LARGE-SCALE RESIDENTIAL DEVELOPMENT FOR ZONES 7, 8 & 9 AT CLONGRIFFIN, DUBLIN 13

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR) VOLUME 1: NON-TECHNICAL SUMMARY (NTS)

BSM Est. 1968

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Built. Environment.

Environmental Assessment **Built Environment**

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1 Introduction

This Environmental Impact Assessment Report (EIAR) provides a statement of the effects that the proposed Large-scale Residential Development (LRD) on Zones 7, 8, & 9 at the Clongriffin Lands, Dublin 13 ('the proposed development'), if carried out, would have on the environment.

This EIAR has been prepared in accordance with the provisions of the *Planning and Development Act 2000*, as amended ('PDA 2000'), the *Planning and Development Regulations 2001*, as amended ('PDR 2001') and the relevant guidance documents, as detailed herein.

This document is a non-technical summary (NTS) of the Environmental Impact Assessment Report (EIAR), prepared to facilitate the dissemination of the information presented in the Environmental Impact Assessment Report to the general public. It shall endeavour, insofar as possible, to present a condensed summary of the Environmental Impact Assessment Report, using non-technical terms, but without omitting or understating any environmental effects of note.

1.1 The Proposed Development

1.1.1 Site of the Proposed Development

The site is located within the administrative boundary of Dublin City Council, and as such is subject to the Dublin City Development Plan 2022-2028 (including adopted variations) (hereafter 'the Development Plan').

The proposed development is located at Clongriffin, Dublin 13 in the northern fringe of Dublin city administrative area, within the Clongriffin/Belmayne and Environs SDRA (refer to Figure 1.1). The site is located c. 9.5km north-east of the Dublin City Centre, c. 5km east of the M1/M50 network and adjacent to the administrative boundary with Fingal County Council.

The site occupies a prominent position immediately west of Clongriffin DART Station and forms part of a mixed-use urban quarter that is currently under phased development. The site lies at the edge of the established Belltree and Clongriffin neighbourhoods and represents one of the remaining large sites of development land within this part of a Strategic Development Regeneration Area (SDRA). To the immediate north of the site the permitted residential development (LRD6064/24-S3) is currently under construction.

To the west, the site is bound by the Belltree residential area, beyond which lies Father Collins Park (c. 200m), a significant public open space serving the wider community. To the east, the Clongriffin DART Station provides direct access to Dublin city centre, enhancing the area's connectivity and supporting transit-oriented development. To the south the site is surrounded by the Main Street. Further to the south lies residential and educational facilities such as Grange Community College and Gaelcholáiste Reachrann. The site is c. 350m south of the River Mayne and c. 1.2km west of Baldoyle Estuary.

The wider Clongriffin area has been planned as a high-density, mixed-use urban centre, combining residential, retail, educational, and community facilities within a sustainable urban framework. The site benefits from close proximity to local services such as Grange Community College and Learning Circle Childcare and is within walking distance of retail and community amenities in Clongriffin town centre. The combination of established infrastructure, public transport access, and surrounding green space

positions the site as a key component in the continued development and consolidation of the Clongriffin/Belmayne urban area.

1.1.2 Overview of the Proposed Development

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zones 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments in addition to café/restaurant/retail units, community/cultural spaces, and a standalone creche building.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block located on Main St., Friar's St., Park St and the under-construction Market St. containing 280 no. apartments. Zone 8 is a 6 to 8 storey block between Main St. and Market St. containing 263 no. apartments. Zone 9 is a 6 to 10 storey block located on Main St., Station Square and Market St. containing 168 no. units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Blocks 5 & 6 to the north of Market Street.

Please refer to the *Planning Report & Statement of Consistency* prepared by Brady Shipman Martin (BSM) and submitted under separate cover for further details of the proposed development.

The site layout is shown on **Figure 1.2.**

Figure 1.1 The location of the proposed development site (Source: Henry J Lyons Architects, 2026)

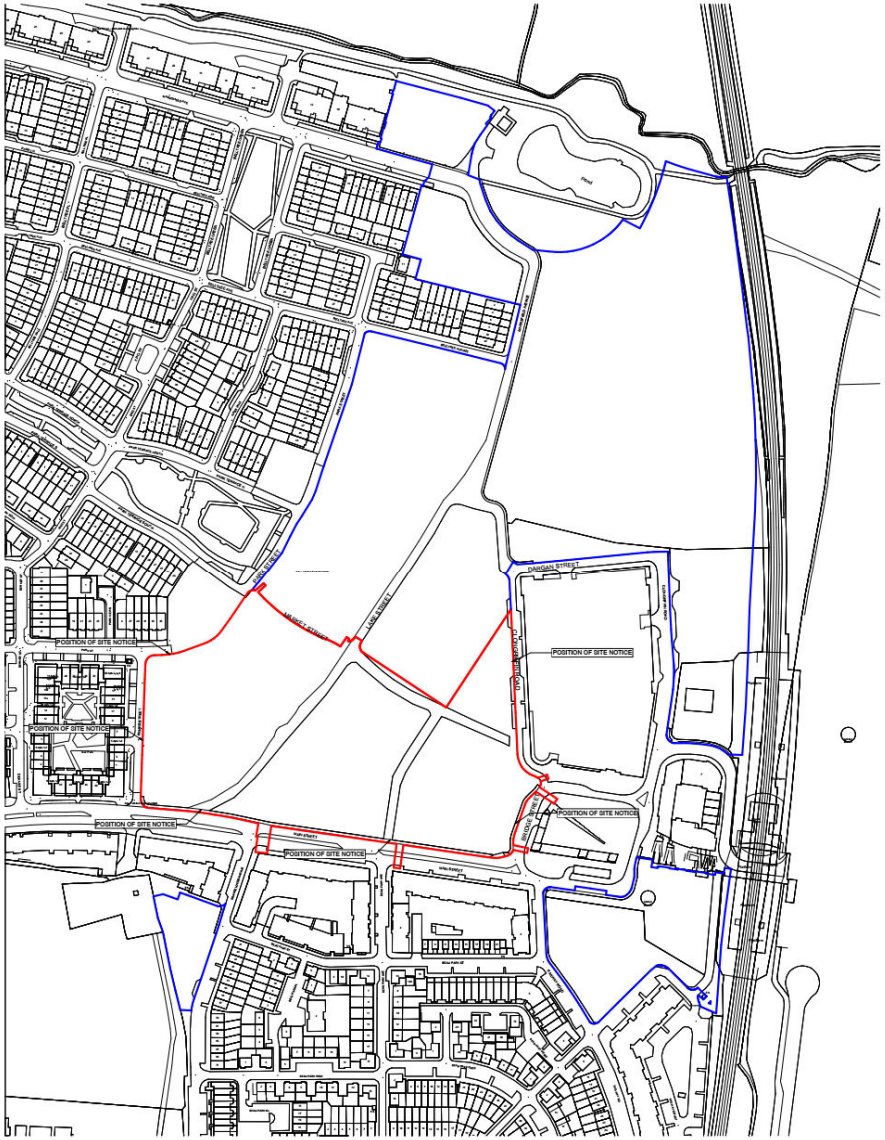
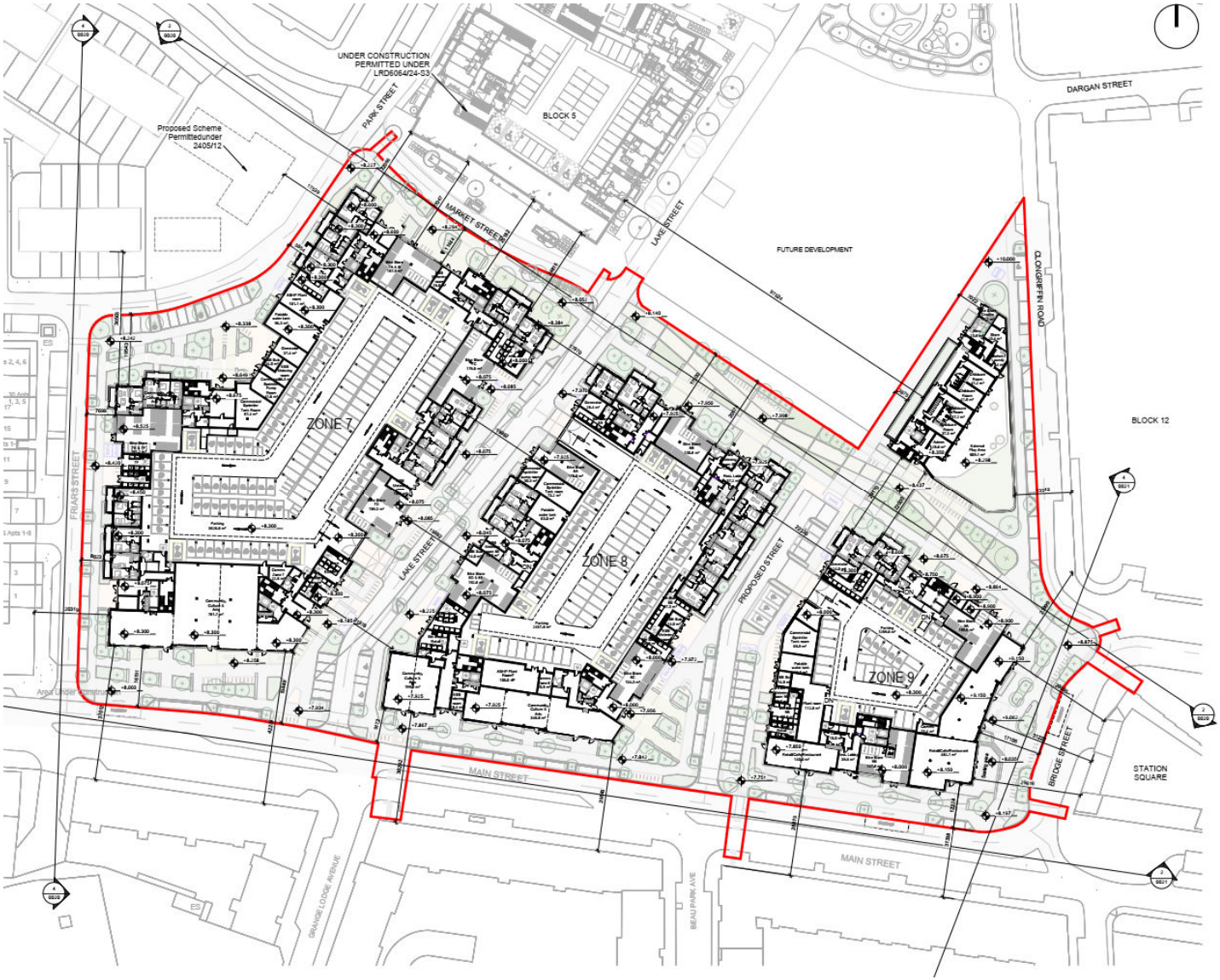


Figure 1.2 Proposed Site Layout (ground floor plan) for the proposed development at Clongriffin, Dublin 13 (Source: Henry J Lyons Architects, 2026)



1.2 Format & Structure of the Environmental Impact Assessment Report

The EIAR has been completed in accordance with the requirements as set out in the EIA Directive, (2011/92/EU), as amended by Directive 2014/52/EU and relevant guidelines and documentation. The composition of this EIAR is in accordance with EPA Guidelines (2022) which requires that information contained within an EIAR should be in accordance with Article 3(1), Article 5(1) and any additional information specified under Annex IV under the Directive 2014/52/EU. Refer to **Table 1.1** below for the structure of this EIAR.

Table 1.1 Structure of the EIAR

Section	Description
Volume 1:	**Non-technical Summary (NTS)**
A summary of the EIAR in non-technical language	
Volume 2:	**Main Report**
Chapter 1	Introduction
Chapter 2	The EIA Process
Chapter 3	Planning & Development Context
Chapter 4	Consideration of Alternatives
Chapter 5	Description of the Proposed Development
Chapter 6	Consultation
Chapter 7	Population & Human Health
Chapter 8	Biodiversity
Chapter 9	Land, Soils, Geology & Hydrogeology
Chapter 10	Hydrology
Chapter 11	Air Quality
Chapter 12	Climate
Chapter 13	Noise & Vibration
Chapter 14	Landscape & Visual
Chapter 15	Cultural Heritage – Archaeological and Architectural Heritage
Chapter 16	Microclimate – Daylight & Sunlight
Chapter 17	Microclimate – Wind
Chapter 18	Traffic & Transportation
Chapter 19	Material Assets – Waste
Chapter 20	Material Assets – Services
Chapter 21	Interactions
Chapter 22	Cumulative Impacts
Chapter 23	Mitigation Measures & Monitoring
Volume 3:	**Appendices**
Technical reference material supporting the EIAR chapters	

1.2.1 The Environmental Impact Assessment Team

The EIAR was coordinated by Brady Shipman Martin (BSM). Various environmental specialists were commissioned to complete the specialist chapters of the EIAR, as required by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment.

A description of experts who have contributed to this EIAR, their qualifications, experience and any other relevant credentials is provided in **Table 1.4.**

Table 1.2 EIAR Contributions

Name	Company	Role / input	Qualifications
Thomas Burns	BSM	EIAR Technical Review	■ B.Agr.Sc. (Land.) Dip. EIA Mgmt., Adv. Dip. Plan. & Env. Law ■ Environmental Planner and Landscape Architect ■ Member of Irish Landscape Institute & Irish Environmental Law Association ■ Over 30 years of experience in EIA and LVIA
Pauline Byrne	BSM	Project Manager	■ BSc Mgmt., Adv. Dip. Marketing, MA Regional & Urban Planning ■ Head of Planning ■ Member of Royal Town Planning Institute (MRTPI) ■ Member of Irish Planning Institute (MIPI) ■ Over 25 years of experience
Sorcha Turnbull	BSM	Senior Planner	■ BSc (Spatial Planning), Dip. EIA Mgmt ■ Associate & Senior Planner ■ Corporate Member of the Irish Planning Institute (IPI) & Associate Member of the Royal Town Planning Institute (RTPI) ■ Over 15 years of experience
Namrata Kaile	BSM	EIAR Co-Ordinator; Background chapters; Population & Human Health; Material Assets - Services	■ BSc Life Sciences, MSc Env. Sciences ■ Environmental Consultant & Ecologist ■ Full Member CIEEM (MCIEEM) ■ Over 6 years of experience
Jade Schanen	BSM	EIAR Co-Ordinator; Background chapters; Population & Human Health; Material Assets - Services	■ BA Mod in Environmental Science ■ Environmental Consultant ■ GradCIWEM ■ Over 2 years of experience
Matthew Hague	BSM	Biodiversity; Appropriate Assessment Screening	■ BSc, MSc, Adv. Dip. Plan. & Env. Law ■ Associate & Senior Ecologist ■ Chartered Environmentalist – CEnv ■ MCIEEM ■ Member of Irish Environmental Law Association ■ Over 20 years of experience

Sadye Goldfarb	BSM	Biodiversity; Appropriate Assessment Screening	▪ Bachelor's degree in environmental science and a master's degree in Biodiversity and Conservation from Trinity College Dublin. ▪ Ecologist ▪ Qualifying Member of the Chartered Institute of Ecology and Environmental Management ▪ Over 2 years of experience
Marcelo Allende	AWN Consulting	Hydrology	▪ Water Resource Civil Engineering (BEng, Hons), Bachelor of Science in Engineering (BSc, Hons) ▪ Principal Environmental Consultant ▪ Experienced in environmental investigations, geo-environmental impact assessments, surface and groundwater resource management, hydrological and hydrogeological conceptual and numerical modelling, strategic and site specific flood risk assessments (Stage 1,2 and 3), Due Diligence reporting, baseline studies, soils, surface water and groundwater monitoring and field sampling programmes ▪ Over 20 years of experience
Ana Keeley	AWN Consulting	Land, Soils, Geology & Hydrogeology; Hydrology	▪ Environmental Consultant ▪ BSc in GeoScience from Trinity College Dublin. ▪ Has worked on a range of projects including environmental investigations, environmental impact assessment reports, hydrological risk assessments and ArcGIS mapping. ▪ Member of the International Association of Hydrogeologists (Irish Group).
Lee Shelton	AWN Consulting	Climate	▪ Principal Environmental Consultant in Air Quality & Climate ▪ Chartered Environmentalist with 11 years' experience in environmental assessment ▪ BSc (Hons) in Environmental Protection from Scotland's Rural College through the University of Edinburgh. Specialises in in air quality assessment having worked on a number of projects requiring the quantification of emissions specific to local air quality.
Sarah Berry	AWN Consulting	Climate	▪ Principal Environmental Consultant in Air Quality & Climate ▪ BSc in Physical Geography from the University of Leeds. ▪ 9 years' experience in climate change and sustainability, with expertise in greenhouse gas permitting, accounting and verification.
Tanmay Gojamgunde	AWN Consulting	Air Quality	▪ MSc (Air Pollution Management and Control) BTECH (Environmental Engineering) ▪ Air Quality & Climate Consultant ▪ Member Institute of Environmental Sciences (IES) ▪ 1 year experience

Alistair Maclaurin	AWN Consulting	Noise & Vibration	▪ Alistair Maclaurin (Senior Acoustic Consultant) ▪ Holds a BSc in Creative Music and Sound Technology and a Diploma in Acoustics and Noise Control. He is a member of the Institute of Acoustics. ▪ Alistair has worked in the field of acoustics since 2012. He has been the lead noise consultant across various sites on major infrastructure projects such as Crossrail and Thames Tideway Tunnel, specialising in construction noise assessment and control. ▪ Additionally, he has undertaken various other environmental noise assessments for infrastructure developments and planning reports.
Richard Butler	Modelworks	Landscape & Visual	▪ B.L. Arch., MSc, ▪ Member of the Irish Landscape Institute and ▪ Member of the Irish Planning Institute. ▪ 30 years' experience in development and environmental planning, specialising in Landscape Townscape and Visual Impact Assessment (LVIA).
Faith Bailey	IAC Archaeology	Cultural Heritage	▪ MA Cultural Landscape Management, BA (Hons) Archaeology ▪ Senior Archaeological and Cultural Heritage Consultant ▪ Licence eligible archaeologist, MIAI, MCIfA ▪ Over 21 years experience in the compilation of EIARs and assessments regarding the archaeological and cultural heritage resource, for all types of development nation-wide.
Ashish Nautiyal,	O'Connor Sutton Cronin	Microclimate – Daylight/ Sunlight & Microclimate - Wind	▪ Senior Energy & Sustainability Engineer ▪ B.Tech. (Hons) in Mechanical Engineering and over ▪ 10 years' experience in the design and supervision of Energy & Sustainability services
Fionnán Burke		Traffic & Transportation	▪ Civil Engineer ▪ BSc and ME degrees in Civil, Structural, and Environmental Engineering ▪ Chartered Engineer, accredited by the Institute of Engineers of Ireland. ▪ 5 Years Experience
Chonaill Bradley	AWN Consulting	Material Assets - Waste	▪ Bsc ENV,PG Dip Circ Econ ▪ Principal Environmental Consultant ▪ AssocCIWM ▪ 10+ Years Experience

1.3 Impact Assessment Methodology

The assessment of impacts is based on the source-pathway-receptor model, which dictates that, for an environmental impact to occur, there must be a source, a receptor which is sensitive to the effect in question, and a pathway by which the effect can reach the receptor. Unless otherwise stated, effects / impacts will be described and characterised in accordance with the terminology and criteria set out in the Environmental Protection Agency (EPA)'s 2022 Guidance (as set out in **Table 1.2**).

Table 1.2 Description of effects (EPA, 2022)

Criteria	Definition
Quality of Effects	
Positive	A change that improves the quality of the environment (for example, by increasing species diversity, improving reproductive capacity of an ecosystem, removing nuisances or improving amenities).
Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
Negative / adverse	A change that reduces the quality of the environment (for example, lessening species diversity, diminishing the reproductive capacity of an ecosystem, damaging health / property or causing nuisance).
Significance of Effects	
Imperceptible	An effect capable of measurement but without significant consequences.
Not significant	An effect that causes noticeable changes in the character of the environment but without significant consequences.
Slight	An effect that causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant	An effect that, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
Very significant	An effect that, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	An effect that obliterates sensitive characteristics.
Extent and Context of Effects	
Extent	The size of the area, number of sites, or proportion of a population affected by an effect.
Context	Describes whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (i.e. *is it the biggest, longest effect ever?*)
Probability of Effects	
Likely	The effects that can reasonably be expected to occur because of a proposed development if all mitigation measures are properly implemented.
Unlikely	The effects that can reasonably be expected not to occur because of a proposed development if all mitigation measures are properly implemented.
Duration, Reversibility & Frequency	
Momentary	Effects lasting from seconds to minutes.
Brief	Effects lasting less than a day.
Temporary	Effects lasting less than a year.
Short-term	Effects lasting one to seven years.
Medium-term	Effects lasting seven to fifteen years.
Long-term	Effects lasting fifteen to sixty years.

Criteria	Definition
Permanent	Effects lasting over sixty years.
Reversible	Effects that can be undone (for example, through remediation or restoration).
Frequency	How often the effect will occur (e.g. once, rarely, occasionally, frequently, constantly, hourly, daily, weekly, monthly, annually, etc.).
Type of Effects	
Indirect / secondary	Impacts that are not a direct result of a proposed development, often produced away from the site or because of a complex pathway.
Cumulative	The addition of many minor or significant effects, including effects of other plans and / or projects, to create larger, more significant effects.
Do-nothing	The environment as it would be in the future should the proposed development not be carried out.
Worst-case	The effects arising from a proposed development in the case where mitigation measures substantially fail.
Indeterminable	When the full consequences of a change in the environment cannot be described.
Irreversible	When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
Residual	The effect that will occur after the proposed mitigation measures have been implemented.
Synergistic	Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of SO_x and NO_x to produce smog).

2 The Environmental Impact Assessment Process

2.1 Legislation

The EIA Directive is the cornerstone of EIA legislation. It aims to ensure a high level of protection for the environment and human health and provides for public participation in relation to development consent and environmental matters. It requires that an assessment of the 'likely significant effects' a proposed development will have on the environment is carried out, where relevant, before development consent is given.

The EIA Directive entered into force in 1985 (Directive 85/337/EEC). It was amended three times (in 1997, 2003 and 2009) and subsequently replaced and codified by Directive 2011/92/EU, which was itself amended in 2014 by Directive 2014/52/EU ('the amending Directive'). The EIA Directive is transposed into Irish legislation by the PDA 2000, the PDR 2001 and the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

2.2 Guidelines

This EIAR has been prepared in accordance with the aforementioned legislative provisions and the following guidelines, among others, as specified in the various specialist EIAR chapters:

- EPA (2022). *Guidelines on the information to be contained in Environmental Impact Assessment Reports;*
- EC (2017). *Environmental Impact Assessment of Projects. Guidance on the preparation of Environmental Impact Assessment Report*;
- EC (2017). *Environmental Impact Assessment of Projects. Guidance on Scoping*;
- EC (2017). *Environmental Impact Assessment of Projects. Guidance on Screening*;
- Department of Housing, Planning and Local Government (DHPLG) (2019). *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment;*
- DHPLG (2017). Circular letter PL 1/2017 – Advice on Administrative Provisions in Advance of Transposition;
- European Commission (EC) (1999). *Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions;*
- EC (2013). *Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment.*

2.3 Requirement for Environmental Impact Assessment

Parts 1 and 2 of Schedule 5 of the PDR 2001 list the classes of development for which EIA is required by default. In Part 1, major project classes (including industrial, chemical, energy, waste, infrastructural and intensive agricultural projects) are identified for the purposes of mandatory EIA. In Part 2, specific thresholds are cited; EIA is a requirement for projects of a class listed here that also meet or exceed the corresponding threshold (e.g. wind farms "*with more than 5 turbines or having a total output greater than 5 megawatts*").

The proposed development is not of a class of development listed in Part 1 of Schedule 5 of the PDR 2001 and, therefore, EIA is not a statutory requirement under this provision. However, the proposed development (Phase 2) does correspond with the classes of development listed in paragraphs 10(b)(i)

and 10(b)(iv) of Part 2 of Schedule 5 of the PDR 2001 and exceeds the thresholds specified in relation to Class 10(b)(i) of development. When considered together with Phase 1 (Blocks 5 & 6, permitted under DCC Ref.: LRD6064/24-S3), the gross quantum of development also exceeds the thresholds specified in relation to Class 10(b)(i) of development, as detailed in **Table 2.1**, below. **Figure 2.2** below provides an overview for the phasing strategy for the overall Clongriffin masterplan lands, including the future development areas.

Therefore, under the provisions of the Section 176 PDA and Schedule 5 of PDR 2001, EIA is a statutory requirement for the proposed development, and the Applicant is required to prepare an EIAR.

Table 2.1 Statutory requirements for EIA under Part 2 of Schedule 5 of the PDR 2001

Provision (Part 2 of Schedule 5 of PDR 2001)	proposed development (Phase 2 – Zones 7,8 &9)	Previously permitted development (Phase 1- Blocks 5 & 6)
Paragraph 10(b)(i): *"Construction of more than 500 dwelling units."*	711 no. units	Phase 1- 408 no. units permitted by Dublin City Council (DCC Ref. LRD6064/24-S3)
Paragraph 10(b)(iv): *"Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere."*[1]	c. 3.42 Ha	Phase 1- c. 2.2 Ha permitted by Dublin City Council (DCC Ref. LRD6064/24-S3)

2.4 Appropriate Assessment

European Sites, also known as 'Natura 2000' sites, include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These are a network of sites designated for nature conservation under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') and Directive 2009/147/EC on the conservation of wild birds (the 'Birds Directive'). The requirements for Appropriate Assessment (AA) are set out under Article 6 of the Habitats Directive, transposed into Irish law by the European Union (Birds and Natural Habitats) Regulations 2011 (as amended) (the 'Birds and Natural Habitats Regulations') and the PDA 2000.

Article 6(3) of the Habitats Directive states that:

> *"Any plan or project not directly connected with or necessary to the management of the site but likely to have significant effect thereon, either individually or in combination with other plans or projects, shall be subject to Appropriate Assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."*

[1] Where 'business district' refers to a district within a city or town in which the predominant land use is retail or commercial use.

The first test is to establish whether, in relation to a particular plan or project, AA is required. Sections 177U of the PDA 2000 requires that the AA screening test must be applied to a proposed development, as follows:

- To assess, in view of best scientific knowledge, if the development, individually or in combination with another plan or project is likely to have a significant effect on a European site; and
- AA is required if it cannot be excluded, on the basis of objective information, that the development, individually or in combination with other plans or projects, will have a significant effect on a European Site.

An Appropriate Assessment Screening Report has been prepared by BSM in respect of the proposed development, in accordance with the requirements of the Habitats Directive and the Birds Directive, and the PDA 2000. It has concluded:

"In view of best scientific knowledge this report concludes that the proposed development at the Holy Cross College site, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.

It is considered that this report provides sufficient relevant information to allow the Competent Authority (Dublin City Council) to carry out an AA Screening under Section 177(U) of the Planning Acts and reach a determination, under Article 6 of the Habitats Directive, that the proposed development will not have any likely significant effects on European sites in light of their conservation objectives."

Please refer to the AA Screening Report, prepared by BSM (2026) and submitted under separate cover as part of this planning application.

2.5 Water Framework Directive Assessment

A Water Framework Directive (WFD) Assessment has been prepared by AWN Consulting (2026) and separate as part of the planning submission. The WFD Assessment concludes that there is no potential for adverse or minor temporary/ long-term or localised effects on the Mayne River, Mayne Estuary and European sites which the estuary hosts, nor on the Dublin groundwater body (GWB). Therefore, it has been assessed that the proposed development will not cause any significant deterioration or change in water body status or prevent attainment, or potential to achieve, future good status or to meet the requirements and/or objectives in the third RBMP 2022-2027 (River Basin Management Plan) and Water Action Plan 2024 - A River Basin Management Plan for Ireland.

2.6 Site Specific Flood Risk Assessment

A Site-Specific Flood Risk Assessment (SSFRA) has been prepared in respect of the proposed development by CS Consulting (2026), in accordance with the OPW guidelines *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* (2009). The key findings and conclusions of the SSFRA are summarised as follows:

> *"This Site Specific Flood Risk Assessment has been carried out in accordance with the requirements of the national flood guidelines and Dublin City Council's Development Plan. Its conclusions are summarised as follows:*

- *The development site historically has no recorded flood events, as noted in the OPW's historical flood maps.*
- *Predicted flood hazard mapping for fluvial flood events shows that the development site is at low risk of flooding from this source.*
- *Predicted flood hazard mapping for coastal and pluvial flood events show that the development site is at low risk of flooding from these sources.*
- *The proposed development is in an area for which the risk of groundwater flooding is considered low.*

The proposed development is deemed to be suitable for the site location, as historical and potential flood routes have been reviewed and the likelihood of the development being subject to flooding is low."

Please refer to the SSFRA prepared by CS Consulting submitted under separate cover as part of the planning application. Refer also to Chapter 10 (Hydrology) of the EIAR Volume 2.

3 Planning & Development Context

This Chapter sets out the policy in relation to proper planning and sustainable development in the context of the proposed development. It has been prepared by Pauline Byrne, Snr Planner at Brady Shipman Martin (BSM). This chapter has been reviewed by Namrata Kaile, Ecologist & Environmental Consultant at BSM. Additionally, a technical review was completed by Thomas Burns, Partner at BSM and Namrata Kaile, Environmental Consultant at BSM. Refer to **Table 1.4** in Chapter 1 (Introduction) for qualifications of authors and reviewers.

The following policy documents of relevance are discussed in relation to the proposed development herein:

International

- United Nations Sustainable Development Goals (2015)

European

- Environmental Impact Assessment Directive (consolidated 2011/92/EU and 2014/52/EU);
- Birds (2009/147/EC) and Habitats Directive (92/43/EEC);
- EU Water Framework Directive (2000).

National

- Project Ireland 2040 – National Planning Framework and National Development Plan (2021-2030) including the First Revision to the NPF (April 2025);
- Planning Design Standards for Apartments – Guidelines for Planning Authorities (2025);
- Delivering Homes, Building Communities 2025-2030 – An Action Plan on Housing Supply and Targeting Homelessness (2025)
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018);
- Design Manual for Urban Roads and Streets (2019);
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2010);
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024);
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009);
- Climate Action Plan 2025;
- Childcare Facilities – Guidelines for Planning Authorities (2001);
- Cycle Design Manual (2023);
- National Sustainable Mobility Policy (2022).

Regional

- Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031;
- Dublin City Development Plan 2022-2028 (including variations to the Plan);
- Transport Strategy for the Greater Dublin Area 2022 – 2042.

Topic-specific policies are addressed, where appropriate, in the relevant specialist chapters Volume 2 of this EIAR. The development of the proposed site is supported by both national and regional policy and guidance documents. Please refer to the accompanying EIAR and the Planning Report & Statement of Consistency for the proposed development, prepared by BSM and submitted under separate cover as part of the planning application, which details the consistency of the proposed development with the above listed planning and policy documents.

4 Consideration of Alternatives

Consideration of alternatives is an important step in the EIA process, which is necessary to evaluate the likely environmental consequences of a range of development strategies for the delivery of the proposed development. This chapter of the EIAR provides an overview of the alternatives that have been considered for the proposed development.

Article 5(1) of the amended Directive requires the consideration of reasonable alternatives that are relevant to the proposed development, taking into account the effects of the proposed development on the environment. Article 5(1)(d) states that the information contained in the EIAR shall include:

> *"… a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment."*

Further, Annex IV(2) states that the information for the EIAR shall include:

> *''A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.''*

Part 1(d) of Schedule 6 of the PDR 2001 transposes this requirement, stating that an EIAR shall include:

> *"A description of the reasonable alternatives studied by the person or persons who prepared the EIAR, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed development on the environment."*

In accordance with the EIAR guidelines, different classes of alternatives may be considered at key stages during the process. As environmental issues emerge during the preparation of the EIAR, alternative designs may need to be considered early on in the process, or alternative mitigation options may need to be considered towards the end of the process. The EPA guidelines state that:

> *"The objective is for the developer to present a representative range of the practicable alternatives considered. The alternatives should be described with 'an indication of the main reasons for selecting the chosen option'. It is generally sufficient to provide a broad description of each main alternative and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option. A detailed assessment (or 'mini-EIA') of each alternative is not required."* (p. 33)

The EPA Guidelines indicate that alternatives should be considered under the following headings:

1. 'Do-Nothing' Alternative;
2. Alternative Locations;
3. Alternative Layouts;
4. Alternative Designs;
5. Alternative Processes; and
6. Alternative Mitigation Measures

4.1 Do-Nothing Alternative

The 'Do-Nothing' alternative considers the likely scenario that would arise, assuming the proposed development was not progressed, i.e. if nothing were done. Note that this Chapter discusses the Do-Nothing scenario in terms of development (or lack thereof) in the absence of the proposed development. The likely impacts of a Do-Nothing scenario in relation to the various environmental topics (e.g. architectural heritage, biodiversity, traffic and so on) is discussed in the respective chapters of the EIAR.

The most likely Do-Nothing scenarios in this case are:

- A continuation of the existing status and use of the lands and buildings (i.e. disused and undeveloped town centre lands); or
- Development (likely residential) under the scope of a separate application / proposal, at some point in the future.

In the context of the ongoing housing crisis in Dublin City, the former scenario (a) is considered to represent an inefficient, uneconomical and socially suboptimal use of these identified development lands. The opportunity cost, in this scenario, would include the 711 proposed residential units, and the accommodation that these would otherwise provide.

The latter scenario (b) is considered somewhat more likely, taking into consideration the following contextual factors and trends:

- The Clongriffin lands are zoned as Z14, 'Strategic Development and Regeneration Areas (SDRAs)', under the Dublin City Development Plan (2022 – 2028), which states- *"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*."
- The lands are strategically located in terms of public transport / mobility, proximity to employment and community amenities;
- Significant demand for housing in Dublin Metropolitan Area; and
- The policy context at national and regional levels for 'compact urban development', whereby additional units are preferentially delivered within the existing built-up footprint of urban areas.

Given these contextual factors and the extent of the project need, it is very likely that an alternative residential development proposal would be submitted in a do-nothing scenario for this project. Like this project, such other proposal would be assessed on its merits.

4.2 Alternative Locations

The proposed development site is zoned predominately as Z14 – 'Strategic Development and Regeneration Areas (SDRAs)' which has the objective - "*to ensure existing environmental amenities are protected in the predominantly residential future use of these lands*". The area immediately east is zoned as *'Z4: Key Urban Villages/Urban Villages' and the areas immediately west and south are zoned as 'Z1: Sustainable Residential Neighbourhoods'.* The area directly north has the same Z14 zoning as the site itself.

Based on the zoning of the Clongriffin lands, as described above, it is considered that the site is entirely suitable for the proposed nature of this LRD application. It is not considered that the consideration of alternative locations is relevant in this case. As stated in the EPA guidelines that:

> *"Some locations have more inherent environmental sensitivities than others. Depending on the type of project and the range of alternatives which the developer can realistically consider, it may be possible to avoid such sites in favour of sites which have fewer constraints and more capacity to sustainably assimilate the project. It can be useful to ensure that a range of options, that may reasonably be available, are included in the evaluation."* (p. 35)
>
> *[…]*
>
> *"Clearly in some instances some of the alternatives described below will not be applicable – e.g. there may be no relevant 'alternative location'…"* (p. 33)

At this location, the proposed development will deliver additional dwellings along with associated infrastructure and commercial and community facilities. The subject lands will gain benefit from existing transport, social and community infrastructure. It is considered that the site is entirely suitable for the nature of the proposed development, and it is not necessary to consider alternative locations or sites.

4.3 Alternative Layouts & Design

A series of design iterations of the proposed development have been considered, as detailed in the main text of the Environmental Impact Assessment Report (Volume 2):

- Design Alternative 1;
- Design Alternative 2;
- Design Alternative 3 – Final Layout

The evolution of the design and layout for the proposed development has been an iterative process which involved the entire design team and thorough pre-planning engagement with DCC. The design has undergone rigorous appraisal, which has led to a final layout that responds appropriately to the site characteristics, opportunities and constraints. The final layout is presented in the Architectural Drawings and the Architectural Design Statement (Henry J Lyons, 2026), which have been submitted under separate cover and should be read in conjunction with this chapter.

The EIAR demonstrates that the site and the surrounding area have the environmental capacity to accommodate the proposed development without significant risk of impact upon environmental sensitivities due to the location or nature of the proposed development.

The proposed layout is designed to function, in combination with the already permitted developments on the wider Masterplan site, as a mixed-use (predominantly residential) development on a significantly underutilised and strategically located site. A detailed discussion of the architectural design rationale and strategy for the proposed development and wider Masterplan site is presented in the Site Masterplan Framework Report and Architectural Design Statement, all of which have been prepared by HJL Architects and submitted under separate covers as part of this application.

This section sets out the intermediate design progressions of the proposed development, includes figures showing the proposed layout at each stage of this process, and summarises the main considerations that have influenced the progression of the design. The Strategic Development & Regeneration Area Objectives for the area set out clear parameters in terms of form, height and land use so as such there is more limited scope to consider variants on the site.

Given the site's location, proximate to Dublin City and significant employment centres, the site is suitable to an increased density and height of development in order to optimise residential development on strategic sites. An apartment scheme is appropriate in this site as trying to provide housing typologies would represent an underutilisation of land. The scheme, within apartment only typologies, provides for a range of sized units from studios to 3-bed units offering diversity of units for different demographics and typologies found in the immediate area.

The current design was arrived at in order to increase height at key locations (i.e. onto Station Square), increase performance of daylighting to the units and sunlight to the public and communal open space, increase the separation distances between the proposed blocks and the distances and proximity to adjoining residences, enhance the setting of the protected structures, and also to further improve accessibility to the public realm, and enhance communal areas.

4.4 Alternative Processes

Having regard to the nature of the proposed development, this is not considered a relevant class of alternatives in this case. The proposed construction works comprise relatively standard building construction processes. As such there is no specific alternative construction processes identified in the EIAR.

However, the residential units will have a detailed designed to comply with the building regulations framework and the requirement to achieve Nearly Zero Energy Building (NZEB) standard for new developments.

4.5 Alternative Mitigation Measures

Where appropriate, alternative mitigation measures will be considered by the relevant specialist contributors to the EIAR as listed in Table 1.2.

4.6 Reasons for Selecting the Preferred Alternative

The design of potential alternatives for the proposed development evolved through an iterative process and a number of key structuring principles.

During the design process for the proposed development a number of iterations of alternative designs were considered. The proposed scheme has been prepared in accordance with the requirements of the National and Local Planning Policy and Design Standards.

The proposed scheme has been the subject of a number of pre-application meetings with the Dublin City Council prior to lodgement (see Section 6.2 of the EIAR Volume 2).

The key considerations which influenced the design of the proposed development were as follows:

- To provide and promote a residential development in this Strategic Development & Regeneration Area, with regard to the need for high standards of urban design/architecture and to successfully integrate the development with the character of the surrounding area to increase the landscape and visual amenity of the development.
- The need to promote sustainable development of vacant or under-utilised sites and to consider higher density proposals.
- The need to provide sustainable neighbourhoods by achieving suitable levels of amenity.

- The need to provide suitable social infrastructure and other support facilities are available in the neighbourhood.
- The need to include community hubs, sports and recreational green open spaces and suitable shops contributing to the creation of sustainable neighbourhoods.
- The quality of the urban environment to be delivered and the associated improvement of population and human health.
- Maximise the daylight/sunlight influx through strategic design and layout of the proposed development blocks.

The Architects Design Statement, prepared by HJL Architects sets out the overall approach to the site and how it meets the objectives of the Masterplan as well as the specifics of the proposed development and how it complies with appropriate development standards.

On the basis of the foregoing, it is considered that all reasonable alternatives to the project are considered and no alternatives have been overlooked which would significantly reduce or further minimise environmental effects.

Having considered all alternatives, the final design chosen by the developer (i.e. the project as presented) is deemed to be the most suitable project for the site.

5 Description of the Proposed Development

This Chapter of the Environmental Impact Assessment Report provides a general description of the site and its surrounds, sets out the need for the proposed development, and describes the proposed development – its design, construction methodology and envisaged operation. In accordance with Article 5(1)(a) of the 2011 EIA Directive, as amended by Directive 2014/52/EU, the description of a proposed development should comprise "*…information on the site, design, size and other relevant features*".

5.1 Overview of the Proposed Development

The proposed development is located at Clongriffin, Dublin 13 in the northern fringe of Dublin city administrative area, within the Clongriffin/Belmayne and Environs Strategic Development Regeneration Area (SDRA). The site is located within the administrative boundary of Dublin City Council c. 9.5km north-east of the Dublin City Centre, c. 5km east of the M1/M50 network and adjacent to the administrative boundary with Fingal County Council.

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zones 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments in addition to café/restaurant/retail units, community/cultural spaces, and a standalone creche building.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block located on Main St., Friar's St., Park St and the under-construction Market St. containing 280 no. apartments. Zone 8 is a 6 to 8 storey block between Main St. and Market St. containing 263 no. apartments. Zone 9 is a 6 to 10 storey block located on Main St., Station Square and Market St. containing 168 no. units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Blocks 5 & 6 to the north of Market Street.

Please refer to the *Planning Report & Statement of Consistency* prepared by Brady Shipman Martin (BSM) and submitted under separate cover for further details of the proposed development.

5.1.1 Site History

The Land Development Authority (LDA) Clongriffin Lands fall within the wider Clongriffin masterplan which was originally granted planning permission in 2003 and was updated in 2018 which formed the basis for the recent SHD Planning Applications. There is a history of previous planning permissions for the lands, all of which have expired. The Planning Report and Statement of Consistency for the proposed development, prepared by BSM (2026) and submitted under separate cover as part of the planning application, details the planning history for the site and the immediate surrounds.

Currently, there is one valid permission that the LDA applied for as part of the Clongriffin Masterplan for Blocks 5 & 6 (DCC Reg. Ref: LRD6064/24-S3). Planning permission was lodged by the Land

Development Agency on 16th August 2024 to Dublin City Council under the Large-Scale Residential Development (LRD) process and was granted on 27th November 2024. Permission was granted for a mixed-use residential development comprising two blocks (Blocks 5 and 6) providing a total of 408 apartments.

Phase 1 lands (Blocks 5 & 6) are currently under construction and will be ready for occupation by late 2026.

5.1.2 Masterplan for the wider Clongriffin Lands

The site falls under the wider Clongriffin lands, for which a Masterplan has been prepared by HJL Architects on behalf of the LDA. The masterplan framework sets forth a vision for a mixed-use residential development on a designated site within Clongriffin, with the aim of creating a vibrant, sustainable, and inclusive community that serves a diverse population. This framework is designed to guide the development process in alignment with both local and regional planning objectives.

The site is predominantly zoned Z14 *'Strategic Development and Regeneration Areas (SDRAs)*', which has the stated aim *"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."*

The Clongriffin wider lands framework plan comprises a total masterplan area of c. 10.08ha. The proposed development, that is, Phase 2 comprises of Zones 7, 8 & 9 including the stand alone creche. Future development areas are preliminarily outlined but remain flexible to accommodate evolving requirements.

- Phase 1: Blocks 5 & 6 - currently under construction.
- Phase 2: Subject site of this planning application - Development of apartment buildings in the southern sector of the site. Zones 7, 8 & 9 and stand alone creche.
- Phase 3: Low-rise residential typologies (affordable purchase units) in the northern sector, along the crescent of the pond. Zones 1, 2, 3 & 4 to be submitted to DCC.
- Phase 4: Indicative.
- Phase 5: Indicative.

Refer to **Figure 5.1**, below.

The Clongriffin Masterplan Framework promotes the enhancement of the urban environment, creating interconnected green spaces that support ecological and social functions. Tree planting and green corridors will enhance biodiversity, improve air quality, and promote wildlife movement. The use of native plants reduces maintenance and preserves the area's natural character, contributing to climate resilience, water management, and community well-being.

For further information, refer to the *Clongriffin Wider Lands Framework* by HJL Architects, submitted under separate cover as part of this application.

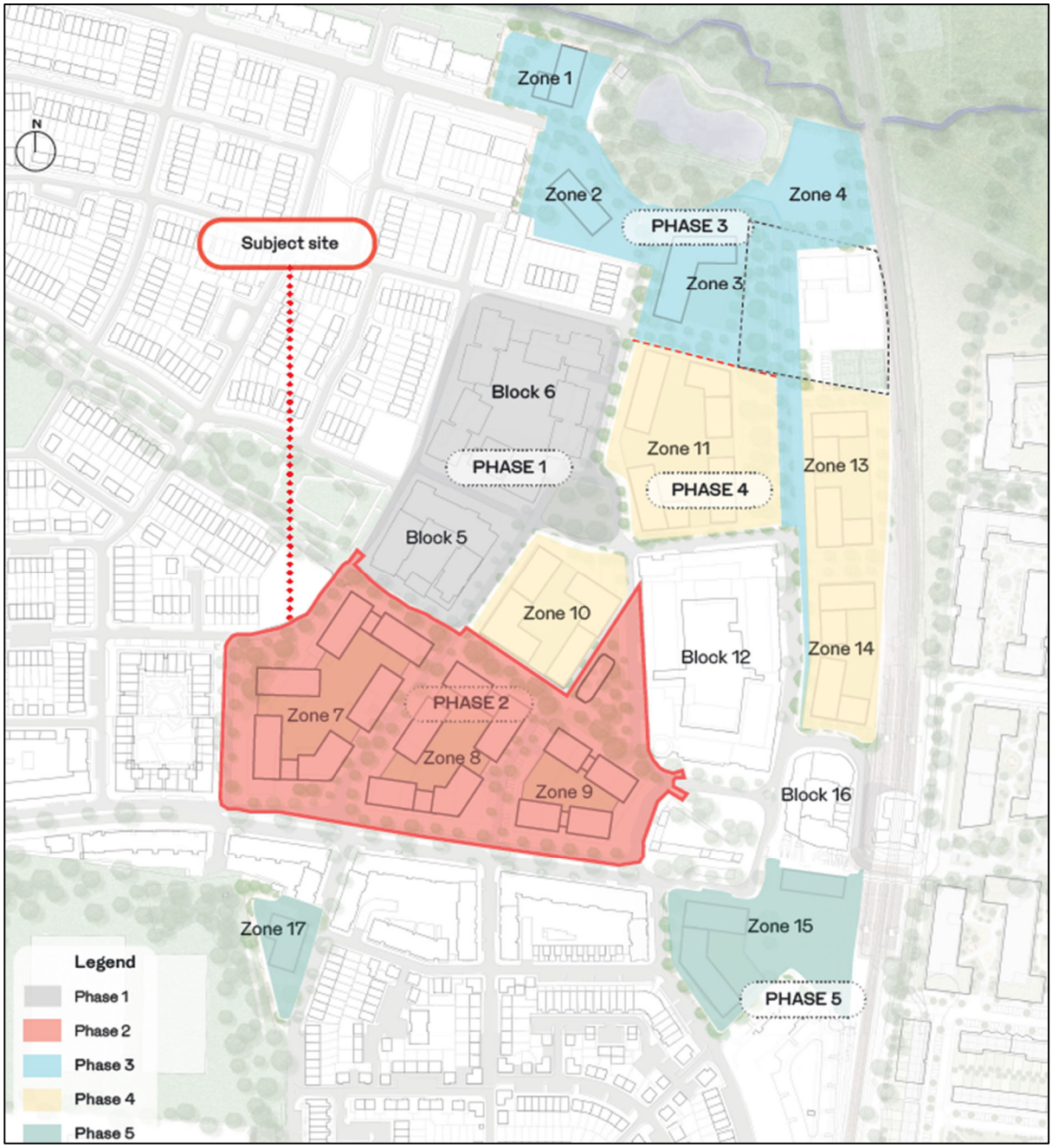


Figure 5.1 Phasing strategy for the overall Clongriffin masterplan lands, including future development areas (Source: HJL Architects, 2026)

5.2 Construction Phase

An Outline Construction Management Plan (OCMP) has been prepared in respect of the proposed development by CS Consulting (refer to standalone document submitted under separate cover). It contains best practice measures and protocols to be implemented during the construction phase of the proposed development to avoid / minimise environmental impacts.

The appointed contractor will be responsible for the implementation of the CMP. To ensure these documents remain fit for purpose, they will be maintained as live documents. The appointed contractor will be responsible for updating the CMP, as required; e.g. to reflect the publication of relevant new or

revised guidelines and / or new statutory requirements. The full schedule of environmental commitments (i.e. all mitigation measures set out in the CMP and Environmental Impact Assessment Report as part of the planning application, as well as any applicable conditions of development consent) will be included in the CMP by the appointed contractor.

5.2.1 Indicative Construction Methodology

As described in the OCMP (CS Consulting, 2026), the development is expected to be constructed in accordance with the following indicative sequence of works:

- Establishment of site perimeter hoarding and access provisions, maintaining existing pedestrian and traffic routes around the site.
- Site clearance.
- Reduced level excavations.
- Site services installation (drainage, power, water).
- Construction of building frames and envelopes.
- Internal roadway and footpath construction.
- Internal building fit-out and exterior landscaping

5.2.1.1 Site Establishment

All necessary accommodation, material handling, and secure storage facilities will be provided and maintained for construction site operations. These shall include:

- Construction plant
- Hoisting equipment and cranes
- Scaffolding, platforms, access ladders, barriers, handrails
- Barricades and hoardings
- Temporary driveways, road crossovers and construction zone
- 24/7 emergency vehicle access to site during working hours
- On-site hardstand areas for vehicle loading and unloading
- Storage sheds and compounds
- Rubbish sorting areas
- Site amenities with all required equipment and facilities
- Construction worker accommodation
- First aid facilities
- Site administration accommodation

Construction plant and site amenities shall comply with the requirements of all relevant authorities and be wholly contained within the hoarded site. All construction plant and equipment shall be progressively removed when no longer required.

First aid facilities for the use of all construction staff shall be maintained at all times, in the form of a fully provisioned first aid area within the site office with lifesaving and safety equipment, as required by the relevant statutes, authorities, and awards. All required permits will be obtained where applicable.

5.2.1.2 Site Security

Prevention of unauthorised access to the site is a very high priority and shall be vigorously managed throughout the construction period. Controlled access points to the site, in the form of gates or doors, will be kept locked at any time that these are not in use (e.g., outside working hours).

Access to site will be controlled and monitored. During working hours, a gateman shall control traffic movements and deliveries. Outside of site working hours, 24-hour site monitoring will be implemented by either onsite personnel or CCTV.

Perimeter hoarding will be provided around the site to provide a barrier against unauthorised access from the public areas. A project signboard will be erected on the hoarding at each main entrance point, to identify the site. Hoardings will contain graphics portraying project information.

The hoarding will be well-maintained and will be painted. Hoardings and signboards at the perimeter of the site shall comply with the requirements of the relevant authorities and the relevant Health and Safety Acts.

5.2.1.3 Site Accommodation

On-site facilities shall include:

- Materials and equipment storage area
- Site office and meeting room
- Staff welfare facilities (including but not limited to toilets, drying room, canteen)

Electricity will be provided to the site via the national grid, subject to the restrictions and requirements of ESB Networks. Water supply to the site will be provided by means of a temporary connection to the public watermain. Similarly, a temporary connection for foul water drainage will be made to the public network. The locations and sizes of these temporary connections will be determined through consultation with Uisce Éireann and DCC, and shall be subject to any restrictions and requirements they may impose.

5.2.1.4 Services Relocations and Screening

Prior to commencement of works, detailed dilapidation reports shall be carried out for footpaths, kerbs, road pavements, and utility infrastructure features of the main access routes in the vicinity of the site. Protection will be provided to existing surrounding building elements potentially impacted by the works.

Protection may be in the form of screened hoardings, scaffolding and fencing, taped drop sheets and the like, all installed prior to commencement. The type of required hoardings, scaffolding and fencing shall vary over the duration of the works, depending on how the site activities potentially impact on the adjoining public domain. Dial-before-you-dig enquiries and detailed services location investigations shall be carried out to identify any need for temporary protection of elements of existing utility infrastructure that are not to be diverted as part of the works. All temporary protection will be installed and maintained for the duration of the works, until no longer required.

5.2.1.5 Major Plant and Equipment

Plant and equipment expected to be used during the construction works include:

- Articulated and rigid trucks
- Rigs, bulldozers, excavators, backhoes, with ancillary equipment (rock hammers or saws)
- Mobile cranes
- Concrete delivery trucks
- Concrete pumps
- Man and material hoists
- Scissor, boom, and fork lifts

All plant and equipment shall be operated by experienced and qualified personnel with appropriate registrations.

5.2.1.6 Superstructure

The construction of the superstructure will involve complex sequencing of activities and various construction methodologies could be adopted. It is envisaged that all buildings will be constructed as reinforced concrete frames (walls and columns), supporting precast concrete floor slabs overlaid with structural screed. At first floor level there will be elements of transfer structure above the undercroft car parks. Façades will consist of a combination of brickwork and rendered blockwork. As noted, the construction methodology and therefore the programme of the construction activities will be dictated by the Contractor.

The following outlines a general construction sequence for the superstructure.

- Buildings Structure:
  - Installation of piled foundations, pile caps, and ground beams.
  - Construction of load bearing walls and reinforced concrete beams and columns.
  - Installation of precast floor panels (including roof) on load bearing walls.
  - Installation of screed on precast floor panels.
- Envelope / Cladding:

  Commencement of envelope works to ground floor when structure has progressed to approximately Level 2/3, with suitable temporary openings in the façade left for ease of transport of construction material.

  Advancing of external leaf two or three levels behind the structure.
- Mechanical & Electrical fit-out:
  - First fix will commence at each level behind structure
  - This will be followed by the second fix and the final connections
- General fit-out:
  - Initial installation of stud work when cladding is complete, and floor is weather tight.
  - Installation of equipment and associated connection to services.
  - Completion of finishes.
- Commissioning:
  - The final commissioning period will commence during fit-out.

5.2.1.7 Staff Training and Certification

It will be ensured that all personnel working on the site have a valid Safe Pass card, as well as the requisite certification(s) pertaining to the specific tasks that they will perform on site. Staff compliance with all site protocols will be monitored, and corrective action taken in response to any breaches.

In consultation with the Project Supervisor Construction Stage (PSCS), initial site-specific induction training will be provided for all construction operatives (including sub-contractors) regular 'tool-box talks', refresher training, and task-specific training will be organised as necessary throughout the construction works.

5.2.1.8 Record Keeping

Records will be kept by the main Contractor and/or by the PSCS (as appropriate) to satisfy the applicable legislation and best practice guidelines in relation to all activity on site. These records will be made available for review and audit as required by DCC, the Health & Safety Authority (HSA), the Environmental Protection Agency (EPA), and any other entities with a legitimate interest.

These records must include (but may not be limited to):

- Records of all personnel working on site (including dates present).
- Records of all visitors attending site.
- Records of all training sessions conducted.
- Records of all plant and machinery used on site (including dates of arrival, dates of operation, and dates of removal).
- Records of all deliveries made to site.
- Records of all potentially hazardous materials stored on site.
- Records of all potentially hazardous materials encountered on site.
- Records of all waste material leaving the site (whether for reuse, recycling, recovery, or disposal).
- Records of any accidents or spills occurring on site.
- Records of engagement with the Project Ecologist, Project Archaeologist, and Site Engineer.
- Records of any site protocol breaches by construction personnel.
- Records of all noise level, vibration level, and air quality monitoring.

5.2.1.9 Designated Community Liaison Officer and Complaints Procedure

A Designated Community Liaison Officer (DCLO) shall be appointed as a point of contact with local residents, DCC, and An Garda Síochána. The DCLO shall also consult and coordinate with DCLOs on other nearby active sites and ensure that the CMP for the development speaks to the CMPs of the adjacent and interfacing sites.

The Designated Community Liaison Officer shall be responsible for ensuring that complaints are dealt with and shall do so in accordance with the Complaints Procedure System outlined above. The DCLO shall liaise with members of the public as required to provide updates on the status of complaints and to ensure complaints are treated fairly and transparently. Where record of complaints is required by the complainant this shall be provided to the complainant by the DCLO. Requests by DCC or by members of the public for complaint records shall be dealt with in accordance with the requirements of GDPR legislation.

A Complaints Procedure System shall be drawn up and administered by the main Contractor. A record of each complaint shall be logged (date and time, description of complaint, complainant details, etc.), including actions to be carried out and ultimately confirmation that the complaint has been closed out by both Contractor and complainant. Records shall be kept and made available to DCC upon request. Where a record of a complaint is requested by the complainant, this shall be made available to that complainant upon request.

5.2.2 Vehicular Access to Site & Construction Compound

All vehicular traffic to and from the site will travel to/from the west, via Clongriffin Main Street. It is noted that the existing configuration of Main Street allows left turns only for any traffic turning onto Main Street at any point between Park Avenue and Station Square. Traffic arriving from the north and heading west must therefore first follow Main Street to the east and then make a loop around Station Square before continuing westward back along Main Street. To minimise departing construction traffic's travel distance around Station Square, it is instead proposed to route this traffic via Clongriffin Road, approaching Station Square directly from the north. An alternative departure route would follow Park Street and Park Avenue, this would however require greater travel distance along residential streets with perpendicular parking and with more numerous pedestrian crossing points.

Security personnel will be present at the entrance/exit of the site to ensure all exiting traffic will exit safely. A vehicle wheel wash system will be operated at the exit from the site, when conditions require it, to minimise dirt being carried out into the public road, and a road sweeper will be employed as required to keep public roads around the site clean. The vehicular access to the construction site shall include the following design elements:

- Sufficient entrance width to permit two rigid body vehicles to pass one another (i.e. one can enter while another waits to leave).
- An entrance gate set back a minimum of 18m from the public road edge, to ensure that vehicles may leave the road completely before having to stop.
- Appropriate sight lines for vehicles exiting onto the public road, to be ensured by removing existing visual obstructions and by appropriate design of perimeter hoarding.
- Directional signage for site traffic and advance warning signage for all other road users.

An indicative designated route for construction traffic and construction compound is shown in Figure 5.2.



Figure 5.2 Indicative construction traffic route and site construction compound (Source: CS Consulting, 2026)

5.2.3 Vehicle Movements During Construction

The major construction activities include site clearance, excavation, construction, and fit out. Heavy Goods Vehicle (HGV) construction traffic to and from the site shall reach a peak during preliminary earthworks, which may require the removal of spoil from the site and/or the importation of soil and aggregate. The final programming and scheduling of any such material transfer shall be determined by the lead Contractor appointed to the project. Under a 'worst-case' scenario, however, it is possible that up to 4no. such HGV trips may be made to the site each hour (one HGV arrival and one HGV departure every 15 minutes). This would equate to total traffic movements of 18 Passenger Car Units (PCU) in each of the background peak hours.

In addition to HGV traffic, periodic deliveries of materials to site shall be made by Light Goods Vehicles. To the extent possible, these shall be scheduled to take place outside of the background peak traffic hours. Such trips are also unlikely to occur frequently during the stages of construction that require bulk excavation or the importation of fill material; LGV trips are therefore unlikely to occur in significant numbers at the same time as HGV trips take place. For the purposes of estimating a worst-case construction traffic generation scenario, however, 5no. LGV arrivals and 5no. LGV departures (total traffic movements of 10 PCU) are assumed in each of the background peak hours.

As car parking for construction personnel will be provided on site during construction works, some vehicular trips shall be made to and from the site each day by construction personnel commuting to and from work. The majority of these trips are expected to fall outside the background traffic peak

hours. In the worst-case scenario, it is assumed that 10no. such light vehicle trips may be made to the site during the AM peak hour, and 10no. such trips may be made from the site during the PM peak hour.

5.2.4 Construction Traffic Management

Vehicle parking for construction personnel shall be accommodated within the construction compound. To the extent possible, personnel shall however be encouraged to use public transport, and information on local transportation shall be published on site.

All deliveries to site will be scheduled to ensure their timely arrival and avoid need for storing large quantities of materials on site. Deliveries will be scheduled outside of background peak traffic hours (within the permitted site working hours) to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

Prior to works commencing on site, the lead Contractor appointed to the project will develop a detailed works-specific Construction Traffic Management Plan (CTMP), reflecting the specifics of their final site management and construction methodologies. This plan shall be prepared in consultation with the Design Team, with Dublin City Council (DCC), and with An Garda Síochána, and shall be updated as required throughout the project.

The principal objective of the CTMP is to proactively manage the impacts of all construction traffic related to the proposed development, upon both the public (off-site) and internal (onsite) environments. It shall aim to ensure that the safety of the public and of construction workers is maintained at all times, that disruptions are minimised, and that all operations are undertaken within a risk-controlled environment. It is noted that the impact of the construction works on the surrounding road network will be temporary in nature. Issues addressed in the CTMP shall include - public safety, construction traffic routes, deliveries schedule, special deliveries (wide and long loads), traffic flows, signage and lighting, road opening requirements, road closures and lighting.

The final CTMP will be prepared in accordance with the principles outlined below and shall always comply with:

- Chapter 8 of the Department of Transport Traffic Signs Manual, current edition, published by The Stationery Office and available from the Government Publications Office, Sun Alliance House, Molesworth Street, Dublin 2.
- the Guidance for the Control and Management of Traffic at Road Works (June 2010) prepared by the Local Government Management Services Board.
- the Construction Site Traffic Management Plan (CSTMP) Guidance prepared by the Health and Safety Authority.
- any additional requirements detailed in TII standards or in the Design Manual for Urban Roads and Streets (DMURS).

A liaison officer will be appointed as a point of contact with local residents, DCC, and AnGarda Síochána. Among the traffic management measures to be included in the CTMP are:

- Securely fencing off the site from adjacent properties, public footpaths and roads during the pre-construction stage.
- Providing signage on the surrounding road network to define the access and egress routes for the development.

- Strictly controlling the traffic generated by the construction stage of the development in order to minimise the impact of this traffic on the surrounding road network.
- Adequately signposting and enclosing all road works to ensure the safety of all road users and construction personnel.
- Accommodating all unavoidable personnel and visitor vehicle parking demands onsite or within designated off-site parking areas.
- Implementing a programme of street cleaning as required.
- Making arrangements to facilitate the delivery of abnormal loads to the site.
- Implementing measures to avoid queuing of construction traffic on the adjoining road network.

The following specific traffic control and marshalling measures are to be included in the CTMP, to minimise the potential for obstruction of surrounding streets:

- At no time will construction associated vehicles be stopped or parked along haulage routes.
- Haulage vehicles will not travel in convoys of greater than two vehicles at any time.
- Haulage vehicles will be spaced by a minimum of 250m at all times.
- At no time will haulage vehicles be parked or stopped at the entrance to the site.
- All loading of excess material will occur within the site boundary.
- All off-loading of deliveries will take place within the site, away from the public road and will access via the construction site access.

5.2.5 Construction Phasing & Duration

Subject to a successful grant of planning, it is intended for the works to commence in Q4 2026. The proposed development is anticipated to be constructed in a single phase over a period of approximately 24 months, with final occupation in 2028.

5.2.6 Excavation work

The proposed development will involve excavation and removal of material from site for foundations. It is not envisaged that rock will be encountered during the excavation works. The appointed lead Contractor will engage with the project archaeologist prior to the commencement of excavation on site. Excavation will be carried out under the supervision of the project archaeologist.

The lead Contractor will prepare a Construction Waste Management Plan in accordance with the *Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects* (EPA, 2021) and must ensure that all material is disposed of at an appropriately licensed land fill site. Any materials identified as being hazardous will be removed and disposed of in strict accordance with the applicable legislation.

5.2.7 Construction Working Hours

Construction works will be limited to the times below, as per the OCMP, unless otherwise stipulated in the conditions to the planning permission:

- Monday to Friday 08:00 to 19:00 hrs
- Saturdays 08:00 to 14:00 hrs
- Sundays and Public Holidays No work on site*

*However, where required for specific circumstances (e.g. exceptional / emergency circumstances, such as connections to public service systems or utilities), it may be necessary for certain construction

operations to be undertaken outside these times. The timing of such works will be agreed in advance with Dublin City Council as well as with any other affected neighbouring stakeholders.

5.2.8 Resource and Waste Management Plan (RWMP)

A Resource & Construction Waste Management Plan (prepared by AWN Consulting Ltd., 2026) will be implemented during the construction phase, and is submitted as part of the planning application. This document shall be finalised by the appointed contractor, in agreement with Dublin City Council, prior to the commencement of the proposed works. For further information, refer to Chapter 19 (Material Assets – Waste & Appendix 19.1 (Volume 3) RWMP).

5.3 Operational Phase

During the operational phase, all on-site contractors and subcontractors of the project and all works carried out regarding the upkeep and management of the development will also be required adhere to the below identified Plans. These plans are being submitted under separate cover as part of this application in outline/draft form and will be finalised to reflect the specific, final terms of the EIAR in accordance with the terms of the planning permission and all conditions attached thereto. It is proposed to implement the following plans of pertinence to the Environmental Impact Assessment Report (Volume 2).

During the operational phase, it is proposed to implement the following plans of pertinence to the Environmental Impact Assessment Report:

- Residential Travel Plan;
- Operational Waste Management Plan.

6 Consultation

6.1 Introduction

Consultation is a key element in the EIA process. The *"carrying out of consultations"* is included in the definition of EIA as set out in Article 1(a) of the amended EIA Directive. Consultation at various stages of the EIA process provides for timely and proportionate consideration of potential significant effects, early identification of stakeholder concerns, and facilitates public participation in the development consent process. Consultations may be statutory (i.e. required by law) or non-statutory / informal. Consultations may be undertaken by the Applicant or the Competent Authority, as appropriate and as required.

The United Nations Economic Commission for Europe (UNECE) *Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters* (the Aarhus Convention), which came into force in October 2001, establishes a number of rights of the public with regard to the environment, including the right to access to environmental information and the right to access to public participation in environmental decision-making.

This non-technical summary (NTS) is particularly important in disseminating the information contained in the EIAR to the wider public and facilitating public participation in the development consent process. As stated in the EPA guidelines:

> *"Compliance with the Aarhus Convention requires that the structure, presentation and the non-technical summary of the EIAR, as well as the arrangements for public access, all facilitate the dissemination of the information contained in the EIAR. The core objective of public consultation is to ensure that the public is made as fully aware as possible of the likely environmental impacts of projects prior to a decision being made by the CA [Competent Authority]."*

In addition, where required specialists have consulted relevant Departments and Bodies in order to acquire additional information to undertake the assessment.

6.2 The LRD Process

On 17 December 2021, the Large-scale Residential Development (LRD) planning process came into effect under the Planning and Development (Amendment) (Large-scale Residential Development) Act 2021, thereby replacing the previous Strategic Housing Development (SHD) process. The reform of the dedicated planning process for larger residential developments is intended to continue to expedite the delivery of housing, while restoring decision-making powers to Local Authorities. Certain elements of the previous SHD process, such as mandatory pre-application consultation with the Local Authority and mandatory decision timelines, have been retained; while others have been reformed.

In the Irish planning system, 'Large-scale Residential Development' refers to the following classes of development:

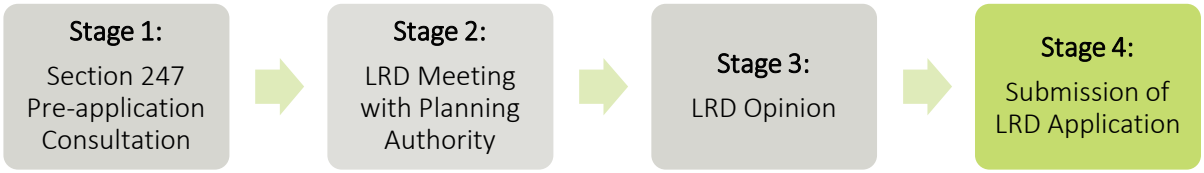
- Housing development of 100 or more units;
- Student accommodation development comprising 200 or more beds; or
- A combination of the two where the threshold is met for either element.

LRD applications are restricted to residential zoned lands and do not apply to lands designated as Strategic Development Zones (SDZ). Any other proposed uses within an LRD are required to be

compliant with the land use zoning objectives designated under the Local Authority Development Plan. Non-residential elements proposed within an LRD are restricted to 30% of the total floor area.

The stages in the LRD application process are outlined in **Figure 6.1**, below.

Figure 6.1 Overview of LRD application process



6.3 Consultation

Both the context and approach to the application site and the design rationale for the proposed development, have been subject to consultation with the DCC Planning Department under Section 247 of the PDA 2000 (as amended). Pre-planning consultation meetings were held with DCC on 22nd July 2025 and 15th September 2025 (LRD6098/25).

The first steps in 2024 were to bring an amended planning application for Block 5 & 6 through a Large-Scale Residential Development (LRD) process with Dublin City

A Public Information process in June 2024 outlined an executive summary of the main aspects of this plan to inform members of the public and all interested stakeholders. The main changes made to this application were bringing the mix of housing to be provided into alignment with Dublin City Council's Development Plan policies, as well as allocating space for a further Community, Cultural and Arts provision in line with DCC's objectives.

In February 2026, a public consultation phase was launched for Phase 2 of Clongriffin Central.

An LRD Opinion Request was lodged with Dublin City Council on 21st November 2025 and an LRD Meeting was held on the 13th January 2026. An LRD Opinion was issued by DCC on 9th February 2026. The LRD Opinion concluded that:

Following consideration of the issues raised during the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the 2021 Act, requires further consideration and amendment to constitute a reasonable basis for an application for Large-scale Residential Development.

The proposed development, as now submitted for LRD Application, has taken account of the items raised by DCC in the LRD Opinion. This is addressed throughout the various consultant documents and drawings and in the Response to LRD Opinion Report.

6.4 Submission of LRD Application

The Stage 4 of the LRD application process, the submission of the planning application to the Planning Authority (Dublin City Council), will allow for public consultation. The Applicant will make copies of the application documents (including this Environmental Impact Assessment Report) available for public viewing on a dedicated website [www.holycrosscollegelrd.ie]. Members of the public, Prescribed

Bodies and elected Council members may submit observations on the proposed development within five weeks from the date when the application was registered.

Planning Authority decisions on LRD applications may be appealed directly to An Bord Pleanála within four weeks of decision, by Applicants and parties that have submitted observations / submissions at Stage 4.

7 Population & Human Health

This chapter of the Environmental Impact Assessment Report assesses the impacts of the construction and operational phases of the proposed development on population and human health. It has been prepared by Brady Shipman Martin in accordance with the relevant legislation and guidelines, including those from the Environmental Protection Agency (EPA) and Institute of Environmental Management and Assessment (IEMA). It has been informed by extensive desk study of relevant available data, including from the Central Statistics Office and Dublin City Council.

The proposed development is located at Clongriffin, Dublin 13 in the northern fringe of Dublin city administrative area, within the Clongriffin/Belmayne and Environs SDRA (refer to Figure 1.1). The site is located c. 9.5km north-east of the Dublin City Centre, c. 5km east of the M1/M50 network and adjacent to the administrative boundary with Fingal County Council. The site occupies a prominent position immediately west of Clongriffin DART Station and forms part of a mixed-use urban quarter that is currently under phased development.

The Central Statistics Office (CSO) is the authority responsible for carrying out national censuses and publishing official population statistics to inform decision-making. The CSO provides data on population and socio-economic aspects of the population at different levels from the State, county level, Local Electoral Area (LEA), individual Electoral Districts (ED) to Small Areas (SA) within each County. Most recent census was undertaken in April 2022. CSO published preliminary results for 'Census of Population 2022' on 23 June 2022 (updated September 2022) which have been superseded by the main results published from May 2023 onwards. A series of themed reports, Small Area Population Statistics (SAPS), population distribution and movements, housing, households, families and childcare, disability, health and carers, diversity and migration, homelessness, employment, occupations, commuting, Irish language and education and their detailed statistical analysis have been provided as per the latest data published by CSO. This chapter uses the most up to date and detailed statistical data that is available at the time of writing this chapter.

The site of the proposed development is situated in the Local Electoral Area (LEA) of 'Donaghmede' and the Electoral Division (ED) of 'Grange B'. In the period between 2016 and 2022, the population in the administrative area of DCC increased by 6.9% as compared to the previous increase of 5.1% between 2011 and 2016. The population statistics indicate growth at the level of the ED between 2011 and 2016 is lower when compared to the growth between 2016 and 2022.

For the purposes of the proposed development, Brady Shipman Martin (BSM, 2026) has prepared a Community & Social Infrastructure and Childcare Facilities and School Demand Assessment Reports. These have been submitted under separate cover as part of the planning application.

The duration of the construction phase is anticipated to be somewhere in the region of 60 months (or five years). As such, associated impacts are expected to be short-term in duration according to the EPA Guidelines. During this time, there will be no severance of land, loss of rights of way or amenities as a result of the proposed development.

As part of this assessment, the other specialist chapters of the EIAR have been reviewed to identify potential interactions. In the absence of standard good construction practice and mitigation measures, the following potential impacts have been identified during the construction phase:

- Nuisance / health impacts related to exposure to dust;

- Impacts due to greenhouse gas emissions and climate vulnerability;
- Nuisance / disturbance related to elevated noise levels;
- Impacts on traffic / parking due to presence of construction traffic;
- Potential negative impacts on landscape and visual amenity due to presence of construction site and effects of construction activities (e.g. dust, dirt, stockpiling of soils, removal of vegetation, etc.);
- Health impacts related to improper waste management;
- Health impacts related to improper safety protocols, e.g. related to diversions of gas / power lines;
- Nuisance / impacts on residential amenity due to potential service / power outages;
- Impacts due to changes to daylight and sunlight availability on the receiving environment;
- Economic impacts related to construction employment / increased demand for goods and services.

In the absence of mitigation, potential impacts on population and human health as a result of the operational phase of the proposed development may be summarised as follows:

- Potential impacts due to greenhouse gas emissions and climate vulnerability;
- Potential nuisance and disturbance of residents due to noisy building services plant and vehicular deliveries / collections within the site
- Potential negative impacts on journey characteristics due to additional operational phase traffic generated by the proposed development;
- Positive impacts on journey characteristics due to enhanced permeability across the site;
- Potential visual impacts due to completion of proposed development, establishing substantial new residential development;
- Potential positive impacts by retention and enhancement of the landscape and biodiversity value of the parts of the site;
- Potential positive impact of the proposals to retain and improve existing architectural and cultural heritage while demolishing structures which detract from that heritage, making it more accessible and visible to the local population and future occupants;
- Health impacts related to improper waste management;
- Potential impacts due to daylight and sunlight availability for the proposed development;
- Potential socio-economic impacts due to demand for goods and services locally;
- Positive socio-economic impacts due to provision of significant additional housing;
- Positive impacts on existing and new residents due to provision of new community amenities and facilities.

Assuming the proper and full implementation of the mitigation measures in this EIAR (summarised above in relation to population and human health), the following significant, negative, residual impacts on population and human health are predicted:

The application of binding noise limits and hours of operation, along with implementation of appropriate noise and vibration control measures (as set out in Chapter 13 in Volume 2), will ensure that noise and vibration impacts are minimised as far as practicable. Appropriate mitigation measures will be implemented in this regard. The predicted impact for the demolition and construction period will be **negative, slight to significant and temporary,** depending on the proximity of the works to the site boundary. For the remaining phases of construction work, structural development and general construction, the residual construction noise and vibration effects will be **negative, slight to moderate and short-term** depending on the proximity of the works to the site boundary. As such, it is considered that this potentially significant, negative, residual impact on the local population is commensurate with

the proposed development and acceptable considering the net merit of the proposal, and that the likely alternative to this proposed development is a development of a similar nature in accordance with the land use zoning objectives and requirements for the site as set out in the DCC Development Plan 2022-2028, which was subject to SEA, AA and SFRA prior to its adoption

The landscape and visual residual impacts on surrounding areas as a result of the proposed works, as follows:

- The visual effects during the construction phase have been classified for each viewpoint (see Chapter 14 in Volume 2). Where the site is visible, the effects would be negative as construction is inherently unsightly. Site hoarding is only effective as a visual screen for ground level activity. Once buildings under construction rise above ground level, they are exposed, and until they are completed their visual effects are negative. Such temporary negative visual effects are unavoidable during the construction phase of a development.

The potential significant impact in relation to construction waste management will be mitigated by the measures set out in Chapter 19 and Appendix 19.1 of Volume 2 such that the residual impact is predicted to be ***neutral, imperceptible and short-term***.

No other significant, negative residual impacts are predicted in relation to population and human health during the construction phase.

Assuming the proper and full implementation of the mitigation measures in this EIAR (summarised above in relation to population and human health), **no significant, negative, residual impacts are predicted to occur during the operational phase in the long-term.** However, as discussed below, there is the potential for **significant, negative, short-term visual impacts** to occur.

As stated in Chapter 19, the potential significant impact in relation to operational waste management identified in Section 7.4, above, will be mitigated by the measures set out in Chapter 19 such that the residual impact is predicted to be **neutral, imperceptible and long-term**.

As stated above, there is the potential for **short-term significant, negative visual impacts** to viewpoints in the surrounding area upon the completion of the proposed development, but that these are expected to ameliorate to an **overall neutral to positive visual impact in the long-term**, once the proposed development has become established in its surroundings.

As stated above, the net operational phase impact on population and human health is predicted to be positive, principally because the proposed development will deliver a high volume of high-quality housing in accordance with the development objectives for the site as set out in the DCC Development Plan 2022-2028 and in the context of an ongoing housing crisis and predicted continued increase in housing demand in the area, in a manner that is consistent with national and regional-level policy.

There is substantial interaction between Population & Human Health and other environmental topics addressed in the Environmental Impact Assessment Report, and mitigation measures of relevance to this element of the assessment have been set out throughout the report. These include measures in relation to community liaison, dust (Land, Soils, Geology & Hydrogeology – Chapter 9) & (Chapter 11 - Air Quality), noise (Chapter 13 - Noise & Vibration), construction site screening and tree protection (Chapter 14 - Landscape & Visual), traffic management (Chapter 19 - Traffic & Transportation), daylight and sunlight (Chapter 17 Microclimate- Daylight & Sunlight), wind (Chapter 18 Microclimate – Wind) and waste management (Chapter 20 - Material Assets Waste).

Additionally, An OCMP has been prepared by CS Consulting for the proposed development (refer to standalone document submitted as part of the planning pack). It contains best practice measures and protocols to be implemented during the construction phase of the proposed development to avoid / minimise environmental impacts. The appointed contractor will be responsible for the implementation of the CEMP & CMP. To ensure these documents remain fit for purpose, they will be maintained as live documents. The appointed contractor will be responsible for updating the CEMP & CMP, as required; e.g. to reflect the publication of relevant new or revised guidelines and / or new statutory requirements. The full schedule of environmental commitments (i.e. all mitigation measures set out in the CEMP and Environmental Impact Assessment Report as part of the planning application, as well as any applicable conditions of development consent) will be included in the CEMP & CMP by the appointed contractor.

8 Biodiversity

Brady Shipman Martin has undertaken an appraisal of the likely effects on biodiversity (flora and fauna) resulting from the proposed development.

A separate Appropriate Assessment Screening Report (AASR) has been completed (under Article 6 of the EU Habitats Directive). The report is submitted under separate cover as part of this application and has concluded that that the proposed development at the Clongriffin site, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites. Therefore, the AA process – preparation of a Natura Impact Statement (NIS) – is not required.

8.1 Existing Environment

No designated conservation areas occur within or in the immediate vicinity of the area of the proposed development at Clongriffin.

No legally protected species were recorded during any of the site visits undertaken. No species listed on the Third Schedule of the *European Union (Birds and Natural Habitats) Regulations 2011-2021* have been recorded on the site (sea buckthorn), a species that is listed on the Third Schedule of the Habitats Regulations, is known from areas close by to the east, but is not present within the subject site. Non-native butterfly bush was recorded on site during the surveys carried out in 2025.

The subject site is broadly made up of three broad habitat types:

Dry meadows and grassy verges (Fossitt habitat code GS2) habitat covers approx. one third of the subject site, predominantly in the southern section. This grassland has developed over a number of years due to agricultural abandonment, where ecological succession has created a moderately species-rich habitat. This is the most ecologically valuable habitat with moderately high species diversity and including one species of local rarity, cowslip.

Recolonising bare ground (ED3) habitat occurs in a large section in the middle of the site, and along the edges of the grasslands. This habitat covers approximately one third of the site area and contains common, ruderal species. If left alone it can be assumed that these areas would eventually develop into dry grassland.

Spoil and bare ground (ED2) & buildings and artificial surfaces (BL3) habitats cumulatively cover approximately one third of the site area. The largest section of bare ground is utilised as a car park, and there are patches of old asphalt scattered throughout the northern half of the proposed development site, most of which is being weathered into ED2 habitat.

The bat surveys confirm that there is no bat roosting activity on the site, and the bat activity during emergence/bat detector surveys undertaken recorded very low bat activity at the site.

During the winter, a total of 18 common bird species of Ireland were recorded on the lands. The species encountered on the site are all widespread common birds of Ireland. Most species (11) observed are currently green listed as species of least conservation concern in Ireland. Three red listed species, that is, those of highest conservation concern, were identified. The red listed species were snipe, meadow pipit and grey wagtail. During the breeding season a total of 24 common bird species of Ireland were

recorded on the lands. Two species of high conservation concern, seven species of medium conservation concern and a further 15 species which were of least conservation concern were encountered on or over the lands.

As noted in the stand-alone AA Screening Report the bird survey results clearly demonstrate that the proposed development site is of no significant value for any SCI species (i.e. Special Conservation Interest species listed in any European site) and there is no possibility of a significant effect arising on European sites as a result of potential impacts to populations of SCI bird species.

No evidence of badgers has been recorded on the proposed development site, and one hare (incidental siting) was observed during a site visit in May 2025. Foxes, which are not protected under wildlife legislation, were seen at the site by the authors on occasion. The subject site is entirely unsuitable for use by otter, and there is no pathway to the site for otter from the River Mayne.

There are no areas particularly suitable for amphibians within the Phase 2 lands, and none have been observed during the surveys undertaken at the subject site. Nevertheless, frogs have been recorded in ponds to the north of the subject site by the authors, and even minor wet areas and temporary ponds may be of value for amphibians, in particular during the spring breeding season. Similarly, no evidence of common lizard has been recorded. However, it is possible that lizards may occur within the site, although the area of suitable habitat (such as exposed rock or heathland) is negligible.

8.1.1 Overall ecological evaluation of the proposed development site

The site of the proposed development is not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected plant species, as listed in the *Irish Red Data Book 1 – Vascular Plants (Curtis & McGough, 1988)*, the *Flora Protection Order*, *2022* or the *EU Habitats Directive*, are known to occur within the site and none were recorded during the site visits. The most ecologically valuable habitats are the dry grasslands that cover approximately one third of the site area. These grasslands have moderately high species diversity and include one species of local rarity (cowslip).

There is no habitat on the site suitable for use, even on a very occasional basis, by any overwintering birds, such as light-bellied Brent goose, or any other protected bird species listed as a Special Conservation Interest (SCI) in any European site within the Zone of Influence. Three red-listed bird species were noted, however, despite their red-listed status the birds are common in the wider area.

The site has no value for roosting bats, nor for otters (these species are protected under Article 12 of the Habitats Directive and are known from the River Mayne corridor to the north). It also has no value for other protected mammals such as badger or hedgehog, or for amphibians or reptiles, or rare or protected plants and the habitats present are not suitable for such species. There was one protected mammal, the Irish hare, recorded on site in May 2025. The habitat is sub-optimal for the species and will not sustain a population of the species permanently.

None of the habitats or features present on the site are Qualifying Interests/Special Conservation Interests in any European site within the Zone of Influence and none of these Qualifying Interests/Special Conservation Interests are present on the site. No evidence of any habitats or species with links to European sites was recorded during either the field surveys or desk study undertaken and no ‘reservoir’ type habitats (habitats which have the potential to support Qualifying Interest/Special Conservation Interest species in any European site) are present.

Due to the species diversity of the grasslands present, the overall site is of Local importance (higher value), as defined by the ecological resource valuations presented in the National Roads Authority/Transport Infrastructure Ireland Guidelines for Assessment of Ecological Impacts of National Road Schemes (NRA/TII, 2009 (Rev. 2)). The Key Ecological receptors on the site comprise the dry grasslands that cover approximately one third of the site. The site is not of value as an *ex-situ* feeding site for SCI species associated with the coastal European sites.

8.2 Predicted impacts

Based on the studies undertaken and the features of the proposed development, the AA Screening process concluded that none of the habitats and species listed as qualifying interests or special conservation interests in any European site designation will be affected by the proposed development and full AA, including the preparation of a Natura Impact Statement (NIS), is not required. The following paragraphs are extracted from the AA Screening report conclusions:

> *"In view of best scientific knowledge this report concludes that the proposed Large-scale Residential Development at Clongriffin (Phase 2), individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.*
>
> *It is considered that this report provides sufficient relevant information to allow the Competent Authority (Dublin City Council) to carry out an AA Screening under Section 177(U) of the Planning Acts and reach a determination, under Article 6 of the Habitats Directive, that the proposed development will not have any likely significant effects on European sites in light of their conservation objectives."*

Similarly, there is no direct or indirect pathway between the proposed development site and any pNHA not already designated as a European site, and therefore no impacts on any pNHA will occur.

The proposed development will result in the removal of some existing habitats of Local Importance (Lower Value) and Local Importance (Higher Value).

In the absence of mitigation, the loss of dry grassland and associated habitats is considered to be a direct, permanent, moderate (significant) negative impact at a local level. However, appropriate landscape planting (refer to the Landscape Design Statement), including the planting of semi-mature trees, as well as long-term biodiversity-focused landscape management will be undertaken within the development.

Where deemed feasible and appropriate, the development shall strive to maximise the inclusion of on-street biodiversity such as street trees. A simple palette of trees is proposed in the Landscape Architecture Design Report that aims to maximise contribution to sitewide biodiversity while limiting management requirements. The landscape design will also adopt a variety of site-wide planting material to offer environmental interest, visual screening, and sustainable drainage opportunities.

Reduced vegetation will also lead to reduced insect abundance. This will reduce foraging opportunities for bats.

In the absence of mitigation, this will be a direct, permanent, slight negative impact at the local level.

There will be a reduction in vegetation cover through the removal of the dry grassland. This grassland offers habitat for ground nesting birds. In the absence of clear protocols for the protection of birds and their nests, there is potential for direct impacts on nesting birds and/or mortality of birds arising from the proposed development, should vegetation clearance take place during the bird nesting season, without accompanying bird-nesting surveys.

In the absence of mitigation, this will be a direct, permanent, slight negative impact at the local level.

Reduced vegetation due to the removal of the dry grassland will also lead to reduced insect abundance. This will reduce foraging opportunities for bats.

In the absence of mitigation, this will be a direct, permanent, slight negative impact at the local level.

In the absence of mitigation (including the lighting design (by EDC), the comprehensive landscape planting and the long-term habitat management proposed), the proposed development would cause a direct, long-term, moderate (significant) negative impact at the local level on biodiversity. However, the landscaping proposed (refer to the Landscape Architecture Design Report, prepared by TPHC and submitted as part of this application under separate cover) will ultimately lead to the introduction of new habitat (feeding and nesting) for birds and (foraging) bats.

No significant impacts on otters, badgers or any other large mammals within the site are expected as a result of the proposed development. Further, there will be no impacts on amphibians, reptiles, lepidoptera (butterflies and moths) or any other species groups as a result of the proposed development.

The implementation of biosecurity measures will ensure that no invasive alien plant species will be introduced, either deliberately or inadvertently, to the site.

No significant impacts on wintering birds are expected as a result of the proposed development. As confirmed in the AA Screening Report (no Brent geese (or other SCI species) utilise the site.

There will be no significant impacts related to lighting, dust, surface water, flooding, foul water management or otherwise, in the context of biodiversity, as a result of the construction or operation of the proposed development.

8.3 Mitigation Measures

No designated conservation areas will be impacted in any way by the proposed development, and no mitigation measures are required in this regard. Refer to the AA Screening Report that accompanies the planning application for full details in relation to European designated sites.

The proposed development incorporates a comprehensive landscape design, with biodiversity-focussed planting. The planting and long-term management proposed in the Landscape Design Statement will enhance the biodiversity resource on the proposed development site by creating new, pollinator-friendly habitats. The proposed planting/landscaping strategy includes a mix of appropriate species, incorporating species that will attract feeding invertebrates, including moths, butterflies and bees. It takes account of the All-Ireland Pollinator Plan 2021 – 2025[2]. Biosecurity measures will be included in the final CMP by the appointed contractor.

[2] NBDC (2021)

Where feasible and practicable, the clearance of scrub and any other vegetation that may be suitable for use by small numbers of nesting birds, will be undertaken outside the bird nesting season.

There will be no impacts on otters or other large mammals and no mitigation is required.

No bat roosts have been recorded at the proposed development site, and it will not be necessary to apply for a derogation licence under Regulation 54 or 55 of the *European Communities (Birds and Natural Habitats) Regulations 2011, as amended*. There are no suitable structures (natural or manmade) available for use by roosting bats within the subject site. The lighting design for the proposed development includes measures to prevent any impacts on commuting or foraging bats.

Notwithstanding the non-existent roosting potential of the site, it is proposed to install bat (and bird) boxes both within the proposed development. The reason for the installation of habitat boxes is not to provide replacement roosts/nesting; rather, it is to augment the overall ecological value of the site. This will contribute to maximising the ecological value of the proposed development.

It is proposed to install a total of 24 no. Schwegler 1MF combined bat and swift boxes or similar (to be located within the facades of four of the taller buildings proposed). A total of 6no. assorted wooden or woodcrete bird boxes, suitable for use by robins, blue tits and tree creepers are proposed as are 6 no. insect hotels, to be distributed through the landscaped areas, as advised by the project ecologist during the construction phase.

8.4 Residual Impacts

During the construction phase, with the implementation of proposed mitigation measures in place for the protection of surface water and air quality, the residual impact is assessed to be **direct, short-term, imperceptible** and **neutral**.

Overall, once operational, although the proposed development may have negative impacts on biodiversity at the local level, these impacts will be fully mitigated over time by the implementation of the proposed biodiversity-focussed landscape design.

There will be a limited loss of foraging habitat within the site and a loss of nesting areas for birds. Vegetation will establish over time, and these losses will be reduced considerably.

There is the potential for slightly less bat activity within the area where the cover is reduced by vegetation removal and lighting has increased. Bats will avail of bat boxes or other modifications within the site to roost over a period of time once the construction phase activity ceases.

The residual impact of the proposed development in this regard is assessed to be **direct, permanent, not significant** and **negative at the local level**.

There will be no long-term impact on the River Mayne and its associated habitats and, therefore, there will be no likely significant effects.

8.5 Monitoring

A suitably experienced Project Ecologist (Ecological Clerk of Works) will be appointed for the duration of the construction phase and regular monitoring of all related works will take place to ensure the correct and full implementation of all mitigation measures. The Project Ecologist will ensure that all

construction works take place in accordance with the Outline Construction Management Plan, the Surface Water Management Plan, and the mitigation measures set out in this EIAR.

Should vegetation clearance be required during the bird nesting season, this work will take place only after the Project Ecologist has undertaken a survey to ensure that no active bird nests or recently fledged birds are present. Similarly, no evidence of roosting bats was recorded on the site during any of the comprehensive bat surveys, while this will be verified by the project ecologist prior to commencement of works, there are no features on the site suitable for us by roosting bats. This is not likely to change.

No long-term ecological monitoring is required, other than post-construction monitoring of the bat and bird boxes installed. The bat and bird boxes installed on the site will be checked annually for a period of two years post-completion of the works, to ensure that they continue to be accessible to these species.

On completion of construction, the lighting installed will be reviewed by the Project Ecologist and a bat specialist, to ensure that it is operating according to the approved specifications.

9 Land, Soils, Geology & Hydrogeology

9.1 Introduction

This chapter of the EIAR has been prepared by AWN Consulting Ltd. which assesses and evaluates the likely significant impacts of the proposed development on the land, soil, and geological aspects of the site and surrounding area associated with the construction of a development. The chapter initially provides a description of the receiving environment of the site and the potential impacts of the development. When assessing the potential impacts, this assessment considers the significance of the environmental attributes, and the predicted scale, and duration of the likely effects.

9.2 Receiving Environment

The proposed development site is located at Clongriffin, north of Donaghmede in Dublin 13, Co. Dublin, covering about 11.17 hectares. It is located 15 km north of Dublin city centre. The site is bordered to the north by the undeveloped greenfield lands, to the east by the Dublin-Belfast Railway line. Directly south of Main Street and to the west residential estates. The land is mostly level, from the south to north.

The site, currently unoccupied by any buildings or structures. There are no licensed facilities within the site boundary. Subsoil mainly consists of low-permeability limestone-derived till. Ground investigations confirmed thick glacial till from around 2.0m depth and bedrock at an average depth of 12m, consistent with a GSI groundwater vulnerability rating of 'Low'. The underlying bedrock belongs to the Malahide Formation. The site is not near any Geological Heritage Sites, with the closest being North Bull Island, located 2.1 km south. Overall, the geological features are rated of 'Low' importance.

9.3 Potential Impacts of the Proposed Development

9.3.1 Construction Phase

In absence of mitigation measures, the construction phase would present potential impacts associated with the following activities:

- Excavation and infilling.
- Accidental spills, discharges, and leaks.
- Storage of Hazardous Materials

Without the consideration and employment of mitigation measures the potential impacts during the construction phase on land, soils and geology are **negative, significant and short-term**.

9.3.2 Operational Phase

The Proposed Development will increase the hardstanding area, which protects the underlying aquifer but reduces local recharge. The operational phase, consisting of typical activities, will not disturb the topsoil, subsoils, or geology further. While the increase in hardstanding may have a local effect on land, soils, and geology, there is no need for bulk fuel or diesel storage.

Without the consideration and employment of mitigation measures the potential impacts during the operation phase on land, soils and geology are **neutral, imperceptible and long-term**.

Indirect or secondary impacts are effects that may occur as a consequence of a primary impact. No indirect or secondary environmental impacts are predicted during construction, operation, or decommissioning of the development.

9.4 Mitigation and Residual Effects (Post-Mitigation)

9.4.1 Construction Phase

In order to reduce impacts on the land, soils and geological environment, a number of mitigation measures will be adopted as part of the construction works on site. The measures will address the main activities of potential impact which include:

- Control of soil excavation and export from site;
- Sources of fill and aggregates for the Proposed Development;
- Fuel and chemical handling, transport and storage; and
- Control of water during construction.

The mitigation and monitoring measures will effectively address potential impacts during the construction phase, with the residual effect on soils and bedrock being **neutral**, **imperceptible**, and **short-term**, the magnitude of impact is considered negligible.

9.4.2 Operational Phase

A number of design measures will be put in place to minimise the likelihood of any spills entering the soil and groundwater environment. A large portion of the development area will be covered in hardstand, which protects the underlying soil and aquifer. The proposed surface water drainage system comprises multiple design SuDS measures.

No further mitigation measures are to be required during the operational phase.

The mitigation and monitoring measures will effectively address potential impacts once the Proposed Development is operational. The residual effect on soils and geology during the operational phase is considered **neutral**, **imperceptible**, and **long-term**, with the impact magnitude rated as negligible according to TII criteria.

9.5 Monitoring and Reinstatement

9.5.1 Construction Phase

Monitoring will be carried out during construction in line with planning conditions and the project's Construction Environmental Management Plan (CEMP). Contractors will undertake regular inspections to ensure good environmental practice is maintained. These checks will focus on issues such as dust control, waste management, litter prevention, and general site housekeeping.

Any areas temporarily disturbed during construction will be reinstated once works are completed. Reinstatement will follow best practice and relevant planning conditions, ensuring the site is left in a condition appropriate to its final use. No significant environmental effects associated with reinstatement are expected.

9.5.2 Operational Phase

No ongoing environmental monitoring is proposed during operation, as the development is considered to present a low risk to the environment.

No reinstatement works will be required during operation, as the development will not involve ongoing ground disturbance or temporary structures. The site will be maintained in line with approved management procedures, and no environmental impacts are anticipated.

9.6 Interactions and Cumulative Impacts

9.6.1 Construction Phase

Potential interactions between different environmental factors were assessed. Given the small scale of the works and the implementation of standard mitigation measures, no significant combined effects are expected during construction.

The proposed development is not expected to give rise to cumulative environmental impacts when considered alongside other developments in the area.

9.6.2 Operational Phase

During operation, the development will function in accordance with the approved design and management measures. No interactions between environmental factors are predicted.

Taking account of existing and reasonably foreseeable developments, no cumulative impacts are predicted during operation.

10 Hydrology

10.1 Introduction

This chapter of the EIAR has been prepared by AWN Consulting Ltd. which assesses and evaluates the likely significant impacts of the proposed development on the surrounding hydrological and hydrogeological environment associated with the construction of a development. The chapter initially provides a description of the receiving environment of the site and the potential impacts of the development. When assessing the potential impacts, this assessment considers the significance of the environmental attributes, and the predicted scale, and duration of the likely effects.

10.2 Baseline Environment

The proposed development site is located at Clongriffin, located north of Donaghmede in Dublin 13 Co. Dublin, covering about 11.17 ha. It is located 15 km northeast of Dublin city centre. The site is bordered to the north by the undeveloped greenfield lands, to the east by the Dublin-Belfast Railway line. Directly south of Main Street and to the west residential estates. The land is mostly level, from the south to north.

The site, currently occupied by any buildings or structures. The proposed development site is located within the Liffey and Dublin Bay catchment and the Mayne sub-catchment. The Mayne River is located around 200 meters north from the site. The river originates south of Dublin Airport and flows south into the Mayne Estuary Transitional Waterbody, which connects to Irish Sea.

According to the most recent EPA data, the Mayne River is classified as moderately polluted, with a poor water status and at risk of not achieving good ecological status. The Mayne transitional waters are classed as moderate, with their risk status under review.

The nearest recreational and bathing water is Portmarnock, Velvet Strand Beach, located to the north. No flood events have been recorded on the site itself, and the area is considered low risk for flooding. The closest past flooding occurred in 1993, around 700 meters east of the site.

There are no protected NPWS areas within the immediate vicinity. The nearest Natura 2000 sites are Baldoyle Bay SAC, SPA & NHA situated around 800 meters east of the site.

Based on TII methodology, the hydrological features at the site are considered of low importance, as the area is not a water supply, flood zone, or amenity area.

The site is underlain by a locally important aquifer within the Dublin Ground Water Body. Groundwater vulnerability at the site is classified as low, and there are no registered wells in the vicinity. The Dublin Ground Water Body has a good status and is not considered at risk of failing to meet objectives. No groundwater-dependent terrestrial ecosystems are present nearby.

According to TII methodology, the hydrogeological features of the site are considered of low importance.

10.3 Predicted Impacts of the Proposed Development

10.3.1 Construction Phase

In absence of mitigation measures, the construction phase would present potential impacts associated to the following activities:

- Increased surface run-off and sediment loading in run-off.
- Accidental spills, discharges and leaks.

Without the consideration and employment of mitigation measures the potential impacts during the construction phase on the hydrology, hydrogeology and surface water quality are **negative**, **slight** and **short-term**.

10.3.2 Operational Phase

In absence of mitigation methods, the operational phase would present potential impacts associated to the following activities:

- Accidental Leaks /Unmitigated spills from vehicles.
- Increased surface run-off and sediment loading in run-off.
- Increase in hardstanding.

In the absence of mitigation measures (or design measures) the potential impacts during the operational phase on hydrology, hydrogeology and surface water quality are **negative**, **significant**, and **short-term**.

Indirect or secondary impacts on surface water or groundwater are effects that may occur as a result of a primary impact. No such impacts are predicted during construction, operation, or decommissioning of the development.

10.4 Mitigation and Residual Effects (Post-Mitigation)

10.4.1 Construction Phase

In order to reduce impacts on the hydrological and hydrogeological environment, a number of mitigation measures will be adopted as part of the construction works on site.

- Construction Environment Management Plan (CEMP)
- Fuel and chemical handling.
- Wastewater / Surface Water Management
- Silt reduction measures on site will include a combination of silt fencing and settlement measures (silt traps, silt sacks and settlement tanks/ponds).
- Control of concrete works.

The mitigation and monitoring measures will effectively reduce potential impacts on the hydrological and hydrogeological environment during construction. There will be no significant change in flow or quality of the Mayne River due to the proposed development.

The residual effect on surface water and groundwater quality during construction is considered **neutral**, **imperceptible**, and **short-term**.

10.4.2 Operational Phase

A number of design measures will be put in place to minimise the likelihood of any surface water runoff entering the hydrological or hydrogeological environment. In the event of a surface water runoff Sustainable Drainage System (SuDS) will be implemented to prevent contaminants such as

hydrocarbons, from entering the stormwater network which discharges into the Mayne River, and the underlying Dublin groundwater body. The proposed surface water drainage system comprises multiple design SuDS measures. No further mitigation measures are to be required during the operational phase.

The mitigation and monitoring measures will effectively protect surface and groundwater quality and reduce potential impacts on the hydrological and hydrogeological environment during the operational phase of the development. There will be no significant change in flow or quality of the Mayne River due to the proposed development.

The residual effect on surface water and groundwater quality during operation is considered **neutral**, **imperceptible**, and **short-term**.

10.5 Monitoring and Reinstatement

10.5.1 Construction Phase

During the construction phase, various monitoring measures will be implemented to ensure environmental compliance, including regular inspections, surface water management, and soil sampling. Contractors will conduct regular inspections to ensure compliance with the CEMP. Daily inspections will address environmental concerns such as dust, litter, waste management, and housekeeping.

- Weekly checks will ensure surface water drains remain unblocked.
- Regular inspection and maintenance of surface water run-off and sediment controls (e.g., silt traps).
- Soil sampling will determine proper disposal options for excavated soils to prevent contaminated run-off.
- Regular inspection of construction and mitigation measures (e.g., concrete pouring, refueling).

Any temporary disturbance to soils, surface water features, or drainage pathways during construction will be fully reinstated once works are complete. Reinstatement will follow best practice and planning requirements, ensuring that natural drainage patterns and ground conditions are restored to suit the proposed end use. With standard construction management measures in place, no significant effects on surface water or groundwater are expected.

10.5.2 Operational Phase

No future surface water monitoring is planned for the site due to its low hazard potential. Hydrocarbon interceptors will be maintained and cleaned according to the manufacturer's instructions. Regular maintenance of the surface water drainage system and foul sewers is recommended to prevent accidental discharges.

No reinstatement works will be required during operation, as there will be no ongoing ground disturbance or temporary works. The site will be managed in accordance with approved operational procedures, and baseline surface water and groundwater conditions will remain unchanged.

10.6 Interactions and Cumulative Impacts

10.6.1 Construction Phase

Potential interactions between hydrology/hydrogeology and other environmental factors (such as soils, ecology, or water quality) were assessed. Given the limited scale of works and the application of standard mitigation measures, no significant combined effects are anticipated.

The proposed development is not expected to contribute to cumulative impacts on the Mayne River or groundwater resources when considered alongside other developments in the area.

10.6.2 Operational Phase

During operation, the development will function as designed, with appropriate drainage and management controls in place. No interactions between hydrology or hydrogeology and other environmental factors are predicted.

Taking account of existing and reasonably foreseeable developments, no cumulative hydrological or hydrogeological impacts are predicted during operation.

11 Air Quality

The assessment of Air Quality is contained within Chapter 11. The air quality assessment has focussed on:

- Potential construction dust emissions and impacts to nearby sensitive receptors such as residential properties, schools, hospitals, etc. and designated ecology sites (Natura 2000 and National sites).
- Potential vehicle emissions from traffic accessing the site for construction works and during operation.

11.1 Existing Environment

Baseline data and data available from similar environments indicates that levels of nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}) and particulate matter less than 2.5 microns ($PM_{2.5}$) are generally well below the current National and European Union (EU) ambient air quality standards.

11.2 Impact Assessment

11.2.1 Do Nothing Scenario

In the Do-Nothing scenario, ambient air quality at the site will remain as per the baseline and will change in accordance with trends within the wider area, including influences from potential new developments in the surrounding area, changes in road traffic, etc. As a result, air quality impacts are expected, even without the proposed development.

11.2.2 Construction Phase

An assessment of the potential dust impacts as a result of the construction phase of the proposed development was carried out based on the UK Institute for Air Quality Management 2024 guidance document 'Guidance on the Assessment of Dust from Demolition and Construction'. This established the sensitivity of the area to impacts from construction dust in terms of dust soiling of property and human health effects. The surrounding area was assessed as being of medium sensitivity to dust soiling and of low sensitivity to dust-related human health effects.

The sensitivity of the area was combined with the dust emission magnitude for the site under four distinct categories: demolition, earthworks, construction and trackout (movement of vehicles) to determine the mitigation measures necessary to avoid significant dust impacts. It was determined that there is a medium risk of dust related impacts associated with the proposed development. In the absence of mitigation there is the potential for ***direct, short-term, negative*** and ***slight*** impacts to air quality, which is an overall **not significant** impact in EIA terms.

In addition, construction phase traffic emissions have the potential to impact air quality, particularly due to the increase in the number of HGVs accessing the site. Construction stage traffic did not meet the scoping criteria for a detailed modelling assessment outlined in Transport Infrastructure Ireland's 2025 guidance document 'Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106'. As a result, a detailed air assessment of construction stage traffic emissions has been scoped out and

the construction stage traffic emissions will have a ***short-term, neutral*** and ***not significant*** impact on air quality, which is an overall **not significant** impact in EIA terms.

11.2.3 Operational Phase

Operational phase traffic has the potential to impact air quality due to vehicle exhaust emissions as a result of the increased number of vehicles accessing the site. Operational stage traffic emissions were calculated at representative worst-case receptors in the area, and it was determined that concentrations of NO_2, PM_{10} and $PM_{2.5}$ will increase by an imperceptible amount as a result of the proposed development. Operational stage traffic emissions will have a ***long-term, direct, negative and not significant*** impact on air quality.

11.2.4 Cumulative Impact

There is the potential for cumulative impacts to air quality should the construction phase of the proposed development coincide with that of other developments within 500 m of the site. A review of proposed/permitted developments in the vicinity of the site was undertaken. A review of recent planning permissions for the area was conducted, and it was found that there were a number of relevant sites for which cumulative impacts may occur should their construction phase and that of the proposed development overlap. There is the potential for cumulative construction dust impacts should the construction phases overlap with that of the proposed development.

The dust mitigation measures outlined in Section 11.6.1 of Chapter 11 will be applied during the construction phase which will avoid significant cumulative impacts on air quality. With appropriate mitigation measures in place, the predicted cumulative impacts on air quality associated with the construction phase of the proposed development is deemed ***direct, short-term, negative, localised*** and ***not significant.***

Operational phase direct impacts on air quality associated with the proposed development are predicted to be ***direct, long-term, localised, negative*** and ***not significant***.

Overall, no significant cumulative impacts to air quality are predicted during the construction or operational phases of the proposed development

11.3 Mitigation

11.3.1 Construction Phase

Detailed dust mitigation measures are outlined within Section 11.6.1 of Chapter 11 to ensure that no significant nuisance as a result of construction dust emissions occurs at nearby sensitive receptors. Once these best practice mitigation measures, derived from the Institute for Air Quality Management 2024 guidance 'Guidance on the Assessment of Dust from Demolition and Construction' as well as other relevant dust management guidance, are implemented the impacts to air quality during the construction of the proposed development are considered, ***short-term, direct, negative*** and ***not significant*** in EIA terms, posing no nuisance at nearby sensitive receptors (such as local residences).

11.3.2 Operational Phase

No site-specific mitigation measures are proposed for the operational phase. The impact to air quality has been assessed ***as long-term, direct, localised, negative*** and ***not significant.***

11.4 Residual Impact Assessment

When the dust mitigation measures are implemented, the residual effect of fugitive emissions of dust and particulate matter from the site will be ***short-term, direct, localised, negative*** and ***not significant***. The impact to air quality during the operational phase of the proposed development as a result of emissions from vehicles accessing the site have been assessed as ***long-term, direct, localised, negative*** and ***not significant***.

11.5 Monitoring

11.5.1 Construction Phase

The monitoring measures in Section 11.8.1 of Chapter 11 are proposed to ensure the dust mitigation measures are working satisfactorily.

11.5.2 Operational Phase

There is no monitoring recommended for the operational phase of the proposed development as impacts to air quality are predicted to be not significant.

11.6 Conclusion

This chapter has assessed the predicted impacts of the construction and operational phases of the proposed development on air quality. The cumulative impacts of the proposed development and surrounding developments have also been considered.

Provided all mitigation measures as set out in this chapter, the overall predicted effect of the proposed development is ***not significant***.

The following table summarises the identified likely significant effects during the construction and operational phases of the proposed development following the application of mitigation measures.

Table 11.1 Significant effects during the construction and operational phases

Construction Phase				
Likely Significant Effect	Quality	Significance	Duration	Type
Impact of construction dust from earthworks, construction and trackout in terms of dust soiling, human health.	Negative	Not significant	Short-term	Direct
Impact of construction phase traffic on air quality.	Neutral	Not significant	Short-term	Direct
Operational Phase				
Likely Significant Effect	Quality	Significance	Duration	Type
Impact of operational phase traffic on air quality.	Negative	Not significant	Long-term	Direct

12 Climate

This chapter assesses the likely climate change impacts associated with the Proposed Development, which includes no. 3 residential blocks accommodating 707 apartments and commercial/retail space. It also includes a separate creche building.

The climate assessment is divided into to two distinct sections:

- The Greenhouse Gas Emissions Assessment (GHGA) – Quantifies the greenhouse gas (GHG) emissions from a project over its lifetime. The assessment compares these emissions to relevant carbon budgets, targets and policy to contextualise magnitude.
- The Climate Change Risk Assessment (CCRA) – Identifies the impact of a changing climate on a project and receiving environment. The assessment considers a project's vulnerability to climate change and identifies adaptation measures to increase project resilience.

12.1 Existing Environment

The existing climate baseline can be determined by reference to data from the EPA on Ireland's total greenhouse gas (GHG) emissions and alignment with Ireland's 2030 sectoral emissions ceilings and carbon budgets.

Finalised data for emissions during 2024 was published in March 2026 (EPA, 2026), therefore data for emissions during 2025 is not expected until mid-2026. The data showed that emissions during 2024 were reduced by 1.9% or 1.1MtCO2e compared with 2023. In total, 54 MtCO2e were emitted, excluding Land Use, Land Use Change and Forestry (LULUCF). Recorded GHG were 11% below 2005 levels and 12% below 2018 levels, which is far short of Ireland's EU target for a 42% reduction by 2030 compared to 2005, and the national target of 51% below 2018 levels.

12.2 Impact Assessment

The potential impacts on climate have been assessed in two distinct ways – a greenhouse gas assessment (GHGA) and a climate change risk assessment (CCRA). The GHGA quantifies the GHG emissions from a project over its lifetime and compares these emissions to relevant carbon budgets, targets and policy to contextualise magnitude. The CCRA considers a projects vulnerability to climate change and identifies adaptation measures to increase project resilience.

The impact of the construction and operation of the proposed development on Ireland's total national greenhouse gas emission is compared to Ireland's 2023 total greenhouse gas emissions, the relevant sectoral emissions ceilings and 2030 carbon budgets. Any adverse impacts are predicted to primarily occur during the construction phase, with the dominant sources of greenhouse gas emissions due to the development due to the embodied carbon associated with the building materials for the proposed development.

12.2.1 Do Nothing Scenario

In the Do-Nothing scenario, the site will remain as per the baseline and will change in accordance with trends within the wider area (including influences from potential new developments in the surrounding area, changes in road traffic, etc).

As the site is zoned for development, it is likely that in the absence of the Proposed Development a development of a similar nature would occur in the future. Therefore, the predicted greenhouse gas emissions associated with the construction and operation phases are likely to occur regardless of the specific Proposed Development. Climate change is being driven by broader, long-term global trends in greenhouse gas concentrations, which will continue irrespective of any localised development.

12.2.2 Greenhouse Gas Assessment

12.2.2.1 Construction Phase

The GHG emissions associated with the construction of the proposed development was calculated using both the online OneClick LCA Tool and the TII Carbon Tool. GHG emissions have been compared against the carbon budget for the industry, transport, and waste sectors in 2030, against Ireland's total GHG emissions in 2024, and against Ireland's EU 2030 target of a 42% reduction in non-ETS sector emissions based on 2005 levels (27.7 Mt CO_2e) (set out in Regulation EU 2018/842).

GHG emissions resulting from the construction stage has been determined to be of a ***direct*** impact due the use of material and emissions from plant and equipment, that is ***long-term*** as a result of the estimated lifetime of the buildings and ***negative*** due to the emission of GHG to the global climate. Discounting any mitigation measures and the assumption that without mitigation the development would impede the trajectory towards net zero, the impact on the climate is considered to be ***minor adverse*** and ***not significant***.

The proposed development will incorporate best practice mitigation measures which will aim to reduce climate impacts during construction and once the development is operational.

12.2.2.2 Operational Phase

GHG emissions during the operational phase due to road traffic were assessed. Operational transport emissions are a very small fraction of the national and sectoral carbon budgets. The operational energy usage is controlled through measures described in the Climate Action and Energy Statement and the Energy and Heating Strategy both prepared by EDC and pre-mitigation transport usage will necessarily be regulated as dedicated spaces are not provided for every dwelling.

The impact of GHG emissions during the operational stage is a direct impact due to its presence, that is long-term as a result of the estimated lifetime of the buildings and negative due to the emission of GHGs. Discounting any mitigation measures and the assumption that without mitigation the development would impede the trajectory towards net zero, the impact on the climate is considered to be minor adverse and not significant.

12.2.3 Climate Change Risk Assessment

A CCRA was conducted to consider the vulnerability of the proposed development to climate change, as per the TII 2022 PE-ENV-01104 guidance. This involves an analysis of the sensitivity and exposure of the development to future climate hazards, in the EU Taxonomy Appendix A, which together provide a measure of vulnerability. The hazards assessed included flooding (coastal, pluvial, fluvial); extreme heat; extreme cold; drought; extreme wind; lightning, hail and fog; wildfire and landslides.

It was concluded that extreme heat and precipitation and flooding posed a moderate/ low risk and high winds and storms posed a moderate risk to the Proposed Development. As a result, adaptation

measures have been proposed in consultation with the relevant design team specialists for the Proposed Development, the details of these are presented in the CRVA in and Section 12.6 in Volume 2.

The significance of effect of the impacts to the Proposed Development as a result of climate change are **direct** as climate extremes have a direct physical effect on buildings and infrastructure, **long-term** due to the response times of the climate in relation to changes in anthropogenic emissions, **negative** as climate extremes can cause significant damage to infrastructure, and overall **significant** in EIA terms.

12.3 Cumulative Impact

In accordance with guidance from the ISEP (2022 and 2026) and TII (2022) the climate is not constrained by project, regional or national boundaries and therefore the GHG assessment has been presented in the context of the national and sectoral carbon budgets for the whole of Ireland and the ability of the proposed development to assist or impede the national relevant targets. Given the contribution of such targets to the global efforts to reduce the impact of society upon the climate the assessment is considered to be inherently cumulative.

In addition, the traffic data provided for the quantification of operational GHG emissions includes committed developments identified by the transport consultants, and as such is considered to be cumulative.

In light of these statements, the residual cumulative impact of both the construction stage and the operation phase of the proposed development in relation to GHG emissions is considered **direct**, **long-term**, **negative** and **minor**, and is considered to be **not significant**.

12.3.1 Mitigation

12.3.1.1 GHG Mitigation

Embodied carbon of materials and construction activities will be the primary source of climate impacts during the construction phase. During the construction phase the following best practice measures shall be implemented on site to prevent significant GHG emissions and reduce impacts to climate:

- Prevention of on-site or delivery vehicles from leaving engines idling, even over short periods.
- Ensuring that fossil fuel powered plant and equipment meet European emission standards.
- Ensuring, where practicable, that site vehicles and delivery vehicles meet the required European standards for emissions of road vehicles.
- Ensure all plant, machinery and vehicles are well maintained and inspected regularly by the relevant contractors.
- Specifying electrically powered plant and equipment where practicable and using grid connections for electric power when practicable instead of fossil fuel powered generators.

The Climate Action and Energy Statement states that the development will be a Nearly Zero Energy Building (NZEB) in accordance with the 2022 Part L requirements.

The residential units will aim to achieve an A2/A3 rated Building Energy Ratio (BER) in line with the NZEB requirements. The development shall include several energy conservation measures to achieve a high energy rating as outlined in the Climate Action Energy Statement.

A number of sustainable design features have been considered within the design to achieve the sustainability targets of the Proposed Development. These include:

The proximity of the development to public transportation networks
The proximity of the Proposed Development to active travel networks and car sharing locations
Installation of infrastructure for electric vehicle (EV) charging for buildings with more than ten car parking spaces to allow for future installation of EV charging points through the installation of ducting or conduits to accommodate future electrical connections for each car parking space
Water efficiency measures such as low consumption sanitary fittings
Improved indoor environmental quality through effective insulation and appropriate ventilation
The above measures will assist in optimising the energy consumed by the development and will also have the benefit of reducing the impact to climate during the operational phase of the development.

12.3.1.2 Climate Risk Mitigation

Mitigation measures for climate risk have incorporated to the design for extreme temperatures (heat and cold), high precipitation & flooding, and high winds. Mitigation and adaptation against the climate hazards are set out in full below and in the CRVA in Volume 2, Section 3.3.1.

12.3.2 Residual Impact Assessment

The impact to climate due to a Proposed Development must be assessed as a whole for all phases. The Proposed Development will result in some impacts to climate through the release of GHGs. TII reference the IESP guidance which states that the crux of assessing significance is "not whether a project emits GHG emissions, nor even the magnitude of GHG emissions alone, but whether it contributes to reducing GHG emissions relative to a comparable baseline consistent with a trajectory towards net zero by 2050".

The ISEP GHG guidance (ISEP, 2022 & 2026) (which has been embraced by the updated TII Guidance (TII, 2022) in Section 6.7.2) states as follows:

"A minor adverse not significant impact is described with: A project that is compatible with the budgeted, science based 1.5°C trajectory (in terms of rate of emissions reduction) and which complies with up-to-date policy and 'good practice' reduction measures to achieve that has a minor adverse effect that is not significant. The project may have residual impacts but is doing enough to align with and contribute to the relevant transition scenario. A 'minor adverse' or 'negligible' non-significant effect conclusion does not necessarily refer to the magnitude of GHG emissions being carbon neutral (i.e. zero on balance) but refers to the likelihood of avoiding severe climate change and achieving net zero by 2050. A 'minor adverse' effect or better is a high bar and indicates exemplary performance where a project meets or exceeds measures to achieve net zero earlier than 2050."

In addition, the supplement to the ISEP 2022 GHG Guidance (ISEP, 2022 & 2026) provides clarification on the use of measures to mitigate climate impacts, stating that where mitigation measures are equivalent to the regulatory minimum, it is not considered sufficient to state that the impacts are not significant. This is particularly relevant in the context of the severity of the climate situation and potential exceedance of the 1.5°C Paris Agreement target as described in Section **Error! Reference source not found.** of the EIAR Volume 2. For this project a proportional approach is taken with respect to the 2026 ISEP Guidance supplement and the contradiction with the published 2022 ISEP guidance that is reference in the 2022 TII Guidance.

The construction stage development impact is determined to be ***direct*** due to the nature of emissions of GHG to the atmosphere, ***long-term*** due to the projected lifetime of the development and the lag periods between any emission reductions and measurable changes in climate, ***negative*** as all emissions of GHG are considered to have a negative effect on the climate and ***minor*** due to the nature of the contribution of the development to Ireland's national and sectoral carbon budgets and that the mitigation measures comply with existing regulatory requirements. Therefore the overall impact is considered to be ***not significant*** in EIA terms.

In relation to climate change risk, it has been assessed that there are no significant risks to the Proposed Development due to climate change once mitigation measures have been followed. The residual effect of climate change on the Proposed Development is considered ***direct*** as climate extremes have a direct physical effect on buildings and infrastructure, ***long-term*** due to the projected lifetime of the development and the response times of the climate in relation to changes in anthropogenic emissions, ***negative*** as climate extremes have been shown to damage or adversely affect infrastructure, and ***not significant*** due to the low vulnerability of the Proposed Development to the effects of climate change, which overall is considered to be ***not significant*** in EIA terms.

12.3.3 Monitoring

Monitoring and reporting of the embodied carbon in the construction phase will be conducted. The aim of monitoring will be to seek further ways to minimise climate impacts. Where monitoring shows that the Proposed Development is not meeting its targets, further mitigation will be put in place.

13 Noise & Vibration

AWN Consulting have undertaken an assessment of the noise and vibration impacts associated with the Proposed Development. The potential noise & vibration impact on the nearest noise sensitive locations were assessed for the short-term construction phase and the longer term impact of the operational phase once the scheme is in operation. A baseline survey was undertaken to inform the various assessments within this chapter.

The construction assessment indicates that the worst impacts will occur in the initial stages of the project. As construction progresses the impacts are expected to decrease.

13.1 Impact Assessment

13.1.1 Construction Phase

During excavation and piling works a negative, moderate to significant and temporary impact will occur when works are within 30m of the closest receptors. This will occur at receptor R1, R2, R4 and R5. When works move further from the receptors noise levels will decrease and the impacts will be slight to moderate.

During general construction works it is predicted that, with mitigation in place, construction noise levels will be within the construction noise thresholds and the impacts at all receptors will be slight to moderate and short-term.

13.1.2 Operational Phase

During the operational phase, the key potential noise sources including increased road traffic and mechanical plant noise emissions have been assessed and commented upon. The assessment has indicated that none of these will increase the existing noise climate sufficiently so as to be likely to cause a disturbance. Noise levels during the operation of the proposed scheme is predicted to be at most not significant, and in most cases imperceptible, when compared to the existing scenario and are all within the recommended noise criterion for day and night-time periods.

13.2 Conclusion

In line with current best practice, a detailed inward noise impact assessment on the proposed residential units within the development has also been completed. Based on the recommended guidance, i.e. Professional Guidance on Planning & Noise (ProPG), the assessment provides sound insulation specifications for glazing systems to reduce internal noise levels to within the guidance values. It should be noted that the calculated glazing are preliminary and are intended to form the basis for noise mitigation at the detailed design stage. The overriding requirement is that the internal noise criteria is met, and there are a number of combinations of glazing and ventilation systems that will achieve this. Consequently, the specifications may be subject to change as the project progresses.

14 Landscape & Visual

14.1 Baseline Environment

The site is located in the partly constructed townscape of Clongriffin, a new a high density, mixed use urban quarter in an advanced stage of development. Certain elements and areas of the townscape are completed and operational, some areas are under construction, while other areas are yet to be developed.

The subject site is one of the main remaining plots to be developed, and it has particular importance due to its size and prominent position in the town centre. The site has 250m frontage to Main Street, and frontage to Station Square. Its development will be a determining factor in the townscape character and quality of Clongriffin town centre.

The development of Clongriffin has been driven by a sequence of national, regional and local planning policies aimed at consolidating growth within the Dublin Metropolitan Area and promoting transport-led urban expansion. The area's development was initiated by the North Fringe Action Area Plan 2000 (AAP). This identified the Clongriffin development parcel at the eastern end of a 'boulevard axis' between the Malahide Road to the west and the railway line to the east. The North Fringe AAP envisaged that Clongriffin would include a district level park (Father Collins Park) and the new Clongriffin DART station, with a linear core of high density, mixed use development along the east-west aligned main street.

The AAP was followed by the Clongriffin-Belmayne Local Area Plan (LAP) 2012-2018 (extended to 2022), which focussed on phasing, urban structure, social and community structure, and delivery of the town centre. Delivery/implementation had become a focus because, while residential development in the area had progressed, Clongriffin town centre had faltered.

Development of the area has since been guided by the designation of Clongriffin/Belmayne as a Strategic Development and Regeneration Area (SDRA 1) in the Dublin City Development Plan (2016 and 2022). The area is additionally identified as Key Urban Village 1 (KUV 1). The overall vision for the area, stated in the Section 13.3 of the Dublin City Development Plan 2022-2028 (DCDP), is:

> *"to facilitate a **highly sustainable, mixed use neighbourhood, centred on key public transport interchanges, with a distinct identity and sense of place**".*

The townscape character and views in the receiving environment reflect the incomplete/transitional condition of the area. In places, it has the appearance of a modern, mixed density, mixed use urban neighbourhood. Elsewhere, including in the vicinity of the site, the townscape is visibly incomplete, lacking the spatial definition/enclosure, density and mix of uses typical of a town centre environment, and/or disturbed by ongoing construction.

14.1.1 The Site

The 3.42 ha site is an irregularly shaped greenfield land parcel. While not previously developed, the site has been disturbed by the construction activity that has taken place around it, and by enabling works for its development. It is now variously covered in bare earth and rough grassland, and fenced off from the surrounding area. The site's key characteristics are its 250m frontage to Main Street to the south, and Station Square to the east. In its undeveloped state, the site contributes to the incomplete condition of these key elements of the townscape.

In the Dublin City Development Plan 2022-2028, the site is zoned Z14, with the objective "To seek the social, economic and physical development and/or rejuvenation of an area with mixed-use, of which residential and 'Z6' would be the predominant uses".

14.1.2 Potential Receptors of Landscape and Visual Change

The key receptors of change in the receiving environment are as follows.

- Main Street: Main Street is a 25m wide as it passes the site before terminating at Station Square. The streetscape is comprised of two traffic lanes in each direction, a central grassed median featuring a line of trees, and wide footpaths on both sides. The buildings on the south side, opposite the site, are 5-7 no storeys tall, with commercial use in the ground floor and residential above. The street has been envisaged as a 'Core Pedestrian Spine' or 'active boulevard' in the plans for the area. However, currently, with the site vacant along its 250m frontage, the street lacks enclosure, passive surveillance, and the critical mass of uses to fully activate the street. This is a major obstacle to the town centre realising its potential.
- Residential neighbourhood south of Main Street: There is an established residential area south of Main Street, accessed by three roads perpendicular to the street (Grange Lodge Avenue, Beau Park Avenue, Railway Road). Density drops in this area with increasing distance from Main Street. This contributes to the legibility of the townscape. One notable characteristic of this area is the poor condition of the render elements of some of the apartment building facades. Brick has weathered better.
- Station Square: Station Square is a plaza to the east of the site, at the end of Main Street. The square is intended to function as an active town centre space, with the surrounding high density, mixed use buildings and the DART station generating footfall/activity. However, the square lacks built frontage/enclosure and active use to the west (the site) and south (another vacant plot). The building on the north side of the square was intended to be mixed use, but its only current use is residential. The building to the east has some non-residential use in the ground floor, but this is insufficient to activate the space. Overall, Station Square does not read or function as intended (and active town centre plaza), and it would benefit from increased enclosure and intensive mixed use on the surrounding plots.
- Residential neighbourhood west and north of the site: Friar's Street runs along the site's west boundary. The street is lined by five storey apartments and three storey duplex buildings on its west side, opposite the site. To the north west is Park Street, which is lined by terraced houses on its north side, facing the site. This area is the transition between the higher density town centre (including the site) and the lower density residential neighbourhood extending to the north and west towards Belltree Park and Father Collins Park.
- Belltree Park and green corridor north west of site: Belltree Park is part of a corridor of open space traversing the residential neighbourhood to the north west of the site, connecting to Father Collins Park.
- Clongriffin Blocks 5 and 6: Directly to the north of the site, at the eastern end of Belltree Park, are two buildings under construction, Blocks 5 and 6 (reg. ref. LRD6064/24-S3). The permitted buildings range from 3-7 no. storeys, with height concentrated towards the east and south (i.e. towards the town centre and the DART station).

14.2 Predicted Impacts of the Proposed Development – Visual Amenity

14.2.1 Do-Nothing Impact

The site would remain vacant / unused, in a disturbed condition, and fenced off from the surrounding townscape. As well as being unsightly itself, the site would continue to contribute to the unfinished appearance of Clongriffin town centre, and continue to detract from the visual amenity of the area. Due to the site's size and prominent position (fronting Main Street and Station Square, i.e. highly exposed to view from the public realm), the significance of the 'Do-Nothing' impact would be 'significant negative'.

14.2.2 Construction Phase

During the estimated 24 month construction phase, the site and immediate environs would be disturbed by construction activity, and the incremental growth of the buildings on site. The magnitude of visual change would range from high in the immediate environs, to low, negligible or none with increasing distance from the site. The significance of the construction phase effects are classified for each viewpoint in the table below. In almost all cases, the effects would be negative, since construction is inherently disturbing of the townscape, and unsightly. The effects are however (a) temporary, and (b) normal in the urban area, particularly a receiving environment such as Clongriffin. This reduces the significance of the effects.

14.2.3 Operational Phase

16 no. viewpoints were selected for visual impact assessment of the operational phase, informed by verified photomontages. For each viewpoint, the following views are provided in Appendix 14-1 of the EIAR. Please refer to these when reading the view assessments in Table 14.6 of the EIAR.

- Existing view (photograph);
- Proposed view (photomontage of the proposed development);
- Cumulative view - where relevant (photomontage of the proposed development and permitted developments in the vicinity of the site.

The following table summarises the visual impact assessment.

Viewpoint	Viewpoint Sensitivity	Magnitude of Change	Significance & Quality of Visual Effects	
			Construction (Temporary)	Operation (Permanent)
01. Hole in the Wall Road	Low	Low	Not significant negative	Slight positive
02. Main Street west of site	Medium	Low	Slight negative	Slight positive
03. Main Street approaching site from west	Low	High	Moderate negative	Significant positive
04a. Main Street alongside the site	Low	High	Moderate negative	Significant positive

Viewpoint	Viewpoint Sensitivity	Magnitude of Change	Significance & Quality of Visual Effects	
			Construction (Temporary)	Operation (Permanent)
04b. Main Street alongside the site	Low	High	Moderate negative	Significant positive
05. Main Street at Station Square	Low	High	Moderate negative	Significant positive
06. Beau Park Avenue	Medium	Low-Medium	Not significant negative	Slight positive
07. Grange Lodge Avenue	Medium	Low-Medium	Not significant negative	Slight positive
08. Station Square	Medium	High	Moderate negative	Significant positive
09. Station Square	Medium	High	Moderate negative	Significant positive
10. Clongriffin DART Station	Medium	Medium	Moderate negative	Significant positive
11. Clongriffin Road	Low	High	Slight negative	Moderate positive
12. Park Street	Medium	Medium	Slight negative	Moderate neutral
13. Belltree Park	Medium	Medium	Slight negative	Moderate positive
14. Park Avenue at Father Collins Park	Medium	Low	Not significant negative	Slight neutral
15. Lake Street	Low	Medium	Slight negative	Moderate positive

14.3 Predicted Impacts of the Proposed Development – Townscape Character

14.3.1 Construction Phase

During the estimated 24 month construction phase, the site and immediate environs would be disturbed by construction activity, and the incremental growth of the buildings on site. The magnitude of townscape change would be medium (considering (a) that the context is a new urban area in the process of development, where similar change has been ongoing for approximately 20 years, and (b) the construction phase is short term).

The sensitivity of the townscape is medium. Therefore, the significance of the townscape effects during construction would be moderate negative. Such temporary negative effects are unavoidable during the construction phase of a development.

14.3.2 Operational Phase

Townscape Sensitivity

This receiving environment, a planned town centre comprised of modern residential and mixed use buildings of varying typology, scale and architecture, with areas still under construction or undeveloped, is not sensitive to change. The townscape *requires* further development to realise the vision for the area. It therefore has a high capacity to accommodate change.

It is also a factor that there are no natural or cultural heritage assets/sensitivities on or in close proximity to the site, other than planned elements of the public realm and green infrastructure network (e.g. a planned Green Link traversing the site connecting Station Square to Belltree Park and onwards to Father Collins Park).

However, the site's size and prominent position in the town centre (and the related potential for the site's development to affect the townscape character and quality of Clongriffin town centre), and its proximity to some residential receptors (completed houses and apartments close to the site), raises the sensitivity of the receiving environment to 'medium'.

(Medium sensitivity definition: *Areas where the townscape has certain valued elements, features or characteristics but where the character is mixed or not particularly strong, or has evidence of alteration, degradation or erosion of elements and characteristics. The townscape character is such that there is some capacity for change. These areas may be recognised in policy at local or county level and the principal management objective may be to consolidate townscape character or facilitate appropriate, necessary change*.)

Magnitude of Townscape Change

At 3.42 ha, and comprising three urban blocks of buildings ranging from 5-10 no. storeys, containing 711 no. apartments, community, culture and arts use, retail and café units and a stand-alone creche on a separate block, and providing approximately 250m built frontage to Main Street and the western frontage to Station Square, the magnitude of townscape change would be 'high'.

(High magnitude of change definition: *Change that is moderate to large in extent, resulting in major alteration to key elements, features or characteristics of the townscape, and/or introduction of large elements considered uncharacteristic in the context. Such development results in change to the townscape character.*)

It should be noted that the proposal would *not* introduce elements that may be considered uncharacteristic in the context. The proposal is in keeping with the character of the planned and emerging Clongrifffin townscape. It is rather the overall scale of the development, and its effects on key elements of the townscape (Main Street and Station Square) that warrants the 'high' magnitude of change classification.

Significance of Townscape Effects

Measuring the magnitude of change against the townscape sensitivity, the significance of the townscape effects is predicted to be 'significant' (EPA definition of significant effect: *"An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment"*).

The significance classification results from the high magnitude of change that would occur to Main Street and Station Square. In their current, incomplete condition, the street and square are not sensitive receptors,

but they are of utmost importance in determining the overall character and quality of Clongriffin town centre. Since the development would alter the character of Main Street and Station Square (intentionally), it would alter the character of the town centre and Clongriffin as a whole. Hence the classification of the effects as 'significant'.

The pertinent question is whether the effects would be positive, neutral or negative. To inform this assessment, the proposal has been assessed against the relevant DCDP policy objectives / guiding principles for SDRA 1 Clongriffin / Belmayne (see Table 14.7 in Chapter 14). The assessment found that the proposal complies with the relevant Guiding Principles, and would make a significant contribution to realising the DCDP's vision for Clongriffin. In conclusion, the townscape effects are predicted to be 'significant positive'.

14.4 Mitigation Measures

14.4.1 Construction Phase

No mitigation measures other than best practice construction site management are proposed.

14.4.2 Operational Phase

The potential townscape effects during the operational phase have been classified 'significant positive', and the potential visual effects for all 16 no. viewpoints have been classified as positive or neutral. Therefore, no mitigation measures are required/recommended.

14.5 Residual Impacts

Since no mitigation measures have been recommended, the residual visual and townscape effects are the same as the predicted effects described above.

14.6 Cumulative Impacts

The assessment of townscape and visual effects has taken account of all permitted developments in the vicinity of the site (see Chapter 22, Table 22.1). The cumulative photomontages accompanying the assessment show the proposed development along with the most relevant permitted developments (specifically Blocks 5 and 6 to the north of the site).

In combination, the proposed development and the nearby permitted schemes (and schemes under construction) are predicted to result in significant positive cumulative townscape and visual effects, by contributing to the realisation of the DCDP vision for SDRA 1 Clongriffin / Belmayne *("The overall vision of the lands is to facilitate a highly sustainable, mixed use neighbourhood, centred on key public transport interchanges, with a distinct identity and sense of place"* (DCDP p.415)). Due to its large scale and prominent, central location, the proposed development would make a particularly important contribution to this vision.

14.7 Monitoring

No monitoring of townscape and visual effects is required.

15 Cultural Heritage – Archaeological & Architectural Heritage

Chapter 15 details an archaeological, architectural and cultural heritage assessment undertaken in advance of a proposed development at Grange, Clongriffin, Dublin 13. The assessment has been carried out to ascertain the potential impact of the proposed development on the archaeological, architectural and historical resource that may exist within the area. This assessment was undertaken by Faith Bailey and Elizabeth Di Vincenzo of IAC Archaeology.

15.1 Existing Environment

There are two recorded archaeological sites within the proposed development area, which comprise a burnt mound (DU015-096) and an enclosure (DU015-064001). The enclosure (DU015-064001) was initially identified during aerial photographic analysis and was subjected to text excavations in 2003. No archaeological remains relating to the enclosure were identified at this location. There is one further recorded monument, a burnt mound (DU015-097) within the study area, c. 36m to the north. Both burnt mounds (DU015-096 and DU015-097) were identified in 2003 during a programme of archaeological test trenching. From 2004 onwards, the development area experienced a large degree if ground disturbances, associated with wider development in the landscape.

There are no protected structures within the proposed development or study area. The nearest is a railway bridge (RPS 919) located c. 350m to the northeast. There is one structured listed in the NIAH within the study area. This comprises a post box (NIAH 50130223), c. 31m to the south.

There is one DCIHR site located within the study area. This is the Great Northern Railway (Dublin and Drogheda Railway, No. 2296) located c. 142m to the east.

From 2004 onwards the entire development area was subject to topsoil stripping and these works were subject to archaeological monitoring. Numerous archaeological sites were recorded and preserved by record. The remains dated to the prehistoric and early medieval periods and represented relatively small and scattered activity, with the exception of a larger probable ringfort, which was recorded c. 115m to the northeast.

A field inspection has been carried out as part of this assessment. This confirmed that the development area has been previously cleared of topsoil and ground disturbances have occurred. No previously undisturbed areas were identified during course of the assessment or field inspection.

15.2 Impact Assessment

No archaeological, architectural or cultural heritage potential impacts have been identified in relation to the proposed development area. The site has been fully stripped of topsoil and any archaeological remains were preserved by record in 2004. No architectural or cultural heritage sites are located within the site or the study area, which would be affected by the proposed development

No operational impacts are predicted upon the archaeological, architectural and cultural heritage resources. Similarly, no cumulative impacts have been identified at either construction or operation stage.

15.3 Mitigation

Whilst no mitigation is required for the archaeological, architectural and cultural heritage resource during the construction or operation phase, there is an opportunity to implement a heritage strategy for the development. This may include the following elements, where deemed appropriate by the local authority:

- Dissemination of the results of the 2004 excavations throughout the proposed development area, with information boards regarding the excavated archaeological sites;
- Provision of a historic background to the proposed development area at points through the development;
- Development of place/street names that reflect the historic character of the surrounding landscape;
- Physical place-making within the site that reference the historic landscape.

15.4 Residual Impact Assessment

There will be no residual impacts on the archaeological, architectural or cultural heritage resource as a result of the construction or operation of the development.

16 Microclimate – Daylight & Sunlight

16.1 Introduction

This Environmental Impact Assessment Report (EIAR) assesses the likely potential impacts in term of access to daylight and sunlight associated with the microclimate of the proposed residential development, located at Clongriffin. (OCSC) Consulting Engineers have been appointed to assess this impact and have undertaken the analysis. The analysis and EIAR has been completed by:

OCSC have been appointed to undertake a Daylight and Sunlight assessment for the proposed development.

The aim of the analysis is to record and analyse the following impacts:

- The internal daylight levels within the proposed development;
- The impact of the proposed development on daylight levels within adjacent existing buildings;
- The impact of the proposed development on sunlight access to adjacent existing residential properties, including Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH);
- The impact of the proposed development on sunlight access to existing and proposed amenity spaces; and
- The potential overshadowing effects arising from the proposed development.

16.2 Methodology

16.2.1 Daylight Assessment Methodology

In considering the development potential and the quality of amenity for the surrounding properties as well as for the new development once the scheme has been implemented, the assessment methodology has been based on the Building Research Establishment (BRE) Guidelines on Site Layout Planning for Daylight and Sunlight (the BRE Guide), Third Edition, 2022.

These guidelines provide the criteria and methodology for calculations pertaining to daylight and sunlight and is the primary reference for this matter. The guide gives simple rules for analysing sites where the geometry of the surroundings is straightforward, supplementing them with graphical methods for complex sites.

However, it is important to note that the performance targets which are included should be used with a degree of flexibility as per the extract below from the BRE Guide:

"The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines these should be interpreted flexibly because natural lighting [and sunlight] is only one of the many factors in site layout design."

16.2.2 Sunlight Assessment Methodology

In considering the development potential and the quality of amenity for the surrounding properties as well as for the new development once the scheme has been implemented, the assessment

methodology has been based on the Building Research Establishment (BRE) Guidelines on Site Layout Planning for Daylight and Sunlight (the BRE Guide).

These guidelines provide the criteria and methodology for calculations pertaining to daylight and sunlight and is the primary reference for this matter. The guide gives simple rules for analysing sites where the geometry of the surroundings is straightforward, supplementing them with graphical methods for complex sites.

However, it is important to note that the performance targets which are included should be used with a degree of flexibility as per the extract below from the BRE Guide:

"The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines these should be interpreted flexibly because natural lighting [and sunlight] is only one of the many factors in site layout design."

16.3 Potential Impacts

16.3.1 Daylight within Dwelling and Adjacent Buildings

The assessment confirms that the proposed development will achieve a high standard of internal daylight throughout the majority of the scheme, with almost all assessed rooms meeting the relevant BRE daylight guidance. The assessment also confirms that neighbouring properties will continue to receive adequate daylight levels with the proposed development in place.

Overall, the proposed development is not expected to result in any significant adverse daylight effects on surrounding buildings.

16.3.2 Sunlight within Dwelling and Adjacent Buildings

The assessment confirms that good levels of sunlight will be achieved throughout the proposed development, including within communal amenity spaces, which comply with the relevant BRE sunlight guidance. The Annual Probable Sunlight Hours assessment also demonstrates that acceptable sunlight levels will be achieved across the majority of windows within the development.

The assessment indicates that future occupants of the proposed development will experience an appropriate level of sunlight amenity. In addition, neighbouring properties are expected to experience either imperceptible or not significant sunlight effects. Overall, no significant adverse sunlight impacts are anticipated, and no mitigation measures are considered necessary.

16.4 Mitigation Measures

The daylight assessment indicates that almost all rooms within the proposed development will achieve the recommended daylight standards. A very small proportion of rooms (approximately 1.1%) will experience reduced daylight levels; however, the resulting effects are considered to be imperceptible and not significant over the long term. Appropriate design and mitigation measures have also been incorporated within the proposed development to help offset these limited daylight shortfalls.

16.5 Residual Impacts

Following the incorporation of the proposed design and mitigation measures, no significant residual daylight or sunlight effects are anticipated. The proposed development is expected to provide an appropriate standard of daylight and sunlight amenity for future occupants, while neighbouring properties and amenity spaces will continue to retain acceptable daylight and sunlight conditions. Overall, the residual effects are considered to be neutral to imperceptible and not significant in the long term.

16.6 Monitoring

No on-going monitoring is required in relation to daylight during the Construction Phase or the Operational Phase.

16.7 Reinstatement

Reinstatement is not pertinent to the assessment of impacts on daylight in the case of the proposed development.

16.8 Interactions

The interactions between the proposed development and its environs and human health have been evaluated within the assessment. The modelling has included the proposed design, the proposed passive strategy, in conjunction with the existing buildings surrounding the development. The combination of all interactions has resulted in a comfortable environment for resident within the proposed development.

16.9 Indirect and/or Secondary Impacts

Imperceptible impacts are expected in relation to the sunlight levels experienced by the future inhabitants of the proposed Development. No remedial or reductive measures are required.

16.10 Cumulative Impacts

The cumulative assessment considered the proposed development together with the surrounding existing and permitted developments within the area. The assessment confirms that the overall daylight and sunlight conditions will remain acceptable, with no significant cumulative adverse effects anticipated.

16.11 Difficulties Encountered

No difficulties were encountered in relation to the daylight or sunlight assessment. OCSC has confidence the three-dimensional model used in the assessment of the impact of the proposed development on daylight access and sunlight access achieves a high degree of accuracy.

16.12 References

- BRE “Site Layout Planning for Daylight and Sunlight: A Good Practice Guide” by PJ Littlefair, 2022
- BS 8206 2 2008_Lighting for Buildings Part 2
- IS EN 17037 2018_Daylight in Buildings

- Dublin City Development Plan 2022-2028
- EIAR Guideline 2022
- Sustainable Urban Housing Design Standards for New Apartments

17 Microclimate – Wind

17.1 Introduction

The purpose of this assessment is to outline the predicted microclimate wind conditions experienced within and surrounding the Clongriffin residential development.

The proposed method for compliance validation is via the industry best practice standard for pedestrian comfort (Lawson Criteria). The Lawson Criteria sets acceptable levels of wind speed and velocity for various human activities.

Given the specific location of the building and recorded metrological data available for the area, and standard interpolation calculation procedures, it is possible to predict the expected wind speeds and their annual occurrence.

17.2 Study Methodology

The methodology adopted for the study combines the use of Computational Fluid Dynamics (CFD) to predict air flow patterns and wind velocities around the proposed development, the use of wind data from the nearest suitable meteorological station and the recommended comfort and safety standards (The Lawson Criteria).

The study considered the following factors:

- The effect of the geometry, height and massing of the proposed development and existing surroundings on local wind speed and direction;
- The wind speed as a function of the local environment such as topography, ground roughness and nearby obstacles (buildings, bridges, etc.);
- The effects of site location (open field, inner city, etc.);
- Orientation of the buildings relative to the prevailing wind direction; and
- The pedestrian activity to be expected (sitting, standing, leisure and business walking).

The extent of the built area that is represented in the computational domain is dependent on the influence of the features on the region of interest which includes the site and its nearby surroundings. The analytical CFD model analyses the proposed development. It also includes existing buildings surrounding the development. The analytical CFD model is assessed against the full Lawson Criteria to identify the pedestrian comfort and safety conditions within and surrounding the development.

The assessment considers the following scenarios:

- Existing Receiving Environment: The assessment examines the wind conditions on the existing receiving environment prior to the construction of the proposed development. Wind climate data over a 80-year period has been analysed to provide a statistical assessment of the expected wind conditions and resultant pedestrian comfort conditions within the existing site.
- Potential Impact of the Proposed Development: The assessment examines the impact the proposed development will have on the existing receiving environment during both the construction and operational phases.

17.3 Potential Impact of the Proposed Development

The assessment determines the impact the proposed development will have on the existing receiving environment during both the construction and operational phases.

17.3.1 Construction Phase

The assessment of the wind microclimate during the construction phase has been based on professional judgement by reviewing the existing site conditions and the expected conditions once the development is in place via the CFD modelling. It is expected the wind microclimate will gradually adjust from the existing conditions to the final modelled scenario as construction progress develops.

17.3.2 Operational Phase

The impact during the operational phase has been determined using CFD modelling with the results summarised as follows:

17.3.2.1 Ground/Street Level

The pedestrian wind comfort results at ground/street level are summarised as follows:

- Most areas at street level are suitable for sitting.
- The majority of the remaining areas that do not comply with the “Sitting” class but suitable for “Standing”.
- The pedestrian comfort at ground/street level is excellent throughout the development with the layout of the buildings and the existing and proposed trees having a significant positive effect in terms of mitigating excessive wind speeds.
- Based on the results, the proposed development will have an imperceptible impact on the pedestrian wind comfort at street level.

17.3.2.2 Shared Amenity Spaces

Shared amenity spaces are located at the podium level and have been evaluated against established pedestrian wind comfort criteria. The assessment indicates that all podium-level amenity areas meet the comfort thresholds for both sitting and walking activities.

17.3.2.3 Private Balconies & Terraces

The pedestrian wind comfort results on all private balconies and terraces are summarised as follows:

- Private balconies are not considered common pedestrian areas. As such, they have not been assessed against the typical comfort classes for pedestrian comfort. However, they have been assessed based on the safety criteria with the most stringent condition being considered, i.e. “sensitive”. Based on the sensitive class, all private balconies are currently considered safe.
- Based on the results, the proposed development will have an imperceptible impact on the safety of pedestrians on the private balconies.

17.4 Mitigation Measures

17.4.1 Construction Phase

The assessment of the wind microclimate during the construction phase has been based on professional judgement by reviewing the existing site conditions and the expected conditions once the development is in place via the CFD modelling.

It is expected the wind microclimate will gradually adjust from the existing conditions to the final modelled scenario as construction progress develops. However, the mitigation measures outlined in the following sections will need to be implemented before completion to ensure comfortable conditions once the proposed development becomes operational.

17.4.2 Operational Phase

The following specific mitigation measures have been incorporated into the proposed design to prevent excessive wind speeds during the operational phase of the development.

- Apartment Block Arrangement: The arrangement of the apartment blocks has been carefully chosen to help mitigate increased wind speeds throughout the site. The central areas within the development are well protected from the predominant south-west wind direction via the buildings located to the south-west. Furthermore, an internal courtyard space has been incorporated within blocks which provides a sheltered area for pedestrians to utilise throughout the year.
- Landscaping: The landscaping has been strategically designed to mitigate increased wind speeds and to provide shelter for pedestrians at ground level, within the central courtyard spaces. The landscaping design incorporates trees, hedges and raised planters and seating pockets which all act as wind mitigation measures. Trees are to be planted close to primary entrance ways and along the streetscape, mitigating excessive wind speeds and providing shelter for pedestrians at street level. The use of trees and low-level shrubs all assist in the localised reduction of wind speed.

17.4.3 Potential Cumulative Impacts

The CFD assessment has accounted for the cumulative impact associated with the existing site and the proposed development. The analysis has shown that even with the proposed development in place, the wind speeds will still be comfortable for pedestrians with no areas of concern highlighted.

A list of granted developments surrounding the proposed project has been provided by the Design Team. Due to the substantial distance from the proposed project and the extent of those granted applications, a neutral cumulative impact will be perceived.

17.4.4 'Do Nothing' Impact

If the proposed development does not go ahead, based on the assessment carried out on the existing site and the statistical analysis of 80 years of climate data from the Dublin airport, the existing site will remain well sheltered from the prevailing wind directions and will continue to be considered a comfortable environment for pedestrians.

17.5 Residual Impacts

The trees and planting associated with the landscape design will continue to grow and develop after the proposed mitigation measures have been implemented, thus providing increased protection from the wind resulting in increased pedestrian comfort conditions in these areas which will be a positive impact.

18 Traffic & Transportation

18.1 Introduction

This chapter of the EIAR assesses the potential impacts of the proposed development at Clongriffin, Dublin 13, on the surrounding traffic and transportation network. The assessment includes both construction and operational phases of the project. The assessment shall evaluate the potential impact on existing and planned transport infrastructure. The assessment has been prepared in accordance with the Transport Infrastructure Ireland (TII) Traffic and Transport Assessment Guidelines (2014) and with reference to the Dublin City Development Plan 2022–2028 and National Transport Authority (NTA) Cycle Design Manual (CDM) (2023).

18.2 Methodology

The methodology adopted in preparing this report corresponds to industry best practice and follows the guidance set out by Transport Infrastructure Ireland (TII) in its Project Appraisal Guidelines and its Traffic and Transport Assessment Guidelines. This methodology is summarised as follows:

- Receiving environment – A desktop study of the area surrounding the development site has been conducted, examining the nature of the surrounding existing transport infrastructure, the existing public transport services nearby, and proposed future improvements to transport infrastructure and services.
- Traffic flow data – 14-hour classified vehicular traffic count surveys were undertaken on Thursday the 11th of April 2024 by IDASO Ltd on behalf of CS Consulting. These surveys were conducted between 06:00 and 20:00 at 10no. existing road junction sites in Clongriffin and Belmayne.
- Trip generation – A multi-modal development trip generation assessment has been carried out using data extracted from the Trip Rate Information Computer System (TRICS) database of traffic surveys, in conjunction with CSO national census data. This quantifies trips to and from the proposed development site, across several modes of transport.
- Vehicular trip distribution – Based upon existing traffic characteristics and the surrounding road network structure, appropriate distributions have been applied to vehicular trips to and from the proposed development.
- Junction operation assessment – Baseline year traffic flows and future year traffic forecasts were derived from surveyed traffic movements, using TII growth factors and development trip generation figures.
- Public transport capacity and demand – The approximate capacity of existing public transport services close to the development site has been established, and the development's projected public transport demand at peak times has been calculated and compared to the existing capacity.
- Parking – Car, motorcycle, and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Dublin City Development Plan 2022–2028 and other applicable guidance documents.

18.2.1 Surveys

Full turning movement classified traffic counts were carried out by IDASO Ltd, on behalf of CS Consulting, over a 14-hour period (06:00–20:00) on Thursday the 11th of April 2024. This traffic survey encompassed 10no. existing junction sites. The junctions surveyed are shown in the below figure.



Figure 18.1 - Traffic Survey Sites

18.3 Baseline Environment

18.3.1 Key Issues

The subject development site is brownfield. There are several existing construction haul roads traversing the site.

The proposed development is well-connected to public transport, situated adjacent to Clongriffin DART station (200m east). The site is served by several existing and proposed bus routes which connect the site to Dublin City Centre. Pedestrian access to these bus stops is facilitated by existing footways on Main Street and Station Square.

The area surrounding the subject lands is well served by the GoCar, Yukõ, and Enterprise Car Club commercial car-share services:

- 2no. GoCar bases, with a total of 5no. vehicles, are located within a 5-minute walk of the subject lands. A further 4no. GoCar vehicles are located within a 10-minute walk.
- One Yukõ base is located within a 10-minute walk of the subject lands, and another within a 15-minute walk.
- One Enterprise Car Club base is located approximately 10 minutes' walk from the subject lands.

The development site is also situated adjacent to the geofenced operating zones for the Bleeper Bikes commercial bicycle sharing schemes. Within these areas, these bicycles may be collected from or returned to any public bicycle parking stand.

18.4 Predicted Potential Impacts of the Proposed Development

18.4.1 Potential Significant Impacts / Issues

Construction activities will temporarily increase traffic on the surrounding road network for an estimated period of 24 months, with work expected to commence in 2026. The primary access points for construction traffic and materials handling are anticipated to be via Main Street. It is estimated that between 50 and 100 people will be employed on-site at any given time during construction, with working hours expected to be from 7:00am to 7:00pm. Limited car parking will be provided on-site, bicycle/scooter parking facilities will be available. Construction personnel will be encouraged to utilise public transportation to travel to/from site. It is anticipated that construction traffic shall be less than the development's operational phase.

During the operational phase, the development is expected to generate 209no. trips within the AM peak (59no. arrival trips and 150no. departure trips), the development is expected to generate 168no. trips in the PM peak (107no. arrival trips and 61no. departure trips). The development trips shall be allocated in accordance with existing traffic splits at surveyed junctions. Based on the proportional impact assessment, 2no. junctions shall experience flow increases in excess of 10%, as such, 2no. junctions have been subject to a more detailed operational assessment.

18.5 Key Mitigation Considerations

In relation to construction traffic, a Construction Management Plan will be developed in consultation with Dublin City Council to ensure effective traffic management during construction. Additionally, key stakeholder engagement will be carried out to communicate site activities and programme expectations.

From an operational perspective, the development is located adjacent to high-quality existing and proposed public transportation facilities which shall provide a sustainable alternative to private car use. A Residential Travel Plan (RTP) has been prepared in support of the development application. The aim of the RTP is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car.

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis.

18.6 Conclusion

This Traffic & Transportation chapter of the EIAR concludes that the proposed development can be accommodated within the capacity of the surrounding transport network during both construction and operational phases. The site benefits from excellent sustainable transport accessibility, including the adjacent DART station, multiple bus services and shared mobility options, all of which support reduced reliance on private car use.

Construction-phase impacts will be temporary and effectively managed through a Construction Management Plan, ensuring no significant disruption to the local road network. During the operational phase, while some junctions will experience traffic increases above 10%, detailed analysis has been carried out to demonstrate the operation of these junctions and these junctions remain within their ultimate capacity.

The Residential Travel Plan will further encourage sustainable travel choices and monitor transport outcomes over time. Overall, with the proposed mitigation in place, no significant adverse transportation impacts are expected, and the development is considered compatible with the existing and planned transport environment at Clongriffin.

18.7 References

- Environmental Protection Agency (EPA) (2022): Guidelines on the Information to be Contained in Environmental Impact Assessment Reports
- Transport Infrastructure Ireland (TII) (2014): Traffic and Transport Assessment Guidelines
- Transport Infrastructure Ireland (TII) (2011): Project Appraisal Guidelines
- Dublin City Council (DCC) (2022): Dublin City Development Plan 2022–2028
- TRICS Consortium: Trip Rate Information Computer System (TRICS) database
- Central Statistics Office (CSO): 2016 and 2022 Census data
- Uisce Éireann (2020): Code of Practice for Water Infrastructure
- Department of Housing, Local Government and Heritage (2022): Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)
- Homes & Community Agency (UK) (2015): Employment Density Guide (3rd Edition)

19 Material Assets – Waste

AWN Consulting carried out the assessment of waste and resource management for the Proposed Development. The assessment considers waste generated both during the construction and operational phases of the Proposed Development.

The receiving environment for waste is defined as Dublin City Council (DCC), as the local authority responsible for waste management in the area. Waste management will be carried out in accordance with national and local policy, including the National Waste Management Plan for a Circular Economy (NWMPCE) and the DCC Waste Bye-Laws. Two dedicated plans have been prepared:

- A Resource and Waste Management Plan (RWMP) for the construction phase; and
- An Operational Waste Management Plan (OWMP) for the operational phase.

These plans ensure that waste is managed in line with the waste hierarchy, prioritising prevention, reuse, recycling and recovery, with disposal as a last resort.

Waste will arise from site preparation, excavation and construction works, as well as from residential and commercial activities once the Proposed Development is occupied.

19.1 Potential Impacts and Mitigation Measures of the Proposed Development

19.1.1 Construction Phase

During the construction phase, waste will be generated from excavation works, building materials, packaging and everyday municipal waste from construction workers.

If construction waste were not properly managed, it could result in littering, pollution, attraction of vermin and unnecessary disposal of recyclable materials to landfill, as well as increased nuisance in the local area. The use of non-permitted waste contractors or facilities could also lead to inappropriate waste handling.

In the absence of mitigation, construction phase waste could have a ***short-term***, ***significant*** and ***negative*** impact on the local environment.

19.1.2 Operational Phase

During the operational phase, waste will be generated by residents and commercial units within the Proposed Development. Typical waste streams include dry mixed recyclables, organic waste, glass and mixed non-recyclable waste, along with occasional bulky items, electrical equipment and batteries.

In the absence of mitigation, operational phase waste could have a ***long-term***, ***significant*** and ***negative*** environmental effect.

19.2 Mitigation and Residual Effects (Post-Mitigation)

19.2.1 Construction Phase

Construction phase waste will be managed in accordance with the site-specific Resource and Waste Management Plan (RWMP) (Appendix 19.1). Waste will be segregated on-site into appropriate

containers, stored in designated areas and removed by authorised waste contractors to licensed or permitted facilities.

Waste movements will be monitored and recorded, and a dedicated Resource Manager (RM) will oversee waste practices throughout construction.

With these mitigation measures in place, the residual effect of the construction phase waste on the environmental are expected to be ***short-term***, ***imperceptible*** and ***neutral***.

19.2.2 Operational Phase

Operational waste will be managed in accordance with the Operational Waste Management Plan (OWMP) (Appendix 19.2). Waste will be segregated at source, stored in designated waste storage areas and collected regularly by authorised waste contractors.

Facilities management will oversee the implementation of the OWMP to ensure continued compliance, effective segregation and high recycling performance.

With these measures implemented, the residual effects of operational phase waste are expected to be ***long-term***, ***imperceptible*** and ***neutral***.

19.3 Cumulative Impact of the Proposed Development

19.3.1 Construction Phase

The Proposed Development forms part of a wider area where other residential and infrastructure projects may be under construction at the same time. This could result in overlapping construction waste generation.

However, the Dublin region has an established network of licensed waste contractors and authorised facilities with sufficient capacity to manage construction waste. All developments are required to comply with the same waste management legislation and controls.

Accordingly, cumulative construction phase waste impacts are assessed as ***short-term***, ***not significant*** and ***neutral.***

19.3.2 Operational Phase

During the operational phase, cumulative impacts may arise from waste generated by existing and permitted residential and commercial developments in the wider area. All developments are required to segregate waste and use authorised contractors, and adequate municipal and recycling infrastructure is available in the region.

The Proposed Development will not materially add pressure to local or regional waste infrastructure. Therefore the cumulative operational phase impacts are assessed as long-term, not significant and neutral.

20 Material Assets – Services

This chapter of the Environmental Impact Assessment Report was prepared by Brady Shipman Martin and assesses the potential impacts of the proposed development on built services and infrastructure not otherwise addressed under the scope of the foregoing chapters, i.e. surface water drainage, foul water drainage, water supply and utilities (electricity, gas and telecommunications) infrastructure.

The potential impacts to material assets as a result of the proposed development were assessed through a desktop study of available information. The following principal sources were consulted:

- Engineering Services Report (CS Consulting, 2026);
- Uisce Éireann utility plans (for surface water drainage, foul water drainage and water supply);
- ESB Networks utility plans;
- Gas Networks Ireland (GNI) service plans;
- Eir e-maps; and
- Virgin Media maps.

20.1 Baseline Environment

As detailed in the Engineering Services Report (CS Consulting, 2026), development of the wider Clongriffin area has been carried out in accordance with a 10-year masterplan planning permission granted to Gannon Homes on 27th June 2003 (DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058)). This provided for development consisting of 3,576no. dwellings and 80,600m^2 of mixed retail, commercial, leisure and community use, associated car parking and engineering works and provision for a railway station. Overall infrastructure completed as part of the aforementioned parent permission, or separate planning permissions for individual sites within the masterplan area, includes:

- Clongriffin Railway Station and its associated infrastructure.
- The 2no. access roads from the Hole in the Wall Road (Clongriffin Main Street and Marrsfield Avenue).
- The majority of the masterplan area's internal roads.
- Comprehensive internal foul drainage and surface water drainage networks, including a foul pumping station and a stormwater attenuation pond in the north-east corner of the masterplan area.
- A well-developed internal potable water supply network.

20.1.1.1 Foul Drainage System

As detailed in the Engineering Services Report (CS Consulting, 2026), an Uisce Éireann trunk foul sewer runs along Marrsfield Avenue to the north section of the wider Clongriffin development lands. In the immediate vicinity of the proposed development site, the local foul drainage network includes foul sewers along the existing extents of Belltree Avenue, Lake Street, and Park Street.

20.1.1.2 Surface Water Drainage System

As detailed in the Engineering Services Report (CS Consulting, 2026), within the Clongriffin masterplan area, a local surface water drainage network was designed and constructed under the masterplan parent permission (Reg. Ref. 0132/02). These local surface water sewers remain under private

ownership. All runoff collected by this network drains to the Clongriffin attenuation pond, which is located adjacent to the Mayne River, at the northern boundary of the masterplan area. The attenuation pond discharges to the Mayne River and at a controlled rate of 249l/s, as permitted under the masterplan parent permission. The attenuation pond was designed and sized to accommodate rainfall events exceeding a 1% Annual Exceedance Probability (i.e. a 1-in-100-year storm event) and has over 6,400m^3 of attenuation storage on top of a permanent volume of approximately 2,500m^3. In the immediate vicinity of the subject development site, the local surface water drainage network includes surface water sewers along the existing extents of Belltree Avenue, Lake Street, and Park Street.

20.1.1.3 Water Supply

As detailed in the Engineering Services Report (CS Consulting, 2026), the North Fringe trunk watermain runs along Marrsfield Avenue. A local network of distribution watermains connects to the North Fringe trunk watermain and serves the Clongriffin masterplan lands north of Main Street. A secondary connection to this network is also provided from the Hole in the Wall Road trunk watermain, approx. 300m west of Park Avenue.

In the immediate vicinity of the subject development site, the watermain network includes a 100mm diameter watermain on Friars Street, along the site's western boundary; and a 100mm diameter watermain on Railway Court, along the site's southern boundary.

20.1.1.4 Utilities Infrastructure

Given the urban location of the site, existing gas, electricity, telecommunications and broadband infrastructure are situated in close proximity / at the periphery of the site.

Details of the existing electricity, gas, telecommunications and broadband infrastructure have been obtained from the various utility providers / authorities, as illustrated in **Figures 20.1 – 20.4**, below.

20.1.1.5 Electricity Supply

ESB Networks have been contacted and an existing network map for the area surrounding the proposed development has been obtained. Existing ESB Networks (ESBN) infrastructure is located in close proximity to the site, including medium-voltage (MV) and high-voltage (HV) underground power cables.

20.2 Predicted Potential Impacts

In order to facilitate the proposed development, new built services and infrastructure will need to be put in place at the site, tying in with existing infrastructure in the receiving environment.

On-site utilities works and diversions, if improperly executed, have the potential to result in:

- Damage to material assets;
- Accidental discharge of sediments and harmful substances, due to exposed soils or accidental spills of harmful substances can be flushed into the public wastewater network or the nearby surface water network;
- Interruptions to supply / services in neighbouring areas; and / or
- Human health impacts related to accidents (e.g. involving live power cables or gas mains).

However, all utilities works will be carried out in accordance with the relevant standards and codes of the respective service providers and authorities (i.e. Uisce Éireann, ESB, GNI, Eir, Virgin Media, Health

and Safety Authority (HSA) and any others of relevance). Such works will be carried out in a strictly controlled manner that is safe, and which avoids or minimises interruptions of service that might affect local residents, businesses and adjacent development.

In the absence of mitigation measures ***negative, slight and short-term impacts*** are predicted in relation to built services or infrastructure during the construction phase.

During the operational phase, the site will contain operational surface water drainage, foul water drainage, water supply, electrical, and telecommunications systems, serving the proposed residential units. These systems are being designed and specified in accordance with the applicable codes and standards of the respective service providers and authorities (i.e. Uisce Éireann, ESB, and Eir / Virgin Media/ Siro) and will be sufficient to provide for the operational demands of the proposed development. Demand from the proposed development is not predicted to negatively affect the existing networks in the receiving environment. Maintenance of built services and infrastructure on the site will be carried out on an ongoing basis during the operational phase, as per the relevant requirements of the respective service providers and authorities.

No likely significant impacts are predicted in relation to built services or infrastructure during the operational phase.

A number of mitigation measures have been proposed in order to ensure that adverse impacts are avoided / minimised insofar as practicable. Please refer to Chapter 20 in Volume 2 of this EIAR.

21 Interactions

This chapter of the Environmental Impact Assessment Report provides an overview of the key interactions identified and addressed in the foregoing chapters of the report.

It is a requirement of the EIA Directive that, not only are the impacts in respect of the individual specialist topics (hydrology, biodiversity, air quality and climate, etc.) to be addressed in the Environmental Impact Assessment Report, but so too must the interactions and inter-relationships between these topics be addressed. As stated in the Environmental Protection Agency's 2022 *Guidelines on the information to be contained in Environmental Impact Assessment Reports*:

> *"The interactions between effects on different environmental factors should be addressed as relevant throughout the EIAR. For example, where it is established in the Hydrology section that there will be an increase in suspended solids in discharged surface waters during construction, then the Biodiversity section should assess the effect of that on sensitive aquatic receptors. […] It is general practice to include a matrix to show where interactions between effects on different factors have been addressed. […] This is typically accompanied by text describing the interactions." (Section 3, p. 56).*

A matrix of interactions is provided in **Table 21.1,** below, summarising where effects / impacts in relation to one topic (the source) have been found to directly or indirectly result in effects / impacts in relation to another topic (the receptor).

The relevant consultants have liaised with each other and members of the design team, where necessary, to address potential impacts arising as result of interactions between one or more environmental topics or media. Where necessary, corresponding mitigation measures have been prescribed.

Table 22.1 Interactions Matrix

Source \ Receptor	Population & Human Health	Biodiversity	Land, Soils, Geology & Hydrogeology	Hydrology	Air Quality	Climate	Noise & Vibration	Landscape & Visual	Cultural Heritage	Microclimate – Daylight & Sunlight	Microclimate - Wind	Traffic & Transportation	Material Assets - Waste	Material Assets - Services
Population & Human Health							✓	✓				✓	✓	✓
Biodiversity				✓				✓						
Land, Soils, Geology & Hydrogeology	✓	✓		✓	✓								✓	
Hydrology		✓	✓											✓
Air Quality	✓	✓		✓		✓								
Climate	✓		✓	✓	✓									
Noise & Vibration	✓													
Landscape & Visual	✓	✓												
Cultural Heritage														
Microclimate – Daylight & Sunlight	✓													
Microclimate – Wind	✓													
Traffic & Transportation	✓		✓		✓	✓	✓							
Material Assets – Waste	✓	✓	✓	✓		✓						✓		
Material Assets - Services	✓			✓									✓	

22 Cumulative Impacts

This chapter of the EIAR discusses the potential for cumulative impacts to arise as a result of the proposed development in combination with other projects.

Annex III (3)(g) of the EIA Directive requires the EIAR to include the potential for significant cumulative effects of projects on the environment and it states to include "*the cumulation of the impact with the impact of other existing and/or approved projects*." Annex IV (5)(e) of the EIA Directive states that EIAR should include "*the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources*."

The European Commission *Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions* (1999) define cumulative impacts as "*Impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project"* (p. iii).

Similarly, the EPA guidelines define cumulative effects as *"The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects"* (Section 3, p. 52). The EPA guidelines further state that:

> *"While a single activity may itself result in a minor impact, it may, when combined with other impacts (minor or insignificant), result in a cumulative impact that is collectively significant. For example, effects on traffic due to an individual industrial project may be acceptable; however, it may be necessary to assess the cumulative effects taking account of traffic generated by other permitted or planned projects. It can also be prudent to have regard to the likely future environmental loadings arising from the development of zoned lands in the immediate environs of the proposed project."* (Section 3, p. 54)

22.1 Assessment of Cumulative Impacts

Cumulative impacts have been assessed by taking account of the baseline environment and the predicted impacts of the construction and operation of the proposed development in combination with those of any other existing and / or permitted projects in the zone of influence relevant to individual environmental factors.

Each of the specialist contributors to this EIAR have considered the potential for cumulative impacts to arise, with particular reference to the projects listed in this Chapter.

This EIAR has considered three categories of plans / projects in the vicinity of the proposed development based on the following:

- Existing or commenced projects with a valid planning permission within the vicinity of the proposed development that have the potential for significant cumulative effects with the proposed development;
- Approved projects with a valid planning permission that have not commenced construction but with the potential for significant cumulative effects with the proposed development; and
- Proposed projects that do not have planning permission but have the potential for significant cumulative effects with the proposed development.

22.2 Key Plans & Developments

A search for other developments that may have the potential to result in cumulative impacts with the proposed development was carried out, and a list of key developments for consideration was developed (Table 22.1). In identifying these developments, the following principal sources were consulted (as of May 2026):

- Dublin City Council (DCC) planning portal;
- Fingal County Council (FCC) planning portal;
- DCC & FCC weekly lists of applications received;
- An Coimisiún Pleanála (ACP) website; (formerly An Bord Pleanála (ABP));
- Department of Housing, Local Government and Heritage EIA Portal;
- *Dublin City Development Plan 2022-2028.*

Projects within 1km that are pending approval or have been approved within the last five year from the time of writing were considered for potential cumulative effects. It is noted that the list of developments in this Chapter is non-exhaustive. There are a wide variety of other applications and permissions in the area. However, minor developments, such as one-off housing, erection of signage and other minor structures and extensions, have been excluded due to the absence of potential for significant cumulative impacts. Lapsed and refused permissions have also been excluded.

As detailed in Chapter Error! Reference source not found. (Planning & Development Context) the proposed development lies within the DCC administrative area, therefore, the site is subject to the land use policies and objectives of the Development Plan. The site is zoned Z14 '*Strategic Development and Regeneration Areas (SDRAs)*', which has the stated aim "*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*." The area immediately east is zoned as '*Z4: Key Urban Villages/Urban Villages'* and the areas immediately west and south are zoned as '*Z1: Sustainable Residential Neighbourhoods'*. The area directly north has the same Z14 zoning as the site itself. As such, the use of the lands as proposed in this LRD application is in accordance with the zoning and envisaged future development for the lands, as set out in the Development Plan.

As required under Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive'), Council Directive 92/43/EEC and the Habitats Directive, a Strategic Environmental Assessment (SEA) and AA (AA) have been completed in respect of the Development Plan, respectively.

Table 22.1 provides a list of relevant permitted and proposed developments in the vicinity of the site, which have been given due consideration in the assessment of potential cumulative impacts.

Table 22.1 Permitted and proposed developments to be Assessed for Potential Cumulative Impacts.

Ref.	Location	Description - overview	Cumulative Impacts Assessment
Applicant: Land Development Agency **DCC Ref:** LRD6064/24-S3 **Permission granted** with conditions on the 27 November 2024 by DCC. Currently under construction.	Plots 5 and 6 to the north of Main Street and bounded by Belltree Avenue to the north; Park Street, to the west and Lake Street to the, east at Clongriffin, Dublin 13	**Proposed Block 5 & 6 of Clongriffin LRD, Dublin 13** The proposed development includes a mixed-use development comprising of Blocks 5 and 6 providing a total of 408 no. units. Block 5 ranges 3- 6 no. storeys and 138 no. apartment units; Communal Open Space at podium level, including children's play space; at 4th floor roof terrace; a Community Arts and Cultural space. Block 5 also includes 79 no. car parking spaces; 34 no. on-street car parking spaces; 4 motorcycle spaces; 290 no. bicycle spaces. Other facilities provided at ground floor level include amenity and ancillary features. An on-street loading bay is provided along Lake Street. Block 6 ranges between 4-7 no. storeys and provides for 270 no. units. Communal Open Space (including children's play space) is provided within a central courtyard at podium level. At ground floor level provision is made for 707 sq.m of Community/Arts and Cultural floorspace and a childcare facility of 413 sq.m (with an ancillary play area of 125 sq.m). Provision is made for 181 no. car parking spaces, comprising 118 no. on-site car parking spaces, accessed via a new vehicular access onto Lake Street and 63 no. on-street car parking; 9 no. motorcycle and 568 no. bicycle spaces are provided. Other facilities provided at ground floor level include refuse / bin stores and associated staging areas; energy centre, plant/tank rooms and 2 no. integrated ESB substations and associated switch rooms. An on-street loading bay is provided along Dargan Street. Other works include: (a) the provision of road infrastructure, comprising the construction and/or extension of surrounding streets, including Dargan Street (located between Block 5 and Block 6), Market Street (to the south of Block 5) which includes an external multi-functional community / arts and cultural events space of 315 sq.m, and sections of Lake Street (to the east of Block 5); (b) green infrastructure provision in the form of a public open space / landscaped pocket park extending to 1,433 sq.m in area (i.e. Grant Park, that is located to the east of Lake Street at its junction with Dargan Street) together with street planting and public lighting throughout; and (c) all associated engineering and site works (including underground services and utility connections) necessary to facilitate the development.	This development directly north of the proposed development. Construction has commenced on this development, however it is possible the construction phases will overlap resulting in cumulative impacts. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Landscape & Visual ■ Daylight/Sunlight ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets – Services

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		This application was accompanied by an EIA Screening and AA Screening.	
Applicant: Gerard Gannon Properties **DCC Ref:** 2332/25 **Permission granted** with conditions on 5 September 2025 by DCC.	Two separate sites located on the corners of Park Street and Park Terrace South, and the corner of Park Street and Park Terrace North Clongriffin, Dublin 13.	**Residential Development on lands at Belltree Park, Clongiffin, Dublin 13** The proposed residential development exists across two sites and totals c. 0.39ha within the wider Clongriffin lands. This includes 14 no. houses with 14 no. off-street car parking spaces and 1 no. on-street visitor car parking space, as well as 24 no bike spaces. All other associated and ancillary works necessary to facilitate the development are included in the application as well. This application was accompanied by an EIA Screening and AA Screening.	This development directly northwest to the proposed development. Construction has commenced on this development, however it is possible the construction phases will overlap resulting in cumulative impacts. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Landscape & Visual ■ Daylight/Sunlight ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets - Services
Applicant: The Shoreline Partnership **ACP Ref:** ABP-311016-21 **FCC Ref:** SHD/016/21	GA3 Lands at Baldoyle (adjacent lands formerly known as the Coast), Baldoyle, Dublin 13.	**10-Year Planning Permission for a Strategic Housing Development phasing of Stapolin Masterplan** The proposed development will consist of 1,221 no. apartments and duplex dwellings (1 no. studio, 502 no. 1-bed, 636 no. 2-bed, 82 no. 3-bed) across 11 no. blocks. All blocks feature balconies and solar panels at roof level and range from 2-15 no. storeys. Residential Tenant Amenity Facilities located in Blocks E3, E4, G3, G4 and GS and external communal amenity space provided at ground, podium and terrace levels	This development **c. 0.27 km east** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap.

Ref.	Location	Description - overview	Cumulative Impacts Assessment
Permission granted with conditions on 23 November 2021.		throughout the scheme. A creche and outdoor play space is proposed for the ground floor of Block G4 and 1 no. restaurant/café unit is proposed on the ground floor of Block E3. Car Parking is provided in a mix of under croft for Blocks E1-E2, F1 and F2 and at basement level for Blocks G1-G3 and G4-G5 with a total of 632 no. spaces for residential units and 8 no. spaces associated with the proposed creche. 2021 no. bicycle parking spaces are provided for residents and 312 no. for visitor and commercial uses, in secure locations and within the public realm throughout the scheme. A new central public space between Blocks E1-E2 and E3 and E4 and a new linear space between Blocks G2-G3 and G4-G5 provides pedestrian and bicycle connectivity from Longfield Road to the proposed future Racecourse Park to the north. Proposed new bus, bicycle, pedestrian and taxi ramp to the south of the site and north of Stapolin Square providing access from Longfield Road to Clongriffin Train Station. Proposed road connections to the site to the south via the extension of Longfield Road and eastward through the regrading of the existing road, providing access to the subject site via these two roads. The development will also provide for all associated ancillary site development infrastructure and site works necessary to facilitate the development. The proposed development is designed to integrate into the existing and permitted development on the southern GA01 Lands (as permitted under FCC Ref. F16A/0412, ABP 248970, and as amended by FCC Ref. F20A/0258 and FCC Ref. F21A/0046), and the current proposed alterations to the GA01 Lands (currently subject to a separate SHD Application ABP Ref. 310418-21) for which an overall total of 981 no. units are either under construction or proposed. The infrastructure and road elements of the F16A/0412, ABP Ref. 248970 (and as amended under F20A/0258 and F21A/0046) have commenced, along with 99 no. housing units at Blocks C4, C5 and C6, which will provide for both services and roads connectivity to the GA03 Lands along, and as proposed extended, Longfield Road, all located at lands at Baldoyle/Stapolin, referred to as GA03 Lands in the Baldoyle-Stapolin LAP 2013, as extended and which	The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Landscape & Visual ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets - Services

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		forms part of the wider landholding of lands formerly known as the Coast, Baldoyle, Dublin 13. This application was accompanied by an EIAR and NIS.	
FCC Ref: LRD0016/S3 **Permission was granted** on 25 May 2023.		amend the SHD permitted under ABP Reg. Ref. 311016 resulting in an overall reduction of 97 no. units from 1,221 (as permitted) to 1,124 no. units (as proposed) within GA3 lands. The proposed amendments consist of: ■ Block G1 - reduction in height from 10-4 no. storey building (as permitted) to 7-4 no storey building. ■ Block G2 - reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. ■ Block G3 - reduction in height from 15-7 no. storey building (as permitted) to 10-6 no. storey building. ■ Block G5 - reduction in height from 10-4 no. storey building (as permitted) to 7-4 no. storey building. ■ Block E1 - reduction in height from 8-5 no. storey building (as permitted) to 7-5 no. storey building. Facade and building form enhancements are also proposed. This results in an overall 830 no. units within the application site. All other elements of the GA3 lands remain as permitted under SHD ABP Reg. Ref. 311016.	
FCC Ref: LRD0015/S3 **Permission was granted** on 29 May 2023.		The proposed development seeks to amend permitted SHD under ABP Reg. Ref. 310418 resulting in an overall reduction of 55 no. units from 882 (as permitted) to 827 no. units (as proposed) within GA1 lands. The proposed amendments consist of: ■ Reduction in building height of Block A1 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building	

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		▪ Reduction in building height of Block D1 from an 9-6 no. storey building (as permitted) to a 7-6 no. storey building ▪ Reduction in building height of Block D2 from an 8-6 no. storey building (as permitted) to a 7-6 no. storey building ▪ Reduction in building height of Block D3 from an 15-5 no. storey building (as permitted) to a 10-5 no. storey building Facade and building form enhancements are also proposed. This results in an overall 341 no. units within the application site. All other elements of the GA1 lands remain as permitted under SHD ABP Reg. Ref. 310418	
Applicant: The Shoreline Partnership **ACP Ref:** TA06F.310418 **FCC Ref:** SHD/011/20 **Permission granted** on 22 September 2021.	Lands at Baldoyle (Formerly known as the Coast), Dublin 13	**Housing Development in Baldoyle, Dublin 13** Alterations of previously permitted Fingal County Council Register Reference number F16A/0412 (An Bord Pleanàla Reference Number PL06F.248970) as amended by F20A/0258 and F221A0046) for 882 no. residential units (135 no. houses and 747 no. apartments), crèche and associated site works. This application was accompanied by an EIAR and NIS.	This development **c. 0.27 km east** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ▪ Population and Human Health ▪ Biodiversity ▪ Land, Soils, Geology & Hydrogeology ▪ Hydrology ▪ Air Quality ▪ Climate ▪ Noise & Vibration ▪ Landscape & Visual ▪ Traffic & Transport
Applicant: The Shoreline Partnership **FCC Ref:** LRD0007/S3 **Permission granted** with conditions on 20		**Amendments to Permitted Residential Block B at Stapolin, Baldoyle, Dublin 13** Permission is sought for an amendment to Block B as part of the parent LRD application (FCC Ref. F16A/0412 (ABP Ref. 248970) and amended under FCC Ref. F20A/0258, F21A/0046 and F22A/0017) located within the lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.	

Ref.	Location	Description - overview	Cumulative Impacts Assessment
January 2023 by FCC. Currently under Construction.		The proposed development will consist of amendments to Block B. The proposed amendments will consist of: The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and The development of a linear park along Longfield Road. This application was accompanied by an EIA Screening, EcIA, and NIS.	▪ Material Assets – Waste ▪ Material Assets – Services
Applicant: The Shoreline Partnership **FCC Ref:** F22A/0434 **Permission was granted** with conditions on 23 November 2022 by FCC.		**Amendment to Previously Permitted Block C1 at Baldoyle Lands** The amendments to Block C1 (previously permitted under FCC Ref. F16A/0412 (ABP Ref. 248970) and amended under FCC Ref. F20A/0258, F21A/0046 and F22A/0017) consisting of reconfiguring units to omit 34 no. permitted units (28 no. 2-bed duplex apartment units over 2-bed apartments (3 storey), and 6 no. 2-bed apartment units over 2x2 bed duplex units (3 stories)). This will be replaced with the construction of 21 no. 4-bed terrace houses (2-3 no. storeys), resulting in an overall reduction of 13 no. units. Amendments to landscaping include the removal of communal open space and play space to the west of the permitted units and the addition of private gardens to the rear and front of the houses, and a 2.4m boundary wall between the rear gardens and lands to the west for future track expansion identified by Iarnrod Éireann. The provision of 24 no. cycle parking spaces provides in 4 no. secure bicycle storage sheds; and a reduction in the width of Racecourse Close carriageway to a minimum width of 5.5m. This development takes place at the lands at Baldoyle (formerly known as the Coast, Dublin 13). The site is bounded to the north by undeveloped lands, to the south by existing residential development on Myrtle Avenue, to the east by Longfield Road,	

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		residential development of red arches and Racecourse Park, and to the west by the Dublin-Belfast railway line.	
Applicant: The Shoreline Partnership **FCC Ref:** F22A/0017 **Permission was granted** with conditions on 8 April 2022 by DCC.		**Amendment to Blocks C2 and C3 within Previously Permitted Stapolin** The site is bounded to north by undeveloped lands, to the south by the residential development of Myrtle Close to the east by residential development of Red Arches, and to the west by undeveloped lands and the Dublin - Belfast railway line. The development consists of minor alterations to permitted residential development (F16A/0412, ABP Ref: PL06F.248970 as amended under F20A/0258 and F21A/0046.) as related to Blocks C2 and C3 only; primarily to the alteration of external finishes and material of permitted housing units. This includes the omission of permitted fireplaces and chimneys; alterations to permitted fenestration including vertical frame sections, transoms and mullions, of windows and doors to front and rear of houses; alteration of permitted rear flat roof to pitched roof on building Types A & D; removal of permitted decorative balustrades; alteration of the permitted brickwork finish to the rear and side elevations of the houses with a render finish; alteration of permitted bin stores to include brick finishes; removal of permitted solar panels from Building Types A, B. D, E, G and M; conversion of Unit Type G from 3 bedroom to 4 bedroom; and minor amendments to the unit type areas as a result of the above amendments. Proposed alterations to the permitted floor areas of each building typology with either a minor increase or decrease in floor areas from 0.5 sq.m. to 5 sq.m. varying across permitted typologies.	
Applicant: The Land Development Agency **FCC Ref:** LRD0073/S3E		**LDA Amendment to Zone B** The Land Development Agency, intend to apply for permission for a Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.	

Ref.	Location	Description - overview	Cumulative Impacts Assessment
Permission granted on 11 December 2026.		The proposed development will consist of amendments to Zone B of GA01 lands as permitted under ABP Reg. Ref. ABP-310418-21 / FCC Reg. Ref. SHD/011/20. This will involve the amendment of permitted house units (the 2 no. eastern most units in Block B3 and 4 no. eastern most units in Block B4) to reconcile with as the built condition. This includes the omission of 2 no. 3-bed housing unit, the alteration of 1. no 3-bed unit to a 2 bed-unit and the increase in rear garden and provision of rear access for 1 no. unit. This results in the overall loss of 2 units. There are no amendments to the rear gardens or constructed boundaries of the adjacent units on Stapolin Avenue. A Natura Impact Statement has been prepared in respect of the proposed development. The application may also be inspected online at the following website set up by the applicant: www. StapolinAmendment1LRD.ie	
Applicant: The Shoreline Partnership **FCC Ref:** F23A/0611 **Permission granted** with conditions on the 18 January 2024 by FCC.	Lands at Baldoyle (Formerly known as the Coast), Dublin 13.	**Waste Pumping Station along Baldoyle Coast** The site is located at the existing foul pumping/ lifting station ((FCC Ref. FO2A/0921 & ABP Ref. 201400) within the permitted Haggard Park (FCC Ref. F16A/0412, ABP Ref.2485970, as amended under F20A/0258, F21A/0046 and F22A/0017)). The proposed development includes the construction of a new, upgraded wastewater pumping station (WWPS) to include an extension of the existing access road, coordinated with landscaping design, to allow set down area; an underground wastewater pumping station, with a wet well arrangement; an underground emergency storage tank, with approx. capacity 790m^3; extension of the existing gravity networks to new WWPS; vent stack of c. 6m in height and hand operated penstock; valve and flowmeter chambers; a new rising main (to be confirmed based on condition survey); standoff manhole and control and washdown kiosks. The proposed development works also includes all the necessary diversion of the existing utilities, power supply and water connection for the new WWPS. Decommissioning of the existing pump station to include demolition and removal of the existing wastewater pumping station buildings, removal of all associated pump equipment and infrastructure, and removal of associated hard works e.g., footpath, access yard, walls and fences. Temporary works and all associated above and below	This development **c. 0.27 km east** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Landscape & Visual ■ Traffic & Transport

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		ground site works including underground ducting, landscaping, lighting, site development works and boundary treatments. This application was accompanied by an NIS.	▪ Material Assets – Waste ▪ Material Assets – Services
Applicant: Cairn Homes Properties Limited **ACP Ref:** 312003 **DCC Ref:** LRD6014/22-S3 **Permission granted** on 11 April 2022.	Parkside 5B, Parkside, Dublin 13	**Housing Development in Parkside, Dublin 13** Planning permission at a site c. 3.8 hectares at "Parkside 5B", Parkside, Dublin 13. The development relates to a Large-Scale Residential Development (LRD) comprising an amendment to permitted Strategic Housing Development (SHD) granted under ABP Reg. Ref. 312003-21. In line with the permitted development this is an application of 7 year duration of planning permission. The alterations will consist of the following: amendments to the permitted car parking arrangement to provide an overall increase of 4 no. car parking spaces at basement level. Provision of a new binstore for the permitted retail unit and an extension of the permitted binstore to provide a bin storage for the permitted crèche. Increase in size of the permitted substations at ground floor level of blocks 1 and 5 including re-siting of the substations, alterations to the location of the permitted cycle parking and increase in the footprint of the buildings to accommodate same. Alterations to the internal layout and facades to accommodate amendment to unit types resulting in Block 5 providing a total of 1 no. studio; 101 no. 1 beds; 97 no. 2 beds and 5 no. 3 beds units. Block 1 providing a total of 79 no. 1 beds; 109 no. 2 beds and 7 no. 3 bed units. Block 2 providing a total of 2 no. studio; 76 no. 1 beds; 81 no. 2 beds and 14 no. 3 bed unit. The total number of units will remain 730 no. units throughout the development with a unit mix which includes 3 no. studio; 317 no. 1 beds (increase from 315 no.); 362 no. 2 beds (reduced from 376 no.) and 48 no. 3 beds (increase from 36). All other associated site development works, vehicular access points, services provision, bin stores, plant stores, open space, vehicular pedestrian access, landscaping and boundary treatment works will remain as permitted under ABP Reg. Ref. 312003-21. This application was accompanied by and EIAR.	This development **c. 0.27 km west** from the proposed development. This development is now in the operational phase and will not have any cumulative impacts from the construction phase. The developments may have cumulative impacts on the following environmental receptors: ▪ Population and Human Health ▪ Climate ▪ Traffic & Transport ▪ Material Assets – Waste ▪ Material Assets – Services
Applicant: Lismore Homes Limited	Stapolin, Baldoyle, Dublin 13	**Baldoyle Strategic Housing Development** 1,007 no. apartments, childcare facilities and associated site works.	This development **c. 0.39 km east** from the proposed development. Construction has not yet commenced on this developed therefore there is

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ACP Ref: TA06F.313177 **Permission granted** 20 July 2022.		This application was accompanied by an EIAR and NIS.	possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Landscape & Visual ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets – Services
Applicant: Córas Iompair Eireann **ACP Ref:** ACP-320164-24 **Railway Order permitted** (with conditions) by ACP on 19 August 2025.	Dublin City Centre and Drogheda, located in counties Dublin, Meath and Louth	**DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch** The proposed development relates to existing and operational railway on the Dublin to Belfast main line and the Howth branch line. The works extends from Fairview, Dublin to Drogheda, Co. Louth on the mainline and to Howth, Co. Dublin on the branch line. The total length of the proposed development is approximately 56 km (6 km of which relate to the Howth Branch). There is a mix of uses along site including, residential, retail and commercial, industrial, agricultural, community and social, village centres as well as amenity space. There are a number of landscape and built heritage features along and in the vicinity of the site which are identified in the relevant sections of the EIAR submitted with the application. This application was accompanied by an EIAR and NIS.	This development **c. 0.14 km east** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality

Ref.	Location	Description - overview	Cumulative Impacts Assessment
			▪ Climate ▪ Noise & Vibration ▪ Traffic & Transport ▪ Material Assets – Services
Applicant: Rondesere Ltd. **ACP Ref:** ABP-319292-24 **FCC Ref:** LRD0019/S3 **Permission granted** with conditions on the 3 July 2024.	Grange Road, Baldoyle, Dublin 13	**Permission LRD site along Grange Road** Permission for a Large scale residential development (LRD) was applied for consisting of demolishing the existing structures on the subject site and constructing 120 no. apartments (15 no. studio units, 18 no. 1 bed units, 78 no. 2 bed units, 7 no. 3 bed units, 2 no. 4 bed penthouse units) within 1 block ranging in height from 4 to 12 storeys. The development also consists of a crèche (capable of holding 35 no. children and open play area) and café and all associated site works. The construction of a basement will be accessed off Myrtle Road with provision of c. 47 no. car parking spaces, 360 no. 'long stay' residential bicycle parking spaces with additional 60 no. visitor bicycle parking spaces in secure locations at surface level. All apartments are provided with private terraces / balconies. Provision of c. 1877 m^2 of open space to serve the development including green roof garden terraces between 5th and 10th floor level. A Provision of associated gymnasium at ground and first floor level. Provision of Multipurpose Room and Residents Lounge at first floor level. The development will also provide for all associated ancillary site development infrastructure including: ESB sub-station, bike stores, bin stores, plant rooms, public lighting, new watermain connection and foul and surface water drainage; internal roads & footpaths; site landscaping, including boundary treatments; associated scheme signage, and all associated site development and excavation works above and below ground necessary to facilitate the development. This application was accompanied by an EIA Screening and AA Screening.	This development **c. 0.53 km southeast** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ▪ Population and Human Health ▪ Biodiversity ▪ Land, Soils, Geology & Hydrogeology ▪ Hydrology ▪ Air Quality ▪ Climate ▪ Noise & Vibration ▪ Landscape & Visual ▪ Traffic & Transport ▪ Material Assets – Waste ▪ Material Assets – Services
Applicant: Uisce Éireann **ACP Ref:** ABP-314663-22 **FCC Ref:**	Strand Road & Station Road, Maynetown & Burrow (townlands),	**Planning Permission for new wastewater pumping station and modification of Portmarnock Bridge pumping station** The development will consist of a new wastewater pumping station with below ground emergency storage tank; below ground chambers and pumps; above ground control and welfare building and vent stack.	This development **is 1.0 km north** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap.

Ref.	Location	Description - overview	Cumulative Impacts Assessment
F21A/0389 **Permission granted** with conditions on 25 August 2022 by FCC. Decision appealed to ABP. Permission granted by ABP with revised conditions on 27 June 2024.	Portmarnock, Co. Dublin	Modification of Portmarnock Bridge pumping station, including decommissioning of redundant above and below ground plant and equipment, including the demolition of the control building; provision of a below ground emergency overflow screening chamber with mechanical screen; new control kiosk required to control the mechanical screen; retention of the existing wet well. Gravity sewer connection beneath the Sluice River linking the proposed pumping station and the modified Portmarnock Bridge 'pumping' station. Completion of rising main connection to North Fringe Sewer. Decommissioning of foul rising main within Strand Road and Coast Road. Site entrances work for proposed pumping station, new and replacement boundary fencing, ground level alterations, landscaping and site drainage. All other associated site development works as required to facilitate the development. This application was accompanied by an NIS.	The developments may have cumulative impacts on the following environmental receptors: ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets – Services
Applicant: Uisce Éireann **ACP Ref:** PA06f.312131 **Permission granted** by An Coimisiún Pleanála on 09 July 2025.	New wastewater treatment plant in the townland of Clonshaugh and associated sludge hub centre, orbital sewer outfall pipeline and regional biosolids storage facility in various townlands in County Dublin	**Clonshaugh WWTP** Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility in County Dublin The Proposed Project will comprise a new Wastewater Treatment Plant (WwTP) at Clonshaugh and associated infrastructure that will serve the projected wastewater treatment requirements of existing and future drainage catchments in the north and north-west of the Ringsend Agglomeration (i.e. catchments currently draining to Ringsend WwTP), up to the Proposed Project's 2050 design horizon. The Proposed Project will therefore protect public health, safeguarding the environment and facilitating social and economic growth to 2050 and beyond. This application was accompanied by an EIAR and NIS.	This development **c. 1.0 km north** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology

Ref.	Location	Description - overview	Cumulative Impacts Assessment
			▪ Hydrology ▪ Air Quality ▪ Climate ▪ Noise & Vibration ▪ Traffic & Transport ▪ Material Assets – Waste ▪ Material Assets – Services
Applicant: Education & Training Board **DCC Ref:** 3355/23 **Permission granted** with conditions on the 11 December 2023 by FCC.	Site at Grange Community College, Grange Abbey Road, Donaghmede, Dublin 13	**Permission for a Post Primary School in Grange, Donaghmede** Construction of a 2-no. storey post primary school building (6,966 sq.m gross floor area) with 38 no. classrooms, 3 no. pastoral offices and associated external signage for Gaelcholaiste Reachran. The site will feature a 2 no. storey multi-use hall with associated changing/ storage/toilet/fitness room with ancillary areas and an installation of 208 no. PV Array on an east facing roof. Site development works include new vehicular/pedestrian and cycle infrastructure; car and bus set-down spaces; 38 no. standard car parking spaces; 3 no. accessible parking spaces and 200 no. cycle parking spaces; 4 no. outdoor hard play courts and an ESB substation opening onto Grange Abbey Road. The proposed development also includes the removal of the existing temporary Gaelcholaiste Reachrann accommodation buildings at the rear of Grange Community College and replacement with 3 no. hard play courts, hard and soft landscaping (including boundary treatments, school garden and site attenuation) and associated site development and services works all on site at Grange Community College. This application was accompanied by an AA Screening report.	This development **c. 0.23 km south** from the proposed development. This development is now in the operational phase and will not have any cumulative impacts from the construction phase. The developments may have cumulative impacts on the following environmental receptors: ▪ Population and Human Health ▪ Noise & Vibration ▪ Traffic & Transport ▪ Material Assets – Waste ▪ Material Assets – Services
Applicant: Veni Vidi Vici Limited **ACP Ref:** ABP 313307-22 **DCC Ref:** 3159/21 **Permission granted** with	Site adjoining form Columban Missionary's site at Junction of the R139 Road and The Hole in the Wall Road,	**Residential development at former Columban Missionary's Site, Dublin 13** Planning permission is sought for a residential development on a c. 0.19ha site located at the junction of the R139 (Clarehall Avenue) and Hole in the Wall Road, Donaghmede, Dublin 13. The proposed development comprises of the construction of a 7 no. to 13 no. storey building with 72 no. apartments (30 no. 1 bedroom apartments, 38 no. 2 bedroom apartments and 4 no. 3 bedroom apartments) all with private balconies/terraces.	This development **c. 0.58 km southwest** from the proposed development. Construction has commenced on this development, however it is possible the construction phases will overlap resulting in cumulative impacts.

Ref.	Location	Description - overview	Cumulative Impacts Assessment
conditions on 10 November 2023.	Donaghmede, Dublin 13.	Associated ancillary works including landscaping and boundary treatment works; demolition of existing single storey structure on site (previously used a pump house) and existing site boundary will be included as part of this development. Formation of new pedestrian and vehicular entrance to R139 Road and new pedestrian entrance to Hole in the Wall Road is included as well. The site will include 44 no. ground level car parking spaces with 2 no. accessible spaces and 162 no. ground level cycle parking spaces with 2 no. are cargo bicycle spaces. This application was accompanied by an AA Screening report.	The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets – Services
Applicant: Belwall Ltd. **DCC Ref:** LRD6047/23-S3 **Permission granted** with conditions on 12 November 2021	Griffin Point, Clarehall Avenue Dublin 13, (Previously known as Saint Columbans, The Hole in the Wall Road, Donaghmede, Dublin 13) and No. 25 hole in the Wall Road, Donaghmede	**Proposed Amendment to LRD at Griffith Point Clarehall Avenue, Dublin 13** The proposed development seeks amendments to the previously granted Strategic Housing Development under ABP Ref. 310944-21 and amended under DCC Ref. LRD6017/22-S3. The proposed amendments relate mainly to the previously permitted Blocks A&B and comprise of changes to the previously permitted mix of units which will see a reduction in the number of studio units and an increase in 1-bedroom and 2-bedroom units along with an increase in the height of Block A and Block B by 1 level, which would see the overall height increase from 6 storeys to 7 storeys. Amendments to the previously permitted Block C will also see the provision of 1 no. 2-bedroom unit in lieu of the previously permitted residential amenity area at ground floor level. The proposed development will provide for an overall total of 213 no. apartments in Blocks AB and 211 no. in Block CD, providing a new overall total of 424 no. apartments (comprising 6 no. studio units, 204 no. 1-bedroom units and 214 no. 3-bedroom units) along with the previously permitted crèche, residential amenity areas and ESB sub stations.	This development **c. 0.55 km southwest** from the proposed development. This development is now in the operational phase and will not have any cumulative impacts from the construction phase. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Traffic & Transport ■ Material Assets – Waste ■ Material Assets – Services

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		The proposed development will also provide for a reduction in the previously permitted residential amenity area in Block AB, to now provide 131 sq. m (217 sq. previously permitted) of residential amenity area to accommodate the change in residential unit numbers. The overall development will now provide for 424 no. units (previously 410 no. units were permitted under ABP Ref. 310944-21 and reduced to 397 no. units permitted under LRD 6017/22-S3) comprising of 6 no. studio units, 204 no. 1-bedroom units, and 214 no. 2-bedroom units and all associated elevational changes. The proposed development will also provide for: reduction in size of permitted crèche by 0.9 sq. m, to accommodate the increase in residential floor area; reconfiguration of the bin store and ESB substation at the entrance of the car park at Block AB; changing basement area to accommodate an increase in the bin store area and parking areas with 50 no. car parking spaces, 5 no. motor cycle parking spaces and 218 no. bicycle storage spaces within the basement and 158 at ground floor level including 10 no. spaces for the crèche of Block AB with 68 no. external bicycle parking spaces serving Blocks AB. The proposed development will now provide for 294 no. car parking spaces, 836 no. bicycle parking spaces, and 10 no. motorbike parking spaces across the overall site and all associated landscaping, green roof and PV equipment at roof level, and site development works, including increase in the footprint of the basement of Block AB, necessary to facilitate the proposed development. Parent application was accompanied by an EIA Screening, EcIA, and AA Screening.	
Applicant: Fingal County Council **ACP Ref:** ABP-311315 **Permission granted** with conditions on the	Former Baldoyle Racecourse	**Local Authority Own Park Development Project at the Racecourse Park** FCC intends to create 4.5km of new walking and cycling routes including a bridge over the Mayne River and repair to the railway underpass; ago public lighting along key walking and cycling routes; expand the existing car park to cater for up to 161 no. car parking spaces; upgrading and expand the existing playground. The development will provide a skate park, teenage adventure playground, a multi-use games area, a bowls green, a dog run, four grass football pitches, a viewing platform. A circular archelogy feature through soft landscaping and removal of	This development **c. 0.36 km northeast** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap.

Ref.	Location	Description - overview	Cumulative Impacts Assessment
20 September 2022.		existing fence is included in this project. Also, an extension of existing reedbed south of Mayne River and creation of new brackish grassland north of Mayne River. This application was accompanied by an EIA Screening, EcIA, and NIS.	The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate
Applicant: Quintain Developments Ireland Ltd. **FCC Ref:** F20A/0700 **Permission was granted** with conditions on 13 May 2021 by FCC.	Townlands of Maynetown and Drumnigh, Portmarnock, Co. Dublin	**Construction Haul Road for St. Marnocks Bay Residential Area** The proposed development consists of the provision of a construction haul road (total length approx. 1,105m). The primary length of road extends eastwards from the eastern edge of the existing St. Marnocks Bay residential area (Phase 1A & 1B) turning south to connect with Moyne Road and is approx. 860m in length and 6.5m wide. An additional east-west spur of approx. 245m in length and 6.5m wide is also proposed from the eastern edge of the permitted residential development (Phase 1C - ABP Ref. 305619-19) which connects with the primary length of haul road running north-south to Moyne Road. The roads infrastructure works includes: temporary road surface finish when required; new temporary junction onto Moyne Road; appropriate temporary landscaping generally required to facilitate the development, including erection of a 1.5m high temporary post and rail boundary fencing pending construction of future residential development and permanent vehicular road; and all ancillary and associated site development, infrastructural, landscaping and boundary treatment works. The construction haul road overlaps where necessary with the future permanent residential road to connect with Moyne Road. This application was accompanied by an NIS.	This development **c. 0.65 km northeast** from the proposed development. This development is now in the operational phase and will not have any cumulative impacts from the construction phase. ■ Traffic & Transport

Ref.	Location	Description - overview	Cumulative Impacts Assessment
Applicant: North Irish Sea Array Windfarm Limited **ACP Ref:** ABP-319866-24 **Awaiting decision.** Application lodged on 07 June 2024 to An Coimisiún Pleanàla.	Off the coast of counties Dublin, Meath and Louth. The onshore infrastructure will be located in County Dublin	**North Irish Sea Array Offshore Wind Farm** Offshore wind farm consisting of offshore wind turbine generators, offshore substation platform and subsea cables, landfall and associated infrastructure, grid facility and associated infrastructure, and onshore cables and grid connection. This application was accompanied by an EIAR and NIS.	This development **c. 0.46 km west** from the proposed development. This application is awaiting a decision, therefore construction has not yet commenced and there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ■ Biodiversity ■ Land, Soils, Geology & Hydrogeology ■ Hydrology ■ Air Quality ■ Climate ■ Noise & Vibration ■ Landscape & Visual ■ Material Assets – Services
Applicant: Portmarnock Real Estate Developments Limited **ACP Ref:** 312112 **FCC Ref:** SHD/006/21 **Permission granted with conditions on 9 May 2022.**	Station Road, Portmarnock, Townland of Maynetown, Portmarnock, Dublin	**Portmarnock LRD** Portmarnock Real estate Developments Limited Intends to apply for Permission for a Large-scale Residential Development at this site (c. 12.3 Ha) generally bounded by the existing 'St.Marnock's Bay' and 'Dún Sí' residential developments (Phases 1A, 1Band 1C), the permitted Phases 1D and 1E both now under construction (ABP Ref. ABP-312112-21, as amended by FCC Reg. Ref. LRD0037/S3 and FCC Reg. Ref. LRD0002/S3 refers respectively) to the west, and former agricultural lands to the south and east within the townlands of Portmarnock and Maynetown, Portmarnock, Co. Dublin and is also partially located in the townland of Stapolin, Baldoyle, Dublin 13.	This development **c. 1.0 km north** from the proposed development. Construction has not yet commenced on this developed therefore there is possibility for the construction phases to overlap. The developments may have cumulative impacts on the following environmental receptors: ■ Population and Human Health ■ Biodiversity

Ref.	Location	Description - overview	Cumulative Impacts Assessment
Applicant: Portmarnock Real Estate Developments Limited **ACP Ref:** 324016 **FCC Ref:** LRD0058/S3E **Permission granted** with conditions on 10 December 2025 by FCC. Decision has been appealed to ACP.		The development proposed (Phase 1F) will consist of: - 296no. residential units (254no. houses and 42no. duplexes), ranging from 1.5 - 3 storey's in height comprising the following: - 129no. 3-bed 2 storey houses, 46no. 4-bed 2 storey houses, 13no. 3-bed 1.5 storey houses , 14no. 4-bed 1.5 storey houses, 14no. 4- bed 3 storey houses, 38no. 2-bed 2 storey houses, 21no. 2-bed duplex / apartments and 21no. 3-bed duplex / apartments; Provision of public open space, including southern Monument Park (which also formed part of the Racecourse Park development permitted under ABP Ref. JP06F.311315); Private rear gardens are provided for all houses. Private patios / terraces and balconies are provided for all duplex / apartments; Vehicular access to serve the development will be provided from Station Road via existing road serving St. Marnock's Bay ('Monument View') and 3no. permitted roads serving St. Marnock's Bay ('Skylark Park Court', 'Skylark Park Drive' and an extension of 'Monument View') permitted under ABP Ref. ABP-312112-21 as amended by FCC Reg. Ref. LRD0037/S3, and also a new existing permanent road to the south which connects to Moyne Road (permitted under Phase 1D - ABP Ref. ABP-312112-21, as amended by FCC Reg. Ref. LRD0037/S3). All associated and ancillary site development, infrastructural, hard and soft landscaping an boundary treatment works, including: - A new (temporary) rising main to serve this phase and previous development phases (1A to 1E inclusive) c. 1.7km long, running from the interim St. Marnock's Pumping Station at Station Road/The Avenue (constructed under ABP Reg. Ref. 300514-17 & upgraded under ABP Reg. Ref. 312112-21) passing through the Racecourse Park development permitted under ABP Ref. JP06F.311315 and connecting to the North Fringe Sewer at a point which is located south of Moyne Road and the Mayne River within the townland of Stapolin, Baldoyle, Dublin 13; Upgrade of interim St. Marnock's Pumping Station and storage at Station Road/The Avenue as required; and all associated and ancillary site development and reinstatement. The proposed temporary rising main and interim St. Marnock's Pumping Station will be decommissioned and these lands will then discharge by gravity to a proposed new Uisce Éireann Pumping Station adjacent to Portmarnock	▪ Land, Soils, Geology & Hydrogeology ▪ Hydrology ▪ Air Quality ▪ Climate ▪ Noise & Vibration ▪ Landscape & Visual ▪ Traffic & Transport ▪ Material Assets – Waste ▪ Material Assets – Services

Ref.	Location	Description - overview	Cumulative Impacts Assessment
		Bridge when same is operational; all other ancillary site development and landscape works, including 289no. car parking spaces; 1,455no. bicycle parking spaces; Bin stores and bicycle stores; 4no. ESB Sub-stations. This application was accompanied by an EIAR and NIS.	

22.3 Conclusion

For topic-specific assessments of the potential for cumulative impacts, please refer to the specialist EIAR chapters (Volume 2) and to Section 22.4 of the EIAR Volume 2. Assuming the full and proper implementation of the mitigation measures set out in this EIAR, it has been assessed within those specialist chapters that no significant negative cumulative impacts are likely to arise during the construction or operational phases of the proposed development.

23 Mitigation Measures & Monitoring

This Chapter of the Environmental Impact Assessment Report lists the mitigation measures prescribed in all of the preceding Chapters of the Environmental Impact Assessment Report – the measures required to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment – as well as all monitoring measures / programmes prescribed, for both the construction and operational phases.

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