Lynwood, No. 6 Beech Park, Bray Road, Dublin 18, D18 A2R7; Corrente, No. 5 Beech Park, Bray Road, Dublin 18, D18 W7K7; Dun Baoi, No. 4 Beech Park, Bray Road, Dublin 18, D18 TW75; Teely Lodge, Bray Road, Dublin 18, D18 E0K1; The Galliard, Bray Road, Dublin 18, D18 H9E2; Capard, Bray Road, Dublin 18, D18 A2Y6; Greenhills, Bray Road, Dublin 18, D18 R9C0; El Dorado, Bray Road, Dublin 18, D18 T9C9; and Silver Slope, Bray Road, Dublin 18, D18 Y6H7 and the road area and associated open spaces at Beech Park, Bray Road, Cabinteely, Dublin 18/Loughlinstown, County Dublin and it's connection with the N11.) The site is principally bounded by Centenary Service Station to the north; the N11 to the east; Nos. 2-4 Sunnyhill Park, Loughlinstown to the south; and partly by the Cabinteely Stream and open space to the west. (The property identified as Wood Haven (Beech Park, Cabinteely, Dublin 18, D18 A6R9) located between Silver Slope and EL Dorado, does not form part of this development). The proposed development will consist of: the extension of the permitted third floor level of Block A by some 59 sq m (from 1262 sq m to 1321 sq m) to facilitate the reconfiguration and extension of that floor, providing 7 No. one bedroom apartments and associated	19/10/2020	c.800m northwest

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	elevational changes following the reconfiguration of 4 No. previously permitted apartments (3 No. two-bedroom and 1 No. one-bedroom) and the provision of 3 No. additional apartments; the extension of the permitted fourth floor level of Block A by some 59 sq m (from 748 sq m to 807 sq m) to facilitate the reconfiguration and extension of that floor, providing 7 No. one-bedroom apartments and associated elevational changes following the reconfiguration of 4 No. previously permitted apartments (3 No. two-bedroom and 1 No. one bedroom) and the provision of 3 No. additional apartments; the omission of 1 No. one-bedroom apartment (of 54 sq m) at Undercroft Level and its replacement by 3 No. residential amenity rooms (a communal reception area including a reception (18 sq m), administration area (16.5 sq m), parcel store (13.5 sq m), kitchen (6.5 sq m) , dining area (15 sq m), lounge (34 sq m) and WC (4 sq m), store room (8 sq m), and a communal office/meeting room (45 sq m), as facilitated by the extension of the permitted Undercroft Level by some 13 sq m (from 1158 sq m to 1171 sq m) (to facilitate the reconfiguration of permitted covered car parking (reducing from 38 No. to 31 No. car park spaces, but with a corresponding reconfiguration and increase in external car parking provision from 27 No. to 34 No. spaces, with the previously permitted overall car parking provision for Block ABC remaining at 65 No. spaces); the reconfiguration of bicycle parking (increased from 60 No. to 68 No. spaces) bin storage (increased from 27 sq m to 58 sq m), and circulation arrangements at Undercroft Level of Blocks A and B, and the addition of a sprinkler tank room (25 sq m); alterations to permitted facade treatments and elevations of Undercroft, Third and Fourth Floor Levels; and all other associated site excavation, and infrastructural and site development works, both above and below ground. the amendments of Block ABC will result in the provision of 49 No. two-bedroom apartments and 21 No. one-bedroom apartments. (55 No. two-bedroom apartments and 10 No. one-bedroom apartments are permitted under Application Reg. Ref. D20A/0073; 54 No. two-bedroom apartments and 11 No. one-bed apartments are permitted under Application Reg. Ref. D15A/0385 (ABP Ref. ABP-300194-17). The number of units in Block ABC will change from 65 No. permitted to 70 No. units.)		
D19A/0919	Permission for development. The development will consist of: 1). Construction of New 5-bedroom detached dwelling house consisting of two storeys over basement/lower ground level on a sloping site; & 2). All ancillary and site development works and services.	02/09/2020	c.900m southwest
D19A/0854	Permission for development. The development will consist of the sub-division of the existing site to provide for the construction of a new detached 4 bedroom 2-storey house, together with a new foul sewerage effluent treatment system to serve the new dwelling and all other associated site development works, including a new vehicular access from Brides Glen Road, Dublin18. The development will also include for the relocation of the septic tank and percolation area serving the existing house.	22/07/2020	c.700m southwest
ABP30585919	Permission for Strategic Housing Development comprising 234 residential units in a mix of apartments and duplexes in three blocks (Blocks A, B and C) ranging in height from 1-8 storeys with associated residential facilities including open space, a Gym, a creche and a Lower Foyer. Block A will consist of an approx. 248sqm Gym, approx. 67sqm of circulation space and approx. 317sqm of a creche facility all at Ground Floor level, with 6no. 2-bed duplex residential units at first and second floor. Block B will consist of an approx. 254sqm Lower Foyer at Ground Floor Level and 29no. apartments comprising 8no. 1 bed apartments, 13no. 2-bed apartments, 2no. 3-bed apartments and 6 no. 3-bed duplex apartments from Lower Ground to Second Floor level. Block C will consist of 199no. apartments comprising 63no. 1-bed units and 136no. 2-bed units from lower ground to sixth floor level. Balconies are to be provided on Blocks A (south and southeast elevation), Block B (east elevation) and Block C (east and west elevations). The proposed development includes for the demolition of 'Benoni' (c.252 square metres - a habitable dwelling proposed for demolition to facilitate the proposed development and main vehicular access), together with the extant single storey buildings associated with the former Doyle's Nursery and Gardens (c.690 square metres); vehicular access to the site is proposed at the location of the existing entrance to the new Doyle's Nursery Garden Centre facility adjoining the south of the subject site which is to be realigned and improved and which will serve both the Garden Centre and the proposed development (note: the new Garden Centre is not part of subject application site). Car parking is to be provided in the form of on-curtilage car parking, on-street parking and a basement car park over three levels for 184 spaces; the proposed development will also provide all ancillary and associated site development and landscape works including open space (c.9,859sqm) internal to the site, play areas, the removal of existing obstructions in the Cabinteely Stream adjoining the east of the site and the reprofiling of the riparian corridor located west of the stream, and the provision of 2no. Electricity Supply Board sub-stations (c.44 square metres), and all necessary bin and bicycle storage including basement level stores for the apartment units. The proposed development includes for measures to upgrade the Brennanstown Road including works within Dun Laoghaire Rathdown County Council (DLRCC) owned lands from the location of the proposed site entrance northwards as far as the junction of the Brennanstown Road with the Bray Road at Cabinteely Village and these works are to comprise road widening and realignment works, widening and resurfacing of the existing footpath located on the western side of the Brennanstown Road as per the DMURS guidelines to a maximum of c.1.8m in width where physical constraints permit, the	25/06/2020	c.1km north

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	introduction of controlled pedestrian measures in the form of a 4- arm mini-roundabout at the proposed site entrance at the junction with the Brennanstown Road and Lambourne Wood Estate, the construction of a c.2.5m wide pelican crossing at the north arm of this roundabout, the construction of a c.2.5m wide raised crossing at the south arm of this roundabout, and the construction of a raised table at the junction of the Brennanstown Road and the Carraig Glen Estate further north of the subject site. The proposed development also includes for improved pedestrian and cyclist connections comprising a pedestrian footbridge to a c.21m span over the Cabinteely Stream at a location to the north east of the subject site to be of steel construction with recycled plastic non-slip boarding with c.1.4m high safety railings providing connectivity for the site to Cabinteely Village, the Stillorgan QBC, and DLRCC owned lands to the east of the subject site identified as a future walking and cycling route ('The Cabinteely Greenway'). The connectivity proposals also include for a new c.3m wide pedestrian and cycle shared surface path connecting the site into the Brennanstown Avenue Estate to the south of the site. The new shared surface path will be c.55m long and connects into an existing footpath along Brennanstown Avenue. All on lands measuring c.1.85 hectares nett (c.2.3 hectares gross including third party owned lands) bounded generally to the east by Cabinteely Stream, to the south by the new Doyle's Nursery and Garden Centre and residences at Brennanstown Avenue and to the west by the existing houses fronting on to Brennanstown Road at the Former Doyle's Nursery and Garden Centre and 'Benoni', Brennanstown Road, Cabinteely, Dublin 18.		
DZ19A/0597	Permission for development. The proposed development will comprise 184 dwellings and associated site and development works with a total gross floor area (GFA) of 22,133sqm and includes the following accommodation on a plot by plot basis:- Plot T9: 57no. 3 and 4 bed terraced and semi-detached 2 and 3 storey houses, 16no. 2 and 3 bed storey duplex units and a 4 storey apartment block with 22no. apartment units (comprising 3 no. 3 bed units 12 no. 2 bed units and 7 no. 1 bed units). Parking is provided at grade for 179 cars and the plot also accommodates 6no. bin stores and 2 no. ESB Substations. Plot T10: 55no. 3 and 4 bed terraced and semi-detached 2 and 3 storey houses, 12no. 2 and 3 bed storey 3 duplex units and a 4 storey apartment block with 22no. apartment units (comprising 3 no. 3 bed units, 12 no. 2 bed units and 7 no. 1 bed units). Parking is provided at grade for 157 cars and the plot also accommodates 4no. bin stores. Access is provided via proposed new Level 5 roads to the southeast, northwest and southwest of the plots and these new roads are accessed from Castle Street (permitted and constructed under Reg. Ref. DZ15A/0758) which forms the north-eastern boundary of the plots. Surface water attenuation is provided on a "Commercial" plot (CU2) to the southwest of T9/T10. Foul water connection to existing services within Beckett Park (permitted under Reg. Ref. DZ15A/0814) is provided across plot (T11) to the northwest. Permission is also sought for all hard and soft landscaping, public lighting, boundary treatments and all associated site and development works. This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).	11/03/2020	1.3km west
D19A/0893	Permission for development. The development will consist of the refurbishment of a single storey 3-bedroom bungalow, 3.0m ² extension to the existing garage, remodelling of the roof including 59.0m ² extension at first floor level consisting of 2 bedrooms with ensuite, dressing room and an artist studio. The development will also comprise of the works to the existing 0.95m high stone boundary wall and increasing its height to 2.3m along Shanganagh Road and the construction of 2.3m block wall to the western site boundary and all ancillary site and services works.	26/02/2020	c.1.6km east
D19A/0773	Permission for 3 bedroom detached bungalow and all associated site works.	26/02/2020	c.600m northeast
DZ18A/0208	Permission sought for a residential development at a site measuring approximately 6.57ha. The development will consist of the construction of 367 no. new residential dwellings, comprising 190 no. apartments arranged in 4 blocks, ranging in height between 4- to 5-storeys in height (comprising 15 x 1 bed units and 175 x 2 bed units); 24 no. duplex units (comprising 12 x 2 bed units and 12 x 3 bed units); 60 no. triplex units (comprising 40 x 2 bed units and 20 x 3 bed units) and 93 no. 4 bedroom houses (comprising a mix of detached, semi-detached, and terraced house types) together with a Childcare Facility with a floorspace of 233 sqm (GFA) and ancillary open space. The proposed development includes for all associated infrastructural works to include the part delivery of the Cherrywood SDZ Planning Scheme's Druid's Glen Distributor Road (also known as Q to P3), measuring approximately 390m in length to include the construction/completion of the part approved 3-span bridge (Option 1) over the Cabinteely Stream under Planning Ref. DZ16A/0587 (ABP Ref. PL06D.247915) immediately adjoining the application site to the east. The development will also include the construction of: ancillary waste storage facilities; ancillary waste recycling collection area; associated car parking (total of 607 no. car parking spaces, comprising 218 spaces at basement level and 389 surface level spaces (including 6 no. ancillary car parking spaces in connection with the childcare facility)); bicycle parking spaces (total of 300 no. cycle parking spaces, comprising 202 basement level spaces and 98 surface level spaces); a number of ancillary public open spaces; provision of boundary treatments; lighting; associated hard and soft landscaping (including changes in site levels and playground	04/02/2020	c.500m north

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	provision); associated infrastructural and site development works above and below ground (including 2 no. permanent water attenuation ponds and 1 no. temporary attenuation pond).		
DZ19A/0874	This application includes development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, As Amended. Permission for development on lands (c19.74ha). The proposed development will consist of: (A) Revised proposals for the previously permitted pavilion building within Ticknick Park (a public park under construction under Reg. Ref. DZ16A/0570). The revised design is for a single storey building of 179sqm gross floor area comprising changing room facilities, toilets, storage and ancillary accommodation and associated external works including cycle parking facilities, landscaping and site and development works on lands (c0.25HA). The previously permitted building was c.1,367sqm gross floor area; (B) Provision of a temporary carpark on lands (c0.67HA) west of Lehaunstown Park (for approximately 75 cars and 3 coaches), with vehicular access from Lehaunstown Lane and pathways to connect Ticknick Park (under construction per Reg. Ref: DZ16A/0570) via Lehaunstown Lane and the existing M50 overbridge, landscaping and associated site and development works. The proposed development includes provision for access to future Level 5 road to the north of the plot (subject to a separate application Reg. Ref. DZ19A/0597).	14/01/2020	c.1.3km west
DZ19A/0863	Permission for a residential development at a site measuring approximately 8.24 ha in area. The development will consist of the construction of 342 new residential dwellings, comprising 189 no. apartments arranged in 4 blocks (all 4-storeys in height and comprising 15 x 1 bed units and 174 x 2 bed units); 28 No. duplex units (comprising 14 x 2 bed units and 14 x 3 bed units); 60 No. triplex units (comprising 40 x 2 bed units and 20 x 3 bed units) and 65 No. 4 bedroom houses (comprising a mix of detached, semi-detached and terraced house types) together with a Childcare Facility at ground floor level within Block C with a floor space of 249sq.m. (GFA), and ancillary open space. The proposed development includes for all associated infrastructural works to include the part delivery of the Cherrywood SDZ Planning Scheme's Druid's Glen Distributor Road (also known as Q to P3), measuring approximately 390 m in length to include the construction / completion of the part approved 3-span bridge (Option 1) over the Cabinteely Stream under Planning Ref. DZ16A/0587 (ABP Ref. PL06D.247915).	14/01/2020	c.700m north
DZ19A/0808	Permission for development. This application relates to development in Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended). The proposed development relates to a Gas District Regulator Installation (DRI) building and associated site and development works. The building measures c.3.3 sqm (2465mm x 1340mm) has a height of c.2 metres above existing ground level and is located at lands east of Cherrywood Avenue, north-west of Building 8 and South-West of Building 7 in Cherrywood Business Park.	17/12/2019	c.600m south
DZ19A/0255	Permission for development consisting of: 1) Provision of 3 No. single-storey meeting pods (each measuring 28 sqm and c. 4.3m in height), elevated between 3.5m and 5.3m above ground, with rooflevel microgeneration wind turbines and solar panels, accessible via individual pedestrian bridges, all located to the east of Pond 4; 2) Erection of a 320 sqm canopy measuring 7m above ground level at its highest point, centrally located between Buildings 2, 3, 4, and 5; 3) Alterations to selected facades of Buildings 2, 3 and 4; 4) Landscaping works including inter alia: (a) the provision of a sunken garden located between Buildings 2, 3, 4 and 5, including stairs and a lift and a new connection to Basement Level, (b) provision of stairway from the Business Park (between Buildings 3 and 4) to the linear park, (c) improvement of part of the linear park, including landscaping grading, planting, pedestrian and cycle routes to connect to existing and previously permitted (Reg. Ref. DZ17 A/0122 and DZ18A/1104) paths, (d) associated hard and soft landscaping works, including works in the vicinity of Pond 4; 5) Provision of welfare facilities at basement level (increasing the basement floor area by 4.1 sqm); 6) Construction of a new vehicle access/egress ramp located to the north of Building 3, which will result in modifications to the Basement Level layout, including the reduction of 9 No. car parking spaces at Basement Level; 7) Modifications to the existing access/egress ramp located to the north-east of Building 4 to provide for cyclist use only; 8) Alterations to existing traffic circulation and car parking layout at surface level, resulting in the reduction in 24 No. car parking spaces at surface level; 9) Provision of bicycle stands and shelters at surface level; 10) Removal of 4 No. existing signs and the erection of 16 No. internally illuminated signs (6 No. single sided signs ranging in size from 0.62 sqm to 23.73 sqm; and 10 No. double sided signs (ranging in size from 2.48 sqm to 6.84 sqm); 11) Upgrade of existing public lighting; 12) Changes to levels, notably to the east of Pond 4 where additional fill is proposed to create viewing areas and access to proposed meeting pods; 13) Diversion of services (mechanical and electrical, water supply, communications, gas, sewage disposal and surface water disposal); 14) Provision of Sustainable Urban Drainage Systems, including bioretention areas and rain gardens; 15) All associated site development works above and below ground. The proposed development is located on a site of approximately 4.28ha (with a development area of 1.52ha) within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).	03/12/2019	c.600m south

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DZ19A/0683	Permission (temporary for 3 years) for a park and ride facility, previously granted permission under Reg. Ref. D10A/0164 / DZ16A/0585. The development comprises an existing 350 space (including 13 disabled spaces) park and ride facility and access road off the existing Carrickmines roundabout (Junction 15,M50) and includes public lighting, fencing, drainage, landscaping, CCTV, bicycle stands, ticket vending machines bus drop off and 'kiss and ride' facilities and the pedestrian access to the Carrickmines Luas Stop. The facility serves the Luas green line extension - Sandyford - Cherrywood and is within the Cherrywood Strategic Development Zone.	08/11/2019	c.2km west
D18A/0257	Permission for a neighbourhood centre (including retail, retail services and restaurant/café uses), retail warehouses, cinema and other leisure space, residential units, crèche, office space, car showroom, medical centre, linear park and associated infrastructural works. The proposed development comprises a Gross Floor Area (GFA) of 83,996 sqm, excluding the basement car parks, in four blocks varying in height from two to six storeys. The maximum height of the proposed development is 29.4 metres. Blocks A, B & C include 130 no. residential units (GFA of 12,522 sqm), 7,983 sqm GFA of retail floor space, which includes 2 no. supermarkets [to include off-licence use] (GFA of 1,725 sqm and GFA of 1,390 sqm), 11,154 sqm GFA of retail warehousing floor space, 552 sqm GFA of retail services floor space, 3,210 sqm GFA of restaurant/café floor space, 4,667 sqm GFA of own door office floor space, 527 sqm GFA crèche, 446 sqm GFA car showroom, 720 sqm GFA medical centre, 336 sqm GFA management suite, 3,235 sqm GFA of leisure floor space, which includes a 590 sqm leisure unit for an indoor skydiving facility, 7 no. screen cinema with a GFA of 3,194 sqm, 3 no. kiosks with a GFA of 37 sqm and all associated service and circulation floor space. The office building (Block D) includes 12,980 sqm GFA of office floor space and two levels of basement car parking containing 130 no. spaces. The development comprises of a series of open landscaped streets and green roofs and includes two levels of basement car parking containing 966 no. car parking spaces, 54 no. of surface car parking space, cycle spaces, shower and changing facilities, Circulation areas, plant areas, service yards and fire escapes (GFA of 22,433). Block A contains the following: Two no. supermarkets (to include off-licence use) with a GFA of 1,725 sqm and GFA of 1,390 sqm service yard and loading bays, 6 no retail units, 26 no. own door office units (over two levels), external courtyard, a gym, a leisure facility, 5 no. restaurant/café units, a medical centre, management site and an up-down car ramp to the basement. Block B is a six storey building and contains the following: 3 no. retail service units at ground floor level, 2 no. restaurant/café units at ground floor level, a car showroom (at level -1) and a crèche (over two levels) and 130 no. apartments at first, second, third, fourth and fifth floor level and a courtyard at first floor level. Block C is a three storey building and contains the following: 6 no. retail warehousing units including mezzanine level, 12 no. retail units, indoor skydiving facility, 2 no. restaurant/café units and a 7 screen cinema. Block D is a six storey building located to the north west corner of the site and contain 12,980 sqm GFA of office floor space and 130 no. of basement car parking spaces over two levels. The proposal includes all hard and soft landscaping work; all associated site development works; waste management facilities and all other ancillary works. The linear park is located on ;the northern part of the subject site, adjacent to the Ballyogan Stream and has total area of approximately 1.5 ha. A pedestrian and cycle bridge is proposed across the linear park and links the neighbourhood centre (Blocks A, B and C) and the office building (Block D). The proposed bridge provides a direct commuter link between the neighbourhood centre and Ballyogan Road. The linear park includes a greenway link along the southern boundary of the park. A vehicular entrance is proposed off Glenamuck Link Road via Park Avenue, providing access to the surface car park and basement car park via a ramp. A break in the central median will be provided to allow for the proposed access. A left in, left out access and exit is proposed onto Glenamuck Link Road along the eastern boundary of the site. A dedicated access road is proposed for the residential units from Ballyogan Road. A further entrance and exist is proposed off the Ballyogan Road for the Office Building (Block D).	26/09/2019	c.2km west
DZ19A/0148	Permission for development seeks amendments to a mixed use town centre development on plot TC2 comprising of Blocks C1, C2 and D1 previously permitted under Reg. Ref.: DZ17A/0862. TC2 fronts onto Grand Parade, Bishop Street, Tully Vale Road and Wyattville Link Road. This application relates to development in the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended). The proposed development comprises of: Reconfiguration of Blocks C1 and C2 to provide for an additional 47 units increasing the total number of units from 384 no. permitted under Reg. Ref.: DZ17A/0862 in these blocks to 431 no. units. The unit mix consist of 59 no. studios, 109 no. 1 beds, 231 no. 2 beds, and 32 no. 3 bed units. The additional units will have associated balconies and terraces on all elevations; Residential Gross Floor Area will increase from the permitted 35,290 sqm to 35,787 sqm; Reconfiguration and relocation of space within basements B1 and B2 to provide for 431 car parking spaces, while not exceeding for permitted 2,792 no. car parking spaces; 431 no. bicycles spaces; 21 no. motorbike spaces and storage to residential units; Revised layout of ground floor and basement mezzanine level of Block C1 and C2 and extension to basement mezzanine level of Blocks C1 and C2 to provide for a mix of retail, nonretail and residential amenity areas increasing the areas from c. 299 sqm to c. 564 sqm (retail), c. 1,997 sqm to c. 2,047 sqm (non-retail) and c. 878 sqm to c. 1,096 sqm (resident amenities); Revised crèche location and layout including associated outdoor play area, with an increase in area of 9 sqm from that permitted; Relocation of 3 substations and provision of 1 additional substation; Revised	24/04/2019	c.600m southwest

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	landscaping treatment, provision of green wall, and all associated site development works, necessary to facilitate the development; Revised arrangements for plant at roof and basement levels; The proposed development will increase the permitted floorspace for plot TC2 from 46,378 sqm to 47,395 sqm and includes the increased residential amenities retail, and non-retail floorspace.		
DZ18A/1129	The construction of an attenuation pond (detention basin) with associated outfall to Ticknick stream, infilling of the existing temporary attenuation pond (north of Mercer Link Road, constructed as part of the Phase 1 Roads and Infrastructure works permitted under Reg. Ref. DZ15A/0758), construction of a new stormwater outfall pipe from Beckett Park attenuation system to Ticknick stream (granted under Reg. Ref. DZ15A/0814) and regrading of the site levels to facilitate the future development of this school plot (subject to separate future planning application). The proposed works include all associated infrastructure connections, hard and soft landscaping with seating, boundary treatments and all associated ancillary and site development works. This application includes development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as Amended.	04/02/2019	c.1.3km west
DZ18A/1104	Permission for: Block F3 - proposed 5 storey office block, with setbacks on Cherrywood Avenue (west elevation) and overlooking the park (south elevation), over 3 levels of basement car parking and all associated ancillary accommodation (7,886 sqm) gross floor area) with a maximum height of 19.5m, screened roof plant areas, landscaped roof terrace and 2 no. external terraces on the south (3rd floor) and west elevation (4th floor). This building is south of permitted Blocks F1 and F2 (Reg. Ref. DZ17A/0122). The demolition of existing main entrance ramp to the basement of Block F, podium structures and as build car park at basement level -1 adjoining this ramp and the construction of a 3 level basement car park to include 367 car parking spaces, 26 motorcycle parking spaces, 42 cycle parking spaces (an additional 106 surface cycle parking spaces are proposed), ancillary accommodation areas, plant, storage and staff facilities (903 sqm gross floor area). The proposed car park is an extension of the basement car park of Blocks F1 and F2 (permitted under Reg. Ref. DZ17A/0122). The proposed basement includes one new main access/egress ramp to the basement car park of Blocks F1, F2 and F3 from the existing roundabout on Cherrywood Avenue (Junction 1) (upgrade of this junction has been permitted under DZ17A/0862), with permission now sought to realign the arm of the roundabout providing access to the basement car park. This proposed main access/egress ramp will also include a new access/egress to Block G/G2 at basement level -1. Revisions/modifications to the basement areas of permitted Blocks F1 and F2 (permitted under Reg. Ref. DZ17A/0122) including changes to the permitted parking layout and quantum (permitted parking spaces included 339 car, 14 motorcycle and 88 cycle), changes to ancillary accommodation areas, plant storage and staff facilities. The overall basement car park (permitted and proposed) will provide a total of 658 car parking spaces, 40 motorcycle parking spaces, 130 cycle parking spaces and 2,822 sqm ancillary accommodation. The removal of the temporary surface ramp an access road to Block G/G2, located south of Block G/G2 but excluding the section of this road recently permitted under DZ17A/0731 to serve the permitted Block G3 and the closure of the existing basement car park entrance to the rear of Block G. This is facilitated by the new main access/egress link to the basement car park of Block G/G2 proposed above. Minor revisions to the parking and circulation layout of Block G are proposed to accommodate the revised access arrangements (net loss of 6 car parking spaces). Creation of a linear park to the east and south of Block F3 including landscape grading, planting and habitat creation with pedestrian and cyclist routes connecting the permitted Blocks F1, F2 and proposed Block F3 with the pond and other office and retail buildings to the north and the wider Cherrywood area. Permission is also sought for all associated site and development works including 106 surface cycle parking spaces (the combined number of surface cycle spaces for Blocks F1, F2 and F3 is 120 spaces), revisions to permitted parking loading bay on Cherrywood Avenue to provide 2 no. wheelchair accessible spaces, public plaza, hard and soft landscaping works, public lighting, re-positioning of the electricity substation (permitted under Reg. Ref. DZ17A/0122) from podium to basement level -1 and provision of additional substation (total area 130 sqm) and surface water attenuation proposals including a connection to Pond 4 (as per the proposals permitted for Blocks F1 and F2 under Reg. Ref. DZ17A/0122). This application includes development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended.	29/01/2019	c.500m south
DZ18A/0499	This application relates to development with the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended). The application relates to lands within 'Development Area 2 - Cherrywood' of the SDZ Planning Scheme (as amended) and includes part of the Res4-plot identified in this application known as 'TC5'. The proposed development relates to a residential development comprising 146 apartments in 4 blocks with a total gross floor area (GFA) of 15,909 sqm and includes the following accommodation on a block by block basis: Block A (4,420 sqm) 45 no apartments, ancillary accommodation and associated balconies and roof terraces in a 4 storey block (comprising 10 no. 1 bed, 31 no. 2 bed and 4 no. 3 bed); Block B (5,001 sqm) 45 no. apartments, ancillary accommodation and associated balconies and roof terraces in a 4	11/01/2019	c.1.3km west

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	storey block (comprising 4 no. 1 bed, 24 no. 2 bed and 17 no. 3 bed); Block C (2,845 sqm) 24 no. apartments, ancillary accommodation and associated balconies and roof terraces in a 4 storey block (comprising 1 no. 1 bed, 11 no. 2 bed and 12 no. 3 bed); Block D (3,644 sqm) 32 no. apartments, ancillary accommodation and associated balconies and roof terraces in a 4 storey block (comprising 5 no. 1 bed, 16 no. 2 bed and 11 no. 3 bed). Access is provided from a single access point from Grand Parade (A2-B) as permitted under Reg. Ref. DZ15A/0758 and the access road that forms part of this application is to be shared with the remainder of the residential plot in separate ownership (subject to future planning application). The Transport Interchange located on Grand Parade at the south-eastern end of the site is also to be provided as per Reg. Ref. DZ17A/0862 and is not affected by the current application. The 4 blocks are located above basement/below podium area (1 level) which will accommodate car parking (189 spaces), bicycle parking (166 spaces) and service areas. Permission is also sought for all hard and soft landscaping and includes all associated site and development works.		
DZ18A/0854	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended). Permission on this site. The proposed development will consist of: - the construction of an attenuation pond system (known as Pond 5A) comprising 3no. ponds (including Pond 5A-0 – sedimentary forebay and Ponds 5A-1 and 5A-2 – treatment and attenuation ponds) with associated outfall, infilling of the existing temporary attenuation pond (south of Cherrywood Avenue and west of Block G2) and regarding of the site levels to facilitate the development of the adjoining Res 2 residential plot (subject to separate planning application). The proposed works also include a pedestrian and cycle route with natural open space areas including tree planting, seating areas, hard and soft landscaping and boundary treatments with provision for a future connection of the pedestrian and cycle route to Bride's Glen Road to the south. Permission is also sought for all associated infrastructure connections including diversion of an existing 38kV underground cable and all associated ancillary and site development works.	31/10/2018	c.900m south
DZ18A/0458	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and subject to the Cherrywood Planning Scheme 2014 (as amended). Permission for the development of a Primary School. The application relates to the primary school plot identified in the Cherrywood Planning Scheme 2014 (as amended) located to the south west of Tully Park. The proposed development will consist of: 2-3 storey primary school building (gross floor area 4,510sq.m) comprising 24no. Classrooms, special needs unit (with 2no. additional classrooms), general purpose hall, library, resource room, other support teaching rooms, office and staff areas, and ancillary accommodation. Permission is also sought for associated external play areas, boundary treatments, landscaping, car parking (20no. spaces) and cycle parking (192no.spaces). Permission is also sought for all associated site and development works. The school will be accessed from Castle Street via a new local road currently under construction (Reg. Ref. DZ15A/0758). Minor modifications to the design and layout of this road, parking set down area and bus set down area (previously permitted under Reg. Ref. DZ16A/0813) are proposed as part of this application.	11/07/2018	c.1km southwest
DZ17A/0731	Permission for a new office development comprising 4-storey office building with plant and services at roof and undercroft level with maximum building height (including roof plant) of 19.38m and a gross floor area (GFA) of c.2,851 sqm. The application also includes proposals to make permanent a section of the temporary access road as granted under planning Reg. Ref. D16A/0124 to serve as an access to the G3 site and as an emergency access for Building 11 (existing G2 building). The development including office building and access road is proposed on a site with a total area of c.0.34ha. The proposed four storey office development is comprised of the following; ground floor level (615 sqm GSA) includes office floor space, entrance lobby, ancillary WC facilities, shower room and circulation space; first, second and third floor level each include office floor space of c.745 sqm including ancillary WC facilities, shower room and circulation space. A proposed under croft area at lower ground floor level includes waste collection area, LV switch room, substation and bicycle store. A pedestrian service access route is included to a rear surface level car park containing 28 no. car parking spaces, including 3 no. disabled car parking spaces and 3 no. car parking spaces with EV charging points. A total of 30 no. cycling parking spaces are provided in 15 no. long stay cycle parking spaces (located in covered secure parking within the undercroft area) and 15 no. short stay spaces (located adjacent to the main entrance of the proposed G3 building). The proposed office building will be accessed from street level off the existing footpath along Cherrywood Avenue to a reception lobby. A drop-off area/set down space is proposed to the front of the development. As part of the design proposal, vehicular access to serve the development will be provided via a new entrance off the existing temporary shared access road, a section of which is to be made permanent and will also provide an emergency access route to the rear of Building 11. The proposed development also includes hard and soft landscaping and boundary treatment, retaining walls, lighting, attenuation and drainage works and all ancillary development works. Proposals also make provision for a buffer area along the western and southern boundary to facilitate the proposed Luas extension.	26/01/2018	c.500m south

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D17A/0956	Retention permission (Previous ref: D10A/0487) of an existing development consisting of an existing 22.5 metre high telecommunications support structure, antennas, equipment container and associated equipment within a fenced compound and access track. The development forms part of Vodafone Ireland Limited's existing GSM, 3G and 4G Broadband telecommunications network.	25/01/2018	c.1.2km southwest
DZ17A/0417	The use of lands as a temporary car park for a period of 5 years (1.88 ha surface area with a maximum capacity for approx. 740 cars) including 2 vehicular access points (1 entrance only and 1 exit only) and pedestrian access from Cherrywood Avenue, boundary and surface treatments, hard and soft landscaping, public lighting and all associated site and development works. The new entrance off Cherrywood Avenue will result in the temporary loss of 2 on-street parking spaces. This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme, 2014.	07/11/2017	c.1km southwest
DZ17A/0172	Permission for the continued use of two existing 110kv overhead lines for an additional five years beyond the ten years permitted under Register Reference D06A/1364. The two existing lines comprise (a) the 0.79km Carrickmines-Cherrywood-Deansgrange 110kV line, which extends from a lattice steel mast in the townland of Laughanstown to the Cherrywood substation also located in the townland of Laughanstown. That line consists of three overhead cables supported on two double woodpole structures (c.19m high) and three lattice steel masts (c.17.5m high, on a 6.5m x 6.5m base) where the line changes direction; and (b) the 1.10 km Carrickmines-Cherrywood-Fassaroe East 110kV line, which extends from a lattice steel mast in the townland of Tiknick to the sub-station located in the townland of Laughanstown. That line consists of three overhead cables supported on three double woodpole structures (c.19m high) and four lattice steel masts (c.17.5m high, on a 6.5m x 6.5m base) where the line changes direction. A portion of the site is located within the Cherrywood Strategic Development Zone.	13/04/2017	c.1.3km west
D16A/0361	Permission is sought for development consisting of the construction of two number two-storey houses (233m2 and 175m2 in area) to the side of an existing dwelling, modification of existing boundary wall to provide a new shared vehicular entrance and all associated parking, services, landscape, site and development works.	19/10/2016	c.900m south
DZ16A/0597	Permission for the construction of gas infrastructure. The proposed development will consist of the construction of an above ground installation (AGI) facility, for the operation and maintenance of gas pipeline. The facility includes 2 no. structures - a regulator skid (48.75 sqm, maximum height of 3.2 metres) and a boiler/instrumentation kiosk (48.1 sqm, maximum height of 3.9 metres); associated underground pipework; 2 no. 9m high floodlights and 2.4 metre high security fencing. Permission is also sought for a new access route from the existing Lehaunstown Lane/M50 overbridge (total length c.601 metres), landscaping and all associated site and development works. The elements of the proposed development outside the Cherrywood SDZ Planning Scheme boundary include c. 345 metres of the access route (noted above), the AGI facility, landscaping and associated site and development works. Total site area outside Planning Scheme boundary is c.1.2 ha. This application relates to development partly within the Cherrywood Strategic Development Zone (SDZ) and subject to the Cherrywood Planning Scheme, 2014.	05/10/2016	c.1.4km southwest
D15A/0558	Permission to alter the existing Loughlinstown/Shankill Dart 38kV Line at Shankill, Co Dublin. The proposed alteration will be carried out over the townland of Shanganagh-Shankill, Co. Dublin and will involve the undergrounding of two spans of the existing Loughlinstown-Shankill Dart 38kV Line to facilitate the development of previously permitted housing development. The proposed alteration will comprise of one lattice steel angle tower, of maximum height 12 metres, supporting the 38kV Line. The existing overhead line consists of three overhead steel reinforced aluminium conductors. One existing wooden pole set and one lattice steel angle tower and associated wires will be removed as part of the alteration.	03/03/2016	c.1.7km southeast
D13A/0346	Permission for development consisting of 4 no. semi-detached houses and ancillary site works within previously approved and constructed development. The 4 no. houses formed part of previously approved lapsed permissions Ref. D04A/1505 (An Bord Pleanála Ref. PL06D.211365) and D06A/0976.	09/01/2014	c.1.3km southeast
DZ21A/1042	Permission. This application relates to the development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014, as amended. The site of the residential development proposed is located in the Cherrywood Planning Scheme area and forms part of Development Area 8 - Tully. The site of this application is generally bounded by Tully Park Road and Tully Park to the south-east, development permitted under Reg. ref. DZ20A/0552 to the south-west, Lehaunstown Lane to the north and east and Gun and Drum Hill Road to the north west. The development proposed consists of 122no. residential dwellings (total gross floor area of c.11,748 sqm) in a mixture of houses, duplexes and apartments, in a range of buildings 2 to 3 storeys in height on a site of approximately 1.955 Ha comprising of the following: 34no. 2 and 3 storey houses, consisting of	Application Registered 25/11/201	c.1.4km west

App. Ref. No.	Summary of Development	Final Grant Date	*Distance
	<p>5no. 2 bedroom houses, 13no. 3 bedroom houses and 16no. 4 bedroom houses . 40no. duplexes, all 3 bedroom 3 storey units, 48no. apartments accommodated in 2no. attached 3 storey over basement blocks (Block A and Block B), consulting of 26no. 1 bedroom apartments and 22no. 2 bedroom apartments, private communal amenity open space (c.853 sq m) a 10m wide ecological buffer alongside Lehaunstown Lane; provision of internal road network including new road carriageways, the provision of a total of 189no. car parking spaces of which 172no. are to serve the residential development proposed (93no. at surface level and 77no. at basement level), 1no. car share and 1no. set down space. 17no. of the proposed car parking spaces in the basement are to be reserved for future development subject of a separate application. 194no. cycle parking spaces; 7no. motorcycle spaces; all associated and ancillary site development and infra structural works, including the provision of bike stores and bin stores, ESB substation / switch room, hard and soft landscaping and boundary treatment works. A temporary drainage connection between the residential development on the T5 tile and the permitted/under construction infrastructure in the T2 tile under Reg. Ref. DZ20A/0399 is also proposed (approximately 0.12Ha), Vehicular access serving the proposed development is from a single entrance off the existing Tully Park View and utilises the existing/permitted roads including the Level 5 road (Tully Road (0.09Ha) - permitted and now under construction under Reg. Ref. DZ20A/0522) linking Gun and Drum Hill Road and Tully Park View. The development proposal will also utilise the extension of Castle Street westwards to the Tick nick Stream, together with a temporary nus turn back facility and a temporary attenuation pond and discharge to the Ticknick Stream all in Development Area 3 - Priorsland and its associated drainage connections in the T2 tile; each already permitted under construction under Reg. Ref. DZ20A/0399. This already permitted and under construction infrastructure amounts to approximately 1.18Ha. The application also provides for the use of existing roads at Gun and Drum Hill Road, Tully Park View, Grand Parade, Castle Street and Bishop's Street (all permitted and under construction under Reg. ref. DZ15A/0758) and a permitted road under construction at Cherrywood Avenue (reg. Ref. DZ17A/0862) which are required to be used to accommodate construction and occupation access to residential development from Valley Drive and the Wyattville Link Road. These already permitted roads amount to approximately 5.6 Ha. The total area of the planning application site amounts to approximately 8.95 Ha.</p>	Decision Due 28/01/2022	
DZ21A/1017	<p>This application relates to development in Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended). Permission for the development. The proposed development will comprise roads and infrastructure to form part of public road network providing access and services for the future development if the adjoining SDZ lands and linking to the previously permitted roads and infrastructure as approved under the Cherrywood SDZ Planning Scheme 2014 (as amended), as follows:- Beckett Road from Junctions E2 to F and F to G including a c.42-metre-long underpass below the Wyattville Link Road (WLR). The construction of the underpass will require temporary diversion and reinstatement of c.0.3km of the Wyattville Link Road to the east of Junction 16 of the M50; Proposals for Lehaunstown Lane Greenway crossing incorporating universal access including retaining walls and hard and soft landscaping; Part of Bishop Street from Junctions F to F1 to tie-in with Bishop Street permitted under Reg. Ref. DZ15A/0758; Cherrywood Avenue from Junction G to H with associated tie-in to Cherrywood Avenue H to A3 permitted under Reg. Ref. DZ17A/0862 and tie-in to Cherrywood Avenue H to WLR; Part of Gun and Drum Hill Road extending north east of Junction E2 to connect to Mercer's Road's permitted under Reg. ref. DZ19A/0597; Surface water drainage infrastructure for lands north of Lehaunstown Lane includes a temporary attenuation tank west of the junction Gun and Drum Hill and Mercer's Road and connection to the permitted pipe network under Reg. Ref. DZ19A/0597. The lands to the south of Lehaunstown Lane connect to the existing surface water network within Cherrywood Avenue; The development includes proposals for the Class 2 open space area / pocket park (c.0.7ha) surrounding a Protected Structure 'Wedge Tomb DU026-024' (National Monument No. 216) and 'Cairn DU026-153'. The total road length proposed is c.1.6kms, of which c.1.3kms is new road, c.0.2kms is new spurs and c.0.1kms relates to works to existing roads i.e. Cherrywood Avenue, Bishop Street and Lehaunstown Lane. Permission is also sought for associated footpaths and pedestrian crossing points, cycle lanes. hard and soft landscaping including screen fencing, public lighting, traffic signals, directional signage, underground services (surface and foul water drainage and watermain supply) and ducting for telecoms and all associated ancillary site and development works.</p>	<p>Application Registered</p> <p>Decision Due 21/01/2022</p>	c.1.1km north-west

Relevant Proposed DLRCC Part 8 Applications

Project Ref.	Summary of Development	Consultation Closing Date	*Distance
Taking in Charge - Brambledown, Glenamuck Road, Carrickmines, Co. Dublin	In accordance with the provisions of Section 11 of the Roads Act, 1993 (as amended) Dún Laoghaire - Rathdown County Council hereby gives notice of its intention to consider the making of a declaration that open space, roads, footpaths, public lighting, surface water sewer, foul sewer and watermain at: Brambledown, Glenamuck Road, Carrickmines, Co. Dublin hereunder be made public.	12/03/2021	c.3km west

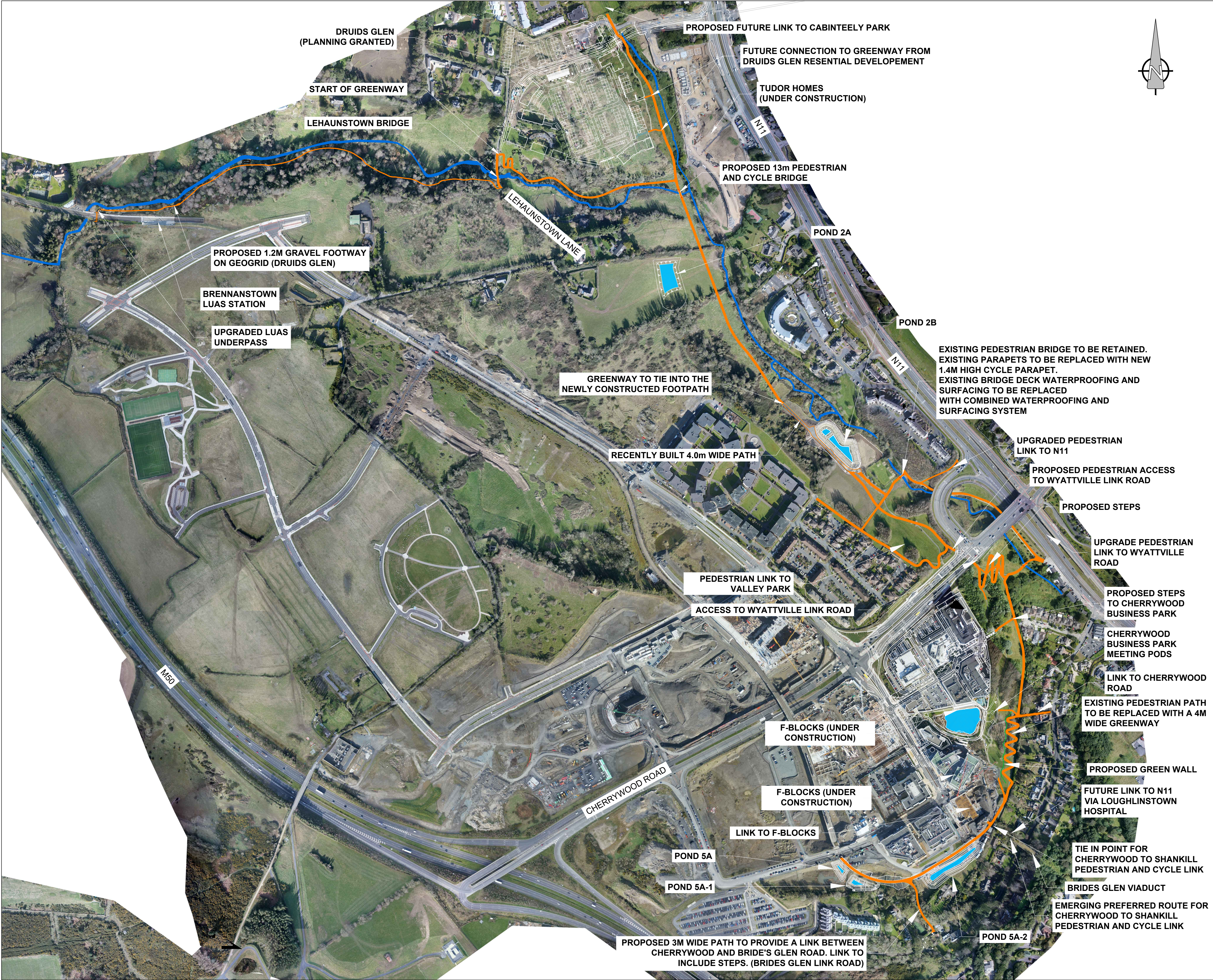
Relevant Approved DLRCC Part 8 Applications

App. Ref. No.	Summary of Development	Approved Date	*Distance
ABP310882	Demolition of existing AstroTurf and hardcourt area, construction of 256 no. Build to Rent apartments, creche and associated site works.	Permission Refused 08/11/2021 Appeal Lodged 20/07/2021	c.1.4km north-east
DZ21A/0569	Retention permission for the development of lands. This application relates to development in Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended). The development consists of: Amendments/modifications to the permitted Cherrywood Town Centre development Reg. Ref. DZ17A/0862 (as modified by Reg. Refs. DZ18A/1058, DZ18A/1178, DZ19A/0148, DZ19A/0458, DZ19A/1024, DZ20A/0002 and DZ20A/0824). The application relates to TC4 only and involves the correction of the application site boundary on the southern side of TC4 and northern edge of Cherrywood Avenue (along part of road segment I-A3) to incorporate the as-built footpath and verge measuring c.190sq.m at this location within the overall Cherrywood Town Centre development. The Cherrywood Town Centre site boundary is extended from 17.01ha to 17.03ha	09/08/2021	c.316m west
D21A/0226	Retention Permission to retain the existing 18.6-metre high monopole carrying antennas and link dishes together with associated equipment and security fence.	05/08/2021	c.1.15km north-east
D15A/0826/E	Permission for development at this site. The development will consist of the construction of a new two storey with single storey wing, detached, 2 bedroom plus study dwelling house (173sqm) with new entrance gate from the Falls Road. Works include the provision of a waste water treatment system and surface water soakaways and new 2.1m high fence to internal boundary to form the site area to the west and south. The existing mature screen planting to Falls Road is to be retained and protected. The site is within the curtilage a protected structure, Ardvarna Lodge.	21/07/2021	c.1.76km south-east
DZ15A/0813/E	This application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014. Permission for the construction of a Public Park known as Tully Park as approved under the Cherrywood Planning Scheme (2014) on lands (c12.9HA). The proposed development will consist of: earthworks/reshaping of existing lands to provide areas of active and passive open space with hard and soft landscaping, public lighting, cctv, new native planting, asphalt and gravel paths (including stepped ramps), cycleways, retaining walls, roads and parking, signage and all ancillary site and development works all on a site extending to c12.9 HA. The site is within Development Area 2 (Cherrywood) identified in the	14/04/2021	c.1.2km north-west

App. Ref. No.	Summary of Development	Approved Date	*Distance
	Cherrywood Planning Scheme. The key elements of the Tully Park proposals include the following: 1. Active and passive open space areas include open play areas (grassed), informal playing pitch adjacent to future school site, exploration zones, fitness and play trail, plaza entrance, performance space/seating area, nature trail, biodiversity and nature zone, wildflower/meadow areas woodland spaces/copses, park seating, viewing areas, new native tree, hedgerow and shrub planting, bins, external power sources, signage (information and directional). 2. A formal outdoor playground area (c0.46HA) is proposed with junior and senior play areas, climbing walls, etc. 3. Proposed park kiosk and outdoor terrace area adjacent to playground to include cafe and public toilets (c.125 sq.m gross floor area). 4. Two Level 5 access roads and perimeter roads enclosing park area (these roads are identified on Map 4.5 of the Planning Scheme); vehicular and cycle parking including 2 no. car parking areas (40 no. spaces co-located adjacent to future school site and 16 no. spaces adjacent to play area). 5. Permanent boundary treatments area proposed including low railing (1.2m estate fencing type) to road edges and temporary fencing (1.8m) to secure park prior to opening. 6. Removal of existing vegetation / scrub from outside of perimeter wall to Tully Church and creation of planted earth embankment. Where existing trees are to be retained, additional planting is proposed. No works are proposed to Tully Church, Graveyard of within its grounds (Ref: DU026-023001-2; National Monument No. 225) and these are excluded from the application site. Similarly, no works are proposed to National Monuments including the high crosses (Ref: DU026-023003, 4. 7; National Monument No. 216) which will be maintained in situ and protected during construction.		
PC/IC/01/17	As part of the proposed scheme the carriageway cross section will be widened through the provision of additional road width for vehicles and bicycles. Improvements to footpaths and street lighting will also be provided. The Glenamuck Road will be widened by up to 9m on the southern side of the road, and new boundary treatment will be provided along the south side of the road (opposite Cromlech Close). A traditional metal Parkland fencing boundary will be provided from the Enniskerry Road junction for a distance of approximately 45 metres and will form the boundary to the Country Market as shown in the Kilternan Neighbourhood Framework Plan. This type of fencing will reinforce the rural character of the area. Beyond this point a granite boundary wall will be provided for approximately 100 metres to a point opposite the end of the new stone wall to Cromlech Close. From the end of this new proposed wall to the 'Rockville House' boundary the existing grassed side slope will be maintained. On the northern side of Glenamuck Road, to the east of the recently constructed boundary wall to Cromlech Close, the road corridor will be widened for a distance of 85 metres by up to 6 metres to incorporate new cycle lanes and footpaths and to improve the road alignment. This widening will also remove the existing 'pinch point'. It is proposed to erect a timber post and rail fence at the back of the footpath along this section. The land behind this fencing will be sloped back to maintain a stable side slope. In summary, the proposed development generally comprises: - • Glenamuck Road approach to junction: provision of left and right turning lanes • Enniskerry Road - southern approach to junction – provision of new right turning lane • Improved pedestrian crossings incorporated within signalised junction including new crossings on the northern and western sides of Enniskerry Road. • Cycle lanes / cycle tracks on Glenamuck Road • General upgrading of the junction to provide improved pedestrian and cycle facilities • Removal of the pinch-point on Glenamuck Road adjacent to Cromlech Close • Upgraded public lighting The works are shown on the Part 8 Drawings (Drawing No's RPO16-28-00, -01, -02, -03, -04, and -05) and these can also be viewed online via the above link.	11/09/2017	c.3km west
PC/IC/02/16	The Cherrywood Planning Scheme requires a new link road at the north east sector of the planning scheme to provide connectivity with Dún Laoghaire and Dublin City. This link road is referred to as the Druids Glen Road. It will access the N11 at Junction Q. The N11 Junction Q Scheme provides for: <ul style="list-style-type: none"> • a signalised junction with additional traffic lanes • full pedestrian and cyclist crossing movements • a refurbished pedestrian entrance into Kilboggett Park • improved bus stop layouts • landscaping 	12/06/2017	c.800m north

Appendix C Drawings

ISO A1 594mm x 841mm
Checked: BMcM Approved: JS
Designer: MG
Project Management Initials:
Last saved by: MEHANT\2022.02.08 Last Plotted: 2022.02.08
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PROJECT
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Routes Network



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KEY PLAN

PROJECT NUMBER
60599677
SHEET TITLE
OVERALL MASTERPLAN

SHEET NUMBER
60599677_SK-064

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