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EIA Screening Report

PRESENTED TO

Zolbury Limited

Blackglen Road, Sandyford, Dublin 18

DATE

May 2025

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1 INTRODUCTION

1.1 Background and Purpose

Enviroguide Consulting has been commissioned by Zolbury Limited to carry out an environmental impact assessment screening assessment for a Large-scale Residential Development (LRD) at Blackglen Road, Sandyford, Dublin 18.

The purpose of this report is to provide environmental information for Dún Laoghaire Rathdown County Council to determine the need for a statutory environmental impact assessment.

In line with the requirements as set out in Schedule 7 and 7a of the Planning and Development Regulations 2001, the environmental impact assessment (EIA) screening report is structured as follows:

- Introduction – background to EIA legislation, purpose of the EIA screening, methodology and approach, and competency of the authors;
- Part A – provides site location, site description and project description (in line with Schedule 7 of the Planning and Development Regulations 2001);
- Part B – provides an appraisal of the proposed development against the criteria of project categorise listed in Schedule 5 of the Planning and Development Regulations;
- Part C – provides an appraisal of the potential effects (in accordance with Schedule 7 and 7a of the Planning and Development Regulations; and
- Summary and Conclusion

This Report has been updated in response to a Request for Further Information (RFI) from Dún Laoghaire Rathdown (DLR) County Council (dated 21st March 2025). An additional hydrological connection has been assessed based on information provided by DLR in the RFI (Please see Section 5.7 and 5.8 for further details).

1.2 Purpose of EIA Screening

The objective for screening is to determine if a project should be subject to a statutory environmental impact assessment. Appendix A provides a description of the legislative requirements for environmental impact assessment within Ireland.

Environmental impact assessment is a formal process by which the effects of certain types of development projects on the environmental are identified, assessed and reported in order for the effects to be taken into consideration by the relevant competent authority when considering whether to grant planning permission.

The European Union Directive 2011/92/EU as amended by Directive 2014/52/EU is transposed into Ireland's planning legislation through the Planning and Development Act 2000 (as amended).

Schedule 5 of the Planning and Development Regulations 2001 (as amended) set out projects that will be subject to statutory environmental impact assessment. Projects listed in Schedule 5, Part 1 of the regulations will be subject to mandatory EIA assessment.

Projects listed in Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) will be subject to environmental impact assessments should they exceed project category size thresholds and criteria.

1.3 Competency of the Authors

This EIA screening report has been prepared by Rachel Redmond, Environmental Consultant with Enviroguide. Rachel is an EIA practitioner with a BSc(hons) in Environmental Science and over three years of consultancy experience. The report has been reviewed and quality assured by Laura Griffin, Environmental Consultant at Enviroguide. Laura has a Master of Science (Hons) degree in Climate Change from Maynooth University and a Bachelor of Arts (Hons) degree in English and Geography from Maynooth University. Laura has worked with Enviroguide since 2021 and has experience preparing EIA Screening Reports and a range of chapters for EIARs of a similar scale and nature to the Proposed Development. The ecology related RFI updates to this report were reviewed by Liam Gaffney, Senior Ecologist with Enviroguide. Liam is an ecologist with 5+ years' experience in ecological consultancy. This report has been approved by Catherine Keogan, a Technical Director with over 20 years' experience within environmental impact assessment.

2 PART A SITE LOCATION AND DESCRIPTION

2.1 Site location

The site, approximately 3.7 hectares situated on lands at Blackglen Road, Sandyford, Dublin 18. The proposed site access is via the Blackglen Road (R113). There is a proposed emergency entrance via the Woodside Road at the southern boundary.

The surrounding area is predominantly suburban, with a mixture of residential and agricultural land uses.

2.2 Site description

The site is largely surrounded by residential one-off dwellings. The site is located approximately 2km southwest of Sandyford. To the north of the site, are greenfield sites, and an existing residential development and Explorium – National Sport and Science Centre. East of the site are further existing residential developments, one off housing and greenfields. To the south of the site are further one-off housing and fields, and approximately 685m southeast of the site is Fernhill House and Gardens. To the west of the site is predominantly fields with few one-off housing.

Refer to Figure 3-1 and Figure 3-2 for the site location map and site layout map.

2.2.1 Existing and approved land use

The site lies within the administrative jurisdiction of Dún Laoghaire-Rathdown County Council (DLRCC). The Dún Laoghaire - Rathdown County Development Plan 2022-2028 is the current statutory Plan for the region, against which planning applications will be considered. The Dún Laoghaire - Rathdown County Development Plan 2022-2028 states the Land Use Zoning

Objective A – '*to provide residential development and improve residential amenity while protecting the existing residential amenities*.'

The site does not lie within or adjacent to mountain, forest, wetland riparian, coastal or marine environment.

2.3 Site planning history

The following data sources have been used to review the site planning history.

- Dún Laoghaire – Rathdown County Council website: https://www.dlrcoco.ie/
- 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 a history of the planning permissions at the site.

Table 2-1 Overview of planning permissions at the site

Planning reference	Development Proposal	Decision
ABP31445922	Zolbury Limited intend to apply to An Bord Pleanála for planning permission for a Strategic Housing Development on a site of c. 3.7 ha at Blackglen Road and Woodside Road, Sandyford, Dublin 18. The site is bounded by Blackglen Road to the north, Woodside Road to the South, and existing dwellings and associated lands to the east and west. The development shall consist of a new residential scheme comprising 360 no. residential units, associated resident amenity facilities and a childcare facility in the form of 9 no. new apartment buildings (A1 - C3) as follows: • Block A1 (4 storeys) comprising 18 no. apartments (3 no. 1 bed units and 15 no. 2 bed units); a crèche facility of approx. 401 sq. m with associated outdoor play space of approx. 20 sq. m; and resident amenity facilities of approx. 30 sq. m. • Block A2 (3-4 storeys) comprising 24 no. apartments (2 no. 1 bed units and 22 no. 2 bed units) and resident amenity facilities of approx. 390 sq.m. • Blocks B1 and B2 (2-6 storeys) comprising 69 no. apartments (30 no. 1 bed units, 34 no. 2 bed units, 5 no. 3 bed units). • Blocks B3 and B4 (2-6 storeys) comprising 62 no. apartments (30 no. 1 bed units, 27 no. 2 bed units and 5 no. 3 bed units).	Refuse Permission 06/07/2023

Planning reference	Development Proposal	Decision
	• Blocks C1, C2 and C3 (3-6 storeys) comprising 187 no. apartments (58 no. 1 bed units, 126 no. 2 bed units and 3 no. 3 bed units); and resident amenity facilities of approx. 187.5 sq. m. Each residential unit is afforded with associated private open space in the form of a terrace / balcony. Total open space (approx. 22,033 sq. m) is proposed in the form of public open space (approx. 17,025 sq. m), and residential communal open space (approx. 5,008 sq. m). Podium level / basement level areas are proposed adjacent to / below Blocks A2, B1, B2, B3, B4, C1, C2 and C3 (approx. 12,733 sq. m GFA). A total of 419 no. car parking spaces (319 no. at podium/basement level and 100 no. at surface level); to include 80 no. electric power points and 26 no. accessible parking spaces); and 970 no. bicycle spaces (740 no. long term and 230 no. short term), and 19 no. motorcycle spaces are proposed. 10 no. car spaces for crèche use are proposed at surface level. Vehicular/pedestrian and cyclist access to the development will be provided via Blackglen Road to tie in with the Blackglen Road Improvement Scheme. A second access is also proposed via Woodside Road but this access will be for emergency vehicles and pedestrian and cyclist access only. The proposal also provides for Bin Storage areas and 4 No. ESBN substations to supply the development. 3 no. sub-stations shall be integrated within the building structures of Blocks B and Blocks C. In addition, one Sub-station shall be classed as a unit sub-station mounted externally on a dedicated plinth. The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; green roofs; boundary treatment; internal roads and footpaths; electrical services; and all associated site development works.	
D07A/0425	Permission is sought for a residential development comprising 130no. apartments arranged in 4no. blocks ranging in height from 3 to 4 floors, over lower parking level, 58no. duplex apartments arranged in 7no. blocks of 3	Refuse Permission 19/10/2007

Planning reference	Development Proposal	Decision
	floors, and 36no. houses arranged in 5no. terraced blocks of 4 units, 2no. terraced blocks of 3 units and 5no. pairs of semi-detached (in total 224no. residences) with an underground car park for 149 cars, and surface parking for 206 cars (total 355 cars). a créche (floor area 254sqm) and a new vehicular entrance onto Blackglen Road, ESB sub-station and a switch room (22sqm) and for all new walls and boundaries, landscaping, refuse stores, roads, footpaths, services on and underground, and all other development on a site of area 3.693 hectares (9.125 acres) at the main location.	
D07A/1598	For a residential development comprising 36 no. three bedroom plus study two storey dormer semi detached terraced houses.2 no two storey,dormer terraced houses,and 142 no apartments arranged in 11 no. 3 storey and 3 storey plus dormer blocks, consisting of 50 no. three bedroom duplex apartments, 70 no. two bedroom apartments,and 22 no one bed apartments, (total 180 no. residences) with surface car aprking for 282 cars, a single storey créche (floor area 262sq.m.) and for a new vehicular entrance onto Blackglen Road ESB substation and switch room (22 sq.m.) and for all new walls and boundaries, landscaping refuse stores, recycling centre roads, footpaths, services on and under ground, and for all other development on a site of area 3.693 hectares (9.125 acres) at Blackglen Road and Woodside Road.	Refuse Permission 26/09/2008

3 PROJECT DESCRIPTION

The development will consist of 192 no. residential units ranging from 2-5 storeys in height, associated resident amenity facilities, a childcare facility, all boundary treatment and landscaping works, site services connections and all site development works to include:

a) Construction of 192 no. residential units, in the form of 6 no. new apartment buildings (A1 – B4), 40 duplexes (C1, C2, C2A) and 14 houses (D1 & D2), to include 33 no. 1-beds, 84 no. 2 -beds, 61 no. 3-beds and 14 no. 4-beds as follows:
   - Block A1 (4 storeys) comprising 15 no. apartments (3 no. 1 bed units, 6 no. 2 bed units & 6 no. 3 bed units); a crèche facility of approx. 378.2 sq. m with associated outdoor play space of approx. 170 sq. m; and resident amenity facilities of approx. 31.6 sq. m.
   - Block A2 (3-4 storeys) comprising 26 no. apartments (2 no. 1 bed units, 20 no. 2 bed units and 4 no. no. 3 bed units) and resident amenity facilities of approx. 353.6 sq. m.
   - Blocks B1 and B2 (2-5 storeys) comprising 51 no. apartments (15 no. 1 bed units, 29 no. 2 bed units, 7 no. 3 bed units).
   - Blocks B3 and B4 (2-5 storeys) comprising 46 no. apartments (13 no. 1 bed units, 23 no. 2 bed units and 10 no. 3 bed units).

- Duplex Units C1 (4 storeys), C2 and C2A (3 storeys) comprising 40 duplexes (6 no. 2 bed units, 20 no. 3 bed units and 14 no. 4 bed units).
- House Units D1 and D2 (2 storeys) comprising 14 houses (14 no. 3 bed units).

b) Total Open space (approx. 10,854 sq. m) is proposed in the form of public open space (approx. 8, 686 sq. m), and residential communal open space (approx. 2,168 sq. m). Each residential unit is afforded with associated private open space in the form of a garden/terrace/balcony.

c) The development will be served via a new vehicular access via Blackglen Road. This will be designed as a priority junction with pedestrian and cycle crossings where required to tie in with the Blackglen Road Improvement Scheme.

d) A new toucan crossing is proposed across Blackglen Road just to the east of the new vehicular access. This toucan crossing has been designed as per TL607 of the Cycle Design Manual to allow crossing of pedestrians and cyclists to the northern side of Blackglen Road for improved public transport access.

e) Emergency access only is proposed via Woodside Road.

f) A dedicated wildlife corridor is proposed to the east/south-east side of the site and a public open space (approx. 307 m in length) tree trail to the west/north-west side of the site.

g) Basement/Podium car park areas are proposed below Blocks B1, B2, B3 and B4. A total of 226 no. car parking spaces are proposed, which includes 2 no. car club spaces, 12 no. accessible spaces and 47 no. EV charging spaces (198 no. long-stay spaces, 18 no. visitor space & 10 no. car parking spaces for creche use), in addition to 9 no. motorcycle spaces.

h) A total of 484 no. bicycle spaces are proposed in the form of 442 no. long stay bicycle spaces 42 short-term stay visitor parking.

i) 2 no. ESB substations at surface level.

j) Bin Storage areas for the Duplex blocks are proposed at ground level adjacent to the Duplex blocks.

k) All associated site and infrastructural works to include provision for water services; foul and surface water drainage and connections; internal roads, attenuation proposal; permeable paving; all landscaping works including green infrastructure zones; green roofs; and general plant areas; photovoltaic panels; landscaped boundary treatment; footpaths; public lighting; and electrical services.

3.1.1 Construction Phase

The construction phase is estimated to be approximately 42 months in total. Subject to the grant of planning permission, construction works will begin in quarter one of 2026.

The construction works will follow the below sequence:

- Enabling works – site clearance, vegetation clearance and site preparation (erecting hoarding and welfare facilities);
- Excavation, utilities, and foundation works – including ground excavation, diversion and construction of utility infrastructure;
- Substructure and structural works – construction of the residential buildings;

- Building fit out; and
- Landscaping works.

A Construction and Environmental Management Plan (CEMP) has been completed by O'Connor, Sutton, Cronin Multidisciplinary Consulting Engineers (hereafter referred to as OCSC) (November, 2024) for the Proposed Development. All construction works will be completed in accordance with the CEMP.

3.1.2 Operational Phase

During the operational phase, the Proposed Development will be operational as a residential development.

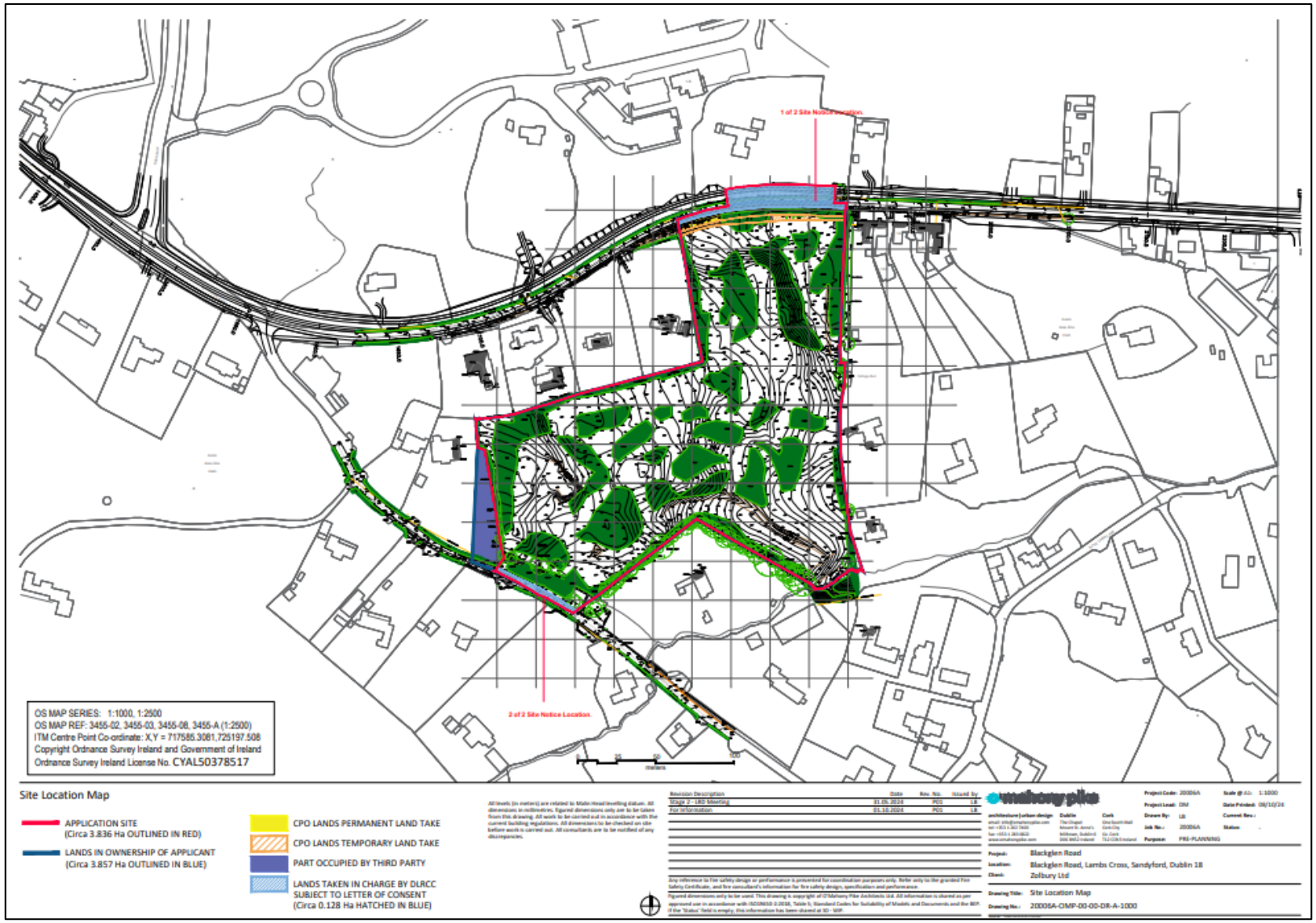

Figure 3-1 Site Location (O'Mahony Pike, 2024)



Figure 3-2 Site Layout (O'Mahony Pike, 2024)

4 PART B REVIEW AGAINST SCHEDULE 5 PROJECT CATEGORIES

As a residential development, the project falls under the following relevant category of Schedule 5, Part 2 of the Planning and Development Regulations 2000 (as amended).

- Category 10. Infrastructure projects

Within this category of projects, the screening appraisal has considered three sub-project categories that may be relevant [10(b)(i), 10(b)(ii), 10(b)(iv)].

- Part 10. (b)(i): Construction of more than 500 dwelling units.
- Part 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.
- Part 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.

The other project categories to consider in Schedule 5, Part 2 that have been considered are:

- Category 14 Works of Demolition
- Category 15 any projects (sub-threshold) but which would likely to have significant effects on the environment.

Table 4-1 provides a review of the project against the above selected project categories.

Table 4-1 Review against the Schedule 5, Part 2 project categories criteria and thresholds

Category Reference	*Description of the criteria, size and threshold*	*Appraisal summary*	*Above or below the category threshold?*
Part 10. (b)(i)	Construction of more than 500 dwelling units.	The Proposed Development will include 192 residential units and therefore the threshold for a mandatory EIAR has not been reached under this category.	No – below the category size threshold
Part 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.	There are 261 car parking spaces proposed, below the category size threshold. Any car parking spaces will be for private use by residents and visitors and therefore considered incidental to the primary purpose of the development.	No – below the category size threshold
Part 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.	The site is located in *Sandyford*, Co. Dublin. The site is approximately 3.7 hectares in size and is not located in a business district or a built-up area. The area is less than the 20 hectare threshold for areas elsewhere.	No – below the category size threshold

Category Reference	*Description of the criteria, size and threshold*	*Appraisal summary*	*Above or below the category threshold?*
Part 14	Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	There are no demolition works associated with the Proposed Development	No- not applicable to the Proposed Development
Part 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.	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.	To be determined by Part B of the EIA screening appraisal

Part B Conclusion

As the size, scale and use of the Proposed Development does not exceed any of the category size thresholds of Part 10, Infrastructure Projects specified it is considered a sub-threshold development.

Schedule Parts 14 and 15 thresholds, the likelihood of significant environmental effects is considered in Part C.

5 PART C LIKELIHOOD OF POTENTIAL EFFECTS

As set out in Schedule 7 of the Planning and Development Regulations (Appendix 3), consideration has been given to the use of natural resources, waste generation, pollution and nuisances, the magnitude and extent of the impact, nature of the impact, transboundary nature, intensity and complexity of the impact, the probability, the expected onset, duration, frequency and reversibility of the impact and the cumulation of the impact with existing and or approved projects.

The following topics have been considered as part of the appraisal:

- Use of natural resources;
- Risk of major accidents and disasters;
- Population and human health;
- Air quality and climate;
- Noise and vibration;
- Soils and geology;
- Hydrology and hydrogeology;
- Biodiversity and ecology;
- Archaeology, architecture and cultural heritage;
- Landscape and visual;
- Transport and material assets (utilities).

5.1 Use of Natural Resources

The Proposed Development is a proposed residential development. The quantities of material required for construction has yet to be confirmed, but an estimate of the construction waste targets have been prepared by OCSC within the Resource Wast Management Plan (RWMP) (November, 2024), as shown in figure 5-1 below.

Waste Types	Waste	Reuse/Recover		Recycle		Disposal	
	tonnes	%	tonnes	%	tonnes	%	tonnes
Soil & Stones	60000	20	12000	0	0	80	48000
Concrete, Bricks, tiles, plastics etc	5000	0	0	80	4000	20	1000
Asphalt, tar/tar products	700	0	0	20	140	80	560
Metals	2000	5	100	90	1800	5	100
Others	3000	10	300	40	1200	50	1500
Total	**70700**	-	**12400**	-	**7140**	-	**51160**

Figure 5-1 Estimated Construction Waste Targets (OCSC, 2024)

There will be an increase in the use of energy (for example fuel for construction vehicles and electricity for tools). During construction, the selected construction materials and methods will reduce waste generation as far as reasonably practicable and will be managed in accordance with good practice guidance.

All construction waste will be segregated, recycled and re-used wherever possible. A Resource and Waste Management Plan (OCSC, 2024) has been produced setting out the strategy for the waste collection, storage, transport and disposal of wastes generated on-site during construction.

An Operational Waste Management Plan (OWMP) has been prepared by Enviroguide (December, 2024) to ensure that the management of waste during the operational phase of the Proposed Development is undertaken with current legal and industry standards. The OWMP aims to provide a detailed plan for the storage, handling, collection and transport of the wastes generated at the Proposed Development that does not present a risk to human health or the environment, or a risk to common waste related nuisance such as litter or odour.

The OWMP also states that –

> *The staff of the Creche will be responsible for arranging their own waste collection. It is the responsibility of the Creche staff to ensure that their bins are available for collection by the waste management operatives and to that they are returned to the Waste Storage Areas following collection.*
>
> *Occupants of residential houses will be responsible for placing their own bins at the kerb for collection, and for the return of those bins to the storage areas within the curtilage of their dwelling in compliance with the DLRCC Bye Laws require that bins must not be presented before 6pm the previous night nor left out post collection beyond 9am the day following the day of collection.*

The Proposed Development will be drained by a gravity wastewater network, based on the natural topography of the site. The buildings wastewater network is to connect to the new development's gravity wastewater network at the ground level which will connect the upgraded foul sewer network on Blackglen Road.

All proposed potable water design has been carried out by OCSC in accordance with Irish Water's Code of Practice for Water Infrastructure, IW-CDS-5020-03. A new 200mm-diameter HDPE watermain connection is to be provided from the existing 200mm diameter watermain on the Blackglen Road along the northern site boundary.

As outlined within the Engineering Services Report (OCSC, 2024), the proposed surface water drainage network is proposed to be split into two main surface water drainage catchments, replicating the natural site catchments i.e.:

1. Main Development catchment (Catchment 1) discharging controlled and restricted flow rates of the treated rainfall runoff to the existing stormwater network at Blackglen Road. This is split into five sub-catchments (1A, 1B, 1C, 1D and 1E); and
2. Blocks B3 and B4, including access road (Catchment 2), draining to the proposed infiltration soakaway, and then discharging treated rainfall runoff at a restricted rate (Max. of QBAR for the catchment; 1.3 l/s) to the existing stream on the southeast boundary line, matching existing outfall for the catchment.

It is considered that no likely significant effects in respect of use of natural resources will likely arise as a result of the Proposed Development.

5.2 Risk of Major Accidents and/or Disasters

The site is not located in an area which is anticipated to be at risk of foreseeable major disasters or accidents. The vulnerability of the Proposed Development to major accidents or disasters is likely to be related to flood risk and the potential impact that climate change may have on this.

A site-specific flood risk assessment was completed for the Proposed Development by OCSC (November, 2024). The site-specific flood risk assessment concluded that:

> *'The proposed buildings for this development are located within Flood Zone C, except for the southern site boundary which aligns with flood zone A. This however, appears to be confined to the Carrickmines stream channel. It should be noted there will be no alterations of existing levels within 15m of the channel in that area (as shown in the area cross section in Appendix F). In addition, there is also a 4m rise in elevation from the stream bed to where the existing grades will be altered.*
>
> *Therefore, in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities, there is no significant risk for flooding in the proposed development.'*

The potential for the Proposed Development to result in any major accidents and /or disasters can be considered low.

5.3 Population and Human Health

The Proposed Development site is located in Sandyford, approximately 1.5km from Sandyford Business Park. The Proposed Development site has a land use zoning Objective A – 'to provide residential development and improve residential amenity while protecting the existing residential amenities'. The Proposed Development is therefore considered to be in keeping with the surrounding area.

The construction phase 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. Additionally, it will increase available housing in County Dublin.

It is therefore considered that the Proposed Development will not give rise to any likely negative significant population and health effects.

5.4 Air Quality and Climate

The site falls within 'Zone A' of Ireland which is described by the EPA as 'Dublin Conurbation'. It is expected that existing ambient air quality in the vicinity of the site is characteristic of a suburban location with the primary source of air emissions such as particulate matter, nitrogen dioxide ($NO_{2,}$) and hydrocarbons likely to be of traffic, aviation, industrial activities, combustion and agriculture, and domestic fuel burning.

The Proposed Development involves construction 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 are typically:

- Dust deposition and surface soiling;
- Visible dust plumes;
  Elevated particulate matter (PM_{10}) 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.

There are no likely potential significant sources of air quality pollution from its use as a residential development.

Any potential dust impacts will be localised in nature and last only for the duration of these work and the site will be managed in accordance with the Construction Environmental Management Plan (OCSC, 2024). The CEMP outlines appropriate dust mitigation measures:

- Site roads shall be regularly cleaned and maintained as appropriate;
- Hard surface roads shall be swept to remove mud and aggregate materials from their surface as a result of the development works;
- Any un-surfaced roads shall be restricted to essential site traffic only;
- Any road that has the potential to give rise to fugitive dust may be regularly watered, as appropriate, during extended dry and/or windy conditions;
- On-site speed limits will be stipulated to prevent the unnecessary generation of fugitive dust emissions;
- Material handling systems and site stockpiling of materials shall be designed and laid out to minimise exposure to the wind;
- A complaints register will be maintained on-site and any complaints relating to dust emissions will be immediately dealt with;
- In periods of dry weather when dust emissions would be greatest, a road sweeper, which would also dampen the road, will be employed in order to prevent the generation of dust;
- Water misting or sprays shall be used as required if particularly dusty activities are necessary during dry or windy periods; and
- If appropriate, dust monitoring will be carried out during the construction phase of the scheme. If the level of dust is found to exceed 350mg/m^2/day in the vicinity of the site, further mitigation measures will be incorporated into the construction of the proposed scheme.

A Climate Change Impact Assessment has been completed by Enviroguide (December, 2024) which found that the Proposed Development has made a substantive contribution to Climate Change Adaptation by meeting the technical screening criteria set out by the EU Taxonomy Regulation. This includes a thorough Climate Risk and Vulnerability Assessment, which examined local climate projections and potential climate hazards to identify material risks relevant to the location and development type. The development has incorporated adaptation and mitigation measures in its design and has provided additional actions to further reduce these identified risks. As a result, the residual risk to all identified climate hazards remains low, and the development design has demonstrated resilience against potential future climate impacts.

There is the potential for combustion emissions from onsite machinery and traffic derived pollutants of carbon dioxide and nitrogen dioxide to be emitted because of the proposed

construction works. However, due to the size and duration of the construction phase, and the mitigation measures proposed, the effect on national greenhouse gas emission (GHG) emissions will be insignificant in terms of overall national contributions and Ireland's obligations under the Paris Agreement and therefore the Proposed Development will have no likely significant adverse effects on air quality and climate.

5.5 Noise and Vibration

OCSC has outlined the mitigation measures required during the construction phase within the Construction Environmental Management Plan (CEMP) (December, 2024) as follows:

- Site compounds will be located away from noise sensitive boundaries within the site constraints;
- For mobile plant items such as cranes, dump trucks, excavators and loaders, the installation of an acoustic exhaust and or maintaining enclosure panels closed during operation can reduce noise levels by up to 10dB. Mobile plant should be switched off when not in use and not left idling;
- For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system and avoid idling of engines when not in use;
- For percussive tools, a number of noise control measures include fitting a muffler or sound reducing equipment to the breaker 'tool' and ensure any leaks in the air lines are sealed. Erection of localised screens around breaker or drill bit when in operation in close proximity to noise sensitive boundaries;
- The use of a high-quality construction site hoarding will be included around all noise sensitive boundaries;
- For all materials handling, ensure that materials are not dropped from excessive heights, lining drops chutes and dump trucks with resilient materials;
- For all materials handling, ensure that materials are not dropped from excessive heights, lining drops chutes and dump trucks with resilient materials;
- All items of plant should be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures;
- All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise; and
- Use of electric vehicles and plant should be used where possible.

The CEMP also outlines the following vibration mitigation measures:

- Controlled drilling: If drilling is necessary, use controlled and engineered techniques to minimize the vibration impact. Precise timing and small charges can help reduce vibrations significantly;
- Modify construction techniques: Implement construction techniques that generate less vibration. For example, using different equipment or methods that create fewer vibrations can be beneficial;
- Construction sequencing: Plan the construction activities in a way that minimizes the impact on nearby receptors. For instance, schedule the noisiest and most vibration-intensive tasks at times when the receptors are least affected;

- Communication with neighbours: Keep nearby residents and stakeholders informed about the construction activities and potential vibrations. Address any concerns they may have promptly;
- Real-time adjustments: Based on the monitoring data, be prepared to make real-time adjustments to construction operations to keep vibrations within acceptable levels;
- Real-time adjustments: Based on the monitoring data, be prepared to make real-time adjustments to construction operations to keep vibrations within acceptable levels; and
- Post-construction assessment: After the construction is complete, conduct a post-construction assessment of vibration data to ensure that no excessive vibration was generated.

Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations.

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.

A Noise Impact Assessment has been completed by Enfonic (October, 2024) which concluded that the noise effects of the Proposed Development during the construction phase will be slight / moderate and short-term. During the operational phase, the effect is considered to be imperceptible and long-term.

Based on the measures that will be carried out as outlined in the CEMP (OCSC, 2024) it is concluded that the Proposed Development is not likely to result in significant adverse noise and vibration related effects.

5.6 Soils and Geology

There are no protected Geological Heritage Sites within the site or directly adjacent to the site that will be affected by the Proposed Development.

During construction there is potential for exposure of contaminated soils, generation of dust, volatile organic compound emissions, migration of existing soil contamination to groundwater and off-site surface water, and accidental loss or spillage of construction materials. Given the nature of the proposed uses, the Proposed Development will not introduce significant new sources of contamination during operation.

The RWMP (OCSC, 2024) outlines management measures for the removal of any potential contaminated soils from the site.

Additionally, the RWMP outlines measures for fuels and oil for the prevention of soil contamination, which includes –

> *'Any fuels or oils which are stored on the site area during the construction phase will be stored in a dedicated storage area with bunding of storage tanks and draw-off points. Provided that these requirements are adhered to and the site crew are trained in the appropriate refuelling techniques, it is not expected that there will be any fuel/oil releases during the works. Regardless, spill kits will be required anywhere fuel is stored or dispensed.'*

It is not expected that the construction or operational phase of the Proposed Development is likely to give rise to significant effects on the surrounding soils and geology.

5.7 Hydrology and Hydrogeology

There are no waterbodies on the site. The closest surface water feature is the Glasnalower Stream (also known as the Brewery stream or Maretimo stream), which is located adjacent to the southern boundary of the Site.

This stream is connected to the Brewery Stream in the north and the Carrickmines River to the east. The status of the Glasnalower Stream is 'good' and is considered to be 'not at risk' of achieving Water framework directive goals. The status of the Brewery Stream is 'poor' and its WFD risk status is under review.

There is potential for construction works to cause release of pollutants into the environments which could affect the surrounding hydrology and hydrogeology however, good practice construction methods and targeted mitigation measures to protect the receiving hydrological and hydrogeological environment are included within the CEMP (OCSC, 2025).

Therefore, it is considered that the Proposed Development will not cause any significant adverse effects on the hydrology and hydrogeology within the site of the development, or the surrounding area.

5.8 Biodiversity and ecology

An Ecological Impact Assessment Report (EcIA) was carried out by Enviroguide and updated as part of the RFI response (Enviroguide, 2025) which concluded that provided the mitigation measures proposed are carried out in full, there will be no likely significant adverse effects on any valued habitats, designated sites or individual or group of species as a result of the Proposed Development. The inclusion of 'rocket' bat boxes and swift bricks in the design of the Proposed Development will also provide novel nesting habitat for bats and swifts at the site.

The Proposed Development is considered to result in an overall slight net gain in biodiversity at the site via the landscaping plan, which proposes the retention of the majority of existing boundary treelines and hedgerows at the site, a net increase in total native and non-native trees at the Site through a considerable amount of tree planting, and the provision of a designated wildlife corridor along the site's southern and eastern boundaries.

An Appropriate Assessment (AA) Screening Report (Enviroguide, 2025) was prepared to assess the potential effects of the Proposed Development on nearby European sites. The AA Screening Report concluded that, upon the examination, analysis and evaluation of the relevant information and applying the precautionary principle, it is concluded by the authors of this report that the possibility **may be excluded** that the Proposed Development will have a likely significant effect on any of the European sites listed below:

- North Dublin Bay SAC (000206);
- The Murrough Wetlands SAC (002249);
- Rockabill to Dalkey Island SAC (003000);
- Wicklow Mountains SAC (002122);

- North Bull Island SPA (004006);
- North-west Irish Sea SPA (004236);
- Dalkey Islands SPA (004172); and
- Wicklow Mountains SPA (004040).

However, the possibility of likely significant effects **may not be excluded** for the following European sites in light of the above listed European sites' conservation objectives and the nature of the Proposed Development:

- South Dublin Bay SAC (000210); and
- South Dublin Bay and River Tolka Estuary SPA (004024).

Thus, it was required to proceed to Stage 2 of the AA process and a Natura Impact Statement (NIS) was prepared and is included with this application under separate cover (Enviroguide, 2025).

With the adoption of mitigation measures set out in the NIS, EcIA and included in the CEMP, it is considered that no significant adverse effects on ecology and biodiversity are likely to arise as a result of the Proposed Development.

This section was updated to reflect the updates made as a result of the Request for Additional Information. The conclusion of this section has however remained unchanged.

5.9 Archaeology, Architecture and Cultural Heritage

An Archaeological Assessment was completed by IAC (December, 2024) for the Proposed Development. The Archaeological Assessment impact assessment finds that:

> *Although the proposed development area comprises marginal and rocky terrain, it remains possible that small or isolated features relating to the use of the area during summer agricultural activities, may be present within the site. Ground disturbances associated with the proposed development may have an adverse impact on any such features or archaeological deposits that have the potential to survive beneath the existing scrub on the site and the current ground level.*

The mitigation measures proposed within the Archaeological Assessment includes:

> *Due to frequent rock out-cropping across the site and the uneven terrain, it will not be possible to carry out an effective programme of archaeological testing in advance of development. Therefore, it is recommended that all ground disturbances be monitored by a suitably qualified archaeologist. If any features of archaeological potential are discovered during the course of the works further archaeological mitigation may be required, such as preservation in-situ or by record. Any further mitigation will require approval from the National Monuments Service of the DoHLGH.*

5.10 Landscape and Visual

The construction phase includes for the typical construction of a residential development which will include machinery onsite which is not visually pleasing. However, temporary hoarding will be provided around the site, which will be maintained to a high standard and painted or covered as appropriate (OCSC, 2024).

A Landscape and Visual Impact Assessment has been prepared for the Proposed Development by Model Works (November, 2024) which concludes as follows:

> *"The development would change the character of the landscape locally. However, given that (a) the existing peri-urban landscape is neither a valued character type nor a sustainable use of the urban land resource, (b) the affected area is due to undergo a process of urban consolidation facilitated by the DLR Development Plan and the Blackglen Road Improvement Scheme, and (c) the proposed development is demonstrably responsive to its context and local sensitivities and of high design and material quality, the change can be considered appropriate. In conclusion, the predicted landscape effects are moderate and positive."*

On the assessment of the above, it is demonstrated that there will no significant adverse effect on the surrounding natural environment in terms of landscape and visual amenity in the long-term.

5.11 Transport and Material Assets

Transport

The construction works associated with the Proposed Development will involve normal construction activities such as excavation, filling, lifting, pumping, pipelaying, concrete works, and mechanical installation. The Construction and Environmental Management Plan (CEMP) (OCSC, 2025) details the construction traffic measures. The traffic measures include mitigation measures to reduce construction phase impacts including:

> *'Measures will be put in place to keep public roads free of muck and debris. This will include providing a wheel wash on-site and undertaking regular road sweeping by a mechanical sweeper.'*

A Transport and Traffic Assessment has been carried out by OCSC (November, 2024) which assesses the potential traffic impacts of the Proposed Development on the receiving road network. The Traffic and Transport Assessment concludes that –

> *"All the links will have sufficient capacity to accommodate the demand generated by the development. Even up to the Design Year scenario.*
>
> *Three of the five surveyed junctions have been assumed to experience congestion, based on the queue length surveys conducted. However, in reality, the queues are between 6-8 vehicles which does not indicate significant congestion.*
>
> *None of the surveyed junctions requires detailed analysis, as the estimated impact of the development trips on these junctions can be considered negligible, as per the thresholds provided by TII in the Traffic and Transportation Guidelines 2014.*
>
> *The access junction will operate with significant reserve capacity with the proposed layout and method of control.*
>
> *The proposed controlled crossing will not have any negative impact on the vehicular flows along Blackglen Road if implemented.*

Based on the above conclusions, no remedial or mitigation measures are required from a traffic and transportation point of view for the development, and as such none are proposed.

Additionally, a Mobility Management Plan (MMP) has been completed by OCSC (November, 2024),

Material Assets

The Proposed Development will be drained by a gravity wastewater network, based on the natural topography of the site. The buildings wastewater network is to connect to the new development's gravity wastewater network at the ground level which will connect the upgraded foul sewer network on Blackglen Road.

All proposed potable water design has been carried out by OCSC in accordance with Irish Water's Code of Practice for Water Infrastructure, IW-CDS-5020-03. A new 200mm-diameter HDPE watermain connection is to be provided from the existing 200mm diameter watermain on the Blackglen Road along the northern site boundary.

On the assessment of the above, it is demonstrated that there will no significant adverse effect on the surrounding traffic and transport or material assets amenity in the long-term.

5.12 Interactions

The interactions between impacts on different environmental factors have been considered. The environmental interactions between human beings and the landscape, noise and vibration and air quality and climate, are deemed to be insignificant both in the short term and the long term for the construction and operation of the Proposed Development. When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction.

5.13 Cumulative effects

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

- Dún Laoghaire – Rathdown County Council planning: https://www.dlrcoco.ie/
- An Bord Pleanála website, http://www.pleanala.ie/; and
- EIA Portal, as provided by the Department of Housing, Planning and Local Government:https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1.

Any planning applications within a 1km radius listed as granted or decision pending from within the last five years (a typical planning application normally remains valid for a five-year period) were assessed for their potential to act in-combination with Proposed Development and cause likely significant effects on the environment. Long-term developments granted outside of this time period were also considered where applicable. Table 5-1 details existing granted and pending planning permissions that may have the potential to act in-combination with the current Proposed Development.

Table 5-1 Planned or Permitted Developments in proximity of the Proposed Development

Application Reg. Ref.	Address	Development Proposal	Distance from the Proposed Development	Decision
D24A/0558/WEB	Blackglen Road, Sandyford, Co Dublin	Planning permission for a proposed residential development of 31 no. units located at the Blackglen Road (R113), Sandyford, Co. Dublin. The proposed development will consist of: i. Construction of 31 no. residential units consisting of: A) Block A (23 no. apartments) over 4 storeys comprising of: i. 6 no. 3 bed apartment units, ii. 16 no. 2 bed apartment units, iii. 1 no. 1 bed apartment unit, iv. External roof deck of 180m2 for communal open space (Block A), v. Green Roof of 214m2 at third-floor level and Green Roof of 231m2 at roof level. B) Block B (8 no. duplex units) over 3 storeys comprising of: i. 4 no. 2 bed apartment units, ii. 4 no. 3 bed apartment units, iii. External staircase from ground to first-floor level at North Elevation, iv. Private open space external terrace/balcony area at lower-ground level and second-floor level.	Approximately 18m north	Request Additional Information 16/09/2024

Application Reg. Ref.	Address	Development Proposal	Distance from the Proposed Development	Decision
		ii. Demolition of the 1 no. existing residential unit and ancillary garage on site (floor area approx. 239sq.m). iii. Provision of 33 no. car parking spaces comprised of: a. 24 no. standard car parking spaces, b. 2 no. accessible car parking spaces, c. 7 no. EV parking spaces, d. 3 no. motorcycle spaces. iv. Provision of 2no. internal bicycle storage areas providing a total of 80 no. long stay bicycle parking, spaces, with an additional 14 no. short stay spaces located throughout the site. v. Provision of upgraded vehicular and pedestrian access to the application site from the Blackglen Road R113, road, utilising the existing site entrance at the South-East of the site. vi. Provision of a new internal access road and footpaths. vii. Provision of Bin Storage Area (15sq.m). viii. Provision of 2 no. attenuation tanks.		

Application Reg. Ref.	Address	Development Proposal	Distance from the Proposed Development	Decision
		ix. Hard and soft landscaping including shared communal and private open space, drainage infrastructure, public lighting, footpath connections and signage. x. All other associated and ancillary development and site works.		
ABP31332122	1.938 ha at Balally and Woodside at Blackglen Road and Slate Cabin Lane, Dublin 18	Permission for Strategic Housing Development consists of demolition of the existing, derelict, former residential structures on the site and construction of 101no. residential units and a creche (13,127 sq m gross floor area in total). The residential element comprises a mix of houses (9no. 2-beds, 16no. 3beds, 6no. 4 beds and 1 no. 5 beds); duplexes (3no. 2 beds and 10no. 3 beds) and apartments (14no. 1 beds, 35no. 2 beds and 7no. 3 beds). The houses are provided in 2 storey terraces and include one dormer-style unit. The duplexes and apartments are provided in 2no. blocks (A and B) connected by a landscaped podium with undercroft car parking level (including plant/ stores). Block A is 3-4 storey in height and contains 52no. apartments. It has	Approximately 72m east	Grant Permission 28/04/2022

Application Reg. Ref.	Address	Development Proposal	Distance from the Proposed Development	Decision
		frontage to Blackglen Road. Block B is to the rear and contains 13no. duplexes and 4no. apartments. It is 3-4 storeys in height. All houses are provided with private rear gardens and all apartments and duplexes are provided with private terraces or balconies. The creche (109.6 sq. m) is located in Block B and includes a dedicated open space of 120 sq m. The development includes 2no. ESB Substations (c. 16 sq. m each) and bin stores (c. 22.5 sq. m). The roof of Block A includes a green sedum roof and photovoltaic panels. Public open space is provided in 3no. separate areas, with a total of 3,559 sq. m provided. 1,458 sq.m of semi-private communal open space is provided at podium level between Blocks A and B. Road infrastructure works proposed on site to include new internal access road, cycle and pedestrian facilities. 1no. new vehicular access to the scheme from Blackglen Road (currently subject of improvement works) with dedicated pedestrian and cycle access, 2no. additional, dedicated pedestrian accesses to the site from Blackglen Rd and 1no. new pedestrian and cycle access to the		

Application Reg. Ref.	Address	Development Proposal	Distance from the Proposed Development	Decision
		site from Slate Cabin Lane. 170no. car parking spaces, including: 83no. spaces at undercroft level and the remaining 87no. spaces at surface level. 5no. motorcycle spaces are provided at undercroft level. 152no. bicycle parking spaces are provided, of which 126no. are provided within the undercroft (includes 2no. cargo cycle spaces). The remaining 26no. spaces are provided at surface level in a covered cycle store. And, all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including drainage and SUDS infrastructure.		
D21A/0595	The Pastures, Sandyford Road, Dublin 18, D18K0V5	Permission for development. The development will principally consist of the demolition of the single storey dwelling known as 'The Pastures' and ancillary garage (241 sq m) and the construction of a residential development comprising 33 no. apartments (10 no. one bedroom units, 20 no. two bedroom units and 3 no. three bedroom units) in 2 no. apartment blocks ranging in height from part 3 no. to part 5 no.	Approximately 650m northeast	Grant Permission 28/01/2022

Application Reg. Ref.	Address	Development Proposal	Distance from the Proposed Development	Decision
		storeys. The development proposes a total gross floor area of 3,112 sq m. The development also proposes public and communal open space, 26 no. car parking spaces; bicycle parking; hard and soft landscaping; and all other associated site works above and below ground		

Cumulative impacts are likely to arise due to potential pollution and nuisance during the construction phase in the absence of mitigation measures. Good construction management practices, as outlined within the CEMP and RWMP will minimise the risk of pollution from construction activities at the site. Due to the full implementation of management controls to avoid adverse environmental impacts from the current Proposed Development and the permitted off-site projects, it is not expected that cumulative impacts from these developments are likely to result in significant adverse effects on the environment.

The following measures will mitigate any potential impacts on the surrounding environment:

- Standard practice environmental management and specific mitigation measures will be implemented as detailed in the CEMP to ensure there is no impact on noise or air quality during the construction phase.
- The Traffic and Transport Assessment has concluded that the local road network is capable of catering for the additional traffic associated with the Proposed Development without causing significant negative effects.
- The AA Screening, NIS and EcIA have concluded that there will be no significant impacts on European Sites or local biodiversity respectively.
- The CEMP, Engineering Services Report, NIS and EcIA also contain mitigation measures to protect the water quality of surrounding waterbodies during the construction and operational phase of the Proposed Development which are detailed in this EIA Screening and its appendices.

In conclusion, subject to the implementation of mitigation measures in terms of traffic movement, noise and dust which are outlined within this EIA Screening, it is not considered that cumulative impacts from the Proposed Development and other offsite projects as listed above are likely to result in significant effects on the environment. Furthermore, the Proposed Development aligns with objectives of the Dún Laoghaire – Rathdown County Development Plan 2022 - 2028.

6 CONCLUSION

This EIA Screening Report provides a description of the proposed development and the likely significant effects on the environment in line with the EIA Directive, legislation and guidance.

This EIA Screening has been updated in response to a RFI from Dún Laoghaire Rathdown (DLR) County Council (dated 21st March 2025). Based on the RFI an NIS was prepared by Enviroguide and this has been assessed as part of the EIA Screening of the Proposed Development.

There has been no change to the conclusions of this assessment as a result of any updates following the RFI. The Proposed Development is considered to be sub-threshold development when viewed against project categories in Schedule 5 of the Planning and Development Regulation 2001.

On review of the likely potential environmental effects, it is considered that with the inclusion of appropriate design and standard construction management mitigation measures, the proposed development will not likely result in significant effects on the environment.

As such, it is considered that the Proposed Development does not constitute EIA development.

7 REFERENCES

Advice Notes on Current Practice in the Preparation of Environmental Impact Statements (EPA 2003).

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

Dún Laoghaire - Rathdown County Development Plan 2022-2028Environmental Assessments of Plans, Programmes and Projects – Rulings of the Court of Justice of the European Union (European Union 2017).

Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017).

Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union 2017).

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European Commission 2017. Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU).

European Commission 1999. Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions

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European Commission 2015. Guidance on Interpretation of definitions of project categories of annex I and II of the EIA Directive.

Geological Survey Ireland. Geological Survey Ireland Spatial Resources online mapping [ONLINE] Available at: https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228.

Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013).

Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Government of Ireland 2018).

Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Communities 1999); and

Institute of Air Quality Management (2014) Guidance on the assessment of dust from demolition and construction.

Implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (European Communities 2003).

Key Issues Consultation Paper on the Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems; (Department of Housing, Planning, Community and Local Government 2017).

OPR Practice Note PN02 Environmental Impact Assessment Screening, June 2021.

Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note (2021).

Unofficial Consolidation of the Planning and Development Regulations (2001-2023).

APPENDIX 1

The EIA Directive

The European Union Directive 2011/92/EU (as amended by Directive 2014/52/EU (together, the EIA Directive)) was enacted to assess the effects of projects on the environment, and to properly ensure that any potential significant effects are assessed before a project proceeds. Annex I of the EIA Directive defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) and Annex II of the EIA Directive 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 2001, as amended, provides the legislative basis for mandatory EIA. It states the following:

> *"An environmental impact assessment shall be carried out by the planning authority or the Board in respect of an application for consent for proposed development where either —*
>
> *(a) the proposed development would be of a class specified in —*
>
> *(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either —*
>
> *(I) such development [would equal or exceed, as the case may be,] any relevant quantity, area or other limit specified in that Part, or*
>
> *(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*
>
> *or*
>
> *(ii) Part 2 [(other than subparagraph (a) of paragraph 2)] of Schedule 5 of the Planning and Development Regulations 2001 and either —*
>
> *(I) such development [would equal or exceed, as the case may be,] any relevant quantity, area or other limit specified in that Part, or*
>
> *(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*
>
> *or*
>
> *(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but [does not equal or exceed, as the case may be] the relevant quantity, area or other limit specified in that Part, and*
>
> *(ii) it is concluded, determined or decided, as the case may be, —*
>
> *(I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),*
>
> *(II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,*

(III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,

(IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,

(V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or

(VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,

that the proposed development is likely to have a significant effect 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 92/43/EEC (as amended) assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States.

APPENDIX 2 METHODOLOGY AND GUIDANCE

The following guidance documents were used to develop the approach to the environmental impact assessment screening appraisal.

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA May 2022);
- Environmental Assessments of Plans, Programmes and Projects – Rulings of the Court of Justice of the European Union (European Union 2017);
- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017);
- Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013);
- Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union 2017);
- European Commission 2017. Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU);
- EU Commission Guidance on Interpretation of definitions of project categories of annex I and II of the EIA Directive (2015);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Government of Ireland 2018);
- Key Issues Consultation Paper on the Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems; (Department of Housing, Planning, Community and Local Government 2017);
- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Communities 1999);
- Implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (European Communities 2003); and
- Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note (2021).

APPENDIX 3 SUB-THRESHOLD DEVELOPMENT

Sub-threshold development may still require an EIA process to be completed. The most important element to address in the possible assessment of a sub-threshold development and its requirement for an EIA is the likelihood of a project having any significant effects on the environment. Annex III of the EIA Directive sets out criteria to determine whether the projects listed in Annex II should be subject to an environmental impact assessment.

It is also set out in Schedule 7 to the Planning and Development Regulations, 2001 as amended. Within Schedule 7A, information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA includes:

1. A description of the proposed development, including in particular –

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

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

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

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

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

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

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

APPENDIX 4 SCHEDULE 7

Within Schedule 7 of the Planning and Development Regulations, the characteristics under which a project must be considered to determine if an EIA is required includes:

1. Characteristics of projects

(a) the size and design of the project;

(b) cumulation with other existing and/or approved projects;

(c) the use of natural resources, in particular land, soil, water and biodiversity;

(d) the production of waste;

(e) pollution and nuisances;

(f) 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; and

(g) the risks to human health (for example due to water contamination or air pollution)

2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

(a) the existing and approved land use;

(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;

(c) the absorption capacity of the natural environment, paying attention to the following areas:

(i) wetlands, riparian areas, river mouths;

(ii) coastal zones and the marine environment;

(iii) mountain and forest areas;

(iv) nature reserves and parks;

(v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;

(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;

(vii) densely populated areas; and

(viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

(a) the magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e) the probability of the impact;

(f) the expected onset, duration, frequency and reversibility of the impact;

(g) the cumulation of the impact with the impact of other existing and/or approved projects; and the possibility of effectively reducing the impact.

Enviroguide
a DNV company

enviroguide.ie



Head Office
3D, Core C, Block 71, The Plaza, Park West, Dublin 12, D12F9TN, Ireland.
Tel: +353 1 565 4730
Email: info@enviroguide.ie

Southwest Regional Office
19 Henry Street, Kenmare, County Kerry, V93 CVH0, Ireland.
Tel: +353 646 641932
Email: info@enviroguide.ie

Southeast Regional Office
M10 Wexford Enterprise Centre, Strandfield Business Park, Rosslare Rd, Strandfield, Kerlogue, Co. Wexford, Y35 W5RD, Ireland.
Tel: +353 1 565 4730

Email: info@enviroguide.ie

Environmental Consultancy Services