



# ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT

FOR

RESIDENTIAL DEVELOPMENT

AT

Old Dunleary Road, Cumberland Street, Dun Leary Hill,  
Dun Laoghaire, Co. Dublin

November 2021

ON BEHALF OF

Ted Living LIMITED

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# 1 INTRODUCTION

## 1.1 Background

Enviroguide Consulting was retained by Ted Living Limited (the Applicant) to undertake a Screening for Environmental Impact Assessment (EIA) with respect to a strategic housing development containing 146 No. Build-to-Rent apartments and ancillary residential amenity facilities, a retail unit and co-working office space on a site at the Former Ted Castles site at Old Dunleary Road, Cumberland Street, Dun Leary Hill, Dun Laoghaire, Co. Dublin. The purpose of this report is to provide information to enable the relevant competent authority to carry out the screening for Environmental Impact Assessment and will highlight any significant effects, if any, that may arise through the Proposed Development during Construction and Operational Phases.

## 1.2 Project Objective

The overall objective of this EIA Screening was to identify and assess the potential for environmental impact associated with the Proposed Development and to determine if EIA is required for the Proposed Development. The EIA requirement was determined as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the Regulations). Projects listed in Schedule 5, Part 1, of the Regulations, shall be subject to mandatory assessment (Article 4(1) of the EIA Directive) as they are deemed as projects that have significant effects on the environment. Others, listed in the Schedule 5, Part 2 of the Regulations, contain threshold levels and for projects that fall below these thresholds, the project must be screened to determine if an EIA (and the associated Environmental Impact Assessment Report (EIAR)) is required. Whether a 'sub-threshold' development should be subject to EIA is determined by the likelihood that the development would result in significant environmental effects. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

This report documents the methodology employed to complete the screening exercise, having regard to relevant legislation and guidance documents Practice Note PN02 Environmental Impact Assessment Screening published by the Office of the Planning Regulator, June 2021. It also sets out a clear rationale for each decision of this screening exercise.

## 1.3 Project Overview

Ted Living Limited intend to apply to An Bord Pleanála for permission for a Strategic Housing Development at a 0.55 ha site at the Former Ted Castles site at Old Dunleary Road, Cumberland Street, Dun Leary Hill, Dun Laoghaire, Co. Dublin. The site is bound by lands predominantly under residential and amenity use, with Old Dunleary Road to the north, Dunleary Hill and DeVesci Gardens to the south and Cumberland Street to the west, with an existing residential development bounding the site to the east.

The development will consist of:

- The provision of 146 no. apartment units (Build to Rent) and all associated ancillary facilities (including residential amenities) in a building with an overall height ranging

from 6 storeys (with set backs from 4th & 5th storey) addressing Dun Leary Hill, to 5 and 8 storeys (with set back from 7th storey) addressing Old Dun Leary Road and 6-7 storeys (with set backs at 8th storey) addressing Cumberland Street. The proposal provides for private and communal open spaces in the form of balconies and terraces throughout;

- A retail unit (c.290m<sup>2</sup>) at ground floor level addressing Old Dun Leary Road and Cumberland Street;
- The refurbishment, partial removal and adaptation of a 4 storey building on site known as “DunLeary House” (a proposed Protected Structure) to provide co-working office suites (c.247m<sup>2</sup>) at Levels 01,02 and 03. The works will include partial removal of original walls and floors, removal of non original extensions to DunLeary House, repointing and repair of brickwork and granite fabric, reinstatement of timber sash windows, removal of existing roof, removal; alteration and reinstatement of internal floor layouts, reinstatement of entrance point on DunLeary Hill, removal of non original level 00 and linking the existing building to the new development from level 00 to level 03 with the construction of 3 new floors of development (with set back at roof level) above the existing building. It is proposed to repair, reinstate and improve the existing boundary treatment to DunLeary House;
- Provision of 52 no. car parking spaces in total - 44 no. car parking spaces provided at level 00. At Cumberland Street 11 no. existing on street car parking spaces will be removed and 8 no. on street car parking spaces provided. Provision of 277 bicycle parking spaces (94 no. cycle parking spaces accommodated in bicycle stands and 183 no. long term bicycle parking spaces within a secure storage area) and 4 no. motorbike parking spaces, all at Level 00. A new vehicular entrance/cycle path (off the Old Dun Leary Road), ancillary plant areas, ESB substation and storage areas;
- Extensive hard and soft landscaping throughout, green roof, public lighting, signage, boundary treatments and public realm improvements;
- The demolition of the existing open fronted shed on site and all associated ancillary site services and site development works.

This EIA screening report will address the potential for Environmental Impacts from the two phases, namely, the Construction Phase and the Operational Phase. Each phase is denoted as the following:

### **1.3.1 Construction Phase (Estimated Duration 18-24 months)**

The Construction Phase will comprise conversion and works to Dun Leary House and the construction of a residential development comprising 146 No. Build-to-Rent apartments, a retail unit and residential tenant amenity space.

It is anticipated that the Construction Phase of the project will take approximately 18-24 months to complete and will comprise of the following (as outlined in the Preliminary Construction Management Plan / Construction Traffic Management Plan (*DBFL Consulting Engineers, June 2021*)):

- Sewer diversion;
- Site setup;
- Site clearance and demolition works;
- Earthworks for basement;

- Basement works;
- Super structure frame;
- Roof and façade finishes;
- Internal fit-out;
- External site works.

Further detail on the proposed construction methodology is presented in the Preliminary CMP provided in the supporting documentation for the submission for the Proposed Development.

### **1.3.2 Operation Phase**

The Operational Phase of this development will consist of the normal day to day operations necessary for the ongoing maintenance of mainly residential units and part commercial use, consistent with the neighbouring land use in the area.



## 2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

### 2.1 Site Overview

The Proposed development is located on 0.55Ha at Old Dunleary Road, Cumberland Street, Dun Leary Hill, Dun Laoghaire, Co. Dublin. The site was formerly used as a coal merchants and is referenced herein as the “former Ted Castles Site”. It is considered underutilized and brownfield in planning terms. The site addresses 3 no. street frontages at Old Dun Leary Road (which addresses the sea/coast), Cumberland Street and Dun Leary Hill and includes 2 no. existing structures/buildings: an open shed structure and a building known as “Dun Leary House”. The site also contains concrete hardstanding/yard area and a small quantum of scrubland. DunLeary House was constructed c.1880 as a house and offices to serve the industrial site. The building is a two storey over basement structure with a large glazed extension on the north elevation, constructed c.1985. This building has been listed a proposed Protected Structure in the Draft Dún Laoghaire Rathdown County Development Plan 2022-2028. The site is bounded by ‘Clearwater Cove’ a 6/7 storey residential development to the east and a 5/6 storey development at De Vesci Apartments to the west on the opposite side of Cumberland Street.

The Site is within the administrative jurisdiction of Dun Laoghaire Rathdown County Council (DLRCC) and the lands within the Site boundary are located within the zoning directive ‘NC’ or ‘neighbourhood centre’.

Refer to Figure 1 for the Site Location and Figure 2 for the Site Layout Plan.



*Figure 1: Site Location*



### 3 EIA SCREENING PROCESS

#### 3.1 Introduction

The scope of the EIA screening process is to identify any potential impacts associated with the Proposed Development that may arise during Construction and Operational Phases as outlined in Section 1.3 Project Overview.

#### 3.2 Legislative Requirements for an EIA

Directive 2011/92/EU was enacted as a means to assess the effects of projects on the environment, and to properly ensure that any potential significant effects are assessed before a project proceeds. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) (formerly EIS) and Annex II lists projects which do not necessarily have significant effects but can be subject to case by case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states the following:

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

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

In some cases, Member States have also established “exclusion” or “negative” lists specifying thresholds and criteria below which EIA is never required or below which a simplified EIA procedure applies. There may be exceptions to the negative thresholds, for example, for projects in defined sensitive locations. Such exceptions will apply in the case of Habitats Directive assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States. In Ireland, the thresholds are defined in Article 120 of the Planning and Development Regulations 2001-2021.

Schedule 5 of the Planning and Development Regulations 2001-2021 outlines the legislative requirements deeming whether a project needs a mandatory EIA. Projects that automatically require an EIA included in Annex 1 are listed in Part 1 of Schedule 5 to the Planning and Development Regulations. Projects that are assessed either on a case-by-case examination or on the basis of set mandatory thresholds are defined under Annex II of the Directive, and these are transposed in Irish legislation in Schedule 5, Part 2 of the Planning and Development Regulations.

There is no class set out under Part 1 of Schedule 5 in relation to the provision of a residential development. The Planning and Development Regulations 2001 – 2021 Schedule 5, part 2, 10 (b)(i) requires an EIA for the following:

## ***“10. Infrastructure projects***

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

The number of dwelling units as part of the residential development include 146 No. Build-to-Rent apartments. The development will consist of 33 No. Studio Units, 81 No. 1 Bedroom Units, 35 No. 2 Bedroom Units. This is below the threshold of 500 units and therefore a mandatory EIA is not required.

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

The Proposed Development includes 52 No. car parking spaces overall and 2 No. motorcycle spaces at level 00. This is below the threshold of 400 spaces, and therefore a mandatory EIA is not required.

### ***10(b) (iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.”***

A shopping centre is not proposed as part of this Build to Rent (BTR) development. The Proposed Development is comprised of 146 No. dwelling units, with an ancillary communal work hub and a café/service unit. Therefore, a mandatory EIA is not required in this instance

### ***10(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.***

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

The Proposed Development does constitute an ‘urban development’ as it is located within a built-up area on land which has been zoned for development by Dun Laoghaire and Rathdown County Council. However, as the total area of the Site for development has been confirmed as 0.55 hectares, it is less than the 10-hectare threshold and accordingly a mandatory EIA is not required.

### ***12. (c) Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside built-up areas which would have an area of 20 hectares or more or an accommodation capacity exceeding 300 bedrooms.***

The Proposed Development comprises a residential development to include 146 No. Build-to-Rent apartments. It is not intended that the apartments be used as holiday homes, therefore this development does not fall under the category of Tourism and Leisure. Thus, a mandatory EIA is not required in this case.

### ***13 (c) Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.***

The Proposed Development may constitute a change to a project as listed in Part 1 or paragraphs 1 to 12 of Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2021 which would result in the demolition of structures which had not previously been



authorised. However, the Proposed Development does not involve an area greater than 10 hectares as outlined in Activity 10(b)(iv) and it is therefore sub-threshold in this instance. Furthermore, the criteria as set out in Schedule 7 have been incorporated into this EIA Screening. This EIA Screening concludes that the Proposed Development will not be likely to have significant effects on the environment as detailed in Sections 3.6 to 3.8, and accordingly a mandatory EIA is not required

**14. Works of Demolition Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.**

The Proposed Development will be reviewed having regard to the criteria set out in Schedule 5 Part 2, (14). The findings of this review will be detailed in this report's conclusions.

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

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

As this Proposed Development is significantly below the threshold specified in the above Classes or the Classes do not apply, Class 10(b), 12(c), 13(c), 14 and 15, of Part 2, it is considered a sub-threshold development on these grounds. Therefore, the Proposed Development does not meet the thresholds to require a mandatory EIA as per Schedule 5 of the Planning and Development Regulations and is considered to be a sub-threshold development in the context of Irish legislation.

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

Table 1 provides a summary of the legislative requirements for an EIA:

*Table 1: Summary of EIA Activities*

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
Schedule 5 Part 2 10. (b) (i)	Construction of more than 500 dwelling units.	The number of dwelling units as part of the residential development include 146 No. Build-to-Rent apartments.	No
Schedule 5	Construction of a car-park providing more than 400 spaces, other than a	The Proposed Development includes 52 No. car parking	No

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
Part 2 10 (b) (ii)	<i>car-park provided as part of, and incidental to the primary purpose of, a development.</i>	spaces and 4 No. motorcycle spaces.	
Schedule 5 Part 2 10(b) (iii)	<i>Construction of a shopping centre with a gross floor space exceeding 10,000 square metres."</i>	A shopping Centre is not proposed as part of this Build-to-Rent development	No
Schedule 5 Part 2 (10)(b)(iv)	<i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	Proposed Development does not exceed the 10 hectares threshold. The total Site area is 0.55 hectares.	No
Schedule 5 Part 2 12. (c)	<i>Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside built-up areas which would have an area of 20 hectares or more or an accommodation capacity exceeding 300 bedrooms.</i>	The Proposed Development is located in a built up area and will not be used for tourism activities such as holiday homes.	No
Schedule 5 Part 2 13 (c)	<i>Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.</i>	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this reports conclusions.	To be determined by this EIA Screening
Schedule 5 Part 2 14	<i>Works of Demolition Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this reports conclusions.	To be determined by this EIA Screening
Schedule 5 Part 2	<i>Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of</i>	The Proposed Development will be reviewed having regard to the criteria set out in	To be determined

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
15	<i>development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	Schedule 7. The findings of this review will be detailed in this reports conclusions.	by this EIA Screening

### 3.3 EIA Screening

The process of evaluating the likelihood of a project listed in Annex II requiring an assessment is called Screening. Figure 4 below, from The Environmental Impact Assessment of Projects, Guidance on Screening (European Commission, 2017) provides the steps involved in the Screening process.

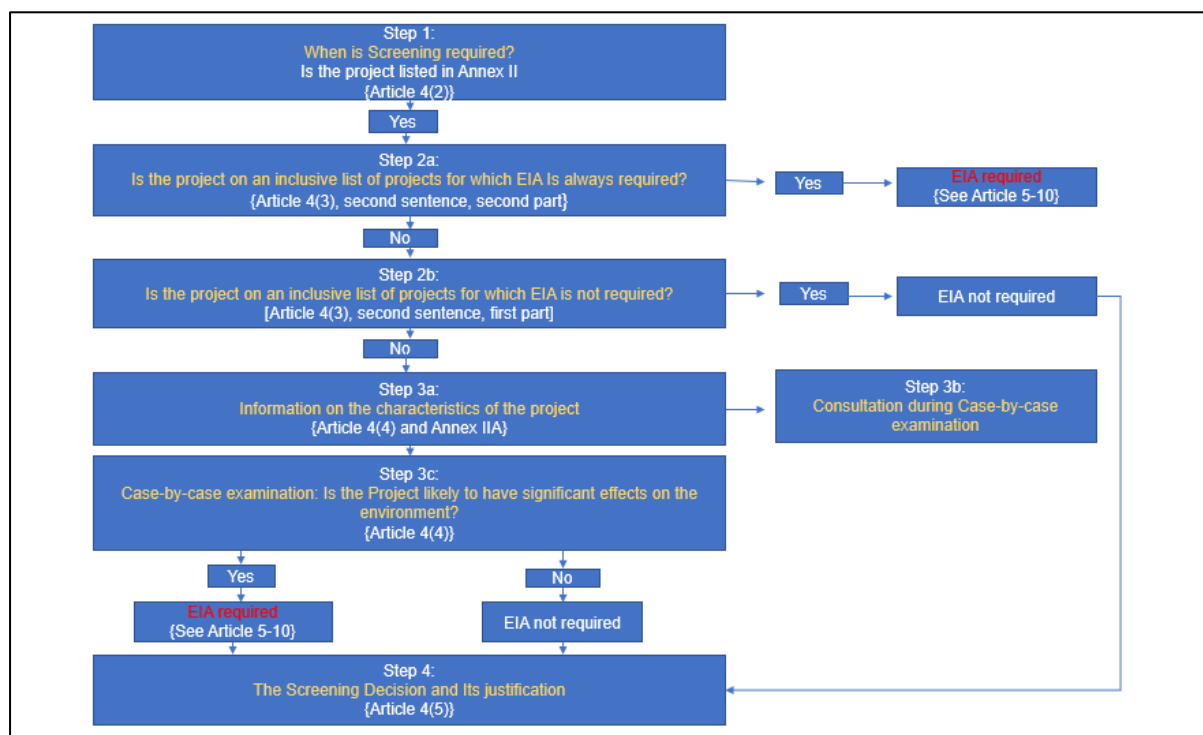


Figure 3: Flow Diagram of the Steps in Screening

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

### 3.4 Sub-Threshold Development

Sub-threshold development may still require an EIA process to be completed. The most important element to address in the possible assessment of a sub-threshold development and its requirement for an EIA is the likelihood of a project having any significant effects on the environment. In order to provide guidance with this, criteria have been transposed into Irish legislation and set out in Annex III of the EIA Directive, it is also set out in Schedule 7 to the Planning & Development Regulations 2001 - 2021. Within Annex III of the EIA Directive



2014/52/EU, the characteristics under which a project must be considered in order to determine if an EIA is required includes:

1. The size and design of the Proposed Development;
2. The nature of any associated demolition works,
3. The use of natural resources, in particular land, soil, water and biodiversity;
4. The production of waste;
5. Pollution and nuisances;
6. The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;
7. The risks to human health (for example due to water contamination or air pollution);
8. The existing and approved land use;
9. The relative abundance, availability, quality and regenerative capacity of natural resources;
10. The absorption capacity of the natural environment, paying particular attention to the following areas
  - i. wetlands, riparian areas, river mouths;
  - ii. coastal zones and marine environment;
  - iii. mountain and forest areas;
  - iv. nature reserves and parks;
  - v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
  - vi. areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
  - vii. densely populated areas;
  - viii. landscapes and sites of historical, cultural or archaeological significance.
11. The magnitude and spatial extent of the impact;
12. The Nature of the Impact;
13. The transboundary nature of the impact;
14. The intensity and complexity of the impact;
15. The probability of the impact;
16. The expected onset, duration, frequency and reversibility of the impact;
17. Cumulation with other existing development and/or development the subject of a consent; and
18. The possibility of effectively reducing the impact.

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

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

In addition, the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017) contains helpful checklists such as “Screening Checklist” and the “Checklist of Criteria for Evaluating the Significance of Environmental Impacts”, that are beneficial in aiding the production of screening for an EIA.

### 3.5 Characteristics of the Proposed Project

#### 3.5.1 Size and Design of the Proposed Development

Ted Living Limited intend to apply to An Bord Pleanála for permission for a Strategic Housing Development at a c. 0.55 ha site at the Former Ted Castles site at Old Dunleary Road, Cumberland Street, Dun Leary Hill, Dun Laoghaire, Co. Dublin.

The development will consist of: 146 No. Build-to-Rent apartments, extensive residential amenity facilities, communal open space, public realm improvements and the refurbishment, alteration and change of use of an existing building on site known as “Dunleary House”.

The development will consist of:

- The provision of 146 no. apartment units (Build to Rent) and all associated ancillary facilities (including residential amenities) in a building with an overall height ranging from 6 storeys (with set backs from 4th & 5th storey) addressing Dun Leary Hill, to 5 and 8 storeys (with set back from 7th storey) addressing Old Dun Leary Road and 6-7 storeys (with set backs at 8th storey) addressing Cumberland Street. The proposal provides for private and communal open spaces in the form of balconies and terraces throughout;
- A retail unit (c.290m<sup>2</sup>) at ground floor level addressing Old Dun Leary Road and Cumberland Street;
- The refurbishment, partial removal and adaptation of a 4 storey building on site known as “DunLeary House” (a proposed Protected Structure) to provide co-working office suites (c.247m<sup>2</sup>) at Levels 01,02 and 03. The works will include partial removal of original walls and floors, removal of non original extensions to DunLeary House, repointing and repair of brickwork and granite fabric, reinstatement of timber sash windows, removal of existing roof, removal; alteration and reinstatement of internal floor layouts, reinstatement of entrance point on DunLeary Hill, removal of non original level 00 and linking the existing building to the new development from level 00 to level 03 with the construction of 3 new floors of development (with set back at roof level) above the existing building. It is proposed to repair, reinstate and improve the existing boundary treatment to DunLeary House;
- Provision of 52 no. car parking spaces in total - 44 no. car parking spaces provided at level 00. At Cumberland Street 11 no. existing on street car parking spaces will be removed and 8 no. on street car parking spaces provided. Provision of 277 bicycle parking spaces (94 no. cycle parking spaces accommodated in bicycle stands and 183 no. long term bicycle parking spaces within a secure storage area) and 4 no. motorbike parking spaces, all at Level 00. A new vehicular entrance/cycle path (off the Old Dun Leary Road), ancillary plant areas, ESB substation and storage areas;
- Extensive hard and soft landscaping throughout, green roof, public lighting, signage, boundary treatments and public realm improvements;
- The demolition of the existing open fronted shed on site and all associated ancillar site services and site development works.

### 3.6 The demolition of the existing open fronted shed on site and all associated ancillary site services and site development works

#### Site Planning History

The Site on which the Proposed Development is located is currently vacant with derelict buildings located within the Site. The Site is within the administrative jurisdiction of Dun Laoghaire Rathdown County Council.

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

*Table 2: Site Planning History*

Application Reg. Ref.	Location	Development Proposal	Decision
<b>D06A/0312</b>	Tedcastles Yard, Junction Of Dunleary Road & Dunleary Hill Lower, Dun Laoghaire, Co. Dublin	The development will consist of Planning Application for a variation to the Planning Permission granted Register Reference No. D03A/0292 Order Decision No. P/2611/03, An Bord Pleanala Reference No. PL 06D. 204799 which was for the demolition of the existing buildings on site: 3 no. 3 bed apartments 52 no. 2 bed apartments and 12 no 1 bed apartments, total 67 no. apartments in one L shaped block ranging in height from 5 storey plus double penthouse to a 7 storey plus penthouse corner feature (maximum 26.36 metres above ground level) with a total gross floor arew of 5,642 sq.m. café/coffee shop at ground floor level (179 sq.m.) two levels of two levels of basement car parking comprising 93 car parking spaces and bicycle parking facilities, landscaped courtyard terrace and associated works. All of the above on a site of 1,963 sq.m. at Tedcastles Yard Junction of Dunleary Hill Lower and Dun Leary Road. There was a Final Grant of No. 55 apartments 42 no. 2 bed apartments, 10 No. 1 bed apartments and 2 No. 3 bedrooms apartments, café and basement car parking for 93 spaces. Proposed development will consist of the proposed addition of No. 4 apartments. Comprising on the sixth floor of (Apt. 58 p) No. 1 2 bedroom apartment of 112 sq.m. with access to roof garden of 43 sq.m. (Apt 59p) 1 no. 1 bedroom apartment of 56 sq.m. with access to roof garden of 110 sq.m. (Apt. No. 55) a 2 bedroom apartment	GRANT PERMIS- SION  27/04/2006

Application Reg. Ref.	Location	Development Proposal	Decision
		has been modified to change area from 92 sq.m. to 62 sq.m. and 2 no. new windows to the west elevation. Comprising on the fifth floor of (Apt 56p) 1 no. 1 bed apartment of 55 sq.m. and 5 sq.m. balcony and (Apt 57 p) 1 no. 2 bed apartment of 106 sq.m. with access to roof garden of 87 sq.m. (Apt. No. 54) a 2 bed apartment areas has been modified from 93 sq.m. to 72 sq.m. and 2 no. new windows to the west elevation and an additional new balcony (each of 5 sq.m.) to apartment No. 52 and No. 53 comprising on the ground floor of :- A proposed new entrance to the North Elevation which was a requirement of the Fire Certificate granted 05/8176) to comply with fire escape and access regulations. This required variation to Apt No. 4 which was a no. 2 bedroom apartment (75 sq.m.) reduced to No. 1 bedroom apartment (area 60 sq.m.).	
<b>D03A/0292</b>	Tedcastles Yard, Junction Of Dunleary Road & Dunleary Hill Lower, Dun Laoghaire, Co. Dublin  Site A	Demolition of existing buildings on site: 3 no. 3 bed apartments, 52 no. 2 bed apartments, and 12 no. 1 bed apartments, total 67 no. apartments, in one L-shaped block ranging in height from 5 storey plus double penthouse to a 7 storey plus penthouse corner feature (maximum 26.36m above ground level) with a total gross floor area of 5,642m <sup>2</sup> , cafe/coffee shop at ground floor level (179m <sup>2</sup> ), two levels of basement car parking comprising 93 car parking spaces and bicycle parking facilities, landscaped courtyard terrace and associated works. All of the above on a site of 1,963 sq. metres.	GRANT PERMISSION  30/09/2003
<b>D03A/0291</b>	Tedcastles Yard, Junction Of Dunleary Road & Dunleary Hill Lower, Dun Laoghaire, Co. Dublin  Site B	(a) Demolition of existing buildings on site, (b) mixed use development comprising 2 no. retail units (1 * 290m <sup>2</sup> and 1 * 216m <sup>2</sup> ) offices (985m <sup>2</sup> ) and gym/leisure/health centre (956m <sup>2</sup> ) in one 4 storey block with a maximum parapet height to Dunleary Hill Lower of 18.5m and total gross floor area of 2,878m <sup>2</sup> , (c) basement car park comprising 28 car parking spaces and bicycle parking facilities, (d) landscaping garden terrace and associated works,	GRANT PERMISSION  30/09/2003

Application Reg. Ref.	Location	Development Proposal	Decision
		all of the above on a site of 1,122 sq.m. The basement car park will be accessed via a shared vehicular access on the adjoining site, which is owned by the applicant and is subject of a current planning application for a proposed development of apartments and ground floor cafe/coffee shop.	

The permissions listed in Table 2 above have not been implemented on subject site and have since expired. Planning policy context for the subject site has altered significantly since the above permissions were assessed and granted over 15 years ago. The Proposed Development addresses the new 'Building Height Guidelines' and 'The Apartment Guidelines'.

### 3.6.1 Cumulation with Other Projects

Cumulative Impacts can be defined as “*impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project*”. Effects which are caused by the interaction of effects, or by associated or off-site projects, are classed as indirect effects. Cumulative effects are often indirect, arising from the accumulation of different effects that are individually minor. Such effects are not caused or controlled by the project developer.

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

- Dun Laoghaire-Rathdown County Council planning website: <https://www.dlrcoco.ie/en/planning-applications/planning-applications-online-search>
- An Bord Pleanála website, <http://www.pleanala.ie/>.
- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggov.ie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

Any planning applications listed as granted or decision pending from within the last five years were assessed for their potential to act in-combination with Proposed Development and cause likely significant effects on the relevant European Sites. Long-term developments granted outside of this time period were also considered where applicable.

The potential for cumulative impacts with other existing or approved developments should be an important consideration in the preparation of a scoping opinion. Table 3 provides details on developments in the vicinity of the Site of the Proposed Development which have been considered to be of significance in terms of potential cumulative impacts with other approved projects as a result of type of the development being proposed and/or the proximity to the Site of the Proposed Development.

*Table 3: Planned or Permitted Developments*

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
<b>D21A/0706</b>	IMRF II Frascati Ltd Partnership acting through partner Davy IMRF II GP Ltd	Frascati Centre, Frascati Road, Blackrock, Co Dublin, (Formerly known as Frascati Shopping Centre)	Full permission. The proposal relates to a Phase 2A residential development of 41 no. apartments above the existing / permitted podium car park to the north west of the centre. The proposal will be an extension of and includes alterations to elements of the Phase 1 residential permission (currently under construction), permitted under Reg. Ref.: D17A/0950 & ABP Ref.: 300745-18. The Phase 2A proposal consists of 15 no. studios, 18 no. 1 beds and 8 no. 2 beds (41 no. apartments) in a U-shaped residential; block, arranged around a central communal courtyard space. The south-eastern block (Block D) is a part 2 to part 4 storey block, the north-eastern block (Block E) is a part 2 to part 4 storey block and the northwestern block (Block F) is a part 1 and part 2 storey block, all above three levels of car parking. Balconies / winter gardens are provided to all apartments (on the north-western, north-eastern, south-eastern elevations and into the communal courtyard). access to the Phase 2A residential development is proposed from the permitted/under construction Phase 1 residential development via a link bridge and also via stair / lift cores from ground floor level and external walkways fronting the communal courtyard. The proposal includes alterations to the permitted car, cycle parking and waste storage areas at lower ground floor level associated with phase 1 residential development. this includes the introduction of a barrier control system, allocation of a total of 60 no. car parking spaces, 138 no. cycle parking spaces (94 no. secure and 44 no. visitor spaces) and 3 no. motorcycle parking spaces for the permitted Phase 1 residential units (45 no. units) and the proposed Phase 2A residential units (41 no. units). The proposal also includes alterations to the location of 110 no. permitted cycle parking spaces associated with the rejuvenation of the Frascati Centre, under Reg. Ref.: D14A/0134, as subsequently amended. The proposal includes alterations to the existing and permitted surface and podium car park level to provide additional landscape screening, a bin storage area, plant areas at lower ground, ground and first floor level and stair / lift cores providing access to the residential units above. The proposal includes PV solar panels at roof level and all associated ancillary site development works. An Environmental Impact Assessment Report (EIAR) has been prepared and will be submitted	Decision Due Date: 29/09/2021  <b>Registered application</b>

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
			to the Planning Authority with the planning application.	
<b>ABP306949 20</b>	Lulani Dalguise Ltd	Dalguise House, Monkstown Road, Monkstown, Blackrock, Co Dublin, A94 D7D1	<p>Permission for a strategic housing development consisting of a residential development on the lands at Dalguise House (Protected Structure RPS No. 870). The proposed development will comprise of 300 dwelling units, including the conversion of 'Dalguise House' into two dwellings and a creche, 8 new apartment blocks of 276 units, ranging in height from 5 to 9 storeys and 22 houses, (including the converted stable yard and refurbishment of an existing gate lodge), within a site area of circa hectares, with a gross floor area of 30,587 sqm. The proposal includes: the demolition of an existing modern dwelling, known as the White Lodge, located on the entrance avenue; the demolition of a modern swimming pool structure adjoining the East wing of Dalguise House and the removal of a non-original, residential garage structure adjoining the walled garden to the South-West of Dalguise House and the removal of a number of structures to the South of the Walled Garden and creation of new openings in the wall; the conversion of Dalguise House to 2 no. houses and a crèche (195sqm) in the basement; the demolition of some structures and conversion of other existing structures within the Stable Yard to the South-West of the site to 1 no. 3-bed house and a garden pavilion; the refurbishment of the existing single storey brick gate lodge for use as a single dwelling; the change of use of the existing two storey gate lodge on Monkstown Road to a Concierge / Site Manager's office; 276 apartments in a mix of 1, 2 and 3-bed units arranged in 8 no. blocks around a series of landscaped communal amenity spaces; Block A will be 7 storeys (6 storeys over podium) and consists of 23 no. 1 bed units and a communal room; Block B will be 8 storeys (7 storeys over podium) and consist of 13 no. 1 bed units, 17 no. 2-beds and 2 no. 3 beds; Block C will be 8 storeys (7 storeys over podium) and consist of 13 no. 1 bed units, 17 no. 2-beds and 2 no. 3 beds; Block D will be 7 storeys (6 storeys over podium) and consist of 4 no. 1 bed units, 19 no. 2-beds and 3 no. 3 beds; Block E will be 9 storeys (8 storeys over podium) and consist of 11 no. 1 bed units, 19 no. 2-bed units and 2 no. 3-bed units with communal facilities located at podium level including residents' Leisure Suite, Residents Business Centre and Multi-function Room; Block F will be 6 storeys and consist of 20 no. 1</p>	<p>Decision Date: 25/10/202</p> <p><b>GRANT</b></p>



Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
			beds, 27 no. 2-beds and 4 no. 3 bed units; Block G will be 6 storeys and consist of 16 no. 1-bed units, 24 no. 2-bed units and 4 no. 3 bed units; Block H will be 5 storeys and consist of 5 no. 1-bed units, 27 no. 2-bed units and 4 no. 3-bed units: All apartments will have balconies or terraces, and the balconies or terraces are on all elevations; 20 no. terrace/semi-detached houses (3 no. 3-bed houses located to the North- West of the site and 9 no. 3-bed houses and 8 no. 4-bed houses located to the South and South-West of the site); the relocation and refurbishment of an existing glasshouse/vinery within the site and the removal of an existing greenhouse off site; a total of circa. 314 no. car parking spaces (244 no. car parking spaces located in basement & under croft locations, with 70 no. surface parking spaces) and 14 no. motorcycle spaces; a total of circa. 654 no. bicycle parking spaces (502 residential spaces and 146 visitors' spaces); amendments to car parking arrangements granted under Reg. Ref.: D16A/0724, ABP Ref: 248219; associated site works including 2 no. ESB substations, plant areas & communal refuse storage facilities. Vehicular and pedestrian access and egress is facilitated at two points on the Monkstown Road, through the existing Dalguise entrance and Purbeck Lodge, where a new bridge crossing will be provided over the Stradbrook stream. Future pedestrian accesses are also indicated at boundaries with Arundel, Richmond Park, and the former Cheshire Home site, subject to agreement. The proposed development includes all ancillary site works. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dun Laoghaire Rathdown County Council The application may also be inspected online at the following website set up by the applicant: <a href="http://www.dalguiseshd.com">www.dalguiseshd.com</a> .	
<b>D21A/0650</b>	Kelland Homes Ltd.	9,10,11, Cumberland Street, Dun Laoghaire	Permission sought for revisions to approved D18A/0188 and D19A/0382 as follows: 1) New zinc clad smoke extract ventilation shaft on east facing elevation from level 3 to 900 above level 3 parapet. 2) Deletion of lower level 1.1 zinc cladding at bottom of level 3 east elevation and replace with brick. 3) Omit covered car park canopy to rear of the site, being part of an approved 5 storey mixed use development of apartments/ retail/ commercial development.	Decision Due Date: 09/09/2021 <b>Registered Application</b>



Good construction management practices, as detailed in the Constructoin Management Plan (Preliminary Construction Management Plan / Construction Traffic Management Plan) prepared by *DBFL Consulting Engineers, June 2021*, will minimise the risk of pollution from construction activities at the Site.

There is potential for cumulative impacts to occur between the above off-site projects and the Proposed Development as a result of construction traffic during the Construction Phase, however, as the Construction Phase will be short in duration, the cumulative traffic impact is not considered to be significant. In addition, in accordance with the Construction Management Plan (CMP) prepared by *DBFL Consulting Engineers, June 2021*, construction shift times will ensure that construction traffic will have limited impact on traditional peak traffic times. It is envisaged that most construction workers will be at work at 08:00 and depart after 18:00. The site is highly accessible by public transport with Dublin Bus and DART services within walking distance. A large proportion of construction workers may use shared transport, further minimising the impact on the traffic network.

Subject to the full implementation of management control measures to avoid adverse environmental impacts from the current Proposed Development, the Proposed Development as a stand alone project, or in culmination with other projects assessed, will not result in any significant adverse effects on the environment.

### **3.6.1.1 Relevant Policies and Plans**

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

- Dun Laoghaire Rathdown Development Plan 2016-2022
- Dun Laoghaire Rathdown Biodiversity Plan 2009-2013
- Dun Laoghaire Rathdown Development Plan 2016-2022 Strategic Environmental Assessment (SEA)
- Dun Laoghaire Rathdown Development Plan 2016-2022 [Strategic Flood Risk Assessment]
- Draft County Development Plan 2022-2028

It is considered that there will be no likely significant cumulative effects on the environment or sensitive receptors as a result of the proposed build-to-rent development. The most significant potential for adverse cumulative impacts in combination with other projects in the area is in the potential for water pollution, noise, dust, increased traffic. However, the adherence and full implementation of the appropriate control measures will ensure there is no potential for cumulative impacts to arise.

There is potential for proposed plans and projects within the Dun Laoghaire Rathdown Development Plan 2016-2022 and the Draft Dun Laoghaire Rathdown Development Plan 2022-2028 land area, to have cumulative, negative impacts on conditions in Dublin Bay via rivers, other surface water features and foul waters treated at Ringsend WWTP and

discharged into Dublin Bay. However, the core strategy, policies and objectives of the Dun Laoghaire Rathdown Development Plan have been developed to anticipate and avoid the need for developments that would be likely to significantly affect the integrity of this area. Furthermore, such developments are required to conform to the relevant regulatory provisions for the prevention of pollution, nuisance or other environmental effects likely to significantly affect the integrity of Natura 2000 sites. In addition, sustainable development including SuDS measures for all new developments is inherent in the objectives of all development plans within the Greater Dublin Area. Therefore, there is no potential for significant in-combination impacts to arise due to surface water discharges during the Construction and Operational Phases of the Proposed Development.

### **3.6.1.2 Zoning**

The Site of the Proposed Development is located within the Dun Laoghaire and Rathdown zoning directive 'NC' or 'neighbourhood centre'. The objective of this zoning directive is "*To protect, provide for and/or improve mixed-use neighbourhood centre facilities*" within the Dun Laoghaire and Rathdown Development Plan 2016-2022. The Proposed Development is in line with the zoning objectives as it provides for residential uses and ancillary residential amenity facilities, a retail unit and co-working office space. The Proposed Development will contribute to the creation of improved neighbourhood centres.

### **3.6.2 Use of Natural Resources**

The main use of resources will be the construction materials used during the construction of the residential development. The exact quantities of material required for the construction of the residential development has yet to be confirmed. However, due to the overall size of the development, the amount of materials that will be imported to the Site for the Construction Phase of this development will not cause concern in relation to significant effects on the environment. Suitable material such as rock will be crushed and used on site where possible. There will also be a temporary increase in the use of energy (fuel for construction/demolition vehicles, electricity for tools etc.) during the Construction Phase of the development.

For the water supply of the Proposed Development, it is proposed to utilise the existing connection to the 100mm diameter uPVC water main on Old Dun Leary Road. Irish Water has confirmed the feasibility of this connection, based on a pre-connection enquiry that was submitted to Irish Water to assess the capacity available in the network, subject to valid connection agreement. A copy of the Confirmation of Feasibility will be included with the application for the Proposed Development.

According to the Ecological Impact Statement, prepared by Openfield Ecological Services (June, 2020), the habitats recorded on the Site of the Proposed Development are of little to no biodiversity value due to their man-made and artificial nature. Due to the absence of suitable mammal, bat, fish, and amphibian habitat, it can be concluded that these species groups will not be impacted by the Proposed Development. It further considered within this statement that there will be significant, negative impacts to any valued habitats or individual group of species as a result of the Proposed Development.

Screening for Appropriate Assessment (AA) was also carried out by *Open Field Ecological Services (June 2020)* as part of this planning application. The AA Screening Report states that

significant effects on a European site are not likely to arise, either alone or in combination with other plans or projects to any SAC or SPA.

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

### **3.6.3 Production of Waste**

There will be an increase in waste generation in the form of construction and demolition waste, during the construction of the residential development. A Construction & Demolition Waste Management Plan has been developed by AWN Consulting for the project. The volume of material to be excavated has been estimated by the project engineers (DBFL) at c. 6,000m<sup>3</sup>. Any suitable excavated material will be reused on site, where possible. The CDWMP provides the necessary information to ensure that the management of construction and demolition (C&D) waste at the Site is undertaken in accordance with current legal and industry standards including the Waste Management Acts 1996 - 2011 and associated Regulations, Protection of the Environment Act 2003 (as amended), Litter Pollution Act 1997 (as amended) and the Eastern-Midlands Region Waste Management Plan 2015 – 2021.

Waste materials generated will be segregated on site where it is practical. All waste will be collected by appropriately authorised waste collection contractors and will be managed using suitably licensed waste disposal or materials recovery facilities. Due to the use of licensed waste collection/waste management facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. In general, the priority of the CDWMP shall be to promote recycling, reuse and recovery of waste and diversion from landfill wherever possible (*AWN Consulting, 23/06/2020*).

Due to the scale of the Proposed Development, in combination with the use of the authorised waste collection/waste treatment facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment.

### **3.6.4 Pollution and Nuisances**

The construction of the residential development could give rise to short-lived nuisances (noise or dust). However, it is not predicted that these impacts will be significant. Additionally the impacts will only be temporary and short-term in duration for the Construction Phase. Noise and dust control measures will be put in place for the duration of the Construction Phase of the Proposed Development. The demolition works will create more dust, therefore, as stated in the PCMP (*DBFL, June 2021*), control measures will be adopted and these measures will vary depending on the type of activities being undertaken and the prevailing weather conditions at the time. If the weather conditions cause dust levels to become an issue, then all dust generating activities on site will cease until such time as weather conditions improve or control measures such as damping down of the ground are completed.

Adequate measures to ensure the site and surrounding area will be clean and tidy at all times will be implemented by the Contractor. Such measures are outlined in the CMP, these include: wheel wash facilities, road sweepers, water misting and sprays, the use of tarpaulins to cover material stockpiles containing fine or dusty elements and where necessary, the cleaning of silt from road gullies. A complaints log shall be maintained by the construction site manager and in the event of a complaint relating to dust nuisance, an investigation shall be initiated.

All construction and demolition activities will be carried out in compliance with the recommendations of BS 5228 (2009 +A1 2014) Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 and 2. The short-term vibration levels and continuous vibration guideline levels as measured in buildings shall be less than the guidelines values in BS 5288, as outlined in the PCMP (*DBFL, June 2021*).

During construction works, there is the risk of potential contamination of watercourses and ground water. However, adequate measures will be put in place in order to minimise the contamination risk are outlined in the CMP, such as the availability of adequate spill kits on site to deal with potential accidental pollution events (*DBFL, June 2021*).

The Proposed Development is not expected to give rise to nuisance odours.

A Traffic and Transport Assessment Report was complete by DBFL Consulting Engineers (*June 2021*) as part of the pre-application submission and has concluded that there are no traffic or transportation related reasons that should prevent the granting of planning permission for the proposed residential development.

It is therefore concluded that the Proposed Development will not give rise to pollution or nuisances, and proper Site management will further reduce the likelihood of such impacts occurring.

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

During construction and operations, it is anticipated that the risk of accidents and/or disasters will be insignificant due to adherence to emergency type-specific corrective action measures for potential spillages or fire.

The potential for the Construction or Operational Phase of the Proposed Development to result in any major accidents and /or disasters can be considered low. This is based on the correct implementation of all standard health and safety procedures, and the lack of substances that will be used in the Proposed Development which may cause concern for having likely significant effects on the environment.

### **3.6.6 Risk to Human Health**

During the operations of this development, due to best management practices and good housekeeping, it is not foreseen that there will be any negative impacts to human health.

According to the CMP for the Site, safety, health and environmental issues are a primary consideration in the construction methods adopted. Health, safety and environmental considerations will be further developed with the Contractor's Construction Management Plan to further reduce the likelihood of any adverse impacts on human health.

The COVID-19 pandemic has affected Ireland's economy and society since the first case of the virus was confirmed in Ireland at the end of February 2020. On 11th March 2020, the World Health Organisation (WHO) declared COVID-19 to be a global pandemic.

Ireland's society continues to adhere to the public health advice. All public health advice that will be in place, at the time of commencement of the Construction and Operational Phases of this Proposed Development, will be adhered to in order to protect human and public health.

### 3.7 Location of the Project

#### 3.7.1 Existing and Approved Land Use

The Site of the Proposed Development is located within the Dun Laoghaire Rathdown County Council zoning directive 'NC' or 'neighbourhood centre'. The objective of this zoning is "to protect, provide for and/or improve mixed-use neighbourhood facilities" within the Dun Laoghaire and Rathdown Development Plan 2016-2022. The Proposed Development will:

- Provide a varied mix of neighbourhood centre uses at the former Ted Castles site
- Create a new vibrant community with an extensive range of residential support facilities, services and amenities for the proposed residents of the scheme itself
- Provide a café/retail/commercial unit which will be open to the public
- Significantly improve the public realm provisions around the subject site - improving links to the nearby DART stations

All of the above is outlined in the State of Consistency (*Brock McClure, July 2021*) and is in compliance with the zoning objective for this area.

In the context of the Dun Laoghaire Rathdown County Development Plan, the Proposed Development is entirely appropriate for the existing land use as it falls in line and assists with the core strategies of the Plan. It is considered that the Proposed Development will have no significant impact to the wider landscape as it will be keeping in line with the surrounding land uses and the zoning of the area.

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

Having regard to the character of the receiving environment and the surrounding area, the impacts are considered to be negligible for the Proposed Development in relation to the regenerative capacity of natural resources in the area.

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

#### 3.7.3 The Absorption Capacity of the Natural Environment

##### 3.7.3.1 Overview

The Proposed development is located on 0.55Ha at Old Dunleary Road, Cumberland Street, Dun Leary Hill, Dun Laoghaire, Co. Dublin. The lands within the boundary of the site are considered underutilised and brownfield in planning terms and contains a concrete hardstanding/yard area and small quantum of scrubland. The site also includes 2 No. existing structures/buildings: an open shed structure and a building known as "Dun Leary House". The subject site is bound to the north west by the Old Dun Leary Road, to the south east by Dun

Leary Hill, to the north west by Cumberland Street and the south west by the adjoining residential complex at Clear Water Cove.

The Site is situated on the Dublin (IE\_EA\_G\_003) groundwater body, which is Not at Risk of not meeting its WFD objectives. The quality status of this GWB has been classified by the EPA (2021) as having an overall 'good' water quality status (for the period 2013-2018). The aquifer type within the Site boundary is a Poor Aquifer (PI) aquifer on bedrock which is Generally Unproductive except for in Local Zones. The soil is classified as Urban, and the subsoil is made ground (EPA, 2021). The Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.

### **3.7.3.2 Watercourses**

The Site of the Proposed Development is within the Liffey and Dublin Bay catchment and the Dodder\_SC\_010 sub-catchment. The closest watercourse to the Site of the Proposed Development is the Monkstown Stream which is located approximately 800m to the west of the Site. The Site of the Proposed Development is located within Flood Zone C with low probability of fluvial flooding and tidal flooding.

The closest watercourse to the Site of the Proposed Development is the River Tolka which is located approximately 1km north and flows in an easterly direction towards Tolka Estuary. The Site of the Proposed Development is located within Flood Zone C with low probability of fluvial and tidal flooding as per the Composite Flood Mapping for Dublin City Centre from Strategic Flood Risk Assessment (SFRA) for the Dun Laoghaire Rathdown County Council Development Plan 2016-2022. The Proposed Development was subject to a Site Specific Flood Risk Assessment (SSFRA) in accordance with OPW Flood Risk Management Guidelines. This SSFRA, carried out DBFL (*June 2021*) concluded that the Proposed Development is classified as a 'less vulnerable development'. Based on the Guidelines, the Proposed Development is deemed 'Appropriate' and no justification test is required, and that based surface water management and disposal arrangements proposed, that the proposal will not adversely impact the existing flood regime of the area.

SuDS techniques, as detailed in the Infrastructure Design Report (*DBFL, June 2021*), as well as traditional surface water drainage techniques will be used to manage surface water runoff from the development. SuDS features proposed for the development include Green roofs and permeable paving, as well as smaller features such as Bio-swales, raised planters and rain gardens.

### **3.7.3.3 Mountain and Forest Areas**

Due to the urban setting of the Proposed Development, it is not predicted the Construction or Operation Phases of the development will have any impact on mountains and forest areas.

### **3.7.3.4 Nature Reserves and Parks**

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

### **3.7.3.5 Nationally Designated Sites**

Within a 15km radius of the Site, 11 SACs and 7 SPAs are located and detailed in Table 4 below. An Appropriate Assessment (AA) Screening Report (*Open Field, June 2020*) was



produced as part of the planning application. This Report concluded that **the possibility may be excluded** that the Proposed Development will have any significant effect on the European sites listed in Table 4 below:

*Table 4: Natura 2000 sites within 15km of Proposed Development*

Site Code	Site Name	Qualifying Interests	Distance to Site
<b>Special Areas of Conservation (SAC)</b>			
000210	South Dublin Bay SAC	<ul style="list-style-type: none"> <li>- [1140] Tidal Mudflats and Sandflats</li> <li>- [1210] Annual vegetation of drift lines</li> <li>- [1310] Salicornia and other annuals colonising mud and sand.</li> <li>- [2110] Embryonic shifting dunes</li> </ul>	200m North-west
000206	North Dublin Bay SAC	<ul style="list-style-type: none"> <li>- [1140] Tidal Mudflats and Sandflats</li> <li>- [1210] Annual Vegetation of Drift Lines</li> <li>- [1310] Salicornia Mud</li> <li>- [1330] Atlantic Salt Meadows</li> <li>- [1410] Mediterranean Salt Meadows</li> <li>- [2110] Embryonic Shifting Dunes</li> <li>- [2120] Marram Dunes (White Dunes)</li> <li>- [2130] Fixed Dunes (Grey Dunes) *</li> <li>- [2190] Humid Dune Slacks</li> <li>- [1395] Petalwort (<i>Petalophyllum ralfsii</i>)</li> </ul>	5.5km North
000199	Baldoyle Bay SAC	<ul style="list-style-type: none"> <li>- [1140] Tidal Mudflats and Sandflats</li> <li>- [1310] Salicornia Mud</li> <li>- [1330] Atlantic Salt Meadows</li> <li>- [1410] Mediterranean Salt Meadows</li> </ul>	11km North
003000	Rockbill to Dalkey Island SAC	<ul style="list-style-type: none"> <li>- [1170] Reefs</li> <li>- [1351] Harbour Porpoise (<i>Phocoena phocoena</i>)</li> </ul>	3.7km East
000202	Howth Head SAC	<ul style="list-style-type: none"> <li>- [1230] Vegetated Sea Cliffs</li> <li>- [4030] Dry Heath</li> </ul>	8.8km North-east
002193	Ireland's Eye SAC	<ul style="list-style-type: none"> <li>- [1220] Perennial Vegetation of Stony Banks</li> <li>- [1230] Vegetated Sea Cliffs</li> </ul>	13km North-east
002122	Wicklow Mountains SAC	<ul style="list-style-type: none"> <li>- [3110] Oligotrophic Waters containing very few minerals.</li> <li>- [3130] Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or <i>Isoeto-Nanojuncetea</i></li> <li>- [3160] Dystrophic Lakes</li> <li>- [4010] Wet Heath</li> <li>- [4030] Dry Heath</li> <li>- [4060] Alpine and Subalpine Heaths</li> <li>- [6130] Calaminarian Grassland</li> <li>- [6230] Species-rich <i>Nardus</i> Grassland*</li> <li>- [7130] Blanket Bogs (Active)*</li> <li>- [8110] Siliceous Scree</li> </ul>	11.3km South-west

Site Code	Site Name	Qualifying Interests	Distance to Site
		<ul style="list-style-type: none"> <li>- [8210] Calcareous Rocky Slopes</li> <li>- [8220] Siliceous Rocky Slopes</li> <li>- [91A0] Old Oak Woodlands</li> <li>- [1355] Otter (<i>Lutra lutra</i>)</li> </ul>	
001209	Glenasmole Valley SAC	<ul style="list-style-type: none"> <li>- [6210] Orchid-rich Calcareous Grassland*</li> <li>- [6410] <i>Molinia</i> Meadows</li> <li>- [7220] Petrifying Springs*</li> </ul>	11.1km South-west
000725	Knocksink Wood SAC	<ul style="list-style-type: none"> <li>- [7220] Petrifying springs with tufa formation (Cratoneurion)*</li> <li>- [91A0] Old sessile oak woods with Ilex and Blechnum in the British Isles</li> <li>- [91E0] Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion incanae, Salicion albae)*</li> </ul>	10km South-west
000173	Ballyman Glen SAC	<ul style="list-style-type: none"> <li>- [7220] Petrifying springs with tufa formation (Cratoneurion)*</li> <li>- [7230] Alkaline fens</li> </ul>	10.1km South
000714	Bray Head SAC	<ul style="list-style-type: none"> <li>- [1230] Vegetated sea cliffs of the Atlantic and Baltic coasts</li> <li>- [4030] European dry heaths</li> </ul>	11.8km South
<b>Special Protection Areas (SPA)</b>			
004024	South Dublin Bay and River Tolka Estuary SPA	<ul style="list-style-type: none"> <li>- [A046] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [wintering]</li> <li>- [A130] Oystercatcher (<i>Haematopus ostralegus</i>) [wintering]</li> <li>- [A137] Ringed Plover (<i>Charadrius hiaticula</i>) [wintering]</li> <li>- [A141] Grey Plover (<i>Pluvialis squatarola</i>) [wintering]</li> <li>- [A143] Knot (<i>Calidris canutus</i>) [wintering]</li> <li>- [A144] Sanderling (<i>Calidris alba</i>) [wintering]</li> <li>- [A149] Dunlin (<i>Calidris alpina</i>) [wintering]</li> <li>- [A157] Bar-tailed Godwit (<i>Limosa lapponica</i>) [wintering]</li> <li>- [A162] Redshank (<i>Tringa totanus</i>) [wintering]</li> <li>- [A179] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [wintering]</li> <li>- [A192] Roseate Tern (<i>Sterna dougallii</i>) [passage]</li> <li>- [A193] Common Tern (<i>Sterna hirundo</i>) [breeding] [passage]</li> <li>- [A194] Arctic Tern (<i>Sterna paradisaea</i>) [breeding] [passage]</li> <li>- [A999] Wetland and Waterbirds</li> </ul>	250m North
004006	North Bull Island SPA	<ul style="list-style-type: none"> <li>- [A046] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [wintering]</li> <li>- [A048] Shelduck (<i>Tadorna tadorna</i>) [wintering]</li> <li>- [A052] Teal (<i>Anas crecca</i>) [wintering]</li> </ul>	5.5km North



Site Code	Site Name	Qualifying Interests	Distance to Site
		<ul style="list-style-type: none"> <li>- [A054] Pintail (<i>Anas acuta</i>) [wintering]</li> <li>- [A056] Shoveler (<i>Anas clypeata</i>) [wintering]</li> <li>- [A130] Oystercatcher (<i>Haematopus ostralegus</i>) [wintering]</li> <li>- [A140] Golden Plover (<i>Pluvialis apricaria</i>) [wintering]</li> <li>- [A141] Grey Plover (<i>Pluvialis squatarola</i>) [wintering]</li> <li>- [A143] Knot (<i>Calidris canutus</i>) [wintering]</li> <li>- [A144] Sanderling (<i>Calidris alba</i>) [wintering]</li> <li>- [A149] Dunlin (<i>Calidris alpina</i>) [wintering]</li> <li>- [A156] Black-tailed Godwit (<i>Limosa limosa</i>) [wintering]</li> <li>- [A157] Bar-tailed Godwit (<i>Limosa lapponica</i>) [wintering]</li> <li>- [A160] Curlew (<i>Numenius arquata</i>) [wintering]</li> <li>- [A162] Redshank (<i>Tringa totanus</i>) [wintering]</li> <li>- [A169] Turnstone (<i>Arenaria interpres</i>) [wintering]</li> <li>- [A179] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [wintering]</li> <li>- [A999] Wetland and Waterbirds</li> </ul>	
004016	Baldoyle Bay SPA	<ul style="list-style-type: none"> <li>- [A046] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [wintering]</li> <li>- [A048] Shelduck (<i>Tadorna tadorna</i>) [wintering]</li> <li>- [A137] Ringed Plover (<i>Charadrius hiaticula</i>) [wintering]</li> <li>- [A140] Golden Plover (<i>Pluvialis apricaria</i>) [wintering]</li> <li>- [A141] Grey Plover (<i>Pluvialis squatarola</i>) [wintering]</li> <li>- [A157] Bar-tailed Godwit (<i>Limosa lapponica</i>) [wintering]</li> <li>- [A999] Wetland and Waterbirds</li> </ul>	11km North
004113	Howth Head Coast SPA	<ul style="list-style-type: none"> <li>- [A188] Kittiwake (<i>Rissa tridactyla</i>) [breeding]</li> </ul>	9.7km North-east
004117	Ireland's Eye SPA	<ul style="list-style-type: none"> <li>- [A017] Cormorant (<i>Phalacrocorax carbo</i>) [wintering] [Breeding]</li> <li>- [A184] Herring Gull (<i>Larus argentatus</i>) [Breeding]</li> <li>- [A188] Kittiwake (<i>Rissa tridactyla</i>) [Breeding]</li> <li>- [A199] Guillemot (<i>Uria aalge</i>) [Breeding]</li> <li>- [A200] Razorbill (<i>Alca torda</i>) [Breeding]</li> </ul>	12.7km North-east
004172	Dalkey Islands SPA	<ul style="list-style-type: none"> <li>- [A192] Roseate Tern (<i>Sterna dougallii</i>) [breeding [passage]</li> <li>- [A193] Common Tern (<i>Sterna hirundo</i>) [breeding [passage]</li> <li>- [A194] Arctic Tern (<i>Sterna paradisaea</i>) [breeding [passage]</li> </ul>	3.9km South-east
004040	Wicklow Mountains SPA	<ul style="list-style-type: none"> <li>- [A098] Merlin (<i>Falco columbarius</i>) [breeding]</li> <li>- [A103] Peregrine (<i>Falco peregrinus</i>) [breeding]</li> </ul>	11.3km South-west

### **3.7.3.6 Environmental Quality Standards**

No environmental quality standards will be exceeded by the Construction or Operational Phases of the Proposed Development.

The discharge from the proposed new development will be restricted to a runoff rate of 0.6l/s for the contributing catchment. The new constructed building elements of the development have been designed to retain storm water volumes from extreme storm events up to and including a 1 in 100 year storm event, more commonly expressed as a 1.0% AEP, while also allowing for climate change factors (+CC). Surface water will be in accordance with all requirements of the Greater Dublin Strategic Drainage Study (GDSDS) and includes SuDS components such as green roofs and permeable paving.

As part of the overall project methodology, sediment and water pollution control risks arising from construction/demolition-related surface water discharges will be considered. All works carried out as part of these works will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990.

### **3.7.3.7 Densely Populated Areas**

The Site is zoned land and the use is compatible with the existing Development Plan for the area and uses in the vicinity. It can be concluded that there will be no likely significant impacts on the environment with regard to the geographic location of densely populated areas.

It is considered unlikely that there will be any significant impact on road users as a result of the Proposed Development as the increase in traffic to and from the facility will be very minor in terms of the current traffic flow levels at the Site. According to the Traffic Impact Assessment which has been carried out by DBFL Consulting Engineers, the Proposed Development shall not cause excessive delays or queuing nor will junction capacity issues arise as a result of the Proposed Development. The development site is also well served by public transport as it is within close proximity to high frequency bus stops (namely bus no.7, 46A and 111). It is also c.300m from the Salthill/Monkstown DART Station and c. 900m from Dun Laoghaire DART Station. This is a central and accessible urban location as defined by the 2018 Apartment Guidelines.

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

No architectural or archaeological sites will be affected by the construction and operation of the Proposed Development. The two closest buildings of architectural heritage are Martello Tower (Reg DU023-052003) and a A promontory fort ( Reg DU023-052001), both located approx. 0.3km east of the Site.

It is noted in the Planning Report that the applicant received notification on 15 January 2021 that it is proposed “to include the House at Dunleary House, Old Dunleary Road, Dun Laoghaire, Co. Dublin in the record of Protected Structures (Appendix 4) in the Draft County Development Plan 2022-2028”. However, the letter does not provide any rationale for the inclusion of the building on the RPS, as required by the Architectural Protection Guidelines (*Brock McClure, July 2021*). DunLeary House has been a central consideration in the design evolution of this development from the outset and as stated in the Planning Report, it is

submitted that the works proposed to DunLeary House are appropriate and necessary in order to knit the building into the new development (*Brock McClure, July 2021*).

### **3.7.3.9 Designated Focal Points/ Views**

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

On the assessment of the above, it is foreseen that there will be negligible impact on the surrounding natural environment.

## **3.8 Characteristics of the Potential Impacts**

### **3.8.1 Extent of the Impact**

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

The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area. As discussed within the Planning Report for the development, it is well documented in the media that an acute housing crisis exists in Ireland where the level of demand is significantly higher than the housing supply. This has consequential impacts on the cost of housing, the availability of mortgages, and the rental sector. It is evident that the Proposed Development will contribute positively towards addressing the national critical shortage in housing supply.

### **3.8.2 Transboundary Nature of the Impact**

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

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

During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The control measures identified in the CMP (*Preliminary Construction Management Plan / Construction Traffic Management Plan by DBFL Consulting Engineers, June 2021*) and CDWMP (*Construction & Demolition Waste Management Plan by AWN Consulting, June 2020*) will ensure that there will be no nuisance or impacts from the Construction Phase of Proposed Development beyond the Site boundary. Any potential nuisances will be controlled through careful pre-project planning and effective site management.

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

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

### **3.8.3.1 Air Quality and Climate**

#### **3.8.3.1.1 Air Quality**

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

- Dust deposition and surface soiling;
- Visible dust plumes;
- Elevated PM<sub>10</sub> concentrations due to dust generating activities onsite;
- Increase in airborne particles and nitrogen dioxide due to exhaust emissions from diesel powered vehicles and machinery onsite and vehicles accessing the Site.

Construction and demolition works will be carried out in such a way as to limit the emissions to air of pollutants. Construction and demolition proposals will have reference to the Good Practice Guide for Construction and Demolition produced by the Air Quality Monitoring and Noise Control Unit of Dublin City Council.

The site will be managed in accordance with the CMP and CDWMP to minimise potential effects on air quality from construction:

- Air monitoring will be undertaken throughout the construction period as may be deemed necessary;
- The storage and handling of construction materials can be a significant dust emission source. The appropriate dust control measures will greatly reduce dust emissions from these sources and ensure that the adverse effect will be reduced or eliminated. These include covering waste sips, scaffold netting, use of water to suppress dust, provision of hard stand access for truck and vehicles;
- Handling and storage areas will be sited as far away as is reasonably and practically possible from public/residential areas. Prolonged storage of materials will be avoided where possible. Transportation of materials that may be dusty will be sheeted down to prevent any escape of materials.

Experience in assessing exhaust emissions from onsite machinery and site traffic has suggested that they are unlikely to make a significant impact on ambient air quality, and in the

vast majority of cases they will not need to be quantitatively assessed (IAQM, 2014). Best practice measures, as outlined within the CMP, will nevertheless be implemented in this regard to further reduce the likelihood of such impacts occurring:

- Site plant and equipment will be serviced regularly and maintained in good condition and in accordance with the manufacture's specifications. Allowing for economic constraints, the plant will be selected on the basis of which has the least potential for dust and emissions. In addition, the contractor will ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC;
- Plant will not be left running when not in use;
- Plant with dust suppression equipment will be used where practicable.

Given the age of the buildings to be demolished, there are other potential impacts, such as the release of heavy metals, asbestos fibres or other pollutants during demolition. If such risks are identified, adequate controls will be put in place to protect workers and others in the vicinity and all potential impacts will be managed in line with ambient air quality control measures for the Site. Any demolition that is required will be carried out by a competent Demolition Subcontractor in accordance with the current code for demolition and the consultant engineer's specification. The Demolition Subcontractor should ensure that a pre-demolition survey to *UK HSE HSG 264 The Survey Guide* standards is carried out. A Survey Report which contains a register with risk assessments for Asbestos Containing Materials (ACMs) should be prepared.

Any potential dust impacts will be localised in nature and last only for the duration of these works. Nevertheless, control measures will be implemented for the duration of this phase for all potential ambient air quality impacts, as outlined within the CMP and CDWMP, and in the context of the current Development, it is not considered that associated air pollutants will have a significant effect on ambient air quality in the surrounding environment. Vehicle movement may also result in dust emissions. However, a number of control measures, as outlined within the CMP, will be adopted to eliminate or minimise such risks.

#### **3.8.3.1.2 Climate**

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

In relation to traffic generation, the highly accessible nature of the development combined the scale and nature of the development and the expected demographic of future tenants predispose the development to a sustainable transport model which will significantly reduce the demand to travel by car and the need to provide car parking. The site is also located directly on the Coastal Mobility Cycle Route which provides safe accessibility for cyclists along the coast between Blackrock and Dún Laoghaire. Aside from public transport facilities, the Traffic and Transport Assessment Report (*DBFL, June 2021*) submitted as part of this SHD

planning application confirms that traffic generated from the site will not cause excessive delays or queuing nor will junction capacity issues arise as a result of the proposals. Therefore, it is considered that the Proposed Development will result in fewer road users and a reduction in associated GHG emissions.

In relation to Microclimate, O'Connor Sutton Cronin (OCSC) were commissioned by the Applicant to undertake a Daylight & Sunlight Assessment and associated Daylight Sunlight Report for the Proposed Development.

This Report has concluded that the adjacent properties will still achieve excellent (in the majority of properties) levels of daylight once the proposed development is built. The annual probable sunlight hour (APSH) analysis has shown that the adjacent properties will still receive good levels of sunlight once the proposed development is constructed. Only two of the windows selected for analysis will perceive an impact on sunlight during the annual period. All selected windows meet the recommended APSH winter time values, when sunlight is more valuable. In relation to overshadowing, negligible impact will be perceivable to adjacent open spaces.

The report further states that, all the rooms assessed exceed the minimum recommendations for the Average Daylight Factor and will be well daylit. The proposed development meets the recommendations of the BRE guide - '*Site Layout Planning for Daylight and Sunlight*' (Littlefair, 2011), and BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting' (British Standard Institution, 2008).

In terms of sunlight access, excellent levels of sunlight are experienced across the proposed development. The communal amenity spaces and roof top terraces provided exceed the BRE guidelines for sunlight on the test day of 21st of March. Acceptable levels of sunlight to windows will still be achieved within the proposed development.

In the Proposed Development of the 146no. apartment units, 65 no. units (44.5%) have dual aspect, maximising sunlight as well as providing cross ventilation into these units. Living spaces are carefully placed to maximise daylight in these areas.

An Energy & Sustainability Report has been prepared by O'Connor Sutton Cronin (OCSC) for the Proposed Development. This report sets out various energy conservation measures which it is proposed will be incorporated into the Development design in order to aid in the reduction of energy consumption, carbon emissions and cost throughout the building lifecycle, and achieve compliance with Part L of the Building Regulations. A number of sustainable design features have been considered within the design to achieve the sustainability targets of the proposed scheme. These include:

- The proximity of the development to public transportation networks.
- Water efficiency measures such as low consumption sanitaryfittings.
- Improved indoor environmental quality.
- Reuse of the existing stone wall material to the North, West and South within the proposed landscaped scheme.



The Proposed Residential Development will comply with Part L 2019 (NZEB), as well as targeting an A2/A3 BER, while proposed commercial development will comply with Part L 2017 (NZEB), as well as targeting an A3 BER.

Furthermore the site of the Proposed Development is well served by public transport links, and major points of interest are within walking and cycling reach, giving a wide variety of transportation alternatives to car usage for residents and guests of the proposed development, in line with DL RCCs aims to promote sustainable transport within the region. 297 bicycle parking spaces (32 no. cycle parking spaces accommodated in bicycle stands and 183 no. long term bicycle parking spaces within a secure storage area) are provided for residents and visitors alike. This is in line with new apartment design guidelines and promotes sustainable transport modes. This level of bike parking will promote the uptake of cycling and reduce the reliance on the private car with knock on reductions in carbon emissions and use of fossil fuels.

### **3.8.3.2 Noise and Vibration**

There will be an increase in noise and vibration levels during the Construction Phase. However, these impacts will be localised, intermittent, and last only for the duration of this phase. It is not considered that noise levels from the Proposed Development will be significant during these works due to the existing urban nature of the surrounding environment and the control measures imposed. Noise and vibration levels will be controlled to ensure that the Development is operated in a way that minimises detrimental impact to the amenities of local residents.

The following codes and regulations will be followed during the Construction Phase:

- BS 5228:2009 Cod of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1 and Part 2;
- Safety, Health and Welfare at Work (General Application) Regulations 2007 to 2016, Part 5 Noise and Vibration;
- Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations;
- Dublin City Council's Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition.

Off-site infrastructure works, excavations and concrete works will be among the most significant activities. The activities which are likely to generate the most noise over prolonged periods will be demolition and concrete activities. All demolition works will be undertaken in accordance with all relevant requirements of European and National legislation and regulations. The Demolition works will adhere to the guidelines and recommendations given in the following British Standards:

- BS 6187:2011: Code of practice for full and partial demolition;

- BS 5228-1:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites. Noise;
- BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Vibration;

Vibration limits to be applied for infrastructure works are those specified in the NRA document *Guidelines for the Treatment of Noise and Vibration in National Road Schemes* (NRA, 2014).

The principal of controlling noise at source shall be implemented at the site. Best practice mitigation techniques as specified in *BS 5228:2009+A1 2014 – Noise and Vibration Control on Construction and Open Sites* shall be implemented during the construction phase. Appropriate control measures to be implemented are outlined within the CMP (*Preliminary Construction Management Plan / Construction Traffic Management Plan by DBFL Consulting Engineers, June 2021*) to reduce the likelihood of noise impacts occurring.

### **3.8.3.3 Soils and Geology**

All waste soil will be managed in compliance with the CDWMP for the Site. It is noted that any soil generated as part of the construction works will be managed to ensure appropriate handling and disposal in accordance with Irish and EU legislative requirements.

The strategy for controlling and mitigating potential adverse environmental or health and safety standards in relation to waste soils and ground contamination will be to adopt the procedures and control methods as set out within the CMP and CDWMP for the Site.

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

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

### **3.8.3.4 Hydrology & Hydrogeology**

There will be no direct discharges to surface water during the construction of the Proposed Development. Should any discharge of construction water be required during the construction phase, discharge will be regulated under a Discharge Licence obtained from the Regulator (Irish Water) issued under the Water Pollution Act. Attenuation, pre-treatment and monitoring of discharge water will likely be required under any Discharge Licence (Section 16 Licence).

Good construction and waste management practices will minimise the risk of pollution from construction activities at the site in line with the CMP and CDWMP. The key impact during the proposed construction works relate to the potential for siltation and pollution of watercourses from soil removal, works or associated spillages. In accordance with the CMP, all works will be carried out in line with appropriate control measures to ensure that construction activities do not adversely affect surface water quality, particularly in relation to concrete leachate, oils and chemicals, and suspended solids. Best practice will be implemented at all times in relation



to all construction activities to avoid any accidental pollution events occurring to the nearby water courses or polluting the ground water table.

It is proposed that the overall drainage system, serving this development, will contain a range of surface water treatment methods, as outlined within the Infrastructure Design Report (*DBFL Consulting Engineers*), which will improve the quality of surface water being discharged from the Proposed Development.

Under no circumstances will any untreated wastewater generated onsite (from equipment washing, road sweeping etc.) be released into nearby drainage ditches or watercourses. It is proposed to separate the wastewater and surface water drainage networks, which will serve the Proposed Development.

It is a policy of Dún Laoghaire Rathdown County Council Development Plan (Policy EI3) to “require that a Sustainable Drainage System (SuDS) is applied to any development and that site specific solutions to surface water drainage systems are developed, which meet the requirements of the Water Framework Directive and the associated River Basin Management Plans and ‘Water Quality in Ireland 2007-2009’ (EPA 2011) or any updated version of the document”. As such, the Proposed Development design has entailed a suite of SuDS measures that will be incorporated into the Proposed Development.

In accordance with the Infrastructure Design Report (*DBFL Consulting Engineers*), the provision of Sustainable Drainage Systems (SuDS) in the management of surface water will reduce the site run-off below pre development levels and ensure the highest possible standard of storm water quality. Storm water discharges will be no greater than that which existed prior to the redevelopment of the site and maintained below Greenfield run-off. The storm flows to the public sewer will be limited and such that there is no increased environmental harm or increased flooding risk.

A Site Specific Flood Risk Assessment (*DBFL, June 2021*) was carried out and will be submitted as part of the application for the Proposed Development. The Report concluded that the proposed development site is located within Flood Zone C and faces no risk from fluvial flooding as there are no EPA water courses in close proximity to the site. There is also no risk from tidal flooding as the lowest level on the site is 4.40m AOD and the 0.1% AEP water level reaches a maximum of 3.19m AOD. A possible source of flood risk from the surcharging or blockage of the development’s drainage system has been identified. This risk is mitigated by suitable design of the drainage network Infrastructure Design Report (*DBFL*), regular maintenance and inspection of the network and establishment of exceedance overland flow routes.

### **3.8.3.5 Biodiversity**

The areas surrounding the Proposed Development Site has been within the urban fabric of Dun Laoghaire/Monkstown since historical times. The lands are artificial in nature and are surrounded on all sides by residential built development and roads. Vegetation in these areas is minimal and ruderal in nature and of very low biodiversity value. The Proposed Development is not perceived to have an adverse impact on biodiversity.

An Ecological Impact Statement (EIS) has been compiled by Openfield Ecological Services for the Site. This report has concluded that, the Proposed Development site is composed of

artificial habitats within a built-up area. There are no examples of habitats listed on Annex I of the Habitats Directive or records of rare or protected plants. There are no species listed as alien invasive as per SI 477 of 2011. Because of the highly modified nature of the site and the low cover of vegetation there are few resources for large mammals or protected mammal species. A dedicated bat survey was carried out by Brian Keeley on July 28th and 29th 2019, well within the optimal flight period. This found no evidence of bats roosting in the buildings on the development site. Measures are also highlighted to avoid impacts to bats from lighting and to enhance feeding opportunities through new planting. These measures have been fully incorporated into the design proposals, specifically the lighting plan prepared by OCSO Consulting Engineers and the Architectural Design Statement prepared by MOLA. There is little suitable nesting habitat available for common garden birds due to the low levels of vegetation cover. There are no streams or wetland habitats which could support fish, breeding frog or other protected invertebrates.

Although some areas of vegetation will be lost as a result of the Proposed Development, the replacement of these poor quality, largely non-native species with native flora species will increase the overall quality of the habitats found at the Site. The transformation of the largely low biodiversity-value, hardstanding ground cover at the Site, into a more varied landscape will benefit local fauna species, particularly birds, providing an increase in foraging and nesting/roosting opportunities in what is a largely built land and artificial surfaces, and biodiversity-poor area.

Based on the successful implementation of the proposed works and control measures, carried out in accordance with the proposed landscape plan and Ecological Impact Statement (OES); it is deemed that there will be no significant negative ecological impacts; to any valued habitats, designated sites or individual or group of species, arising from Construction and Operational Phases of the Proposed Development. Furthermore, it is noted that the Proposed Development will likely have a positive impact on the ecology of the Site, producing a biodiversity net gain through the increased provision and enhancement of habitats present on-site.

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

The former Ted Castles site is not located within a Zone of Archaeological Interest, however given the former Industrial use (as a Coal Merchants) an Archaeology & Cultural Heritage Statement was commissioned by the applicant. An Bord Pleanála are referred to the enclosed report entitled “Ted Castles site, Old Dunleary Road – Archaeology and Cultural Heritage” prepared by Archers Heritage Planning Ltd. of for further detail on the matter of archaeology. The Archers report identifies that there are no Record of Monuments and Places (RMP) sites in or adjacent to the subject site. In addition, it states that there were no obvious areas of archaeological potential noted during the site visit.

The Archers report concludes that the greatest threat to unrecorded, buried archaeological sites/features occurs during the construction stage and include all ground disturbance works undertaken at this stage (excavations and other groundworks including the provision of access roads and service trenches), movement of machines and storage of material in sensitive areas. It is therefore recommended that groundworks associated with the development be monitored by a suitably qualified archaeologist to avoid any significant impacts on buried archaeological sites/features.

### **3.8.3.7 Material Assets and Land**

The Proposed Development involves demolition works which will be subject to a CDWMP and waste permit as required. All construction and demolition waste will be disposed of using suitably licensed waste disposal or materials recovery facilities.

Water supply to the Site will be provided by means of a connection to the public water main. Electricity to the Site shall be provided via the national grid. It is not anticipated that the Proposed Development shall require such quantities of these material assets which are sufficient to result in significant impacts on the surrounding environment.

The Operational Phase of the Proposed Development will be subject to an OWMP. All waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably licensed waste disposal or materials recovery facilities.

### **3.8.3.8 Landscape and Visual Amenity**

A Landscape and Visual Impact Appraisal (LVIA) has been carried out by Mitchell & Associates for the Proposed Development. This assessment has determined that the visual effects due to construction will be short term, terminating upon completion of the development. There is potential for a significant and negative short-term impact during construction from the following elements associated with construction and demolition work:

- Construction of new built form.
- Construction of temporary site compound and installation of site fencing.
- Machinery and storage of materials.
- Plant and vehicles movements and deliveries to site.
- Installation and use of tall cranes.
- Construction site lighting in winter months.
- Reinstatement works, inclusive of removal of site compound.

A range of control measures have been proposed for the Site and will be implemented, as outlined within the LVIA (prepared by M&A) and the CMP (Preliminary Construction Management Plan/Construction Traffic Management Plan) for the project (prepared by DBFL), in order to reduce the potential for a significant short-term negative visual impacts occurring.

For the operational phase the visual impact of the Proposed Development is amply illustrated in the photomontages prepared for 22 viewpoints, both distant from and close to the development. Of the 22 views selected, the Proposed Development will be imperceptible in 9 of them. Of the remaining 13 views, impacts are assessed as slight, moderate and significant in near equal measure and in all cases the impacts are assessed as either neutral or positive. From closer vantage points, where the detail of the building can be appreciated, the impacts are generally positive.

Despite the many Protected Structures in the vicinity of the Proposed Development there is only a very marginal impact on one view from the Longstone Terrace (View 20) which is assessed as moderate and neutral. The viewpoint is at the eastern end of the terrace and the view is nearly at right angles to the terrace, so is not a particularly sensitive view from the terrace. There are no impacts on Preserved Views in the area.

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

### **3.8.3.9 Population and Human Health**

Demolition works in many cases involve the stripping of hazardous materials, such as asbestos. Exposure to harmful substances may cause harm to workers by inhalation or contact with the skin (HSA, 2005). Prior to work commencing it will be necessary to survey the works to assess whether such health hazards exist. Where health hazards are identified, adequate controls will be put in place to protect workers and others in the vicinity, including use of appropriate PPE, meticulous planning, surveys, permit to work systems, ventilation, and extraction etc. (HSA, 2005).

As outlined within the CMP for the Site, Health & Safety issues will be the primary concern for the appointed Demolition Contractor. This will apply in respect of persons working on and in the vicinity of the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing a detailed Construction Stage Health and Safety Plan in advance of works commencing on site. It is intended to operate a Health, Safety & Environmental Management System in line with ISO 18001 & ISO 14001. This Management System translates the company policy into processes to ensure safety, health and environmental responsibilities and performance can be monitored, reported and improved.

The Construction and Operational Phase of the Proposed Development will provide for an increase of employment in the area which is believed to have a positive impact on human health. The Proposed Development includes an ancillary communal work hub and a café/service unit; thus, employment will be created as a result of the associated maintenance and management of the residential element and the staff associated with the commercial unit.

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

An Energy & Sustainability Report (O'Connor Sutton Cronin, June 2021), has been prepared for the Proposed Development. A number of design provisions which are to be incorporated into the Proposed Development for the benefit of human health and wellbeing have been outlined within this report.

The subject site is well served by public transport including DART and high frequency Bus Services. The Traffic and Transport Assessment Report (DBFL) submitted as part of this planning application confirms that traffic generated from the site will not cause excessive delays or queuing nor will junction capacity issues arise as a result of the proposals. The site is also located directly on the Coastal Mobility Cycle Route which provides safe accessibility for cyclists along the coast between Blackrock and Dún Laoghaire.

Given the connectivity and location of the subject site next to a number of key bus corridors and within 5 minutes walkability to the nearest DART train station, a reduced number of parking spaces have been designated within the scheme and is consistent with the projects sustainability agenda.

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

### **3.8.3.10 Resource and Waste Management**

All construction and demolition waste will be disposed of using suitably licensed waste disposal or materials recovery facilities. Due to the use of licensed waste collection/waste disposal facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. A Construction & Demolition Waste Management Plan (CDWMP) has been prepared by AWN Consulting for the Proposed Development and has been designed to ensure the highest possible levels of waste reduction, waste reuse, and waste recycling are achieved for the Proposed Development. The CDWMP has estimated the category and quantity of waste generated by the Proposed Development and includes recommendations for the bespoke management of various waste streams. The plan provides further guidance in relation to the collection and transport of waste to prevent issues associated with litter or environmental pollution (contamination of land or water resources).

Before the commencement of the physical demolition works the Contractor is to remove all materials hazardous to health and the environment, including, but not limited to the following:

- All asbestos containing materials;
- Coolants in ventilation and similar systems;
- Mercury in switches/meters;
- Paints and similar treatment fluids;

This work involves the removal, transportation, and disposal of all hazardous materials to an approved disposal facility.

During the Operational Phase, all waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably licensed waste disposal or materials recovery facilities. An Operational Waste Management Plan (OWMP) has been prepared by AWN Consulting for the Proposed Development and has been submitted with the planning application. The OWMP has been prepared to ensure that the management of waste during the Operational Phase of the Proposed Development is undertaken in accordance with the current legal and industry standards as outlined within the report. The aim of the OWMP is to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. Furthermore, the OWMP provides guidance on the appropriate collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (contamination of land or water resources). The plan has estimated the type and quantity of waste to be generated from the Proposed Development during the Operational Phase and provides a strategy for managing the different waste streams.

### **3.8.3.11 Interactions**

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

### **3.8.3.12 Probability of the Impact**

No significant environmental impacts are predicted for the Proposed Development. The CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.

Increased noise levels may intermittently occur during the duration of the construction works. Any increase in noise levels is not considered as being significant in nature or sufficient to cause environmental impacts of significance. Guidelines and defined operational measures as detailed in the CMP will be adhered to during all stages of the works in order to further reduce the possibility of such nuisances occurring.

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

Any potential impacts associated with the Construction Phase of the Proposed development will be temporary and characteristic of a typical urban development project.

The Proposed Development will cause permanent visual changes to the landscape, but this change will be of benefit to the surrounding area as the development will be representing a renewal that would predictably instigate further development of a similar nature with similar potential benefit to the visual and landscape environment. It is also evident that the Proposed Development will assist in providing a greater number of residential units and resident support facilities that are required in this zoned land, and assist in satisfying the housing requirements of the area that can be easily serviced by sufficient public transport links, or by foot. Furthermore, the Proposed Development will contribute positively towards addressing the national critical shortage in housing supply.

Impacts such as noise, dust and/or water pollution during the Construction Phase will be temporary and reversible through the correct implementation of the appropriate control measures.

## **4 SUMMARY OF ASSESSMENT FINDINGS**

A summary of the findings resulting from this assessment are presented in Table 5:

*Table 5: Summary of Assessment Findings*

Characteristics of Proposed Project	
<b>Size of the Subject Site</b>	<p>The total application site area is c.0.55 hectares at the Former Ted Castles site at Old Dunleary Road, Cumberland Street, Dun Leary Hill, Dun Laoghaire, Co. Dublin.</p> <p>The existing site is considered underutilized and brownfield in planning terms and contains concrete hardstanding/yard area and a small quantum of scrubland. The site also includes 2 no.</p>



	existing structures/buildings. The subject site is bound to the north west by the Old Dun Leary Road, to the south east by Dun Leary Hill, to the north west by Cumberland Street and the south west by the adjoining residential complex at Clear Water Cove.
<b>Cumulation with other Projects</b>	It is not considered that cumulative impacts from the Proposed Development and other existing offsite projects are likely to result in significant effects on the environment.
<b>Use of Natural Resources</b>	It is not foreseen that any extensive use of natural resources is required for the Proposed Development.
<b>Production of Waste</b>	<p>There will be an increase in waste in the form of construction and demolition waste, during the Construction Phase of the Proposed Development. However, this waste will be segregated into the separate waste types to ensure compliance with waste legislation and guidance while maximising the re-use, recycling and recovery of waste with diversion from landfill wherever possible.</p> <p>Due to the scale of the Proposed Development, in combination with the use of the authorised waste collection/waste treatment facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment.</p>
<b>Pollution and Nuisances</b>	<p>The Construction &amp; Demolition Phase could give rise to temporary nuisances (noise or dust). However, it is not predicted that these impacts will be significant, as they will be temporary and short-term in duration for the Construction and Demolition Phases, and adequate noise and dust control measures will be put in place for the duration of the Proposed Development.</p> <p>Implementing the CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that the Proposed Development will not result in significant effects on human health or the environment resulting from potential pollution or nuisance, and proper site management will further reduce the likelihood of such impacts occurring.</p>

<b>Risk of Major Accidents and/or Disasters</b>	During operations, it is anticipated that the risk of accidents and/or disasters will be insignificant due to adherence to emergency type specific corrective action measures for potential spillages or fire.
<b>Risk to Human Health</b>	During the Construction and Operational Phase, due to best management practices and good housekeeping, it is not foreseen that there will be any negative impacts to human health.
<b>Location of the Project</b>	
<b>Existing and Approved Land Use</b>	<p>The project would result in changes to the existing land use at the Site of the Proposed Development is for the demolition of the existing non-original extensions to DunLeary House and the construction of residential apartments.</p> <p>In the context of the County Development Plan, the Proposed Development is appropriate for the existing land use as it falls in line and assists with the core strategies of the Plan. It is considered that the Proposed Development will have no significant impact to the wider landscape as it will be keeping in line with the surrounding land uses and zoning of the area.</p>
<b>Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources</b>	The impacts are considered to be negligible for this project in relation to the regenerative capacity of natural resources in the area.
<b>Absorption Capacity of the Natural Environment</b>	Having regard to the criteria which have been subject to analysis, it is considered that the Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.
<b>Characteristics of Potential Impacts</b>	
<b>Extent of the Impact</b>	It is not predicted that significant physical effects will be experienced beyond the project works area and the geographical extent of the Construction Phase is perceived to be small. The immediate area of the Proposed Development may experience a minor impact during the Construction Phase in terms of pollution and nuisance, however the works are not of such a scale

	<p>or extent that would be considered likely to cause significant effect on the environment or on the population in the vicinity.</p> <p>The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area.</p>
<b>Transboundary nature of the Impact</b>	There are no transboundary physical impacts envisaged for this project.
<b>Magnitude and Complexity of the Impact</b>	<p>During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The site will be managed in accordance with the CMP to minimise potential effects on air quality from construction,</p> <p>There are no aspects to the Proposed Development which are considered to be of unusual magnitude or complexity, and any potential impacts are considered to be consistent with projects of this scale.</p> <p>During operation, a positive impact may be perceived, as this development will facilitate the provision of residential accommodation in proximity to high frequency public transport, employment locations and services and facilities which can meet the housing needs of a greater number of persons and will address the current housing shortage in the Dublin region.</p>
<b>Probability of the Impact</b>	No significant environmental impacts are predicted for the project during operations. Noise and dust pollution may occur during the Construction and Operational Phases; however these are considered as not being significant or likely to cause nuisance, due to the control measures that will be employed in order to ensure limit values will not be exceeded
<b>Duration, Frequency and Reversibility of the Impact</b>	<p>Any potential impacts associated with the Construction Phase of the Proposed Development such as noise, dust and/or water pollution will be temporary and reversible through the correct implementation of the appropriate control measures.</p> <p>The Proposed Development will result in the removal of some habitats. However, according to the Ecological Statement for the Site, this is considered to be a minor negative and the new</p>

	<p>landscaping post-construction will compensate for the loss of this habitat. After control measures are implemented, no residual effects are likely to arise to biodiversity from this project.</p> <p>No adverse medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.</p> <p>The Proposed Development will cause permanent visual changes to the landscape, but this change will be of benefit to the surrounding area as the development will assist in providing a greater number of residential units and resident support facilities that are required in this zoned land, and assist in satisfying the housing requirements of the area that can be easily serviced by sufficient public transport links, or by foot.</p>
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## 5 EU LEGISLATION CONSIDERATION IN ACCORDANCE WITH ARTICLE 299B (1)(B)(II)(II)(C)

EU Legislation	Nature of the assessment completed	Conclusion of the assessment	How taken into account
Directive 92/43/EEC, The Habitats Directive	<ul style="list-style-type: none"> <li>• Appropriate Assessment Screening Report</li> <li>• Ecological Impact Assessment</li> <li>• Landscape Design Statement</li> </ul>	No significant impact once proposed control measures are implemented.	Refer Section 3.7.3.5, Section 3.8.3.5 and Section 3.6.2.
Directive 2000/60/EC, EU Water Framework Directive	<ul style="list-style-type: none"> <li>• Appropriate Assessment Screening Report</li> <li>• Ecological Impact Assessment</li> <li>• Site Specific Flood Risk Assessment (Draft)</li> <li>• Preliminary Construction Management Plan (CMP)</li> <li>• Construction and Demolition Waste Management Plan (Technical Note)</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 1.3.1, Section 3.6.2, Section 3.6.3, Section 3.6.4, Section 3.8.3.10, Section 3.6.2, Section 3.6.6, Section 3.7.3.2, Section 3.7.3.6 and Section 3.8.3.4
Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive)	<ul style="list-style-type: none"> <li>• Dun Laoghaire Rathdown Development Plan 2016-2022</li> <li>• Dun Laoghaire Rathdown Biodiversity Plan 2009-2013</li> <li>• Dun Laoghaire Rathdown Development Plan 2016-2022 Strategic Environmental Assessment (SEA)</li> <li>• Dun Laoghaire Rathdown Development Plan 2016-2022 [Strategic Flood Risk Assessment]</li> <li>• Environmental Impact Assessment Screening Report</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 3.6 of this report
Directive 2002/49/EC on the assessment and management of environmental noise	<ul style="list-style-type: none"> <li>• Outward Noise Impact Assessment</li> <li>• Preliminary Construction Management Plan</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 3.6.4 and Section 3.8.3.2 of this report
Directive 2008/50/EC on ambient air quality and cleaner air for Europe	<ul style="list-style-type: none"> <li>• Preliminary Construction Management Plan</li> <li>• Traffic and Transport Report Assessment Report</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 1.3.1, Section 3.6.1, Section 3.6.2, Section 3.6.3, Section 3.6.4, Section 3.8.3.2 and Section 3.8.3.10
Directive 2007/60/EC on the assessment and management of flood risks	<ul style="list-style-type: none"> <li>• Site Specific Flood Risk Assessment (Draft)</li> </ul>	No significant impact once proposed control measures are implemented.	Refer to Section 3.7.3.2 and Section 3.8.3.4 of this report

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



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

## 6 CONCLUSION

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

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

Having regard to,

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

it is concluded that, by reason of the nature, scale and location of the subject site, the Proposed Development would not be likely to have significant effects on the environment.

Table 6 provides a summary of legislative requirements for EIA in the context of the Proposed Development, as determined by this EIA Screening:

*Table 6: Summary of EIA Activities*

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
<i>Schedule 5 Part 2 (10)(b)(i)</i>	<i>Construction of more than 500 dwelling units.</i>	Proposed Development does not exceed the 500 dwelling unit threshold. The total number of units to be constructed amounts to 146 dwelling units.	No
<i>Schedule 5 Part 2 10 (b) (ii)</i>	<i>Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</i>	The Proposed Development does not exceed the 400-car parking space threshold. The total number to be included amounts to 52 spaces.	No
<i>Schedule 5 Part 2 10(b) (iii)</i>	<i>Construction of a shopping centre with a gross floor space exceeding 10,000 square metres."</i>	A shopping centre is not proposed as part of this mixed-use development.	No

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
Schedule 5 Part 2 (10)(b)(iv)	<i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	Proposed Development does not exceed the 10-hectare threshold. The total Site area is 0.55 hectares.	No
Schedule 5 Part 2 (12) (c)	<i>Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside built-up areas which would have an area of 20 hectares or more or an accommodation capacity exceeding 300 bedrooms.</i>	The Proposed Development is located within a built-up area and it is not intended that the apartment units be used as holiday homes.  The Proposed Development will consist of 146 no. dwelling units, with a total area no larger than 0.55 hectares.	No
Schedule 5 Part 2 (13)(c)	<i>Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.</i>	Proposed Development does not involve an area greater than 10 hectares as outlined in Activity 10(b)(iv) and is therefore sub-threshold in this instance.  The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this reports conclusions.	No
Schedule 5 Part 2 (14)	<i>Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i>	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this reports conclusions.	No
Schedule 5 Part 2 (15)	<i>Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the</i>	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this reports conclusions.	No

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
	<i>environment, having regard to the criteria set out in Schedule 7.</i>		

## 7 REFERENCES

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