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# Environmental Impact Assessment Screening Report

FOR

PROPOSED STRATEGIC HOUSING DEVELOPMENT

AT


SITE 10, MAYNE RIVER AVENUE, NORTHERN CROSS,  
MALAHIDE ROAD, DUBLIN 17


JUNE 2022


ON BEHALF OF

Camgill Property a Tri Limited

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## DOCUMENT CONTROL SHEET

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# 1 INTRODUCTION

## 1.1 Background

Enviroguide Consulting was retained by Camgill Property a Tri Limited (the Applicant) to prepare an Environmental Impact Assessment (EIA) Screening report in relation to an application for a Proposed Strategic Housing Development (SHD) at Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17. The purpose of this report is to provide information to enable the relevant competent authority to carry out the screening for Environmental Impact Assessment and will highlight any significant effects, if any, that may arise through the Proposed Development during the Construction and Operational Phases.

## 1.2 Screening Objective

The overall objective of this EIA Screening exercise was to identify and assess any potential for environmental impact associated with the Proposed Development and to determine if EIA is required for the Proposed Development. The EIA requirement was determined as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and in Schedule 5 of the Planning and Development Regulations, 2001 (as amended) (the Regulations). Certain projects, listed in Schedule 5 of the regulations, by virtue of their nature and size will generally have potential for significant environmental effects, require mandatory EIA.

Others, also listed in the Schedule 5 of the Regulations, contain threshold levels and for projects that fall below these thresholds, it is the decision of the competent authority to decide if an EIA (and the associated Environmental Impact Assessment Report (EIAR) is required). Whether a 'sub-threshold' development requires an EIA is determined by the likelihood that the development would result in significant environmental effects. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

This report documents the methodology employed to complete the screening exercise, having regard to relevant legislation and guidance documents. It also sets out a clear rationale for each decision.

# 2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

Camgill Property a Tri Limited intend to apply to An Bord Pleanála for a seven year permission for a Strategic Housing Development (SHD) on a site of 0.76 ha in size.

The Proposed Development consists of the construction of 156 no. residential units in 2 no. apartment blocks. Block 10A, containing 71 no. apartments, has a height of part eight and part ten storeys, and Block 10B, containing 85 no. apartments, has a height of part ten and part eleven storeys, all above a common basement area. The unit mix consists of 75 no. 1 beds and 81 no. 2 beds (32 no. 1 bed units and 39 no. 2 bed units within Block 10A, and 43 no. 1 bed units and 42 no. 2 bed units within Block 10B).

The development includes a total of 94 no. car parking spaces (49 no. at surface level and 45 no. at basement level) and 322 no. bicycle parking spaces (78 no. visitor spaces at surface

level and 244 no. secure spaces at basement level). Access to the development is provided from Mayne River Avenue to the south and from Mayne River Street to the east (road extension currently under construction under ABP Ref.: 307887-20).

Bin stores, plant rooms, ancillary residential facilities, storage rooms and block cores are located at basement level. The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space, including external communal roof terraces at 8<sup>th</sup> floor level of Block 10A and 10<sup>th</sup> floor level of Block 10B, children's play area, PV panels and green roofs at roof level of both blocks, the provision of new telecommunications infrastructure at roof level of Block 10B including shrouds & antennas (6 no. antennas, enclosed in 2 no. shrouds together with all associated equipment), foul and surface water drainage, hard and soft landscaping, lighting, an ESB Substation and all associated and ancillary site works.

#### Site Overview

The subject site of 0.76 ha is located to the north of the existing Northern Cross development area, to the west / north-west of the site known as Site 2 / Block 2 which is subject to a SHD permission for a seven to nine storey residential development containing 191 no. apartments.

The subject site is referred to as Site 10 / Block 10 and was previously occupied by a temporary car park for Mylan's offices at Northern Cross. The temporary permission for the car park has now expired, the use has ceased and the site is being used as a construction compound for Block 2. The site boundary at present consists of construction hoarding on all sides.

The site is bound by an existing office building (Rosemount House) to the south, the Mayne River corridor to the north, the Site 2 development site and nursing home building to the east and undeveloped lands and the Bewley factory to the west.



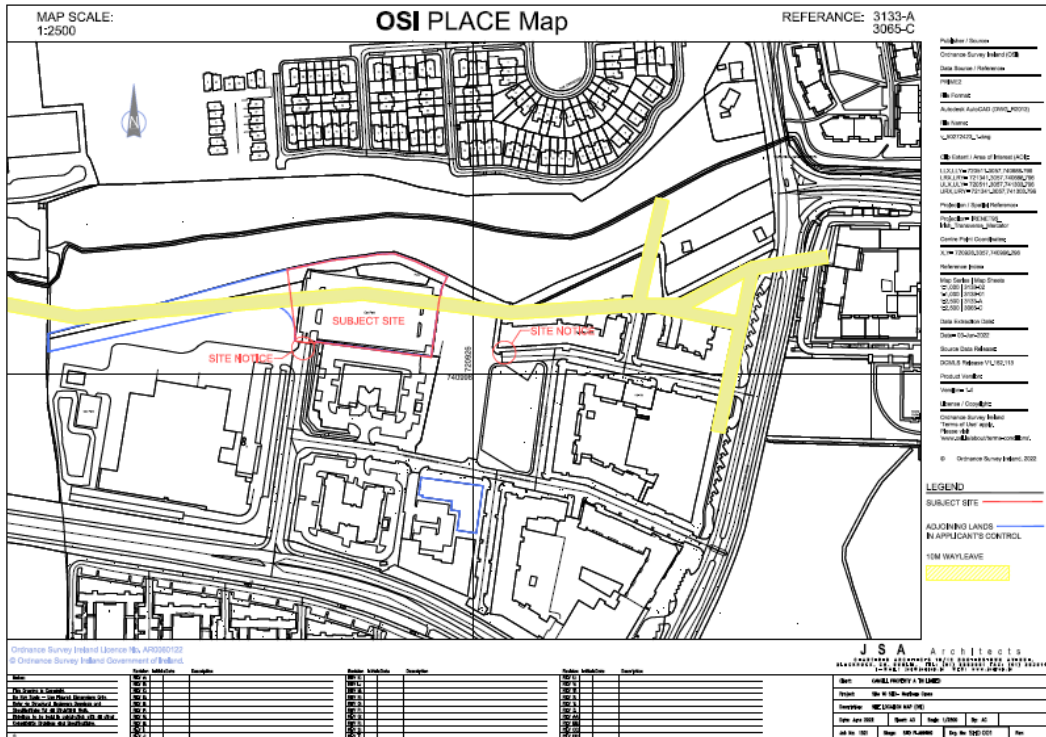


Figure 1: Site Location (OSI, JSA Architects, June 2022)

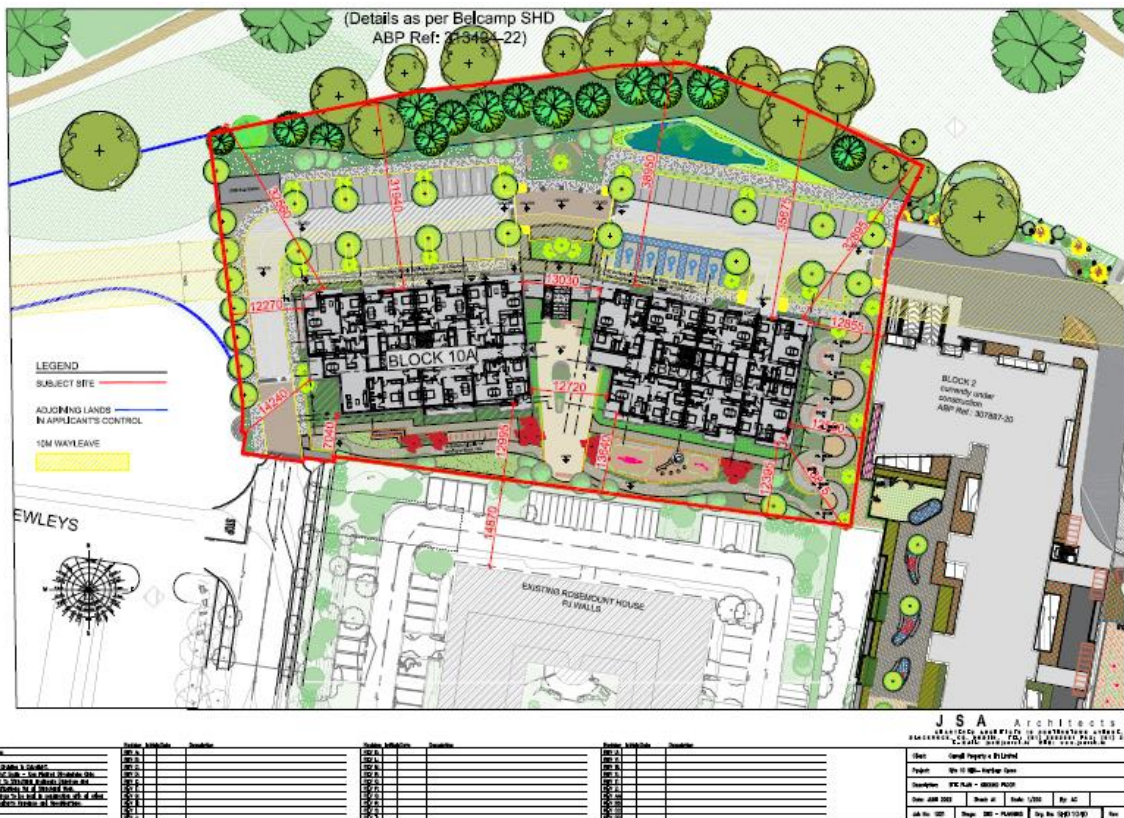


Figure 2: Site Layout Plan (JSA Architects, August 2022)

## 2.1 Site Planning History

The Site is within the administrative jurisdiction of Dublin City Council.

The planning history for the Site of the Proposed Development was reviewed from data sources including:

- Dublin City Council (DCC) planning website: <https://planning.agileapplications.ie/dublincity/search-applications/>
- An Bord Pleanála website, <http://www.pleanala.ie/>.
- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

Table 2-1 provides an overview of planning history at the Site:

*Table 1: Summary of Planning History at Site*

Application Reg. Ref.	Location	Development Proposal	Decision
<b>2409/14</b>	A 0.79 hectare site to the north of existing Block B (Rosemount House), at City Junction Business Park, Northern Cross, Malahide Road, Dublin 17., Vehicular access to the site is via, the Northern Cross Route Extension.	The proposed development comprises of the provision of 207 no. surface car parking spaces, new and replacement boundary treatment, landscaping and all associated and ancillary works. The proposed car park will serve existing development at Block E of the City Junction Business Park.	GRANT PERMISSION  Decision Date: 15 May 2014
<b>3975/19</b>	A 0.79 hectare site to the north of existing Block B (Rosemount House), at City Junction Business Park, Northern Cross, Malahide, Dublin 17.	RETENTION & PERMISSION: Retention permission and planning permission relating to an existing car park on a 0.79 hectare site to the north of existing Block B (Rosemount House) at City Junction Business Park, Northern Cross, Malahide Road, Dublin 17. The existing car park containing 207 no. spaces was subject to a 5-year temporary planning permission, under Reg. Ref.: 2409/14, which has now expired. This application seeks retention permission for the current use of the car park and a further 5-year temporary permission for the use of the car park.	REFUSE PERMISSION (Original Decision: 29 Oct 2020)  REFUSE PERMISSION (Appeal Decision: 12 May 2021)

## 2.2 Principal Features of the Proposed Development

Camgill Properties Limited intend to apply for permission for the construction of a SHD at a 0.76 ha site at Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17. The subject site is bound by:

- An existing office building (Rosemount House) to the south;
- The Mayne River corridor to the north;
- Site 2 / Block 2 (under construction under ABP Ref.: 307887-20) and a nursing home (Block 6) building to the east; and
- Undeveloped lands and the Bewley's factory to the west.

The Proposed Development will consist of the construction of 156 no. residential units in 2 no. apartment blocks. Block 10A, containing 71 no. apartments, has a height of part eight and part ten storeys, and Block 10B, containing 85 no. apartments, has a height of part ten and part eleven storeys, all above a common basement area. The unit mix consists of 75 no. 1 beds and 81 no. 2 beds (32 no. 1 bed units and 39 no. 2 bed units within Block 10A, and 43 no. 1 bed units and 42 no. 2 bed units within Block 10B).

The development includes a total of 94 no. car parking spaces (49 no. at surface level and 45 no. at basement level) and 322 no. bicycle parking spaces (78 no. visitor spaces at surface level and 244 no. secure spaces at basement level). Access to the development is provided from Mayne River Avenue to the south and from Mayne River Street to the east (road extension currently under construction under ABP Ref.: 307887-20).

Bin stores, plant rooms, ancillary residential facilities, storage rooms and block cores are located at basement level. The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space, including external communal roof terraces at 8<sup>th</sup> floor level of Block 10A and 10<sup>th</sup> floor level of Block 10B, children's play area, PV panels and green roofs at roof level of both blocks, the provision of new telecommunications infrastructure at roof level of Block 10B including shrouds & antennas (6 no. antennas, enclosed in 2 no. shrouds together with all associated equipment), foul and surface water drainage, hard and soft landscaping, lighting, an ESB Substation and all associated and ancillary site works

## 2.3 Introduction

This EIA Screening Report has been prepared by Enviroguide Consulting on behalf of Camgill Property a Tri Limited. The overall objective of this EIA Screening exercise was to identify and assess any potential for environmental impact associated with the Proposed Development and to determine if EIA is required for the Proposed Development.

## 2.4 Legislative Requirements for an EIA

EIA Directive 2011/92/EU was enacted as a means to assess the effects of projects on the environment, and to ensure that any potential significant effects are assessed before a project proceeds. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) (formerly EIS) and Annex II lists projects which do not necessarily have significant effects but can be

subject to case-by-case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states the following:

*An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for:*

*(a) Proposed development of a class specified in Schedule 5 of the Planning and Development Regulations 2001 which exceeds a quantity, area or other limit specified in that Schedule, and*

*(b) Proposed development of a class specified in Schedule 5 to the Planning and Development Regulations 2001 which does not exceed a quantity, area or other limit specific in that Schedule but which the planning authority or the Board determines would be likely to have significant effects on the environment*

In some cases, Member States have also established “exclusion” or “negative” lists specifying thresholds and criteria below which EIA is never required or below which a simplified EIA procedure applies. There may be exceptions to the negative thresholds, for example, for projects in defined sensitive locations. Such exceptions will apply in the case of Habitats Directive assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States. In Ireland, the thresholds are defined in Article 120 of the Planning and Development Regulations 2001-2022.

Schedule 5 of the Planning and Development Regulations 2001-2022 outlines the legislative requirements deeming whether a project requires a mandatory EIA. Projects that automatically require an EIA included in Annex 1 are listed in Part 1 of Schedule 5 to the Planning and Development Regulations. Projects that are assessed either on a case-by-case examination or on the basis of set mandatory thresholds are defined under Annex II of the Directive, and these are transposed in Irish legislation in Schedule 5, Part 2 of the Planning and Development Regulations.

The Proposed Development is not listed as a development type in Schedule 5, Part 1 of the Planning and Development Regulations 2001-2022 and therefore a mandatory EIA is not required.

The Proposed Development is a project listed as a development type in Schedule 5, Part 2 of the Planning and Development Regulations 2001-2022. The Proposed Development is considered a sub-threshold development as detailed below.

A sub-threshold development is defined as a “*development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development*”. Sub threshold developments can be screened to determine if an EIA is required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (i) of the Planning and Development Regulations 2001-2022:

**10 (b) (i) Construction of more than 500 dwelling units.**

The total number of residential units to be constructed for the Proposed Development is 156 No. residential units. Therefore, it is less than the 500 dwelling unit threshold and accordingly a mandatory EIA is not required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (ii) of the Planning and Development Regulations 2001-2022:

***10 (b) (ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.***

The Proposed Development includes 94 No. car parking spaces, which are incidental to the Proposed Development and accordingly a mandatory EIA is not required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (iv) of the Planning and Development Regulations 2001-2022:

***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.***

***(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)***

The total area of the site for development has been confirmed as 0.76 ha, which is less than the required threshold and accordingly, a mandatory EIA is not required.

The Proposed Development will be reviewed having regard to the criteria set out in Schedule 5, Part 2 (15). The findings of this review will be detailed in this report's conclusions.

***15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.***

As this Proposed Development is significantly below the threshold specified in the above Classes and the Classes do not apply, it is considered a sub-threshold development on these grounds. Therefore, the Proposed Development does not meet the thresholds to require a mandatory EIA as per Schedule 5 of the Planning and Development Regulations and is considered to be a sub-threshold development in the context of Irish legislation.

The criteria as set out in Schedule 7 has been incorporated into this EIA Screening Report. This EIA Screening concludes that the Proposed Development will not be likely to have significant effects on the environment as detailed in Sections 3.6 to 3.8.

Table 2 provides a summary of the legislative requirements for an EIA:

*Table 2: Summary of EIA Activities*

<b>Class of Activity</b>	<b>Description of Activity Class</b>	<b>Summary Comments</b>	<b>EIA Required?</b>
<i>Schedule 5 Part 2 (10)(b)(i)</i>	<i>Construction of more than 500 dwelling units.</i>	The Proposed Development does not exceed the 500-dwelling unit threshold. The total number of units to be constructed amounts to 156 No. residential units.	<b>No</b>
<i>Schedule 5 Part 2 10(b)(ii)</i>	<i>Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</i>	The Proposed Development does not exceed the 400-car parking space threshold. The total number to be included amounts to 94 No. car parking spaces which are incidental to the Proposed Development.	<b>No</b>
<i>Schedule 5 Part 2 (10)(b)(iv)</i>	<i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	The Proposed Development does not exceed the required hectare threshold. The total site area is 0.76 ha.	<b>No</b>
<i>Schedule 5 Part 2 (15)</i>	<i>Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	<b>To be determined by this EIA Screening*</b>

\* Note that Section 5 of this EIA Screening has concluded the Proposed Development will not have significant effects on the environment and accordingly an EIA is not required.

## 2.5 Screening Process

Screening is the initial stage in the EIA process and determines whether or not public and private projects are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made.

Projects listed in Annex I to the Directive are automatically subjected to an EIA because their environmental effects are presumed to be significant. Projects listed in Annex II to the Directive require a determination to be made about their likely significant environmental effects. Screening must consider the whole development, including likely significant effects arising from any demolition works which must be carried out in order to facilitate the Proposed Development. A project's characteristics must be assessed, inter alia, in relation to its cumulative effects with existing and/or approved projects.

## 2.6 Sub-threshold Development

The most important element to address in the assessment of a sub-threshold development and its possible requirement for an EIA is the likelihood of the project having any significant effects on the environment. In order to provide guidance with this, criteria have been transposed into Irish legislation and set out in Annex III of the EIA Directive it is also set out in Schedule 7 to the Planning & Development Regulations 2001 – 2022. Within Annex III of the EIA Directive, the characteristics under which a project must be considered in order to determine if an EIA is required includes:

1. The size and design of the Proposed Development,
2. The use of natural resources, in particular land, soil, water and biodiversity,
3. The production of waste,
4. Pollution and nuisances,
5. The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge,
6. The risks to human health (for example due to water contamination or air pollution),
7. The existing and approved land use,
8. The relative abundance, availability, quality and regenerative capacity of natural resources,
9. The absorption capacity of the natural environment, paying particular attention to the following areas.
  - i. wetlands, riparian areas, river mouths,
  - ii. coastal zones and marine environment,
  - iii. mountain and forest areas,
  - iv. nature reserves and parks,
  - v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive,
  - vi. 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,
  - vii. densely populated areas,

- viii. landscapes and sites of historical, cultural, or archaeological significance.
- 10. The magnitude and spatial extent of the impact,
- 11. The Nature of the Impact
- 12. The transboundary nature of the impact,
- 13. The intensity and complexity of the impact.
- 14. The probability of the impact,
- 15. The expected onset, duration, frequency, and reversibility of the impact.
- 16. Cumulation with other existing development and/or development the subject of a consent.
- 17. The possibility of effectively reducing the impact.

The above criteria, as transposed in Irish legislation, are grouped under three main headings, as follows:

1. Description of the Proposed Development,
2. Location of the Proposed Development, and
3. Characteristics of the Potential Impacts.

In addition, the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017) contains helpful checklists such as “*Screening Checklist*” and the “*Checklist of Criteria for Evaluating the Significance of Environmental Impacts*”, that are beneficial in aiding the production of screening for EIA. The Office of the Planning Regulator (OPR) has also produced an Environmental Impact Assessment Screening Practice Note that offers practical step-by-step guides and templates in relation to the preparation of EIA screening reports.

## 2.7 Methodology

The process of evaluating the likelihood of a project listed in Annex II requiring an assessment is called Screening. Figure 3-1 below, from The Environmental Impact Assessment of Projects, Guidance on Screening (European Commission, 2017) illustrates the steps involved in the Screening process.



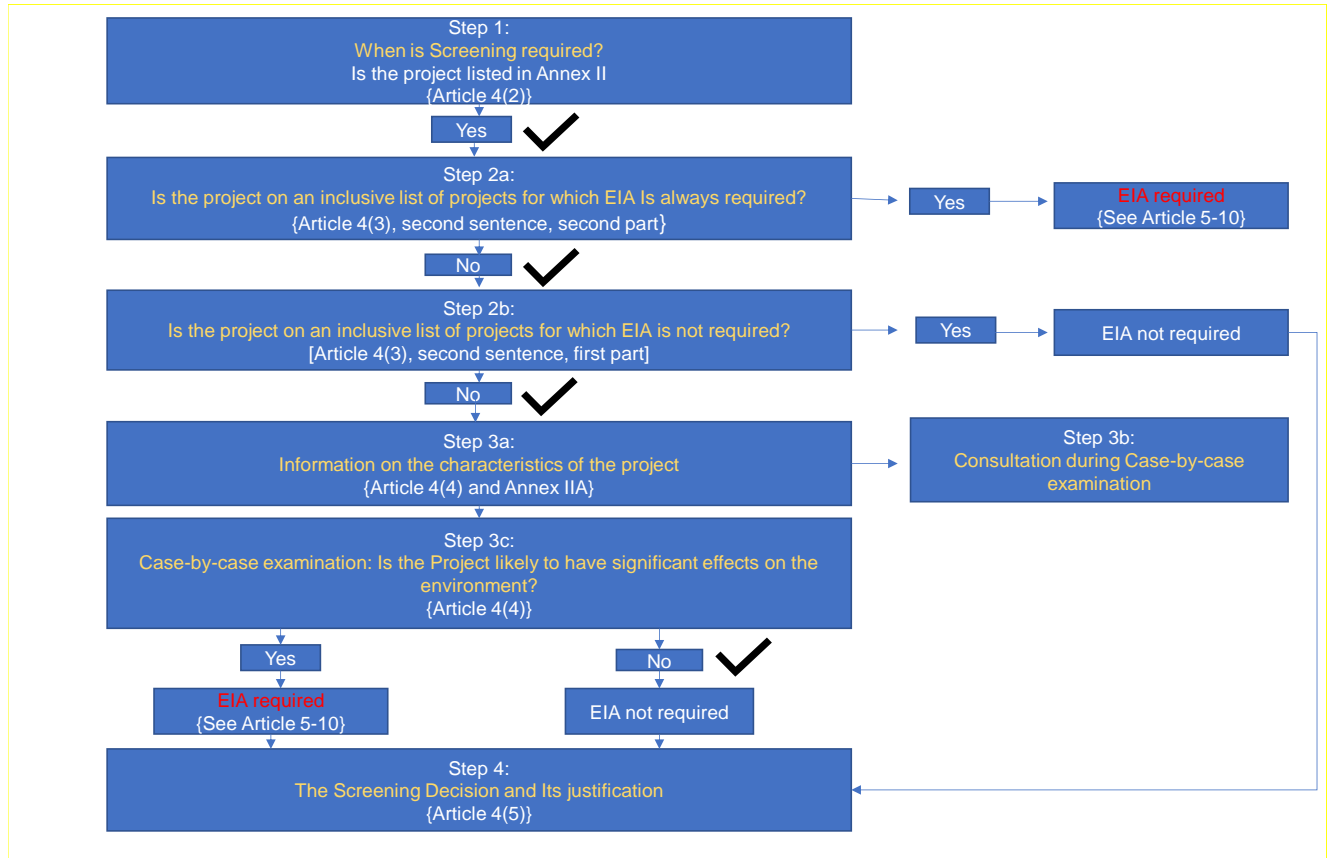


Figure 3: Flow Diagram of the Steps in Screening (Source: European Commission Environmental Impact Assessment of Projects, Guidance on Screening, 2017)

## 2.8 Characteristics of the Proposed Development

### 2.8.1 Size and Design of the Proposed Development

Camgill Property a Tri Ltd. intend to apply to An Bord Pleanála for permission for a Strategic Housing Development at a 0.76 ha site at Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17.

The development comprises of 156 no. residential units in 2 no. apartment blocks. Block 10A, containing 71 no. apartments, has a height of part eight and part ten storeys, and Block 10B, containing 85 no. apartments, has a height of part ten and part eleven storeys, all above a common basement area. The unit mix consists of 75 no. 1 beds and 81 no. 2 beds (32 no. 1 bed units and 39 no. 2 bed units within Block 10A, and 43 no. 1 bed units and 42 no. 2 bed units within Block 10B).

The development includes a total of 94 no. car parking spaces (49 no. at surface level and 45 no. at basement level) and 322 no. bicycle parking spaces (78 no. visitor spaces at surface level and 244 no. secure spaces at basement level). Access to the development is provided from Mayne River Avenue to the south and from Mayne River Street to the east (road extension currently under construction under ABP Ref.: 307887-20).

Bin stores, plant rooms, ancillary residential facilities, storage rooms and block cores are located at basement level. The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space, including external communal roof terraces at 8<sup>th</sup> floor level of Block 10A and 10<sup>th</sup> floor level of Block

10B, children's play area, PV panels and green roofs at roof level of both blocks, the provision of new telecommunications infrastructure at roof level of Block 10B including shrouds & antennas (6 no. antennas, enclosed in 2 no. shrouds together with all associated equipment), foul and surface water drainage, hard and soft landscaping, lighting, an ESB Substation and all associated and ancillary site works.

### Cumulation with Other Projects

Plans and projects in the surrounding area that could have the potential to result in cumulative impacts in were reviewed from data sources including:

- Dublin City City Council website:  
<https://planning.agileapplications.ie/dublincity/search-applications/>
- Fingal County Council website: <https://planning.agileapplications.ie/fingal>
- An Bord Pleanála website, <http://www.pleanala.ie/>.
- EIA Portal, as provided by the Department of Housing, Planning and Local Government  
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>
- MyPlan.ie, as provided by the Department of Housing, Local Government and Heritage in conjunction with Irish Local Authorities. <https://myplan.ie/>

There are several existing granted planning permissions or in-progress developments on record in the area, ranging from small-scale extensions and alterations to existing residential properties to some larger-scale developments. Relatively large-scale projects with either a significant planning footprint and/or within close proximity to the Site were reviewed and assessed for potential cumulative impacts with the Proposed Development and outlined below. The site of the Proposed Development is located within the Dublin City Council (DCC) jurisdiction however it is located 0.1km south of the Fingal County Council (FCC) jurisdiction thus planning history was examined from both jurisdictions.

Table 3: List of Off-Site Projects

Application Reg. Ref.	Address	Development Proposal	Decision
<b>DCC: 2409/14</b> <b>Applicant: Spectrum Developments Ltd.</b>	A 0.79 hectare site to the north of existing Block B (Rosemount House), at City Junction Business Park, Northern Cross, Malahide Road , Dublin 17., Vehicular access to the site is via, the Northern Cross Route Extension.	The proposed development comprises of the provision of 207 no. surface car parking spaces, new and replacement boundary treatment, landscaping and all associated and ancillary works. The proposed car park will serve existing development at Block E of the City Junction Business Park.	GRANT PERMISSION  Date: 25 Jun 2014
<b>FCC: F21A/0401</b> <b>ABP-312060-21</b> <b>Applicant: Gannon Properties</b>	Lands at Belcamp Hall, Malahide Road, Dublin 17	Residential development on lands at Belcamp Hall (a Protected Structure). The proposed development will consist of the construction of 78 no. residential units comprising 58 no. houses (41 no. two storey 3-beds, 12 no. two storey 4-beds and 5 no. three storey 4-beds, all with associated car parking, and one no. three storey multi-dwelling block consisting of 10 no. own-door duplex units (6 no. 2-beds and 4 no. 3-beds), 2 no. 2-beds own-door triplex units, and 8 no. apartments (6 no. 1-beds and 2 no. 2-beds), all provided with private balconies/terraces and associated car parking and bicycle parking; landscaping; boundary treatments; public lighting; and all associated site infrastructure and engineering works necessary to facilitate the development.  The proposed development also includes new road infrastructure pertaining to the East West Link Road and the upgrading of the R107 Malahide Road junction with R123 to include the East West Link Road. These upgrade works to the R107/R123 junction include the closing of the existing Belcamp Manor access off Malahide Road and the provision of a new access off the East West Link Road. Access is from Malahide Road via a new internal road permitted under Reg. Ref. F15A/0609 (ABP Ref. PL06F.248052) and the East West Link Road from Malahide Road. No works are proposed which directly affect the structures at Belcamp Hall (a Protected Structure), or any other protected structures associated with it.	GRANT PERMISSION  Appeal lodged date: 26 Nov 2021
<b>FCC: F06A/1918/E1</b>	Balgriffin Park House, Balgriffin, Co. Dublin.	Extension Of Duration Of Permission: 48 Houses on lands which form portion of the final phase (Phase 3) of the Shannon lands at Balgriffin. The proposal on a 2.3 ha site consists of 6 no. five bed detached houses, 36 no. five bed semi detached houses and 6 no. 4 bed terraced houses in 2/3 storeys with associated parking,	GRANT PERMISSION

Application Reg. Ref.	Address	Development Proposal	Decision
<b>Applicant: Shannon Homes (Dublin) Ltd.</b>		works to flood plain of Mayne River and Public Open Space of (.2 ha) and vehicular access from the new north/south dual carriageway that links Parkside Boulevard to Balgriffin Road.	Date: 09 Nov 2012
<b>FCC: F15A/0609/E1</b>  <b>Applicant: Gannon Properties</b>	Belcamp, Malahide Road, Dublin 17.	<p>Extension Of Duration Of Permission: The proposed development comprises a development of houses, apartments and shops and the change of use of Belcamp Hall, a Protected Structure (RPS No. 463), and its associated later extensions from educational uses to residential use, the chapel and the room in the north east part of Belcamp Hall ground floor to a community use, the three storey building on the north east to residential, cafe and childcare use. The works involve the refurbishment of Belcamp Hall and its later extension to provide 34 apartments (15 no. 1-bed, 13 no. 2-bed, 5 no. 3-bed and 1 no. 4-bed), and comprise the general repair and conservation of the existing buildings, and other works as is necessary to adapt the buildings to their new uses. The works to the Georgian House involve the general repair and conservation of the historic building fabric, upgrading the floors and installation of a new pitched roof. The works to the existing extensions to the south involve the complete refurbishment and fit out of the fire damaged blocks including installing new pitched roofs with dormer windows and the installation of balconies. An existing stairs on the south east will be demolished and a replacement staircase constructed. An additional floor will be inserted into the southern block to provide additional accommodation at roof level. The works to the chapel involve the repair, conservation and reinstatement of the building fabric and its fittings and works to adapt it to its new use. The three storey building to the north will be extended and converted to residential use on the first floor level, restaurant use on the ground floor and part basement level and a childcare facility at basement level. External brickwork and stone will be re-pointed and cleaned and rainwater goods and leadwork replaced. Decorative metal railings will be reinstated. Disabled access facilities will be provided to the chapel. New mechanical, electrical and waste services will be installed throughout. The works will also include external works, hard and soft landscaping, underground services, repairs to the external entrance stone bridge and other external stone paved features. The existing stone pillars and gates at the Malahide Road entrance to be relocated to a position within the development.</p> <p>The new works comprise: a courtyard of 27 dwellings (6 no. three storey 3-bed houses and one 3 storey block containing 8 no. 1-bed, 1 no. 2-bed &amp; 1 no. 3-bed</p>	<p>GRANT PERMISSION</p> <p>Date: 24 Mar 2022</p>

Application Reg. Ref.	Address	Development Proposal	Decision
		apartments, 5 no. 2-bed & 1 no. 3-bed duplex live/work units, and 5 no. 3-bed duplex units) and 1 no. corner retail unit (51m <sup>2</sup> ), on lands east of the walled garden; and one 3-4 storey block of 47 apartments (12 no. 1-bed, 32 no. 2-bed & 3 no. 3-bed); one 3 storey block of 16 apartments (4 no. 1-bed, & 12 no. 2-bed) over 8 no. retail units (621.5m <sup>2</sup> gross area); and 139 no. terraced, semi-detached and detached 2 storey houses (3 no. 2-bed, 86 no. 3-bed and 50 no. 4-bed) on lands between Belcamp Hall and Malahide Road. The development will include associated roads and infrastructure including a new east-west main road; services networks; 524 no. car parking spaces (incl. 273 on-curtilage); 118 no. bicycle spaces; bin stores; landscaping works including regeneration of existing woodland and provision of foot paths along Mayne River valley east and south of Belcamp Hall and protection and management of walled garden and woodland west of Belcamp Hall; and all associated ancillary and site works; all on a site of c.15.3ha, on lands bounded by the Malahide Road to the east, Mayne River to the south and development lands to the west and north, with access from the Malahide Road.  Significant Further Information (including Environmental Impact Statement) received on 23/11/2016.	
<b>FCC: F19A/0149</b>  <b>Applicant: IDA Ireland</b>	Belcamp, Clonshaugh, Dublin 17	Remediation by excavation and removal of circa 22,000 cubic metres of mixed waste material illegally deposited on lands at Belcamp. The project will involve site preparatory works, excavation and infill works, installation of a cut-off wall to the south and south west and restoration with grass and treeline where applicable. An Environmental Impact Assessment report (EIAR) and Natura Impact Statement (NIS) has been prepared and accompanies this planning application and is available for inspection.	GRANT PERMISSION  Date: 20 Aug 2019
<b>ABP-307887-20</b> <b>(SHD0017/20)</b>  <b>Applicant: Camgill Property A Seacht Limited</b>	Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17	We, Camgill Property A Seacht Limited, intend to apply to An Bord Pleanála for permission for a strategic housing development on lands known as Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17. The site is bound by an existing office building and surface car park to the west, the Mayne River corridor to the north, a public park and nursing home building to the east and Mayne River Avenue to the south.  The proposed development consists of the construction of 191 no. residential units in a part seven, part eight and part nine storey building, over a lower ground floor /	GRANT PERMISSION  Date: 01 Dec 2020

Application Reg. Ref.	Address	Development Proposal	Decision
		<p>upper basement level and lower basement level. The 191 apartments consist of 6 no. studio units, 76 no. one bed units and 109 no. 2 bed units.</p> <p>The proposal contains a total of 118 no. car parking spaces, 103 of which are located at upper basement level and 15 at surface level, and 424 no. bicycle parking spaces, 328 of which are located at upper and lower basement level and 96 at surface level. Access to the upper and lower basement parking facilities is proposed from the north of the development via an extension of Mayne River Street provided as part of this application. Bin stores, plant rooms, storage rooms, management areas and the ESB substation, which are provided with external access doors, are located at lower ground floor / upper basement level and lower basement level.</p> <p>The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space at podium, ground floor and roof level, PV panels at roof level, pedestrian access routes, children's play space, foul and surface water drainage, hard and soft landscaping, lighting, alterations to the adjacent public park, including provision of a play area, and all associated and ancillary site works.</p> <p>The application contains a statement setting out how the proposal will be consistent with the objectives of the Dublin City Development Plan 2016-2022 and the Clongriffin-Belmayne Local Area Plan 2012 - 2018 (as further extended until 2022).</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompanies this application.</p>	
<p><b>DCC: 3506/20</b></p> <p><b>Applicant: Camgill Property A Seacht Limited</b></p>	<p>Lands known as Site 5 Northern Cross, Malahide Road, Dublin 17</p>	<p>Planning permission on lands known as Site 5, Northern Cross, Malahide Road, Dublin 17. The site is bound by the Malahide Road to the east, the existing Northern Cross development to the south and west, and detached dwellings and the River Mayne corridor to the north.</p> <p>The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units (for Class 1- Shop or Class 2- Office/ Professional Services or Restaurant/ Café use). The building ranges from 8 to 12 storeys in height, including double height ground floor commercial units, above basement level. The 55 no. apartments consist of 3 no. studio units, 27 no. one bed</p>	<p>GRANT PERMISSION</p> <p>Date: 08 Mar 2021</p>

Application Reg. Ref.	Address	Development Proposal	Decision
		<p>units, 22 no. two bed units and 3 no. three bed units. All apartments are provided with private amenity space in the form of balconies/ terraces.</p> <p>The basement includes storage, plant/ service areas, laundry area and storage space allocated to the residential units. The proposal includes communal amenity space, including roof garden at 8th and 10th floor levels, and public realm improvements/public open space adjacent to the Malahide Road. The proposal contains a total of 27 no. car parking spaces, 87 no. secure bicycle parking spaces and 34 no. visitor bicycle parking spaces within the public realm. The proposed development includes PV panels at roof level, foul and surface water drainage, hard and soft landscaping, lighting, and all associated and ancillary site works.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompanies this application.</p>	
<p><b>ABP Ref.: 313494-22</b></p> <p><b>Applicant: Gerard Gannon Properties</b></p>	<p>Belcamp Hall (Protected Structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17</p>	<p>The development will consist of the construction of a mixed-use development comprising of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) of which 1969 no. units are residential and 558 no. apartment units are 'build-to-rent' residential, ancillary residential amenity facilities, 2 no. childcare facilities, 1 no. sports changing facilities building, 18 no. retail units and 3 no. cafés/restaurants</p>	<p>REGISTERED</p> <p>Date: 05/05/2022</p>
<p><b>ABP Ref.: 304196-19</b></p> <p><b>(SHD0007/19)</b></p> <p><b>Applicant: E to Infinity ICAV</b></p>	<p>Clare Hall, Malahide Road, Dublin 17.</p>	<p>132 no. Build to Rent apartments including ancillary resident support facilities, services and amenities, car parking, plant, bicycle and bin storage, 1 no. electricity sub-station and all associated site development and infrastructural works on a 0.38 ha site</p>	<p>GRANT PERMISSION</p> <p>Date: 19/07/2019</p>
<p><b>ABP Ref.: 305943-19</b></p> <p><b>Applicant: Claregrove Developments Limited</b></p>	<p>Newtown, Malahide Road, Dublin 17</p>	<p>Demolition of all existing structures on site, construction of 331 no. build to rent apartments, childcare facility and associated site works.</p>	<p>GRANT PERMISSION</p> <p>Date: 18/03/2020</p>

Application Reg. Ref.	Address	Development Proposal	Decision
<b>DCC: 3238/17</b> <b>Applicant: Dublin City Council</b>	Site at Malahide Road, Churchwell Avenue and Belmayne Road, Ayrfield, Dublin 13	A development of 150 no. apartments, 1 no. crèche facility, 3 no. office / community facilities and a Multi-Use Games Area (MUGA) on 1.53 hectares of land	GRANT PERMISSION  Date: 03 Oct 2017
<b>ABP: 305316-19</b> <b>Applicant: Gerard Gannon Properties</b>	Plots 6, 8, 11, 17, 25, 26, 27, 28 and 29 All to the North and South of Main Street, Clongriffin, Dublin 13.	1,030 no. apartments (352 no. residential, 678 no. Build to Rent units), 2 no. creches, 10 no. retail units and all associated site works.	GRANT PERMISSION  Date:13/12/2019
<b>ABP: 305319-19</b> <b>Applicant: Gerard Gannon Properties</b>	Plots 4, 5 and 14, Clongriffin, Dublin 13.	500 no. apartments (235 no. residential, 265 no. build to rent), creche and all associated site works.	GRANT PERMISSION  Date: 13/12/2019



It is considered that cumulative impacts are most likely to arise due to potential pollution and nuisance during the Construction Phase. Good construction management practices will minimise the risk of pollution and nuisances from construction activities at the Proposed Development Site. The appointed contractor will be responsible for the full implementation of management and mitigation measures.

Environmental Impact Assessment Reports (EIAR) have been prepared as part of the planning applications for the following developments;

- Plots 4, 5 and 14, Clongriffin, Dublin 13 (ABP Ref. 305319)
- Plots 6, 8, 11, 17, 25, 26, 27, 28 and 29 All to the North and South of Main Street, Clongriffin, Dublin 13. (ABP Ref. 305316)
- Belcamp, Clonsaugh, Dublin 17 (FCC Ref. F19A/0149)

Environmental Impact Assessment Screening Reports (EIA) have been prepared as part of the planning applications for the following developments;

- Site 2, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17 (SHD0017/20)
- Clare Hall, Malahide Road, Dublin 17 - SHD0007/19
- Newtown, Malahide Road, Dublin 17 (ABP Ref. 305943, DCC SHD0026/19)

The development at Site 5 - Adjacent to Malahide Road (DCC Ref. 3506/20) has had a Construction Demolition & Waste Management Plan (CDWMP), Construction & Environmental Management Plan (CEMP) and a Traffic Impact Assessment prepared as part of the planning application. Control and mitigation measures in relation to pollution and nuisances will be implemented as per the CDWMP and CEMP. The Traffic Impact Assessment concluded that the surrounding road network has capacity to support the Proposed Development DCC Ref. 3506/20.

The development at Belcamp Hall (ABP Ref. 313494-22) was registered on 5<sup>th</sup> May 2022, with the last day for observations on 8<sup>th</sup> June 2022. A decision has currently not been made with respect to this off-site development. The redline boundary for this off-site development is adjacent to the northern portion of the Proposed Development. A Traffic and Transport Assessment was carried out by Waterman Moylan for this off-site development. The strategic modelling carried out by Systra under their STS (Sustainable Transport Strategy) study provided traffic forecast figures for the future model scenarios of 2028 “with development” and 2040 “with development” for a number of existing and potential future junctions in the locality. The results show that all junctions would operate below the 100% DOS threshold during peak hours. In addition, an EIAR (Downey, April 2022) was also carried out and submitted as part of this planning application. Chapter 15 Cumulative Impacts considers planning applications in the area surrounding the site for ABP Ref. 313494-22. The Proposed Development, referenced “Northern Cross SHD” is taken into consideration, and the EIAR concluded that it is submitted the considered applications (including the Proposed Development) are expected to have no material considerations to ABP Ref. 313494-22.

The development at Malahide Road, Churchwell Avenue and Belmayne Road, Ayrfield, Dublin 13 (DCC Ref. 3238/17) has had a Social Infrastructure Audit and Traffic & Transport Assessment completed as part of the planning application. The estimated volume of additional traffic generated by the development is minor. The development will give rise to demand for existing services and facilities but the demand will be minimal. The audit has confirmed that

there is adequate public open space and recreational facilities in the area to serve existing and future population growth. There is also adequate educational capacity with potential for two new primary schools in the future.

The development at Belcamp, Malahide Road, Dublin 17 (DCC Ref. F15A/0609) has had a Traffic and Transport Impact assessment and a Construction Management Plan (CMP) prepared as part of the planning application. Due to improvements in the surrounding road network there will be no significant impacts as a result of the development. The CMP details control and mitigation measures to ensure there will be significant impacts in terms of pollution and nuisances during the construction phase.

The EIARs, EIA Screening Reports, management plans and other assessment reports associated with the above off-site projects contain details of mitigation measures required to ensure no environmental impacts arise as a result of the associated developments.

Management and mitigation measures will ensure there will be no significant environmental impacts as a result of the Proposed Development. An Appropriate Assessment Screening Report and Natura Impact Statement has also be carried out to ensure there will be no impact on any European Sites as a result of the Proposed Development.

Based on the full implementation of management and mitigation measures detailed as part of the Proposed Development at Site 10, and submitted as part of the CEMP (Barrett Mahony Civil & Structural Engineers, June 2022) Mayne River Avenue and the management and mitigation measures associated with the off-site projects listed in Table 3, it is not expected that cumulative impacts are likely to result in significant adverse effects on the environment.

### **2.8.2 Cumulation with Relevant Policies and Plans**

The following policies and plans were reviewed and considered for possible in-combination effects with the Proposed Development.

- Dublin City Development Plan 2016-2022
- Draft Dublin City Development Plan 2022-2028
- The Clongriffin-Belmayne (North Fringe) Local Area Plan 2012-2018 (extended to 2022 in November 2017)
- Draft Dublin City Biodiversity Action Plan 2021-2025
- Dublin City Development Plan 2016-2022 Strategic Environmental Assessment (SEA)
- Dublin City Development Plan 2016-2022 [Strategic Flood Risk Assessment]
- Eastern-Midlands Region Waste Management Plan 2015 – 2021
- Fingal Biodiversity Action Plan 2010-2015
- Draft Fingal Biodiversity Action Plan 2018-2023
- Fingal Development Plan 2017-2023

The Proposed Development has also been assessed under Article 299 (c) (1) (a) (iv) of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations:

“The Board shall, in carrying out its screening determination under article 299B(2)(b) whether there is no real likelihood of significant effects on the environment arising from a proposed development or there is a real likelihood of significant effects on the environment arising from the proposed development, have regard to (iv) the available results, where relevant, of

preliminary verifications or assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive”.

The Dublin Draft Dublin City Biodiversity Action 2021 – 2025 is set out to protect and improve biodiversity, and as such will not result in negative in-combination effects with the Proposed Development. This plan addresses the protection of European Sites through “*Objective 2: Protect designated sites for nature conservation in accordance with the Conservation Management objectives for Natura 2000 sites and proposed Natural Heritage Areas in Dublin City*”. The plan also includes a Natura Impact Report which includes mitigation measures to avoid or reduce potential impacts on the qualifying interest and special conservation interests of all European sites. These measures have been incorporated into the plan and therefore, adverse affects on the integrity of any European sites are avoided. A Screening Report for Appropriate Assessment and Natura Impact Statement prepared by Biosphere Environmental Services has been prepared which assesses any potential impacts of the Proposed Development on European Sites.

The Eastern-Midlands Region Waste Management Plan 2015 – 2021 is the framework for the prevention and management of wastes in a safe and sustainable manner. The implementation of the Eastern-Midlands Region waste plan ensures that European and national mandatory targets are achieved and, in doing so, that the health of communities in the region, its people and the environment are not compromised. A Construction and Demolition Waste Management Plan (CDWMP) (Barret Mahony Civil & Structural Consulting Engineers, June 2022) and an Operational Waste Management Plan (OWMP) (Kevin Carron Property Consultants Ltd) have been prepared for the Proposed Development. The goal of the OWMP is to encourage the reduction of waste and where waste is generated, it will ensure this is dealt with in an effective and compliant manner. The development will appoint a facilities management company who in turn will have a suitably qualified Waste Services Manager to ensure that waste is correctly and efficiently managed throughout the development.

The Fingal Biodiversity Action Plan 2010-2015 is set out to protect and improve biodiversity, and as such will not result in negative in-combination effects with the Proposed Development. The Fingal Development Plan 2017-2023 (FDP) has directly addressed the protection of European Sites through specific objectives (GI03, GI15). The relevant recommendations and mitigation measures have been integrated into the plan. The plan has also outlined zoning objectives in relation to future development within the jurisdiction. The lands within the Site boundary have been zoned Residential(‘RS’) in the *Fingal Development Plan 2017-2023*, where the stated objective is to ‘*Provide for residential development and protect and improve residential amenity.*’ Given the National Planning Framework (NPF) strategy to appropriately densify sustainable urban lands, it is considered that the provision of an apartment development is appropriate for the subject lands and addresses the challenge of meeting the housing needs of a growing population in urban areas.

The objective of the CDWMP is to ensure that the management of construction and demolition waste at the site is undertaken in accordance with the current legal and industry standards including the Waste Management Acts 1996 as amended and associated Regulations, Protection of the Environment Act 2003 as amended, Litter Pollution Act 1997 as amended and the current Eastern Midlands Region Waste Management Plan 2015 – 2021. In particular the CDWMP aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. It also seeks to provide guidance on the appropriate collection

and transport of waste from the site to prevent issues associated with litter or more serious environmental pollution (e.g. contamination of soil/water). Based on this compliance and the successful implementation of the control and mitigation measures relating to waste, there will be no negative cumulative impacts between the Proposed Development and the Eastern-Midlands Region Waste Management Plan 2015 – 2021. Any cumulative impacts will be assessed based on the conclusion of the finalised waste reports.

There is potential for proposed plans and projects within the Dublin City Council Development Plan 2016 – 2022 and the Draft Dublin City Council Development Plan 2022 - 2028 to have cumulative, negative impacts on conditions in Dublin Bay via rivers, other surface water features and foul waters treated at Ringsend WWTP and discharged into Dublin Bay. However, the core strategy, policies and objectives of the Dublin City Council Plan have been developed to anticipate and avoid the need for developments that would be likely to significantly affect the integrity of this area. Furthermore, such developments are required to conform to the relevant regulatory provisions for the prevention of pollution, nuisance or other environmental effects likely to significantly affect the integrity of Natura 2000 sites. In addition, sustainable development including SuDS (sustainable urban drainage systems ) measures for all new developments is inherent in the objectives of all development plans within the Greater Dublin Area. The proposed SuDS measures to be included in the Proposed Development are;

- Green Roofs – Sedum;
- Green Roofs – Extensive;
- Green Roofs – Intensive;
- Permeable Paving;
- Attenuation Storage;
- Interception Storage;
- Treatment Storage.

Therefore, there is no potential for significant in-combination impacts to arise due to surface water discharges during the Construction and Operational Phases of the Proposed Development.

On examination of the above, it is considered that there are no means for the Proposed Development to act in-combination with any plans that will cause any likely significant adverse effects on the surrounding environment. The most significant potential for adverse cumulative impacts in combination with other projects in the area is in the potential for water pollution, noise, dust, increased traffic. However, the adherence and full implementation of the appropriate control measures as detailed in the CEMP (Barret Mahony Civil & Structural Consulting Engineers, June 2022) by the contractor will ensure no potential for cumulative impacts to arise.

### **2.8.3 Use of Natural Resources**

The main use of resources will be the construction materials used during the construction of the Proposed Development. While the exact quantities of material required for the construction of the development has yet to be confirmed, given the scale of the Proposed Development, the amount of materials that will be imported to the Site for the Construction Phase of this development will not cause concern in relation to significant effects on the environment. There will also be an increase in the use of energy (fuel for construction/demolition vehicles,

electricity for tools etc.) required for the removal of the waste due to the Construction/Demolition Phase of the development.

A pre-connection enquiry was made to Irish Water (Re: CDS21002200) in relation to a Water and Wastewater connection. Irish water confirmed on the 22<sup>nd</sup> June 2021 that there is capacity currently available in the Irish Water network to facilitate the Proposed Development. The Construction or Operational Phase of the Proposed Development will not use such a quantity of water to cause concern in relation to significant effects on the environment. The Proposed Development will be connected to the mains water supply.

The biodiversity of the Site will also be protected during the Construction and Operational Phase of the development.

According to the Terrestrial Ecology Report prepared by BioSphere Environmental Services (June 2022) based on the successful implementation of the proposed works and control measures, the biodiversity of the site and local area will not be adversely affected by the Proposed Development. With mitigation in place, the Proposed Development is not expected to have any adverse effects on sites designated for nature conservation.

An Appropriate Assessment Screening Report and Natura Impact Statement prepared by BioSphere Environmental Services (June 2022) has considered the potential impacts of the Proposed Development on the integrity of the relevant Europe Sites located within 15km of the site. The report concluded that beyond reasonable scientific doubt, that it can be clearly demonstrated that no elements of the Proposed Development (subject to construction related and operational phase mitigation measures) will result in any impact on the integrity or Qualifying Interests/Special Conservation Interests of any relevant Europe site, either on their own or in-combination with other plans or projects, in light of their conservation objectives.

Therefore, it is not foreseen that any extensive use of natural resources (land, soil, water and biodiversity) is required for either the Construction or Operational Phase of the Proposed Development.

#### **2.8.4 Production of Waste**

All works carried out as part of the Proposed Development will comply with all Statutory Legislation including the Waste Management Act & Local Government (Water Pollution) Acts, and the contractor will co-operate in full with the Environmental Section of the Local Authority.

The site is presently used as a carpark, there are no existing buildings on site, and as such there will be no demolition waste arising. During the construction phase there will be a surplus of building materials, such as timber off-cuts, broken concrete blocks, cladding, plastics, metals and tiles generated. There may also be excess concrete during construction which will need to be disposed of. Plastic and cardboard waste from packaging and supply of materials will also be generated.

Waste materials generated will be segregated on site, where it is practical. Where the on-site segregation of certain waste types is not practical, off-site segregation will be carried out. There will be skips and receptacles provided to facilitate segregation at source. All waste receptacles leaving site will be covered or enclosed. The appointed waste contractor will collect and transfer the wastes as receptacles are filled. There are numerous waste contractors in the Dublin Region that provide this service.

All waste arising's will be handled by an approved waste contractor holding a current waste collection permit. All waste arising's requiring removal off-site will be reused, recycled, recovered or disposed of at a facility holding the appropriate registration, permit or licence, as required.

Dedicated bunded storage containers will be provided for hazardous wastes which may arise such as batteries, paints, oils, chemicals etc., if required. The CDWMP outlines the management of the main waste streams (Barrett Mahony Civil & Structural Engineers, June 2022).

There will be an increase in the form of municipal waste during the Operational Phase of the Proposed Development. All waste will be collected by appropriately authorised waste collection contractors and will be managed using suitably authorised waste disposal or materials recovery facilities.

The OWMP has been designed to comply with best management practice and the development will provide adequate domestic waste storage areas (WSAs) for common residential areas. All waste handling and storage activities will occur in the dedicated WSAs in the basement and these WSAs will include visible guidelines on the appropriate segregation of different waste types. Adherence to this plan will also ensure that waste management at the development is carried out in accordance with the requirements of the DCC Waste Bye-Laws.

### **2.8.5 Pollution and Nuisances**

The Construction Phase of the Proposed Development could give rise to short-lived dust nuisances. However, it is not predicted that these impacts will be significant, as they will be intermittent, localised, and last only for the duration of the Construction Phase. Adequate dust control measures will be put in place for the duration of the Proposed Development.

It is not considered that noise disturbance from the Proposed Development will be significant during the construction works due to the urban nature of the surrounding environment. Any such disturbance will be temporary and limited to the construction period. The Proposed Development will comply with BS 5228 "Noise Control on Construction and open sites Part 1: Code of Practice for basic information and procedures for noise control" and all works will be limited to normal daytime working hours.

Appropriate storage and settlement facilities will be provided on site as outlined in the Outline Construction and Environmental Management Plan (CEMP) (Barrett Mahony Civil & Structural Consulting Engineers, June 2022). The main contractor will locate the areas of high risk early in the process. Areas of high risk include:

- Fuel and chemical storage;
- Refuelling areas;
- Vehicle and equipment washing areas;
- Site compound.

Fuel, oils and chemicals will be stored on an impervious base with a bund. A strategy will be put in place to prevent pollution of the watercourse. In most cases this will involve collecting the run-off and routing it to treatment by filtration. Concrete lorries will not be permitted to wash

out on site with the exception of cleaning the chute into a container and then emptied into a skip. A temporary trade effluent discharge licence (for construction water) will be applied for to DCC, and all conditions attached to said licence will be fully complied with and monitored. In respect of construction stage drainage discharge, the proximity of the site to the Mayne River (sensitive receptor), immediately to the north is well noted (Barrett Mahony Civil & Structural Consulting Engineers, June 2022).

The Proposed Development is not expected to give rise to nuisance odours due to the nature of activities.

All applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that the Proposed Development will not result in significant effects on human health or the environment resulting from potential pollution or nuisance. It is therefore concluded that the Proposed Development will not give rise to pollution or nuisances, and proper Site management will further reduce the likelihood of such impacts occurring.

### **2.8.6 Risk of Major Accidents and/or Disasters**

The potential for the Construction or Operational Phase of the Proposed Development to result in any major accidents and /or disasters can be considered low. This is based on the correct implementation of all standard health and safety procedures, and the lack of substances that will be used in the Proposed Development which may cause concern for having likely significant effects on the environment. Furthermore, the Site will be secured at all times and construction works will be managed and controlled by using standard best practice measures for construction/demolition sites and adhering to normal daytime working hours.

It is therefore anticipated that the risk of accidents and/or disasters will be insignificant due to the nature of the Proposed Development, proper Site management, and adherence to all standard health and safety procedures.

### **2.8.7 Risk to Human Health**

During the Construction and Operational Phases, due to best management practices, good housekeeping, and adherence to all health and safety procedures, it is not foreseen that there will be any negative impacts to human health.

All workers employed during the Construction Phase and the Operational Phase of the Proposed Development will comply with the relevant HSE guidelines and any Government protocols that will be in place at that point in time in relation to COVID19.

A series of air and dust mitigation measures are detailed in the CEMP which will protect the air quality of the Site and surrounding environment.

## **2.9 Location of the Project**

### **2.9.1 Existing and Approved Land Use**

The subject site comprises 0.76 ha and is within the jurisdiction of Dublin City Council. The Proposed Development site is located within the Clongriffin – Belmayne Local Area Plan and is approximately 8km northeast of the City Centre.

Under the Dublin City Development Plan 2016-2022 and the Draft Dublin City Development Plan 2022 - 2028, the site is zoned as Z14 Strategic Development and Regeneration Areas (SDRAs) with a stated objective to “*seek the social, economic and physical development and/or regeneration of an area with mixed use, of which residential would be the predominant use.*” (Figure 3-2). Residential use, office use and restaurant/shop use are all permissible under the Z14 zoning objective. The Site is located within the Clongriffin and Belmayne and Environs Strategic Development and Regeneration Area (SDRAs). The Dublin City Council Development plan 2022 – 2028 provides “*a rich mix of uses to include retail, commercial, community, employment and residential uses*” as a guideline for land use and activity for Clongriffin and Belmayne and Environs SDRA.

Based on the existing an approved land use, as outlined within the Dublin City Council Development Plan 2016-2022, the Proposed Development is in accordance with the zoning objectives for the site.

## **2.9.2 Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources**

Having regard to the character of the receiving environment and the surrounding area, the impacts are considered to be negligible for the Proposed Development in relation to the regenerative capacity of natural resources in the area. All material required for the Construction Phase of the development will be imported. While the exact quantities of material required for the construction of the café, office and residential units has yet to be fully determined, the quantity of materials that will be imported to the Site for the Construction Phase of this development will not cause concern in relation to significant effects on the environment.

As detailed within the CDWMP for the Site, materials will be re-used where possible. This can reduce the level of new materials required for the site. This in turn reduces the impact on new resources and carbon emissions associated with the extraction, manufacture and transportation of materials to the site.

## **2.9.3 The Absorption Capacity of the Natural Environment**

### **2.9.3.1 Overview**

The Site of the Proposed Development is located on a 0.76 ha site at Site 10, Mayne River Avenue, Northern Cross, Malahide Road, Dublin 17. The Site is brownfield, previously serving as a temporary carpark, and now a construction compound for Site 2. The immediate surroundings are occupied by existing development, with residential, commercial, office and mixed-use development in close proximity to the Proposed Development site.

The subject site is located in the north western part of the Northern Cross development area. The Northern Cross development comprises of c. 12.3 hectares in total, which has been substantially developed, and is located to the northwest of the junction of the Malahide Road and the R139 and N32. The site is accessed by one junction on the R139 and two along the Malahide Road. The Northern Cross development, as constructed to date, includes a circa 166 bed hotel, 540 apartments, 11,620 sq.m of retail/commercial floorspace, 18,437 sq.m of office space and a 673 sq.m crèche. A 147 bed nursing home is located in Block 6 of the scheme, to the east of the development site. In addition, construction has commenced on the adjoining site to the south-east known as Site 2 / Block 2, where 191 no. residential units, in a



part seven, part eight and part nine storey building over basement, are to be delivered. Planning permission was also granted for Site 5 on the Malahide Road frontage.

The Site is located on the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment (Catchment\_Id 09) and the Mayne\_SC\_010 subcatchment (Subcatchment\_Id 09\_17). The Site is located on the Dublin groundwater body (GWB) (IE\_EA\_G\_008) which is *Not at risk* of not meeting its WFD objectives. The quality status of this GWB has been classified by the EPA (2022) as having an overall 'Good' water quality status (for the period 2013-2018) and the level of groundwater vulnerability of the Site is classified as *Low*. The aquifer type within the Site boundary is a *Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones*. (EPA, 2022). Based on the GSI database (2022) the bedrock beneath the site is mapped as the Malahide Formation - Argillaceous bioclastic limestone, shale (Stratigraphic Code ML). The soil is classified as *Elton (Fine loamy drift with limestones)* and the subsoil is classified as *Limestone till (Carboniferous)* (EPA, 2022).

Having regard to the criteria below which have been subject to analysis, it is considered that the Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.

### **2.9.3.2 Watercourses**

The Site is located on the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment (Catchment\_Id 09) and the Mayne\_SC\_010 subcatchment (Subcatchment\_Id 09\_17). The nearest watercourse to the Proposed Development is the River Mayne (Mayne\_01) which is located approximately 45 m north of the Site. The River Mayne was assigned a Q value of 2-3 (i.e. *Poor* quality) in the most recent EPA water quality assessment carried out (2019, Station Code RS09M030500). The River Mayne is *At Risk* of not achieving its status objectives under the Water Framework Directive (EPA, 2022). The Mayne River ultimately outfalls to Baldoyle Bay SAC and SPA.

The Infrastructure Report which has been prepared by Barrett Mahony Civil & Structural Consulting Engineers (June 2022) details the surface water and foul water drainage proposals. Surface water runoff from the Proposed Development will be managed in accordance with the principles of the GSDS and Dublin City Council's requirements, and all current guidelines, including CIRIA SuDS Guidelines. SuDS features proposed for the development include the following:

- Green Roofs – Sedum;
- Green Roofs – Extensive;
- Green Roofs – Intensive;
- Permeable Paving;
- Attenuation Storage;
- Interception Storage;
- Treatment Storage.

The key impacts during the proposed construction and demolition works relate to the potential for siltation and pollution of watercourses and groundwater from works or associated spillages. Appropriate surface water management and discharge measures, as set out in the CEMP Barrett Mahony Civil & Structural Consulting Engineers, June 2022), will be undertaken to ensure no significant impacts arise to the water quality of the River Moyne.

### 2.9.3.3 Coastal Zones

It is considered unlikely that there will be any significant effects on the river network waterbodies in the vicinity of the Site, as appropriate drainage will be incorporated into the design of this Proposed Development to prevent any impact on water quality through possible fine sediments of pollutants that could arise through the construction and demolition works. Therefore, no impacts on coastal zones or the marine environment are likely to arise.

Furthermore, the AA Screening Report and NIS prepared by BioSphere Environmental Services (June 2022) concluded that no coastal/marine European Sites within the Zone of Influence of the Proposed Development will experience significant effect.

### 2.9.3.4 Mountain and Forest Areas

There are no mountainous or forested areas directly bounding the Proposed Development. The Construction, Demolitions or Operational Phase of the Proposed Development will have no impact on mountains or forested areas.

### 2.9.3.5 Nature Reserves and parks

There are no nature areas or parks that will be affected by this development.

### 2.9.3.6 Nationally Designated Sites

Within a 15km radius of the Site, there are no Natural Heritage Areas (NHAs) and 15 no. proposed Natural Heritage Areas (pNHAs) which are detailed in Table 4.

Table 4: Proposed Natural Heritage Areas

Site Code	Site Name	Distance to Proposed Development	Location
<b>Natural Heritage Areas (NHA)</b>			
N/A			
<b>Proposed Natural Heritage Areas</b>			
001763	Sluice River Marsh	2.9 km	North East
001208	Feltrim Hill	3.3 km	North
000199	Baldoyle Bay	3.1 km	East
000205	Malahide Estuary	5.6 km	North East
000208	Rogerstown Estuary	11.3 km	North East
000204	Lambay Island	13.9 km	North East
000178	Santry Demesne	3.8 km	East
000206	North Dublin Bay	3.7 km	South East

002103	Royal Canal	6.8 km	South West
002104	Grand Canal	7.8 km	South West
000210	South Dublin Bay	7.4 km	South
001206	Dalkey Coastal Zone And Killiney Hill	13.2 km	South
000128	Liffey Valley	12.9 km	South West
000203	Ireland's Eye	7.7 km	East
000202	Howth Head	7.2 km	South East

### 2.9.3.7 European Sites

The Proposed Development is not located within a designated European site. There are 8 no. sites located within a 15km radius of the Site that are identified as Special Protection Areas (SPA) and 9 no. sites located within a 15km radius of the Site that are identified as Special Areas of Conservation (SAC). The designated and protected sites located within a 15km radius of the site are summarised below in Table 5:

*Table 5: Designated and Protected Sites*

Protected Site Classification	Site Name	Site Code	Distance to Site (km)	Location
<b>Special Protection Area (SPA)</b>	Baldoyle Bay SPA	IE004016	3.0	East
	North Bull Island SPA	IE004006	3.8	South-East
	South Dublin Bay and River Tolka Estuary SPA	IE004024	5.3	South
	Malahide Estuary SPA	IE004025	5.2	North
	Ireland's Eye SPA	IE004117	7.3	East
	Howth Head Coast SPA	IE004113	8.6	South-East
	Rogerstown Estuary SPA	IE004015	10.4	North
	Lambay Island SPA	IE004069	13.4	North-East
<b>Special Area of Conservation (SAC)</b>	Baldoyle Bay SAC	IE000199	3	East
	North Dublin Bay SAC	IE000206	3.4	South-East

Protected Site Classification	Site Name	Site Code	Distance to Site (km)	Location
	Malahide Estuary SAC	IE000205	5.4	North
	Howth Head SAC	IE000202	7.2	South-East
	South Dublin Bay SAC	IE000210	7.2	South
	Rockabill to Dalkey Island SAC	IE003000	7.7	South-East
	Ireland's Eye SAC	IE002193	7.4	East
	Rogerstown Estuary SAC	IE000208	10.3	North
	Lambay Island SAC	IE000204	13.5	North-East

The Proposed Development is located 3.0 km from the nearest European sites (Baldoyle Bay SAC and Baldoyle Bay SPA). The surface water from the site will be discharged the River Mayne, which ultimately leads to Baldoyle Bay. The Appropriate Assessment Screening Report which will be prepared for the Proposed Development will detail any significant impacts on European Sites as a result of the Proposed Development.

### **2.9.3.8 Environmental Quality Standards**

It is not expected that any environmental quality standards will be exceeded by Construction, or Operational Phases of this Proposed Development.

There will be no direct discharges to groundwater or surface water during the Construction Phase of the Proposed Development. The Infrastructure Report prepared by Barrett Mahony Civil & Structural Consulting Engineers (June 2022) details the surface water and foul water drainage plans.

As part of the overall project methodology, sediment and water pollution control risks arising from construction and demolition-related surface water discharges will be considered. All works carried out as part of these works will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the contractor will cooperate in full, with the Environment Section of Dublin City Council in this regard.

### **2.9.3.9 Densely Populated Areas**

The catchment area for the Proposed Development is defined as a 1km radius from the site which intersects 4 no. Electoral Division Areas (ED's). Only ED's which were wholly or predominantly situated within the defined radius are included, to ensure relevance of results. The ED's are as follows:

- Balgriffin
- Priorswood C
- Grange A
- Ayrfield

The total population for the combined electoral districts was 23,302 (Census 2016).

The Traffic Impact Assessment (Barret Mahony Civil & Structural Consulting Engineers, June 2022) concluded that the traffic impact of the Proposed Development will be minimum, increasing flows at its major critical junctions with the local road network by a maximum of 2.5%, which is significantly below the threshold at which a formal traffic impact assessment is required

The Proposed Development will provide a positive contribution towards the ever-increasing demand for residential units. It is further noted that there is potential for economic benefits through the creation of jobs during the Construction, Demolitions and Operational Phases.

The Proposed Development is well served by public transport. There are a number of Dublin Bus services in close proximity to subject site including route numbers 42 and 43 are served by a bus stop approximately 550m to the south of the subject site. Route numbers 15, 27 and 27X are serviced by a bus stop approximately 550m to the southeast of the subject site. Clongriffin Rail Station is located approximately 2.7km east of the subject site on Station Way which is easily accessible on foot (34 minutes), via bicycle (12 minutes) or bus (using service No. 15). Dart services (Bray/Greystones and Malahide) call at Clongriffin Station with regular services throughout the day serving the destinations of Greystones, Malahide, Dublin Pearse, Bray and Dún Laoghaire. Furthermore, the Dublin to Drogheda/Dundalk rail service also calls at this station.

It is predicted that there will be no likely significant impacts on the environment with regard to the geographic location of densely populated areas.

### ***2.9.3.10 Landscapes and Sites of Historical, Cultural or Archaeological Significance***

There no sites relating to the Sites and Monuments Record (SMR), the Record of Monuments and Places (RMP) or the National Inventory of Architectural Heritage located within the Site boundary. The closest site is Washington Memorial Tower (Reg. No. 11350025) which located 0.2 km west of the Proposed Development. As no sites of architectural heritage are located within the site boundary, they will not be affected by the construction and operation of the Proposed Development.

### ***2.9.3.11 Designated Focal Points / Views***

There are no protected views, rights of way or planned pieces of strategic infrastructure or any important tourist sites affected in any way by the Proposed Development.

## **2.10 Characteristics of the Potential Impacts**

### **2.10.1 Extent of the Impact**

It is not predicted that significant physical effects will be experienced beyond the project works area. The immediate area of the Proposed Development may experience a minor impact during the Construction and Demolition Phases in terms of pollution and nuisance, however the works are not of such a scale or extent that are considered likely to cause significant effect on the environment or on the population in the vicinity.

The Operation Phase of the Proposed Development will result in an increase in population in the area; however, due to the nature and scale of the proposed activities for this Proposed

Development, there are no significant impacts envisaged on the geographical area and size of the affected population in the area. The Operation Phase will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area.

### **2.10.2 Transboundary Nature of the Impact**

The effects of the Proposed Development are local in nature and there are no transboundary impacts associated with the Proposed Development. The geographical extent and population likely to be affected is limited and significant environmental effects are unlikely to arise.

### **2.10.3 Magnitude and Complexity of the Impact**

During construction and demolition, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of these phases. The control measures outlined in the CEMP (Barrett Mahony Civil & Structural Consulting Engineers, June 2022) will ensure that there will be no nuisance or impacts from the Construction or Demolition Phase of Proposed Development beyond the Site boundary. Any potential nuisances will be controlled through careful pre-project planning and effective site management.

There are no aspects to the Proposed Development which are considered to be of unusual magnitude or complexity, and any potential impacts are considered to be consistent with projects of this scale.

During operation, a positive impact may be realised, as this Proposed Development will facilitate the provision of higher density residential accommodation in proximity to high frequency public transport, employment locations and services and facilities which can meet the housing needs of a greater number of persons and will address the housing shortage and the significant demand that exists in Dublin.

#### **2.10.3.1 Air Quality and Climate**

The Proposed Development involves construction and demolition works which may temporarily impact on air quality due to dust emissions. According to the Institute of Air Quality Management (2014), the main air quality impacts associated with construction and demolition are:

- Dust deposition and surface soiling;
- Visible dust plumes;
- Elevated PM10 concentrations due to dust generating activities onsite;
- Increase in airborne particles and nitrogen dioxide due to exhaust emissions from diesel powered vehicles and machinery onsite and vehicles accessing the Site.

Any potential dust impacts will be localised in nature and last only for the duration of these works. Nevertheless, control measures will be implemented for the duration of this phase for all potential ambient air quality impacts as set out in the CEMP. The objective of dust control at the Site is to ensure that no significant nuisance occurs at nearby sensitive receptors. In order to develop a workable and transparent dust control strategy, the following management plan has been formulated by drawing on best practice guidance from Ireland, the UK and the USA. Effective site management regarding dust emissions will be ensured by the formulation of a dust management plan (DMP) for the site. The key features of the DMP are:

- The specification of a site policy on dust;
- The identification of the site management responsibilities for dust;
- The development of documented systems for managing site practices and implementing management controls;
- The development of means by which the performance of the dust management plan can be assessed.

The aim is to ensure good site management by avoiding dust becoming airborne at source. This will be done through good design and effective control strategies. At the construction planning stage, the siting of construction activities and storage piles will take note of the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. In addition, good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or using effective control measures quickly before the potential for nuisance occurs:

- During working hours, technical staff will be on site and available to monitor dust control methods as appropriate;
- Complaint registers will be kept on site detailing all telephone calls and letters of complaint received in connection with construction activities, together with details of any remedial actions carried out;
- It is the responsibility of the contractor at all times to demonstrate full compliance with the dust control conditions herein;
- At all times, the procedures put in place will be strictly monitored and assessed.

The dust minimisation measures will be reviewed at regular intervals during the construction phase to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust through the use of best practice and procedures. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed and satisfactory procedures implemented to rectify the problem. Specific dust control measures to be employed are as follows (CEMP, Barrett Mahony Civil & Structural Consulting Engineers, June 2022):

- A speed restriction of 20 km/hr will be applied as an effective control measure for dust for on-site vehicles;
- Bowsers will be available during periods of dry weather throughout the construction period. Research has found that the effect of watering is to reduce dust emissions by 50%. The bowser will operate during dry periods to ensure that unpaved areas are kept moist. The required application frequency will vary according to soil type, weather conditions and vehicular use;
- Any hard surface roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced roads shall be restricted to essential site traffic only.
- During dry and windy periods, and when there is a likelihood of dust nuisance, a bowser will operate to ensure moisture content is high enough to increase the stability of the soil and thus suppress dust.
- Overburden material will be protected from exposure to wind by storing the material in sheltered regions of the site;

- Regular watering will take place to ensure the moisture content is high enough to increase the stability of the soil and thus suppress dust. The regular watering of stockpiles has been found to have an 80% control efficiency.
- Vehicles delivering material with potential for dust emissions to an off-site location will be enclosed or covered with tarpaulin at all times to restrict the escape of dust;
- Public roads outside the site will be regularly inspected for cleanliness, as a minimum on a daily basis, and cleaned as necessary. A road sweeper will be made available to ensure that public roads are kept free of debris.
- If practicable, a wheel wash facility will be employed at the exit of the site so that traffic leaving the site compound will not generate dust or cause the build-up of aggregates and fine material in the public domain.
- The specification of a site policy on dust and the identification of the site management responsibilities for dust issues;
- The development of a documented system for managing site practices with regard to dust control;
- The development of a means by which the performance of the dust minimisation plan can be monitored and assessed;
- The specification of the measures to be taken to control dust emissions before it occurs and effective measures to deal with any complaints received.

There is the potential for combustion emissions from onsite machinery and traffic derived pollutants of CO<sub>2</sub> and N<sub>2</sub>O to be emitted as a result of the proposed construction works. However, in this case, the effect on national GHG emissions will be insignificant in terms of overall national contributions and Ireland's obligations under the Kyoto Protocol and therefore will have no considerable impact on climate.

In relation to traffic generation, the highly accessible nature of the Proposed Development combined the scale and nature of the development predispose the development to a sustainable transport model which will significantly reduce the demand to travel by car. The Proposed Development is appropriately and sustainably located with easy accessibility to very high quality and frequency public transport services and is also well served by pedestrian and cycle linkages locally. A Traffic Impact Assessment was carried out by Barrett Mahony Civil & Structural Consulting Engineering (June 2022). The report concluded that the traffic impact of the Proposed Development will be minimum, increasing flows at its major critical junctions with the local road network by a maximum of 2.5% which is significantly below the threshold at which a formal traffic impact assessment.

An Energy Strategy and BER Report has been prepared by JV Tierney & Co (May 2022) and provides an overview of how the project intends to integrate sustainability as a key strategy into the development's design. The proposed residential aspects of the development will comply with Part L 2021 (Dwellings), and Part L 2021 (Buildings Other Than Dwellings) for non-residential areas and has an indicative Building Energy Rating (BER) of A2. The strategy approach to the design of the facilities is firstly to maximise the passive measures of the buildings (insulation, solar gains, daylight, etc.) and then apply the most efficient active measures (Heat Pumps, LED lighting, etc). The preliminary DEAP assessment shows an indicative EPC and CPC compliant apartment building in accordance with Part L of the Building Regulations 2021.



A Daylight & Sunlight Assessment has also been collated by Digital Dimensions (June 2022) for the Proposed Development. This assessment concluded that the Proposed Development meets the recommendations of the BRE guidelines.

### **2.10.3.2 Noise and Vibration**

There will be an increase in noise and vibration levels during the Construction Phase. However, these impacts will be localised, intermittent, and last only for the duration of this phase. It is not considered that noise levels from the Proposed Development will be significant during these works due to the existing urban nature of the surrounding environment. Nevertheless, the Proposed Development will comply with BS 5228 “Noise Control on Construction and open sites Part 1: Code of practice for basic information and procedures for noise control”.

The potential of any item of plant to generate noise will be assessed prior to the item being brought onto the site.

- Consideration of Alternatives
- Information to be submitted by the contractor
- In-situ Noise Measurement

Noise control audits will be conducted at regular intervals through the construction phase of the development. In the first instance it is envisaged that such audits will take place on a monthly basis. This subject to review and the frequency of audits may be increased if deemed necessary. The purpose of the audits will be to ensure that all appropriate steps are being taken to control construction noise emissions. To this end, consideration will be given to issues such as the following as outlined in the CEMP (Barrett Mahony Civil & Structural Consulting Engineers, June 2022):

- Hours of operation being correctly observed
- Opportunities for noise control ‘at source’
- Optimum siting of plant items
- Plant items being left to run unnecessarily
- Correct use of proprietary noise control measures
- Materials handling
- Poor maintenance
- Correct use of screening provided and opportunities for provision of additional screening.

Redkite Environmental Ltd. was commissioned by Camgill Property a Tri Ltd. To complete a Noise and Vibration Impact Assessment report in support of the planning application (Redkite Environmental Ltd, June 2022).

The assessment report concluded that, the Site of the Proposed Development in Northern Cross is typical of an urban/suburban area. Overhead aircraft is the main transportation noise source affecting the site. Distant traffic is audible but not significant. The Site is classified as low noise risk rating for future residential development and falls within interim desirable noise criteria. Elevated noise is expected to occur at times during the temporary Site development and construction phases however this will be controlled to comply with standard criteria for these phases of development. In the long term, the operational phase is not expected to significantly impact on existing Noise Sensitive Receptors (NSRs) given the nature of the

development. External amenity criteria as specified in BS8233:2014 are expected to be achieved in all communal amenity areas. The proposed landscaping will also positively benefit future resident's enjoyment and qualitative perception of the amenity soundscape. Due to the potential for the  $LA_{max}$  night-time criterium to be exceeded more than 10 times with open windows, at a minimum, moderate level performance glazing units are recommended based on external  $LA_{max}$  noise levels associated with aircraft. Where passive ventilation systems are proposed it is recommended that this are acoustically attenuated and ceiling insulation to roof apartments be enhanced for prevention of aircraft noise intrusion.

The report outlined the following mitigation measures:

- A Site Representative will be appointed for matters related to noise and vibration;
- Any complaints received will be thoroughly investigated;
- A written complaints log will be maintained by the Site Representative. This will, at a minimum, record complainant's details (where agreed) the date and time of the complaint, details of the complaint including where the effect was observed, corrective and preventative actions taken and any close-out communications. This will ensure that the concerns of NSRs who may be affected by site activities are considered during the management of activities at the site;
- Noise monitoring with capability for real-time review both on-site and remotely will be conducted at the nearest NSR;
- In the event of exceedance of the limits at the NSR, works will be ceased and measures implemented immediately to ensure that the limits are complied with including temporary acoustic screening used directly to surround particularly noisy equipment when in use;
- Standard hoarding will be placed around the site. This will provide further attenuation of noise to ground floor level at the nearest NSR. It will also provide some additional attenuation to other floors when equipment is in operation close to the boundary;
- The operation of certain pieces of equipment, where substitution etc cannot be carried out will be managed through monitoring and timing of use to ensure that the threshold values/criteria specified are complied with;
- During the construction phase all equipment will be required to comply with noise limits set out in EC Directive 2000/14/EC and the 2005/88/EC amendment on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors. The directive covers equipment such as compressors, welding generators, excavators, dozers, loaders and dump trucks.

Vibration monitoring is recommended when sources potentially likely to cause vibration impact will be in use. In this regard, test monitoring will be conducted with the equipment on at low levels before increasing incrementally to operational levels if deemed necessary. Works will be ceased, and mitigation measures implemented during the construction phase where monitoring detects vibration levels associated with the construction phase of the facility above the relevant guidance values set out in the Noise and Vibration Impact Assessment report.

The Noise and Vibration Impact Assessment report also outlined the following mitigation measures which apply in the longterm (Redkite Environmental Ltd, June 2022):

- During construction, it is recommended that the final specifications for glazing, roof and ventilation grilles (where applicable) take account of the criteria in Table 12 and

LA<sub>max</sub> values and spectra specified in Table 3 of the noise report. As noted in Section 7.2 of the Noise and Vibration Impact Assessment report, at a minimum, moderate performance glazing units will be required. Final specifications should be approved by an acoustic specialist at detailed design stage for all units;

- During construction, it is recommended that glazing suppliers provide laboratory tests confirming the sound insulation performance to BSEN ISO 140 Part 3 1995 and BS ENISO 717, 1997.

### **2.10.3.3 Soils and Geology**

The Site is located on the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment (Catchment\_Id 09) and the Mayne\_SC\_010 subcatchment (Subcatchment\_Id 09\_17). The Site is located on the Dublin groundwater body (GWB) (IE\_EA\_G\_008) which is *Not at risk* of not meeting its WFD objectives. The quality status of this GWB has been classified by the EPA (2022) as having an overall 'Good' water quality status (for the period 2013-2018) and the level of groundwater vulnerability of the Site is classified as *Low*.

The aquifer type within the Site boundary is a *Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones*. (EPA, 2022). Based on the GSI database (2022) the bedrock beneath the site is mapped as the Malahide Formation - Argillaceous bioclastic limestone, shale (Stratigraphic Code ML). The soil is classified as *Elton (Fine loamy drift with limestones)* and the subsoil is classified as *Limestone till (Carboniferous)* (EPA, 2022).

All waste soil will be managed in line with the CDWMP for the Site. Any soil generated as part of the construction works will be managed to ensure appropriate handling and disposal in accordance with Irish and EU legislative requirements.

There will be no direct discharges to ground or surface water during the Construction Phase of the Proposed Development.

There are no protected Geological Heritage Sites in the vicinity of the Proposed Development that will be impacted by the Proposed Development.

### **2.10.3.4 Hydrology and Hydrogeology**

Surface water runoff will be managed in accordance with the Greater Dublin Strategic Drainage Study (GDSDS), and the policies, guidelines and the requirements of Dublin City Council. In accordance with the GDSDS, it is proposed to incorporate Sustainable Urban Drainage Systems (SuDS) into the surface water drainage design, for the management of storm-water runoff from the development. This SuDS strategy will attenuate surface-water runoff rates and volumes; reduce pollutant concentrations in surface water; replicate the natural characteristics of surface water runoff for the site in its pre-developed state. SuDS features proposed for the development which will be outlined in detail within the Infrastructure Report (Barrett Mahony Civil & Structural Consulting Engineers, June 2022) include the following:

- Green Roofs – Sedum;
- Green Roofs – Extensive;
- Green Roofs – Intensive;
- Permeable Paving;

- Attenuation Storage;
- Interception Storage;
- Treatment Storage.

A Site Specific Flood Risk Assessment Report prepared by Barrett Mahony Civil & Structural Consulting Engineers (June 2022) outlined the location of the Proposed Development in relation to Flood Zones and whether the lands are suitable for development. The subject site is located within Flood Zone 'C'. Flood Zone "C" lands are suitable for all types of land use, including residential developments which are classified as "highly vulnerable" in the The Flood Risk Management Guidelines.

#### **2.10.3.5 Biodiversity**

The areas surrounding the Proposed Development Site have been continuously developed with the protection of the surrounding ecological environment in mind. The Proposed Development is not perceived to have an adverse impact on biodiversity.

An AA Screening Report and NIS prepared by BioSphere Environmental Services (June 2022) has considered the potential impacts of the Proposed Development on the integrity of the relevant Europe Sites located within 15km of the site. The report concluded that beyond reasonable scientific doubt, that it can be clearly demonstrated that no elements of the Proposed Development (subject to construction related and operational phase mitigation measures) will result in any impact on the integrity or Qualifying Interests/Special Conservation Interests of any relevant Europe site, either on their own or in-combination with other plans or projects, in light of their conservation objectives.

An Arboricultural Assessment prepared by Murray & Associates Landscape Architecture (June 2022). As per the Arboricultural Assessment, protective fences will be erected before the commencement of any excavation works on site. Trees and hedgerows that are destined to be retained will be protected by barriers, signage, and/or ground protection prior to any materials or machinery being brought on site and prior to any development, or soil stripping taking place. Areas that are designated for new plantings will be similarly protected. All operations during the Construction phase will be in accordance with BS 5837: 2012, *Trees in relation to design, demolition and construction*. Subject to the implementation of the mitigation measures, there will be no significant impact on the trees on site. The Proposed Development will have a positive impact on tree cover on site, and the existing tree cover will not be affected. The development will result in an overall net positive impact to the tree cover in this particular location

#### **2.10.3.6 Archaeology, Architecture and Cultural Heritage**

There are two recorded monuments within 500m of the site, a ring-ditch (DU015-116), c.130m north and a ringfort (DU015-033), c.250m northwest of the Proposed Development area. Recent archaeological testing has proven these recorded monuments to be landscape features associated with the former Belcamp estate as opposed to archaeological features as recorded (Licence Ref.: 16E0193, Bennett 2016:029).

An Archaeological Assessment was carried out by Irish Archaeological Consultancy Ltd (June 2022). The assessment outlines that the Proposed development area has been subject to a large degree of previous disturbance that is likely to have removed any archaeological features

that may have been present. No negative impacts are predicted upon the archaeological resource as a result of future development going ahead. No further archaeological mitigation is deemed to be necessary as part of the development.

### **2.10.3.7 Material Assets and Land**

The proposed connection to the development site is to be off the existing water main in Mayne River Avenue. It is proposed that a new 150mm diameter connection is constructed to supply the new development site. A pre-connection enquiry was submitted to Irish Water, and a Confirmation of Feasibility letter was obtained.

Electricity to the Site shall be provided via the national grid. It is not anticipated that the Proposed Development shall require such quantities of these material assets which are sufficient to result in significant impacts on the surrounding environment.

The Proposed Development is not considered to require permanent interference with lands used by the community; the Site of the Proposed Development is currently largely greenfield in nature. The site also contains a vacant dwelling, which is to be demolished to facilitate the new development.

All construction waste will be disposed of using appropriately authorised waste disposal or materials recovery facilities. The Operational Phase of the Proposed Development will be operated in accordance with the Operational Waste Management Plan (OWMP). All waste will be collected by appropriately authorised waste collection contractors and will be disposed of using appropriately authorised waste disposal or materials recovery facilities.

Therefore, it is considered that there is sufficient capacity to service the Proposed Development in this aspect.

### **2.10.3.8 Landscape and Visual Amenity**

The site is not located in an area subject to on any designated views or prospects within the Dublin City Development Plan 2016-2022. Photomontages and CGI's of the Proposed Development has been prepared by Digital Dimensions (June 2022) to demonstrate the visual impact of the scheme. These images illustrate that there will be very limited visual impact within Northern Cross given the permitted development in the area.

A Landscape and Visual Impact Assessment (LVIA) has been carried out by Murray & Associates for the Proposed Development (May 2022).

The LVIA assessed the impact of the Proposed Development on No. 12 viewpoints. The assessment concluded The Proposed Development will overall have an overall positive effect on the landscape character of the site due to the public realm improvements, the additional of a vibrant and lively streetscape and the re-activation of the Mayne River from a pedestrian perspective. The high quality development can be considered a new landmark for the Northern Fringe area. The Proposed Development's form and materials are coherent with the urban fabric of the area, will blend with the activities along the street and enrich the character of the surrounding area. The 8-10 storey proposed buildings are taller than some adjacent buildings which have 6 storeys but will generally sit within the City skyline and become an integrated element of the built environment.

In visual terms, there will be an improvement in the streetscape around the building for users of the public realm who will experience positive visual impacts due to the new street trees, paving, lighting, etc. From a wider city scale, the Proposed Development will result in generally imperceptible visual impact to a slightly negative visual impact within the wider area. Over time, there will be no perceivable visual impact from distant views as the proposed buildings will be seen as integrated into the city skyline.

The Proposed Development will have a predominantly positive impact at the local scale, and will be in keeping with policies of the Dublin Development Plan objectives regarding:

- Increased density in urban locations
- Flexibility regarding building heights
- Improved public realm

Therefore, on examination of the above, the Proposed Development will not have adverse impact on the landscape or visual amenity in the area.

#### **2.10.3.9 Population and Human Health**

The CEMP will ensure that all applicable environmental health and safety regulations are complied with throughout the Construction Phase thereby ensuring that this phase of the Proposed Development will not result in significant effects on human health or the environment (Barrett Mahony Civil & Structural Consulting Engineers, June 2022).

The Construction and Operational Phases of the Proposed Development will provide for an increase of employment in the area which is believed to have a positive impact on human health.

The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area.

The Transport Impact Assessment (Barret Mahony Civil & Structural Consulting Engineers, June 2022) has determined that the potential impact of the Proposed Development is minimal.

Therefore, on examination of the above, it is concluded that the Proposed Development is not likely to have any significant adverse impact on population and human health.

#### **2.10.3.10 Resource and Waste Management**

All construction and demolition waste will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of licensed waste collection/waste disposal facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. A CDWMP has been prepared for the Proposed Development by Barret Mahony Civil & Structural Consulting Engineers (June 2022) which provides information necessary to ensure that the management of construction and demolition (C&D) waste at the site is undertaken in accordance with current legal and industry standards including the Waste Management Acts 1996, (as amended) and associated Regulations, Protection of the Environment Act 2003 (as amended with EPA Acts 1992 to 2013), Litter Pollution Act 1997 (as amended), and the relevant Waste Management Plans. The CDWMP aims to ensure

maximum recycling, reuse, and recovery of waste with diversion from landfill, wherever possible.

During the Operational Phase, all waste will be collected by appropriately authorised waste collection contractors and will be disposed of using authorised waste disposal or materials recovery facilities. An Operational Waste Management Plan (OWMP) (Kevin Carron Property Consultants Ltd, June 2022) has been prepared for the Proposed Development. The goal of the OWMP is to encourage the reduction of waste and where waste is generated, it will ensure this is dealt with in an effective and compliant manner. A facilities management company will be appointed to manage the Proposed Development during the Operational Phase, who in turn will have a suitably qualified Waste Services Manager to ensure that waste is correctly and efficiently managed throughout the development.

#### **2.10.3.11 Interactions**

When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction. In practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most inter-relationships are neutral in impact when appropriate control measures are incorporated into the operation of the Proposed Development.

#### **2.10.3.12 Probability of the Impact**

No significant environmental impacts are predicted for the Proposed Development.

The CEMP will ensure that all applicable environmental health and safety regulations are complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.

The Construction and Operational Phases of the Proposed Development will provide for an increase of employment in the area which is believed to have a positive impact on human health.

Increased noise levels may intermittently occur during the duration of the construction works. Any increase in noise levels is not considered as being significant in nature or sufficient to cause environmental impacts of significance as per the CEMP and noise assessment report.

The implementation of the measures and strategies detailed in the CEMP, CDWMP, Infrastructure Report in conjunction with best environmental practice and the appropriate management and maintenance of the Proposed Development, will ensure that the likelihood of adverse environmental impacts occurring as a result of the Proposed Development is low.

#### **2.10.3.13 Duration, Frequency, and Reversibility of the Impact**

Any potential impacts associated with the Construction Phase of the Proposed Development will be temporary and characteristic of a typical urban development project. Negative impacts such as noise or dust during the Construction and Demolition Phases will be temporary and reversible through the correct implementation of the appropriate control measures as per the CEMP. Permanent, positive impacts will be experienced as a result of the Proposed Development in terms human health.

According to the Terrestrial Ecology Report, it is considered that based on the successful implementation of the proposed works and control measures, the biodiversity of the site and

local area will not be adversely affected by the Proposed Development. With mitigation in place, the Proposed Development is not expected to have any adverse effects on sites designated for nature conservation (BioSphere Environmental Services, June 2022).



### 3 SUMMARY OF ASSESSMENT FINDINGS

A summary of the findings resulting from this assessment are presented in Table 6:

*Table 6: Summary of Assessment Findings*

<b>Characteristics of Permitted Project</b>	
<b>Size of the Subject Site</b>	The Proposed Development is located on a 0.76 ha site.
<b>Cumulation with other Projects</b>	It is not considered that cumulative impacts from the Proposed Development and other existing offsite projects are likely to result in significant effects on the environment.
<b>Use of Natural Resources</b>	It is not foreseen that any extensive use of natural resources is required for the Proposed Development.
<b>Production of Waste</b>	<p>There will be an increase in waste in the form of construction and demolition waste, during the Construction Phase of the Proposed Development. However, this waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of authorised waste collection and disposal facilities, it is not predicted that the production of waste will cause any significant effects on the environment.</p> <p>There will be an increase in municipal waste during the Operational Phase of the Proposed Development. All waste will be segregated into separate waste types and collected by appropriately authorised waste collection contractors and will be disposed of using suitably authorised waste treatment facilities.</p>
<b>Pollution and Nuisances</b>	The Construction and Demolition Phases will give rise to temporary nuisances the most significant of which will be noise and dust. However, it is not predicted that these impacts will be significant, as they will be intermittent and temporary. Adequate control measures will be implemented for the duration of the Proposed Development as outlined within the CEMP, CDWMP and OWMP.
<b>Risk of Major Accidents and/or Disasters</b>	During operations, it is anticipated that the risk of accidents and/or disasters will be insignificant due to adherence to emergency type specific corrective action measures for potential spillages or fire.
<b>Risk to Human Health</b>	During the Construction and Operational Phase, due to best management practices and good housekeeping, it is not foreseen that there will be any negative impacts to human health.
<b>Location of the Project</b>	
<b>Existing and Approved Land Use</b>	Any potential impacts from the Proposed Development on the existing land use of the area are not considered significant. The Proposed Development is in line with the land use zoning objectives of the Dublin City Development Plan 2016-2022.

<b>Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources</b>	The impacts are considered to be negligible for the Proposed Development in relation to the regenerative capacity of natural resources in the area.
<b>Absorption Capacity of the Natural Environment</b>	Having regard to the criteria which have been subject to analysis, it is considered that the Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.
<b>Characteristics of Potential Impacts</b>	
<b>Extent of the Impact</b>	<p>The impacts are considered to be insignificant with regards to the Proposed Development , due to the nature and scale of the proposed construction and demolition works and the implementation of appropriate control measures. It is not predicted that any significant physical effects will be experienced beyond the project works area during the Construction Phase and the geographical extent is perceived to be small.</p> <p>The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area.</p>
<b>Transboundary nature of the Impact</b>	There are no transboundary physical impacts envisaged for this project.
<b>Magnitude and Complexity of the Impact</b>	<p>During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The control and mitigation measures identified in the CEMP will ensure that there will be no pollution or nuisances from the Construction Phase of Proposed Development beyond the Site boundary.</p> <p>During operation, a positive impact may be perceived, as this development will facilitate the provision of higher density residential accommodation and office space.</p> <p>There are no aspects to the Proposed Development which are considered to be of unusual magnitude or complexity, and any potential impacts are considered to be consistent with projects of this scale.</p>
<b>Probability of the Impact</b>	<p>No significant environmental impacts are predicted for the Proposed Development. The CEMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.</p> <p>Increased noise levels may intermittently occur during the duration of the construction works. Any increase in noise levels is not considered as being significant in nature or sufficient to cause environmental impacts of any significance. Guidelines and defined operational measures detailed in the CEMP will be adhered to during all stages of the works in order to further reduce the possibility of such nuisances occurring.</p>

<p><b>Duration, Frequency and Reversibility of the Impact</b></p>	<p>Any potential impacts associated with the Construction Phase of the Proposed Development will be temporary and characteristic of a typical urban development project. No adverse medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.</p> <p>The Proposed Development will cause permanent visual changes to the landscape. The scale of the Proposed Development is considered to integrate appropriately with its surroundings, where there is a precedent for similar and even greater heights within the Northern Cross development. No key views affected by the site, nor key landmarks.</p> <p>No adverse medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.</p>
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#### 4 EU LEGISLATION CONSIDERATION IN ACCORDANCE WITH ARTICLE 299B (1)(B)(II)(II)(C)

EU Legislation	Nature of the assessment completed	Conclusion of the assessment	How taken into account
Directive 92/43/EEC, The Habitats Directive	<ul style="list-style-type: none"> <li>• Screening Report for Appropriate Assessment and Natura Impact Statement</li> <li>• Arboricultural Report</li> <li>• Terrestrial Ecology Report</li> <li>• Landscape and Visual Impact Assessment</li> </ul>	No significant impact once proposed control measures are implemented.	Refer Section 3.7.3.5, Section 3.8.3.5 and Section 3.6.2.
Directive 2000/60/EC, EU Water Framework Directive	<ul style="list-style-type: none"> <li>• Screening Report for Appropriate Assessment and Natura Impact Statement</li> <li>• Flood Risk Assessment Report</li> <li>• Construction and Environmental Management Plan</li> <li>• Infrastructure Report</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 1.3.1, Section 3.6.2, Section 3.6.3, Section 3.6.4, Section 3.8.3.10, Section 3.6.2, Section 3.6.6, Section 3.7.3.2, Section 3.7.3.6 and Section 3.8.3.4
Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive)	<ul style="list-style-type: none"> <li>• The Dublin City Development Plan 2016-2022</li> <li>• The Dublin City Biodiversity Action Plan 2021-2025</li> <li>• The Dublin City Strategic Environmental Assessment (SEA)</li> <li>• The Dublin City Development Plan 2016-2022 [Strategic Flood Risk Assessment]</li> <li>• Environmental Impact Assessment Screening Report</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 3.6 of this report
Directive 2002/49/EC on the assessment and management of environmental noise	<ul style="list-style-type: none"> <li>• Construction and Environmental Management Plan</li> <li>• Noise and Vibration Impact Assessment</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 3.6.4 and Section 3.8.3.2 of this report
Directive 2008/50/EC on ambient air quality and cleaner air for Europe	<ul style="list-style-type: none"> <li>• Construction and Environmental Management Plan</li> <li>• Traffic and Transport Assessment Report</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 1.3.1, Section 3.6.1, Section 3.6.2, Section 3.6.3, Section 3.6.4, Section 3.8.3.2 and Section 3.8.3.10
Directive 2007/60/EC on the assessment and management of flood risks	<ul style="list-style-type: none"> <li>• Flood Risk Assessment Report</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 3.7.3.2 and Section 3.8.3.4 of this report

Other relevant provision of EU law	Nature of the assessment completed	Results of the assessment	How taken into account
Birds Directive (79/409/EEC), Bern and Bonn Convention & Ramsar Convention.	<ul style="list-style-type: none"> <li>• Terrestrial Ecology Report</li> <li>• AA Screening and NIS</li> </ul>	No significant impact once proposed control measures are implemented.	Refer Section 3.7.3.5, Section 3.8.3.5 and Section 3.6.2.
Directive 2006/21/EC on the management of waste from extractive industries	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Directive (EU) 2018/850 on the landfill of waste	<ul style="list-style-type: none"> <li>• Construction and Environmental Management Plan</li> <li>• Construction and Demolition Waste Management Plan</li> <li>• Operational Waste Management Plan</li> </ul>	No significant impact	Refer to Section 1.3.1, Section 3.6.2, Section 3.6.3, Section 3.6.4 and Section 3.8.3.10
Directive 2008/98/EC on waste and repealing certain Directives as amended by Directive 2018/851/EU	<ul style="list-style-type: none"> <li>• Construction and Environmental Management Plan</li> <li>• Construction and Demolition Waste Management Plan</li> <li>• Operational Waste Management Plan</li> </ul>	No significant impact	Refer to Section 1.3.1, Section 3.6.2, Section 3.6.3, Section 3.6.4 and Section 3.8.3.10
Directive 2010/75/EU on industrial emissions	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Regulation (EC) No 166/2006 concerning the establishment of a European Pollutant Release and Transfer Register	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Directive 2000/14/EC on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors	<ul style="list-style-type: none"> <li>• Construction and Environmental Management Plan</li> <li>• Noise and Vibration Impact Assessment</li> </ul>	No significant impact	Refer to Section 3.6.4 and Section 3.8.3.2 of this report
Directive 2012/27/EU on energy efficiency	<ul style="list-style-type: none"> <li>• Energy Statement and BER Report</li> <li>• Daylight and Sunlight Assessment</li> </ul>	Positive impact	Refer to Section 3.8.3 of this report
Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the EU	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development</li> </ul>	N/A	N/A

<p>Regulation (EU) 2018/842 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013</p>	<ul style="list-style-type: none"> <li>• Energy Statement and BER Report</li> <li>• Daylight and Sunlight Assessment</li> </ul>	<p>Positive impact</p>	<p>Refer to Section 3.8.3 of this report</p>
<p>Regulation (EU) 2018/841 on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry in the 2030 climate and energy framework, and amending Regulation (EU) No 525/2013 and Decision No 529/2013/EU (Text with EEA relevance)Text with EEA relevance</p>	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development</li> </ul>	<p>N/A</p>	<p>N/A</p>
<p>Directive (EU) 2018/2001 on the promotion of the use of energy from renewable sources</p>	<ul style="list-style-type: none"> <li>• Energy Statement and BER Report</li> <li>• Daylight and Sunlight Assessment</li> </ul>	<p>Positive impact</p>	<p>Refer to Section 3.8.3 of this report</p>
<p>Regulation (EU) No 517/2014 on fluorinated greenhouse gases</p>	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development</li> </ul>	<p>N/A</p>	<p>N/A</p>
<p>Directive 2012/18/EU on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC</p>	<ul style="list-style-type: none"> <li>• Not relevant to the Proposed Development</li> </ul>	<p>N/A</p>	<p>N/A</p>

## 5 CONCLUSION

The Proposed Development has been assessed in accordance with the screening criteria set out in Annex III of the European Union 'EIA Directive'.

Based on the assessment carried out in the appropriate sections of this Screening Report, it can be concluded that the Proposed Development will not have significant effects on the environment during both the Construction and Operational Phases.

This conclusion was based on;

- the nature and scale of the Proposed Development on an urban site served by public infrastructure,
- the absence of any significant environmental sensitivities in the area, and
- the location of the development outside of any sensitive location specified in article 109(3) of the Planning and Development Regulations 2001 (as amended),

It is concluded that, by reason of the nature, scale and location of the subject site, the Proposed Development will not have significant effects on the environment.

## 6 REFERENCES

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