

Proposed Part 8 Residential Development  
Kishoge, Lucan, Co. Dublin

## **Environmental Impact Assessment Screening Report**

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South Dublin County Council  
May 2024



**HRA | PLANNING**  
chartered town planning consultants

DEVELOPMENT PLANNING | ENVIRONMENTAL PLANNING | MASTERPLANNING

**Document Control Sheet**

Title:	SHB5-CSD-PL-HRA-RP Clonburis EIA Screening	
Project:	23002 NTMA Bundle 4 & 5	
Prepared by: BS	Checked by: MH	
Date:	December 2023	
Issue:	01	
Rev No.	Comments	Date
0	Draft for Comment	04/12/2023
	Final	2105/2024

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## TABLE of CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Background .....	1
1.2	Legislation and Guidance .....	1
1.3	Methodology .....	2
1.4	Data Sources .....	2
<b>2.0</b>	<b>THE SITE AND SURROUNDINGS .....</b>	<b>2</b>
2.1	Site Context .....	2
2.2	Site Description .....	3
2.3	Environmental Sensitivities of the Site .....	4
2.4	Planning History .....	7
<b>3.0</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>8</b>
3.1	Development Overview .....	8
3.2	Construction .....	9
3.3	Landuse Activity and Frequency/Duration .....	10
<b>4.0</b>	<b>OTHER RELEVANT STUDIES / ASSESSMENTS .....</b>	<b>12</b>
<b>5.0</b>	<b>PRELIMINARY EXAMINATION .....</b>	<b>12</b>
5.1	Guidance on Environmental Impact Assessment Screening .....	12
5.2	Sub-threshold Development .....	13
5.3	Preliminary Examination Considerations .....	14
5.4	Conclusion of the Preliminary Examination .....	17
<b>6.0</b>	<b>SCREENING DETERMINATION – SCHEDULE 7 ASSESSMENT AND SCHEDULE 7A INFORMATION .....</b>	<b>18</b>
6.1	Schedule 7 Criteria & Schedule 7A Information .....	18
6.2	Available Results under Other EU Environmental Legislation .....	33
<b>7.0</b>	<b>SCREENING CONCLUSION .....</b>	<b>35</b>

## **1.0 INTRODUCTION**

### **1.1 Background**

This report has been prepared by HRA PLANNING Chartered Town Planning Consultants to support South Dublin County Council in undertaking a screening determination for Environmental Impact Assessment in respect of a Part 8 proposal on land located off Lynch's Lane to the east of the R136 Outer Ring Road and south of Thoms Omer Way, in the townland of Kishoge, Lucan, Dublin 22. The development is being advanced in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015. The proposed development seeks the construction of 118 no. residential units, including 89 no. apartment units and 29 no. houses in a mix of two storey houses, 3 storey duplex units and apartment blocks of 4 – 6 storeys comprising 29 no. 1 bed apartments; 39 no. 2 bed apartments; 21 no. 3 bed apartments; 23 no. 3 bed houses; and 6 no. 4 bed houses. The site will be accessed from Lynch's Lane, an existing access road off Thomas Omer Way.

This report presents an assessment of the proposed development and, a recommendation as to the likelihood of significant effects on the environment, and the requirement or otherwise, for Environmental Impact Assessment (EIA). Specifically, the preliminary examination will firstly establish if the proposed development would be likely to have significant effects on the environment by virtue of the nature, size, or location of the development. Thereafter, a Screening Assessment and recommended determination is undertaken.

The author of this report holds qualifications in Environmental Impact Assessment Management and Town Planning. Mary Hughes has a Diploma in Environmental Impact Assessment Management from University College Dublin and has a Masters of Science Degree in Town Planning from Queen's University Belfast. Mary is a member of the Irish Planning institute and has over twenty six years' experience working in planning and in the area of Environmental Assessment. Over this period, Mary has been involved in a diverse range of project including contributions to and co-ordination of, numerous complex EIARs and EIA Screening Reports.

### **1.2 Legislation and Guidance**

The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended.
- Planning and Development Regulations 2001 as amended.
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU.
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018).
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022.
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018.
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development 2003.

- Circular Letter: PL 05/2018 27th August 2018 Transposition into Planning Law of Directive 2014/52/EU amending Directive 2011/92/EU on the effects of certain public and private projects on the environment.
- Circular Letter: PL 10/2018 22 November 2018 Public notification of timeframe for application to An Bord Pleanála for screening determination in respect of local authority or State authority development
- Office of the Planning Regulator (May 2021) Environmental Impact Assessment Screening - Practice Note

### **1.3 Methodology**

The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, and Planning and Development Regulations. The methodology has particular regard to the '3-Step' assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021). Regard is also had to European and National guidance documents. the local authority concludes, based on such preliminary examination, that:

- i. there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required;
- ii. there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination; or
- iii. there is a real likelihood of significant effects on the environment arising from the proposed development, it shall - (i) conclude that the development would be likely to have such effects, and (ii) prepare, or cause to be prepared, an EIAR in respect of the development.

### **1.4 Data Sources**

The information is obtained from review of several online databases and public sources including:

- Geological Survey of Ireland (GSI) online dataset - <https://www.gsi.ie>
- South Dublin County Development Plan 2022 - 2028
- South Dublin County Council Planning Application Portal
- An Bord Pleanála Planning Applications
- EPA - <https://gis.epa.ie/EPAMaps/>
- GeoHive – <http://map.geohive.ie/mapviewer.html>.
- Office of Public Works (OPW) - <http://www.floodinfo.ie/map/floodmaps>

In addition to the above an Appropriate Assessment Screening prepared by NM Ecology and an Engineering Report prepared by Malone O'Regan was used to inform this document.

## **2.0 THE SITE AND SURROUNDINGS**

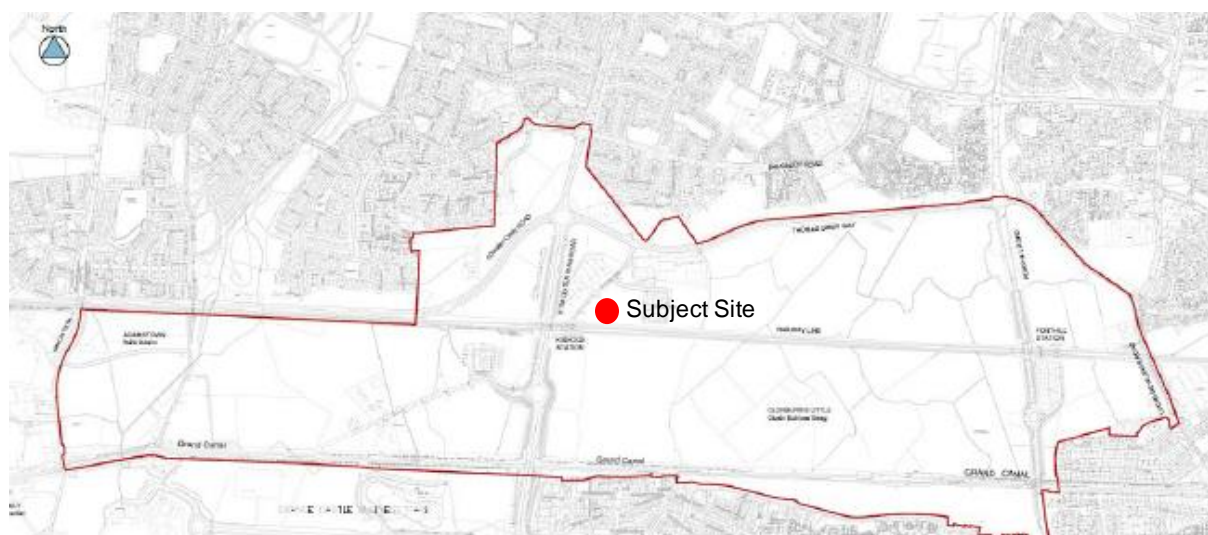
### **2.1 Site Context**

The site is located to the west of Dublin City Centre and the M50 - within the triangle between Lucan, Clondalkin and Liffey Valley. The lands are defined to the south by the Kildare railway line with the Grand Canal further south, situated circa 460m from the site. The Kishoge Rail Station, not operational to date, is located on the southern side of the rail line, at the south west corner of the subject site. The

Clondalkin-Fonthill station, located 1km east of the site is operational. There are two strategic roads in proximity to the site including the Grange Castle Road (also referred to as the Outer Ring Road) to the west and the Fonthill Road further to the east.

The lands at Clonburris are currently characterised by transitional agricultural landscapes. Despite its location and context between the established communities of Lucan and Clondalkin, the lands are only now being developed, although they still retain a largely rural character. In recent years, a primary and secondary school have been constructed north east of the site, along with traveller accommodation which neighbours the site to the east.

The general area surrounding the site is residential in nature. The Adamstown SDZ is located southwest of the site adjoining the boundary of the wider SDZ lands. Grange Castle Business Park is located to the south west of the site with access off the Grange Castle Road, providing substantial employment opportunities in the area.



**Figure 1.0** Clonburris SDZ Boundary and Site Location

## 2.2 Site Description

Based on a review of aerial photography it appears that the 2.3 hectares site was formerly used as allotments / horticultural land in the 1990s and early 2000s, but in the late 2000s it was cleared and disturbed during the construction of the adjacent Lynch's Park development, the removal of a halting site to the north-west of the Site, and the widening of the railway line. As part of this process, a large mound of spoil was deposited in the north-east of the site. There has been no activity on the site since approximately 2010, and it has recolonised with scrub. The only activity on the site during this period has been low-intensity grazing by horses.

The southern boundary of the site is defined by the Kildare rail line. The western boundary is defined by an existing laneway known as Lynch's lane, with brownfield land located further west comprising an old halting site, with some remaining walls and concrete surfaced yards. The eastern boundary is formed by the Lynch's Yard residential development, and the northern boundary by an associated road, with Kishoge Community College located on the northern side of the road.



The topography of the Site is broadly level. The mound of building spoil in the north-east of the Site is the only topographical feature of note.



**Figure 2.0** Site Context

## **2.3 Environmental Sensitivities of the Site**

The information set out below was derived from the data available within the EPA Mapping Tool, the South Dublin County Council Planning Application Portal and the relevant local statutory planning documentation, including the Clonburris Strategic Development Zone (SDZ) Planning Scheme.

### **2.3.1 Bedrock & Soils**

According to an examination of the information available on GeoHive, the site is part of the Lucan formation with dark limestone and shale ('calp'), which is a locally-important aquifer. Subsoils are limestone till. Soils are made ground: most of the site was disturbed during the construction of the adjacent Lynch's Yard development, which involved the deposition of building spoil on the site, the mixing of existing subsoil and soil, and compaction of soils by heavy vehicles in some areas.

### **2.3.2 Hydrology**

The site is not identified as being subject to flooding as per CFRAM maps. A Desktop Flood Risk Assessment was prepared by Malone O'Regan Engineers. The study was principally focused on examining flooding risks to the proposed site including fluvial and pluvial flood risk. According to a

Desktop Flood Risk Assessment, the development of the site is not anticipated to negatively affect the existing hydrological regime of the area or increase flood risk in other locations.

The EPA database of rivers and streams does not show any watercourses within or adjacent to the Site. The Grand Canal is located circa 460m south of the site. Canals are self-contained hydrological features that do not interact with surrounding surface water or groundwater features. The closest natural watercourse is the Griffen River, which is a tributary of the River Liffey. It is located approximately 1.3 km west of the site at the closest point. The Ecological Impact Assessment undertaken in respect of the development confirms that due to its distance from the site and the absence of any intervening surface water features, it can be concluded that the site has no connection to Grifteen River. In summary, the site has no connection to any watercourses.

### 2.3.3 Aquifer and Groundwater

The subject site is underlain by a Locally Important Aquifer which has High to Extreme Vulnerability. The bedrock is Moderately Productive only in Local Zones. Under the Water Framework Directive status assessment 2016-2021, the Ground Waterbody is deemed to be of good status.

### 2.3.4 Wellbeing

The site falls within an Air Quality Index Region where the index indicates that the air quality is 'Good' according to EPA Maps. The site is situated in Dublin Region.

Approximately 1 in 20 homes in this area are likely to have high radon levels.

The Dublin Agglomeration Noise Plan 2018 - 2023 provides Noise Maps and confirms that the subject site is located within the defined noise contours for both road and rail in the area.

### 2.3.5 Ecology

There are no identified habitats or species of ecological note within the site.

The site, as assessed in the Ecological Impact Assessment by NM Ecology, comprises habitats of scrub, broadleaved woodland / treeline, hedgerow, neutral grassland and recolonising bare ground. The woodland / treeline is a mature feature of considerable age that is considered to be of local ecological importance. This feature is to be incorporated into the development. The other habitats are considered to be of negligible importance, and they pose no constraint to future development. No field signs of otters, badgers or other large terrestrial mammals were identified at the site. A bat survey was carried out, and bat foraging / commuting activity was relatively low. Spanish Bluebell was potentially identified on-site, which is considered a high impact invasive plant species. The medium impact invasive butterfly bush has also been identified.

### 2.3.6 Designated Sites

An Appropriate Assessment Screening Report prepared by NM Ecology has had regard to inter-alia; Part XAB of the Planning and Development Act 2000 (as amended) and appropriate best practice guidance including: 'Assessment of Plans and Projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2001); and, Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities. Department of the Environment, Heritage and Local Government (DoEHLG, 2010).



The development site is not located within or directly adjacent to any Natura 2000 site. There are no SPAs in the surrounding area. The closest European site is the Rye Water Valley / Carton Special Area of Conservation (SAC), located circa 5.2 kilometers to the north-west. The closest pNHA to the site, which is located further south beyond the railway line, is the Grand Canal. The AA Screening Report confirms that there is an absence of any potential pathways which could provide a direct hydrological link to these sites.

### 2.3.7 Protection Zones

The subject site is located within an Aviation Safeguarding Area – Airport Surface and also within a Solar Safeguarding Zone. The South Dublin County Development Plan confirms that developments under 30m in height is unlikely to have significant impact on aviation. The height of the tallest building block in the proposed development is 21.5m, comprising 6 storeys.

### 2.3.8 Archaeology

According to the Historic Environment Viewer there are no national monuments identified in or adjoining the site. The closest protected structure, Grange House, is located over 1km from the study area towards the west end of Lynch's Lane.

An Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy confirms that the proposed development does not include any recorded archaeological monuments. However, after examining the archaeological evidence associated with this location, the report concluded that the site holds substantial archaeological potential. Consequently, the archaeological test trenching was undertaken to evaluate the sub-surface potential of the site. The test trenching did not uncover any archaeological finds, features or deposits. The potential for further remains at the site is therefore deemed to be low and the report concludes that no further archaeological input is required.

### 2.3.9 Flooding

The purpose of the Flood Risk Assessment (FRA) prepared by Malone O'Regan Engineers is to assess the potential flood risk to the proposed development site and to assess the impact that the development as proposed may or may not have on the hydrological regime of the area in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009). The study was principally focused on examining flooding risks to the proposed site from the River Griffeen. Whilst there are no hydrological features in proximity to the site, the River Griffeen flows north, 1.3km west of the site until it outlets into the River Liffey 3km north west of the site.

The analysis and flood zone delineation undertaken as part of this FRA indicates that the proposed site is not expected to be impacted during the occurrence of a 0.1% AEP (1 in 1000 year) fluvial flood event. In consideration of the assessment, analysis and recommendations, the overall development of the site is not expected to result in an adverse impact to the existing hydrological regime of the area or to result in an increased flood risk elsewhere.

### 2.3.10 Zoning of the Site

Site selection has taken a plan led approach to development having regard to the objectives in the South Dublin Development Plan 2022 – 2028 (SDDP), which seeks to promote compact development through the development of underutilised and brownfield sites and development objectives of the Clonburris Strategic Development Zone (SDZ) Planning Scheme. Most of the site is located within a

'residential area' (KNE-S4) with the south west corner of the site located within a defined mixed use area, KUC-S2 (Kishoge Urban Centre).

## **2.4 Planning History**

### **2.4.1 Site History**

- ABP-301962-18 - An Bord Pleanála approved the Clonburris Strategic Development Zone (SDZ) Planning Scheme, with amendments in May 2019 which incorporates the application site.

There is no other planning permission relevant to the subject site.

### **2.4.2 Wider Area Planning History**

- SDZ23A/0043 – A proposed mixed use development comprising: 495 no. residential units, 2,502 sq.m of retail floorspace, including 1 no. large 2 storey retail unit and 2no. independent retail units, 4,607sqm of employment floorspace and 2 no. independent employment units, a bike hub; 483 sq.m creche; public open space, including an urban plaza; in Area 6 Kishoge Urban Centre, sub sector KUC-S4 (including an area of Development Area, 9 Kishoge South East, sub sector KSE-S1), immediately south of the subject site. Development Areas KUC-S4 and part of KSE-S1.
- SDZ23A/0016 – Temporary 5 year permission for the construction of a logistics facility comprising a warehouse at Neillstown, Clonburris.
- SDZ23A/0004 Extension to Adamstown to include 385 no. residential units within Clonburris SDZ at Adamstown. Development Areas AE-S1 and AE-S2.
- SDZ23A/0018 – Development of 565 dwellings within the townland of Cappagh and Clonburris Little, Clonburris, Co. Dublin to the south east of the subject site. Development Areas CSW-S1 AND CSW-S2.
- SDZ22A/0017 - Construction of 157 dwellings within the Clonburris South-West Development Area, in the townland of Cappagh, south east of the site. Development Area CSW-S3.
- SDZ22A/0018 - Construction of a mixed-use development comprising 594 apartments with office floors within the townland of Cappagh, Clonburris. Development Areas CUC-S3 AND CSW-S3.
- SDZ22A/0011 – Permission granted for a primary school with 16 no. classrooms at Thomas Omer Way, Balgaddy. Development Area KNE-S3
- SDZ22A/0010 – Construction of mixed use development on 6.3 hectare site including provision of 283 no. residential units, creche and retail units in the townland of Cappagh, Dublin 22. Development Areas CSE-S1; CSE-S2 and part of CUC-S4.
- SDZ22A/0003 – A Part 8 development of proposed social and affordable housing comprising of 263 residential units located at Kishoge South West, Lynches Lane, East of R136 Outer Ring Road and south west of the subject site.
- SDZ22A/0001 – A Part 8 application for 118 residential units made up of houses, duplexes, triplexes, an apartment building, landscape works, total site area approx. 2.5 ha (net) at Bawnogue Road/Ashwood Drive, Clonburris, Clondalkin, Dublin 22.
- SDZ21A/0022 – Planning permission has been sought for the construction of 569 dwellings, a creche, innovation hub and open space in the Cappagh, Clonburris Little and Kishoge. Development Areas CSW-S3 and CSW-S4.

- SDZ20A/0021 – Planning permission was granted for infrastructure works which traverse the SDZ area and cross the subject site.
- SD198/0008 - Extension and alterations constructed at ground floor level to the existing Day-House to include at No. 19 Kishoge Park, Lynch's Lane
- SD17A/0187 -Permission granted for 11 No. 2-storey, infill houses with associated site works at 20, 34, 36, 38, 55, 65, 67, 69, 71, 73, 75, Tullyhall Drive. These houses were previously permitted under permission SD05A/0274EP, now lapsed. (08/08/2017)
- SD158/0008 – Part 8 approval for access road to the south of the Grand Canal in Grange Business Park.

### **3.0 PROPOSED DEVELOPMENT**

#### **3.1 Development Overview**

The project characteristics are contained in the planning application proposal including the proposed development drawings and 'Architectural Design Statement' prepared by the project Architect (MCORM) and the Engineering Report and Flood Risk Assessment prepared by the project Engineer. Malone O'Regan. This examination has taken into consideration two main stages; construction and operation on the subject lands.

The proposed development includes:

- i. 118 no. residential units in a mix of two storey houses, 3 storey duplex units and apartment blocks of 4 – 6 storeys comprising 26 no. 1 bed apartments; 42 no. 2 bed apartments; 21 no. 3 bed apartments; 23 no. 3 bed houses; and 6 no. 4 bed houses, with renewable energy design measures (which may be provided externally) for each housing unit;
- ii. Landscaping works including provision of (a) communal open space areas (b) outdoor sports and play areas; (c) new pedestrian and cycle connections; and (d) civic plaza;
- iii. Associated site and infrastructural works including provision for (a) ESB substations and switchrooms; (b) energy centre to the rear of 6 storey block; (c) photovoltaic panels; (d) car and bicycle parking; (e) public lighting; (f) bin storage; (g) temporary construction signage; (h) estate signage; and (i) varied site boundary treatment comprising walls and fencing; and
- iv. all associated site development works.

The proposed development will meet current Department of Housing, Local Government and Heritage's specifications and South Dublin County Council's housing standards as expressed through the South Dublin County Development Plan 2022 – 2028 and in the Clonburris Planning Scheme. The houses and apartments will be energy efficient and meet current Building Regs and NZEB requirements, achieving a BER A2 for dwellings.

An existing network of drainage runs along Thomas Omer Way road to the north of the site. These underground sewers carry surface water runoff towards existing catchment areas in the south-west Dublin area. Due to the relative levels of the existing drainage within the road and the proposed site levels, it is not possible to achieve a gravity connection to the surface water drainage pipework as installed. There is a new South Dublin County Council infrastructure project for the area called Clonburris Infrastructure Ltd. This project will design a new link road to the north of the site with associated surface water and foul water sewers and will be subject to its own consent process.

It is anticipated that the road and water infrastructure will commence construction mid 2026 with delivery in 2028 and it is anticipated that completion of the development proposal and the road and water infrastructure will align. No houses on site shall be occupied until such a time as the infrastructure becomes operational.

#### *Surface Water Disposal*

With respect to surface water drainage, existing greenfield run-off of the development site has been calculated (6.23/l/s) and used as the minimum benchmark for the SuDS design, thereby ensuring that the post development run-off will not exceed the greenfield run-off. The run-off calculation is based on the drained area of the new development. Surface water discharges will be retained within the various SuDS systems up to and including the 1 in 100-year event plus 20% for climate change. The proposed SuDS techniques are detailed on the planning drawings and include bioretention swales, tree pits, green roofs, blue roofs, rain gardens, permeable paving and a detention basin.

The SuDS measures not only replicate the pre-development surface water runoff systems and treatment for rainfall, but they also aim to replicate the existing habitats from the pre-development stage. The site has been subdivided into Area 1 & Area 2 for the purpose of managing surface water. Both areas have their own detention basin

The project is fully compliant with the Greater Dublin Drainage Study (GDDS), a policy document designed to provide for future drainage infrastructure in an integrated manner and to ensure long term improvement to the quality and quantity of storm water run-off in the capital. Surface water runoff from new internal road surfaces, footpaths, other areas of hardstanding and the roofs of buildings will be collected within a gravity drainage network and drained to two detention basins located in the southwestern end of the site and along the southern boundary of the site. The outflow from each detention basin is limited by a Hydrobrake flow control device which restricts the flow to 2.63 litres/s in Area 1 and 2 litres/s in Area 2.

#### *Foul Water Drainage*

The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. The proposed foul water drainage layout for the development is indicated on Malone O'Regan drawings SHB4-CSD-DR-MOR-CS-P1-130. Foul water from new housing units will be collected within a gravity drainage network and directed towards the pumping station No.03 for catchment area W, to be delivered as part of the new South Dublin County Council infrastructure project for the area - Clonburris Infrastructure Ltd. A Confirmation of Feasibility has been received from Uisce Eireann.

### **3.2 Construction**

Subject to securing consent, it is intended for the main works to commence in 2026. No 'out of the ordinary' construction processes have been identified or are expected.

The timeline is indicative at this stage and is subject to change depending on consent approval, the tender process and other external factors including existing supply chain constraints at the time of going to market. It is assumed that all construction related activity will be undertaken in accordance with best practice / industry guidance and shall adhere to relevant emission, discharge and noise limit thresholds

during construction. A Construction & Environmental Management Plan (CEMP) has been prepared in support of the development proposal and will be implemented by the appointed Contractors on site.

During site clearance works, vegetation will be removed from the site and appropriately disposed of to a licenced waste contractor. The quantity of residual resources has been estimated to be approximately 7,700 tonnes, where c. 7,600 tonnes would be composed of soil and stones and 100 tonnes would be made of mixed C&D wastes. As detailed in the CEMP, small amounts of other waste streams would comprise of masonry, wood, packaging, hazardous materials and other waste materials. Any excess of subsoil/topsoil will be sold, subject to Article 37 notification to the EPA, and transported off-site to other construction sites within the region by a licensed haulier.

#### *Hours of Construction*

Construction operations on site shall generally be limited to standard hours of operation for building sites as follows:

- Monday to Friday 07.00 to 18.00
- Saturday 08.00 to 14.00
- Sundays and Public Holidays no noisy work on site.

It may be necessary for some construction operations to be undertaken outside these times. For example, it may be necessary to make service diversions and connections outside the normal working hours. Deviation from these times may be permitted in exceptional circumstances, where prior written approval has been received from the relevant local authority.

### **3.3 Landuse Activity and Frequency/Duration**

The proposed development comprises 118 no. residential units including 29 no. 1 bed apartments; 39 no. 2 bed apartments; 21 no. 3 bed apartments; 23 no. 3 bed houses; and 6 no. 4 bed houses. Based on recent Census of Population data, the average household size has been determined at 2.97 persons per housing unit in South Dublin. Applying the 2.97 average household size to 2 bed+ units and maintaining the 1 bed at 1 person per unit, the proposed development is therefore likely to generate an additional population of circa 293 no. persons.

Whilst the construction phases of the development are temporary, the operational phase of the development and its residential use and associated services are permanent.





**Figure 4.0** Proposed Site Layout **Source:** MCORM Architects



## 4.0 OTHER RELEVANT STUDIES / ASSESSMENTS

This assessment is cognisant of, and refers to a number of technical assessments submitted with the planning proposal, inclusive of relevant mitigation measures including;

- Architectural Design Report, prepared by MCORM Architects
- Daylight & Sunlight Analysis Report, prepared by Digital Dimensions
- Operational Waste & Recycling Management Plan by Traynor Environmental Limited
- Building Lifecycle Report, prepared by MCORM Architects
- Landscape Report & Biodiversity Management Plan, prepared by Mitchell & Associates
- Acoustic Design Statement prepared by Wave Dynamics Acoustic Consultants
- Glint & Glare Assessment prepared by Macroworks
- Site Investigation Report prepared by Causeway
- Engineering Services Report, prepared by Malone O Regan Engineers
- Road Safety Audit prepared by Roadplan
- Traffic & Mobility Management Plan including Cycle Audit prepared by Malone O Regan Engineers
- Construction & Environmental Management Plan prepared by Panther Environmental Solutions
- Resource Waste Management Plan prepared by Panther Environmental Solutions
- Desktop Flood Risk Assessment, prepared by Malone O Regan Engineers
- Appropriate Assessment Screening prepared by NM Ecology
- Ecological Impact Assessment prepared by NM Ecology
- Archaeological Impact Assessment, prepared by John Purcell Archaeological Consultancy
- Tree Survey & Arboriculture Assessment prepared by CMK Hort + Arb Ltd.

## 5.0 PRELIMINARY EXAMINATION

### 5.1 Guidance on Environmental Impact Assessment Screening

The Office of the Planning Regulator (OPR) has issued guidance on EIA screening in the form of the Environmental Impact Assessment Screening- Practice Note, May 2021 which aids planning authorities as the Competent Authority (CA) in this area. This report has had regard to the OPR guidance and methodology. The proposed application is a project for the purpose of Environmental Impact Assessment (EIA) under Stage1 (a) of the OPR guidance.



Figure 3.0 Extract from OPR EIA Screening Guidance Note

## 5.2 Sub-threshold Development

A list of the types or classes of development that require EIA or Screening for EIA is provided in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. 'Sub-threshold development' comprises development of a type that is included in Part 2 of Schedule 5, but which does not equal or exceed a quantity, area or other limit (the threshold).

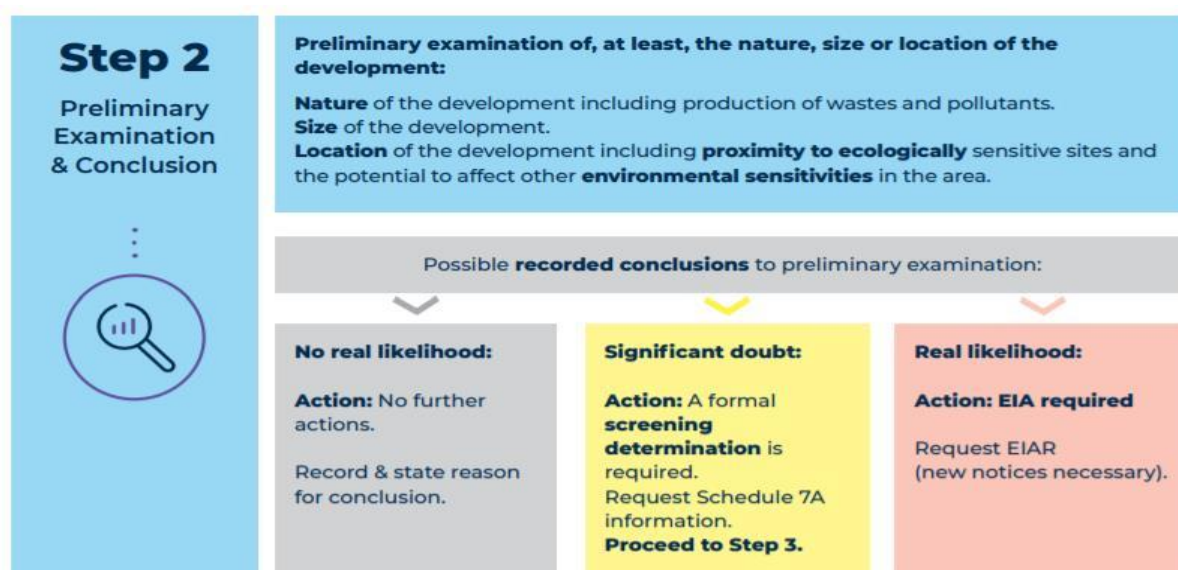
The following table assesses the proposed development in the context of the mandatory EIA threshold relevant to this project.

Legislative Provision	Mandatory EIA Threshold	Assessment	Is EIA required on this basis?
Planning and Development Regulations 2001 (as amended), Schedule 5, Part 2:  <b>Project Type 10. Infrastructure projects</b> <i>Class (b)(i) Paragraph 10:</i>	<i>"Construction of more than 500 dwelling units"</i>	The proposed development of 118 no. dwelling units is below the 500-unit mandatory threshold and represents 23.6% of the threshold number of dwelling units.	No
<i>Class (b)(iv) Paragraph 10:</i>	<i>"Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere" (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use).</i>	The site area of the proposed development measuring circa 2.3 hectares in area is not situated within a business district and is significantly below the 10-hectare threshold for urban development in the case of; 'other parts of a built-up area'.	No

**Table 1.0** Screening Matrix for Mandatory EIA

The proposed development is a project as per the EIA Directive, but it does not exceed any of the thresholds set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended) that would trigger mandatory requirement to undertake EIA.

The project is thus under the threshold for Mandatory EIA and can thus be considered a 'sub-threshold' development for the purposes of EIA with reference to the above thresholds. Under Step 1(c) of the OPR guidance a preliminary examination is required under Step 2.



**Figure 4.0** Extract from OPR EIA Screening Guidance Note

### 5.3 Preliminary Examination Considerations

The 'sub threshold' assessment is conducted pursuant to the provisions of Article 120(1) of the Planning and Development Regulations 2001 (as amended) in relation to 'Sub-threshold EIAR' which sets out the requirement for the Planning Authority, to carry out a **preliminary examination** of at least; *the nature, size and the location* of the development in order to determine a requirement for environmental impact assessment and the preparation of an Environmental Impact Assessment Report (EIAR).

The conclusions from the **preliminary examination** are intended to confirm one of the following:

- there is **no real likelihood** of significant effects on the environment arising from the proposed development, or
- there is **significant and realistic doubt** in regard to the likelihood of significant effects on the environment arising from the proposed development; or
- there is **a real likelihood** of significant effects on the environment arising from the proposed development.

Where there is no real likelihood of significant effects, it can be concluded that EIA is not required. Where there is significant and realistic doubt, the provisions of Article 120 dictate that the Authority shall prepare, or cause to be prepared, the information specified in Schedule 7A (of the aforementioned regulations) for the purposes of a screening determination. Where there is a real likelihood of significant effects, then the proposed development will be subject to environmental impact assessment and cause an environmental impact assessment report (EIAR) to be prepared.

#### 5.3.1 Nature of the development

*Is the nature of the proposed development exceptional in the context of the existing environment?*

Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site as set out in the South Dublin County Development Plan 2016- 2022 and the Clonburris Planning Scheme.

The South Dublin County Development Plan 2016- 2022 zones the site as Objective SDZ “*To provide for strategic development in accordance with approved planning schemes*” The zoning of this site is primarily residential within the SDZ.

The site is located in an approved SDZ Clonburris Planning Scheme. Part IX of the Planning and Development Act 2000 as amended governs SDZs. Following designation of a SDZ, a draft planning scheme is prepared and goes through a series of assessments and public consultation. Chapter 3 of the adopted Planning Scheme sets out the Development Areas. An Bord Pleanála approved the Clonburris Strategic Development Zone (SDZ) Planning Scheme, with amendments in May 2019. The subject site is located within Area 10 Kishoge North East (KNE-S4) and Area 6 Kishoge Urban Centre (KUC-S2) providing for residential development and development of a local centre.

The design of the proposed development can be described as modern suburban residential development, in accordance with the objectives of the Planning Scheme. The size of the proposed development is moderate in terms of urban residential development and makes use of existing zoned lands in the settlement boundary as indicated in the Planning Scheme.

The general area surrounding the site to the north is developed with schools, whilst the site to the east comprises residential units. The wider area is undergoing a period of transition with significant developments recently granted permission on land within the Planning Scheme boundary, further to the east. The proposal has adopted a plan led approach to development, consistent with development in the existing environment.

*Will the development result in the production of any significant waste, or result in significant emissions or pollutants?*

There shall be no out of the ordinary waste, emissions or pollutants generated by the proposed development during construction or operation stages.

Dust, noise and traffic controls shall be in accordance with the measures detailed in the accompanying Construction & Environmental Management Plan. The Main Contractor will be required to monitor the baseline noise levels at the site prior to commencement of the project, with a noise monitoring regime being developed for the duration of the construction works on site.

When occupied, it can be anticipated that the development will have negligible potential to cause any pollution or nuisance. Further to this, there are no sources for major accidents or hazards on or in the environs of the site.

Other waste generated during construction and operation can be anticipated to be typical for a medium scale residential development.

### **5.3.2 Size**

*Is the size of the proposed development exceptional in the context of the existing environment?*

The size of the development is not exceptional in the context of the existing environment. The development will result in the provision of 118 no. residential units on a site of 2.3 hectares. Therefore, the proposed development is not considered exceptional in an urban context. Moreover, the lands are zoned for residential development.

The residential numbers and tenure typology have been designed responsive to regional and national objectives on compact growth/sustainable development, which seek higher residential densities in urban areas and in proximity to public transport. The proposed development is consistent with local, regional and national policy, particularly in delivering compact growth within the existing built-up envelope of urban areas.

*Are there cumulative considerations having regard to other existing and/or permitted projects?*

The relevant planning history for the area is outlined in Section 2.4 above and no relevant consents apply to the subject site.

An Bord Pleanála approved the Clonburris Strategic Development Zone (SDZ) Planning Scheme, with amendments in May 2019. A SEA accompanied the application, where all relevant environmental factors were taken into account, supporting the principle of development on the site.

Planning application SDZ23A/0043 is located closest to the subject site and was recently granted planning permission. Situated south of the rail line, the development if granted permission, will be physically separated from the subject site with its own separate access. That application was the subject of a full EIAR, where all relevant environmental factors were taken into account. Generally, the EIA Directive requires a cumulative assessment with other consented development. The development is not yet consented. Notwithstanding this and in the event that it is permitted by the time the subject development is assessed, given the location of the subject site, with separate access associated with the nature of the impacts, it is not considered that any significant cumulative effects would arise.

A further permitted development, more removed from the application site and also south of the rail line is SDZ23A/0018. This development was also subject to EIAR. The cumulative effects of the development which was the subject of an EIAR, are not such as to result in significantly different environmental effects from those already assessed.

A Part 8 development (SD228/0003 ) for 263 no residential units, also located in proximity to the site but south of the rail line is considered in the context of cumulative development. Given the physical barrier of the rail line and separate access to the land, the environmental effects associated with that development, it is not considered that any significant cumulative effects would arise.

Overall, there are no likely significant cumulative environmental effects resulting from the proposed development when considered in combination with other permitted development.

### **5.3.3 Location**

The environmental sensitivity of the subject site and its receiving environment has been considered through examination of various technical and scientific assessments as detailed in section 2.3 of this report and listed in Section 4.0.

The proposed residential development is considered to be appropriately located on land which has been subject to a detailed planning scheme and has been identified for development purposes. The land is to be developed in a coordinated phased manner as set out in the Planning Scheme, with the phased delivery of services and facilities coordinated with the delivery of housing units.

*Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?*

The development site is not located within or directly adjacent to any Natura 2000 site. There are no SPAs in the surrounding area. The closest European site is the Rye Water Valley / Carton Special Area of Conservation (SAC), located circa 5.2 kilometers to the north-west. The closest pNHA to the site, which is located further south beyond the railway line, is the Grand Canal. The AA Screening Report confirms that there is an absence of any potential pathways which could provide a direct hydrological link to these sites.

The site, as assessed in the Appropriate Assessment Screening by NM Ecology, comprises habitats of scrub, broadleaved woodland / treeline, hedgerow, neutral grassland and recolonising bare ground. The woodland / treeline is a mature feature of considerable age that is considered to be of local ecological importance. This feature is to be incorporated into the development. The other habitats are considered to be of negligible importance, and they pose no constraint to future development. No field signs of otters, badgers or other large terrestrial mammals were identified at the site. A bat survey was carried out, and bat foraging / commuting activity was relatively low.

*Does the proposed development have the potential to affect other significant environmental sensitivities in the area?*

The detailed sensitivities of the site are outlined in Section 2.3 of this report. There are no national monuments identified in or adjoining the site. The closest protected structure, Grange House, is located over 1km from the study area towards the west end of Lynch's Lane. Following archaeological test trenching on site, it has been confirmed that there are no archaeological features on site and further archaeological input is not required.

The absence of features of built, landscape heritage or visual amenity within or immediately adjacent to the subject site, confirms that there is no inherent landscape, cultural and heritage sensitivity of the subject site or its immediate environment.

The locational characteristics facilitate and support development specifically in the form of residential development and the delivery of housing, at an appropriate, accessible location which has sufficient capacity to accommodate that development.

#### **5.4 Conclusion of the Preliminary Examination**

The preliminary examination confirms that there is no real likelihood that the proposed development, by reason of its 'nature, size and location' is likely to give rise to significant effects on the receiving environment, save for localised, short-term temporary impacts associated with during the construction stage which can be adequately mitigated.

Thus, taking a precautionary approach and consistent with statutory provisions of Article 120 of the Planning Regulations, along with the published methodological guidance which this assessment is based; the information specified in Schedule 7A (of the aforementioned regulations) for the purposes of a screening determination has been prepared.



## 6.0 SCREENING DETERMINATION – SCHEDULE 7 ASSESSMENT AND SCHEDULE 7A INFORMATION

Where the requirement to carry out EIA is not excluded at preliminary examination stage, because there is doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, the planning authority must carry out a screening determination.

In making its screening determination, the competent authority must have regard to:

- Schedule 7 criteria,
- Schedule 7A information,
- Any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the applicant,
- Any mitigation measures proposed by the applicant,
- The available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account, and
- The likely significant effects on certain sensitive ecological sites

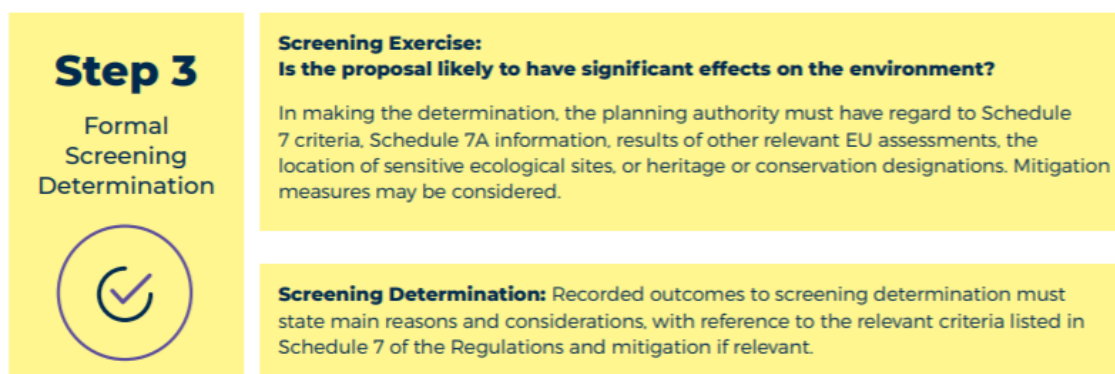


Figure 6.0 Extract from OFR EIA Screening Guidance Note

### 6.1 Schedule 7 Criteria & Schedule 7A Information

The 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development', groups criteria for deciding whether or not a proposed development would be likely to have significant effects on the environment under three headings which correspond to the updated Schedule 7, including:

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

### 6.1.1 Characteristics of Proposed Development

Screening Criteria	Construction Impacts	Operational Impacts
<b>Size of the proposed development</b>	<p>The construction works are confined to an area of 2.3 hectares and will be completed over an 18 - 20 month period. A Construction &amp; Environmental Management Plan (CEMP) will be in place for the construction phase.</p> <p>With mitigation measures detailed in the CEMP no significant negative impacts are likely.</p>	<p>The development proposes 118 no. residential units, adjoining existing residential development and 2 no. adjoining schools. The proposed development is not considered exceptional in an urban context.</p> <p>The residential numbers and tenure typology have been designed responsive to regional and national objectives on compact growth / sustainable development, which seek higher residential densities in urban areas and in proximity to public transport. The proposed development is consistent with local, regional and national policy, particularly in delivering compact growth in an area specifically identified for development.</p> <p>Having regard to the size of the proposed development, which is zoned for a development purpose and comprises part of a Planning Scheme, the potential for significant impacts on the environment are not anticipated.</p>
<b>Cumulation with other proposed developments</b>	<p>The relevant planning history for the area is outlined in Section 2.4 of this report and Section 5.3.2 of this report considers the relevance of planning permissions granted in the surrounding area to the subject site. The development currently in the planning system awaiting decision to the southeast of the site is of most relevance. If all sites were to undergo construction at the same time, temporary negative impacts could accrue, primarily arising from noise, dust and visual impact. Construction traffic will utilise the existing Lynch's Lane to access the site, thereby avoiding any adverse cumulative impacts arising in relation to construction traffic.</p> <p>Neighbouring permitted developments will be obliged to operate within acceptable, established environmental parameters which will mitigate the potential for adverse impacts. Further, development has been conditioned to be managed in accordance with a CEMP to be agreed with the planning authority.</p> <p>Accordingly, no significant negative, long term impacts are likely.</p>	<p>The proposed development is located near other constructed and permitted residential units and facilities on zoned residential land, within an area of land subject to a Planning Scheme and which promotes new development.</p> <p>It is considered that the proposed development in combination with other permitted development in the area is likely to positively impact on the area, developing a significant area of land as a new urban neighbourhood, providing for much needed housing and diversity in house type; and facilitating significant public realm and landscaped areas.</p> <p>No significant negative impacts are likely.</p>

<b>Use of natural resources</b>	<p>The land cover is grass, trees, hedges and hardstanding. The land is zoned for residential purposes. The proposed use of natural resource of land is not considered to be significantly different to the existing surrounding areas to the north and is aligned with the approved use in the Panning Scheme. The built area is to be developed at a significantly higher density than present.</p> <p>The quantity of residual resources has been estimated to be approximately 7,700 tonnes, where c. 7,600 tonnes would be composed of soil and stones and 100 tonnes would be made of mixed C&amp;D wastes. Any excess of subsoil/topsoil will be sold and transported off-site to other construction sites within the region by a licensed haulier.</p> <p>During construction the contractor will be required to implement standard measures during the construction phase. According to the EclA report, there are no intervening rivers, streams or drainage ditches linking the site with a waterway. During construction the contractor will take all appropriate measures to protect against accidental spillages or pollution.</p> <p>Energy, including electricity and fuels, will be required during the construction phase. The construction process will include use of various raw materials. No out of the ordinary use of natural resources is likely during the construction process.</p> <p>In terms of biodiversity, the site is predominantly agricultural in nature and the woodland / treeline is a mature feature of considerable age that is considered to be of local ecological importance. This feature is to be incorporated into the development. The lands will be developed in a permanent manner with new planting and trees forming part of the landscape proposal.</p> <p>No significant negative impacts are likely.</p>	<p>The site has been zoned to facilitate the orderly and planned growth of the area and has been identified to provide for residential development and growth.</p> <p>Water, consumption of electricity and energy related to the occupancy of the residential units will be required. The Engineering Report prepared by the project Engineers Malone O'Regan confirms that there will be adequate services available to serve the development. The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. There is a new South Dublin County Council infrastructure project for the area called Clonburris Infrastructure Ltd. This project will design a new link road to the north of the site with associated surface water and foul water sewers and will be subject to its own consent process. It is proposed to connect into this new network design once operational.</p> <p>Water, consumption of electricity and energy related to the occupancy of the residential units will be required. No out of the ordinary use of natural resources are likely during the operational phase.</p> <p>No significant negative impacts are likely.</p>
<b>Production of Waste</b>	<p>All inert material and non-hazardous waste will be disposed of from the site in accordance with the categorisation of waste and in accordance with the</p>	<p>Operational waste generated will be domestic waste from the residential units. All domestic waste will be</p>

	<p>relevant licensing and regulatory requirements.</p> <p>A Resource Waste Management Plan (RWMP) has been prepared to manage the disposal of waste from the site and proposes a number of mitigation measures to facilitate recycling and reuse.</p> <p>No significant negative impacts are likely.</p>	<p>disposed of by a licensed waste contractor.</p> <p>No significant negative impacts are likely.</p>
<b>Pollution and Nuisances</b>	<p>During construction the contractor will be required to implement standard measures during the construction phase. According to the AA screening report, there are no intervening rivers, streams or drainage ditches linking the site with nearby rivers, so a pathway via surface water can be ruled out. During construction the contractor will take all appropriate measures to protect against accidental spillages or pollution.</p> <p>There are invasive species on the site which will need to be treated and effectively managed in accordance with mitigation measures set out in the CEMP.</p> <p>The construction phase of the project has the potential to be a source of pollution in relation to noise, vibration, dust and traffic. There will likely be potential for localised dust and noise produced during the construction phases. This will be managed by ensuring construction work largely operates within the approved hours of construction. Standard dust and noise prevention mitigation measures as detailed in the CEMP and Acoustic Design Statement will be employed and monitored.</p> <p>There will be vehicular movements to and from the site that will make use of existing roads. Due to the nature of these activities, there is potential for the generation of elevated levels of noise.</p> <p>With mitigation measures in place no significant negative impacts are likely.</p>	<p>An Operational Waste Management Plan will be put in place with measures to avoid and / or mitigate pollution from operational waste.</p> <p>There is also potential for noise pollution during the operational phase in the form of parking cars at the development. However, the ambient noise levels will mask this noise during the daytime.</p> <p>During the operational phase the principal form of air emissions relates to discharge from motor vehicles and heating appliances in the houses. However, due to the scale of the proposed development and the range of sustainable transport alternatives proximate to the site, this potential adverse impact will be mitigated.</p> <p>With mitigation measures in place no significant negative impacts are likely.</p>
<b>Risk of Major Accidents</b>	<p>None foreseen, subject to strict compliance with building regulations and environmental controls.</p> <p>The subject lands are not proximate to any Seveso site.</p>	<p>None foreseen, subject to strict compliance with building regulations and environmental controls.</p> <p>The subject site is located within an Aviation Safeguarding Area – Airport</p>

	No significant negative impacts are likely.	<p>Surface and also within a Solar Safeguarding Zone. The South Dublin County Development Plan confirms that developments under 30m in height is unlikely to have significant impact on aviation.</p> <p>There are no technologies or substances to be used in the development which may cause concern for having likely significant effects on the environment. There is no significant risk of accidents or disasters.</p> <p>No significant negative impacts are likely.</p>
<b>Risks to Human Health</b>	<p>The nature of the proposed development and the engineering provisions will not lead to the likelihood of any risk to human health. Any risk arising from construction will be localised and temporary in nature. The proposed development is of standard construction method and of appropriate scale and does not require the use of particular substances or use of technologies which of themselves are likely to give rise to significant environmental effects. There are no Seveso / COMAH sites in the vicinity of this location.</p> <p>The subject site is underlain by a Locally Important Aquifer which has High to Extreme Vulnerability. The bedrock is Moderately Productive only in Local Zones. Subject to further testing, it is not anticipated that there would be any significant risk to human health as a result of excavation of soils or contamination of water during the construction stage. However, infiltration tests are to be carried out to ascertain the level of infiltration on the subject site.</p> <p>With mitigation measures in place no significant negative impacts are likely.</p>	<p>Foul water will discharge to the public sewer. Surface water will discharge to the public sewer following attenuation. There is no direct or indirect pathway from the site to a watercourse.</p> <p>The risk of contamination of any watercourses or groundwater is extremely low. There is no risk to human health within the meaning of the Directive.</p> <p>No significant negative impacts are likely.</p>

**Table 2.0** Characteristics of the Proposed Development Matrix

**Conclusion:** No significant effects likely to arise associated with the characteristics of the proposed development.

**Rationale:** The scale and extent of the works proposed are relatively small in scale and size. Measures including SUDs, retention of the existing hedgerow and tree line where possible and minimising the loss of same, additional tree planting and the CEMP contribute to minimise adverse effects on biodiversity and water quality.

### 6.1.2 Location of Proposed Development

The proposed site is not located within any designated or protected sites under EU or National legislation. The following table, Table 3.0, assess the impacts of the proposed development in relation to its location.

Screening Criteria	Response
<b>Existing and Approved Landuse</b>	<p>The proposed development will result in the development of a site identified for residential development and mixed uses. The proposed use on site is compatible with the adopted Planning Scheme for the area. No significant impacts are likely.</p> <p>In determining the Planning Scheme for the Clonburris area and the subject site, the Planning Authority will have thoroughly assessed the nature of the site as part of the Strategic Environmental Assessment and Appropriate Assessment for the Clonburris Planning Scheme to ascertain its capacity to accommodate such development. There are no apparent characteristics or elements of the design of the scheme that are likely to cause significant effects on the environment. The addition of this development is not considered to have a significant impact on the environmental sensitivities of the area.</p> <p>No significant negative impacts are likely.</p>
<b>Abundance, Quality and Regenerative Capacity of Natural Resources</b>	<p>The nature of the proposed development is such that the natural resources used in its development are limited and there would be minimal ongoing use of natural resources from the proposed use of the site. The land may be categorised as urban development land, well serviced by infrastructure, public transport and community services. The objective is to maximise the development potential of the land in the interests of sustainable development and compact growth.</p> <p>An AA screening was prepared to accompany this application. An assessment of the project has shown that significant effects are not likely to occur at designated Natura 2000 sites either alone or in combination with other plans or projects.</p> <p>The site, as assessed in the Ecological Impact Assessment by NM Ecology, comprises habitats of scrub, broadleaved woodland / treeline, hedgerow, neutral grassland and recolonising bare ground. The woodland / treeline is a mature feature of considerable age that is considered to be of local ecological importance. This feature is to be incorporated into the development. The other habitats are considered to be of negligible importance, and they pose no constraint to future development. No field signs of otters, badgers or other large terrestrial mammals were identified at the site. A bat survey was carried out, and bat foraging / commuting activity was relatively low.</p> <p>According to an examination of the information available on GeoHive, the site is part of the Lucan formation with dark limestone and shale (calp), which is a locally-important aquifer. Subsoils are limestone till. Soils are made ground: most of the site was disturbed during the construction of the adjacent Lynch's Yard development, which involved the deposition of building spoil on the site, the mixing of existing subsoil and soil, and compaction of soils by heavy vehicles in some areas.</p> <p>No significant negative impacts are likely.</p>
<b>Wetlands and Watercourses</b>	<p>There are no watercourses or wetlands within or in the vicinity of the site. The closest natural watercourse is the Griffeen River, which is a tributary of the River Liffey. It is located approx. 1.3 km west of the Site at the closest point. Due to its distance from the Site and the absence of any intervening surface water features, it can be concluded that the Site has no connection to Griffeen River.</p> <p>There are no direct pollutant linkages via surface water drainage during the construction phase to receiving surface water bodies. The main pollutants with</p>



	<p>the potential to impact water receptors are silt, fuel/oil, concrete and chemicals. Measures are proposed in Section 4.4 of the CEMP to ensure surface water and groundwater protection. The steps outlined in the CEMP aim to eliminate contamination of site surface water runoff and are advised with reference to the Inland Fisheries Board recommendations for protection of adjacent water courses during the construction phase. In the absence or failure of mitigation measures there is an indirect pathway of surface water runoff entering the drainage network during construction. Mitigation measures in the form of on site attenuation (detention basins) and control measures are provided to mitigate risk.</p> <p>The Surface Water Strategy in the SDZ indicates that at detailed design stage, infiltration testing in accordance with BRE365 will be required to ascertain the co-efficient of permeability of the soils throughout the site. The Engineering Drainage Report refers to the provision of interception storage as per GDSDS Table 6.3 Sub-Criterion 1.1 needs to be clarified when the results of the ground investigation results are received, and an understanding of the on-site infiltration is examined. It also indicates SuDS measures for the proposed site layout includes Green and Blue Roofs for the apartments proposed; Permeable Paving; Bio-Retention / Rain Gardens; Swales / Filter Drains; Oil Separators; and Detention Basins.</p> <p>Ultimately, foul water will discharge into the new South Dublin County Council infrastructure project for the area - Clonburris Infrastructure Ltd. And into the Ringsend WWTP. There will be an indirect pathway from the site via the foul sewer and Ringsend WWTP to the receiving water in the River Liffey and Dublin Bay. The Ringsend WWTP, it's currently over capacity. In the latest Annual Environmental Report it is stated that the WWTP is exceeding its Emissions Limit Values. A significant upgrade to the WWTP is in progress which will be completed in two stages: first by 2023, second by 2025. The WWTP will have sufficient organic capacity in 2025. In this regard it should be noted that it is anticipated that the proposed development will only commence construction in Q4 2025, thereby aligning with scheduled improvements to the WWTP.</p> <p>There are no wetlands or watercourses likely to be impacted by the construction or operation of the proposed development.</p>
<b>Coastal Zones</b>	The site is not located proximate to a coastal zone or marine environment.
<b>Mountain and Forest Areas</b>	This site is not located proximate to mountains or forested areas.
<b>Nature Reserves and Parks</b>	No Nature Reserves or Parks will be affected by the proposed development.
<b>Nationally Designated Sites</b>	<p>There are no pNHAs within the subject site.</p> <p>There are no national monuments identified in or adjoining the site.</p> <p>No nationally designated sites will be affected by the proposed development.</p>
<b>European Sites</b>	<p>The development site is not located within or directly adjacent to any Natura 2000 site. There are no SPAs in the surrounding area. The closest European site is the Rye Water Valley / Carton Special Area of Conservation (SAC), located circa 5.2 kilometers to the north-west. The closest pNHA to the site, which is located further south beyond the railway line, is the Grand Canal. The AA Screening Report confirms that there is an absence of any potential pathways which could provide a direct hydrological link to these sites.</p> <p>The AA Screening Report determined that significant effects are not likely to arise, either individually or in combination with other plans or projects to the Natura 2000 network. This conclusion is based on best scientific knowledge.</p> <p>No European sites will be affected by the proposed development.</p>

<b>Environmental Quality Standards</b>	<p>It is not expected that any environmental quality standards will be exceeded by Construction or Operational Phases. There will be no direct discharges to groundwater or surface water during the construction or operational phase of the proposed development.</p> <p>As part of the overall project methodology, sediment and water pollution control risks arising from construction related surface water discharges will be considered and shall comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the contractor will cooperate in full, with the Environment Section of DLR County Council in this regard.</p> <p>The proposed development is considered unlikely to result in exceedance of Environmental Quality Standards. The potential for impacts on Environmental Quality Standards will be minimised through implementation of appropriate best practice measures and adherence to the CEMP.</p>
<b>Densely Populated Areas</b>	<p>The site is appropriately zoned to facilitate development and has been identified for the provision of residential amenities. The principle of the proposed development on the land has been planned under the Clonburris Planning Scheme and a Strategic Environmental Assessment (SEA) has been undertaken in support of its vision.</p> <p>The intended residential use is not just consistent with the site-specific zoning land use objective applicable to the site under which 'residential' is a permissible use but is consistent also with several key housing policies set out in the South Dublin Development Plan 2022 – 2028.</p> <p>The overall area of the SDZ lands is 281 hectares with a net development area of 151 hectares resulting in the potential of to deliver a target of c. 9,500 new homes. The proposed development represents only 1.2% of that anticipated growth.</p>
<b>Landscapes of Historical, Cultural or Archaeological Significance</b>	<p>There are no protected structures, protected features or protected landscapes within the subject site.</p> <p>No landscapes of historical, cultural or archaeological significance are likely to be impacted by the proposed development.</p>

**Table 3.0** Location of Proposed Development Matrix

**Conclusion:** No significant effects likely to arise associated with the location of the proposed development.

**Rationale:** The proposed development is located in an urbanised environment, on a site unused for any specific purpose which was subject to significant intervention and disturbance. The proposed development will make use of serviced urban land, located in proximity to existing services and facilities and will accommodate a beneficial use on the site through the delivery of housing.

### 6.1.3 Characteristics of Potential Impacts

The characteristics of potential impacts arising from the proposed development are detailed in Table 4.0.

Environmental Parameters	Construction Impacts	Operational Impacts
<b>Population &amp; Human Health</b>	Potential slight, short term term, temporal negative impact to local residents during works phase, arising from traffic, noise and dust albeit temporary in nature. Compliance with the CEMP will mitigate any significant impacts arising.	<p>The operational impact of the development will be positive, providing much needed housing and affording diversity of tenure to existing and future populations. The public realm and provision of active recreational space including a playground and games area will result in positive impacts to the immediate and surrounding urban area.</p> <p>Whilst the population in the area will intensify, the site and proposed development is within walking distance of two schools and will be served by other permitted development within the Planning Scheme Area, including Kishoge Rail Station, once operational.</p>
<b>Biodiversity</b>	<p>An AA screening was prepared to accompany this application. An assessment of the project has shown that significant effects are not likely to occur at designated Natura 2000 sites either alone or in combination with other plans or projects.</p> <p>The site, as assessed in the Ecological Impact Assessment by NM Ecology, comprises habitats of scrub, broadleaved woodland / treeline, hedgerow, neutral grassland and recolonising bare ground. The woodland / treeline is a mature feature of considerable age that is considered to be of local ecological importance. This feature is to be incorporated into the development. The other habitats are considered to be of negligible importance, and they pose no constraint to future development. No field signs of otters, badgers or other large terrestrial mammals were identified at the site. A bat survey was carried out, and bat foraging / commuting activity was relatively low.</p> <p>Short-term negative impacts may arise due to noise and dust disturbance on biodiversity, but these are predicted to be not significant and temporary in nature having regard to the provision of mitigation measures in the CEMP and the non sensitive nature of the site from a bio diversity perspective.</p>	<p>The proposed development entails building heights up to 6 storeys in height, with a maximum height of approx. 23 metres. As such, the risk of migrating birds colliding with the structures due to their height is deemed to be negligible (migrating species tend to commute far above this with Swans and Geese flying up to 2500ft (ca.750m) during migration along Irish Coasts (Irish Aviation Authority, 2020)). The overall facades of the proposed structures are also well broken up, with a varied material composition which breaks up their respective reflective components. These architectural design features provide important visible cues as to the presence and extent of the proposed structures to any commuting/foraging bird species should they be in the vicinity of the site. The risk of bird collisions as a result of the proposed development is therefore negligible. As detailed in the landscaping plan, the proposed development is considered to result in an overall positive impact to the biodiversity of the site via the landscaping plan, which proposes a net increase in arboreal habitat by provision of native planting.</p>

	There are invasive species on the site and these will need to be effectively managed in accordance with mitigation measure set out in the CEMP.	
<b>Land &amp; Soils</b>	<p>According to an examination of the information available on GeoHive, the site is part of the Lucan formation with dark limestone and shale (calp), which is a locally-important aquifer. Subsoils are limestone till. Soils are made ground: most of the site was disturbed during the construction of the adjacent Lynch's Yard development, which involved the deposition of building spoil on the site, the mixing of existing subsoil and soil, and compaction of soils by heavy vehicles in some areas. All waste soil will be managed in line with the RWMP for the site.</p> <p>There will be no direct discharges to ground or surface water during the construction phase of the proposed development.</p> <p>There are no protected Geological Heritage Sites in the vicinity of the site that will be impacted by the proposed development.</p> <p>Excavated soil will be reused for landscaping insofar as possible. The construction phase shall be monitored in relation to:</p> <ul style="list-style-type: none"> <li>• Prevention of oil and diesel spillages;</li> <li>• Adequate runoff control of potential stockpiles of contaminated subsoil;</li> <li>• Cleanliness of the adjoining road network.</li> </ul> <p>Significant impacts are not anticipated.</p>	No likely significant negative impacts are likely to arise from the operational stage.
<b>Water &amp; Hydrogeology</b>	<p>Overall, the proposed development is relatively small in scale and poses a low risk to water quality during the construction period.</p> <p>Groundwater vulnerability at the site location is classified as high under GSI mapping. It is anticipated that the development site works and excavation proposals, will not be deep enough to intersect the underlying aquifer during the construction phase.</p> <p>The bedrock is Moderately Productive only in Local Zones. Subject to further testing, it is not anticipated that there would be any significant risk in terms</p>	<p>Surface water will be attenuated on site via SUDs measures before being discharged from the site at greenfield runoff rates.</p> <p>Ultimately, foul water will discharge into the new South Dublin County Council infrastructure project for the area - Clonburris Infrastructure Ltd. And into the Ringsend WWTP. There will be an indirect pathway from the site via the foul sewer and Ringsend WWTP to the receiving water in the River Liffey and Dublin Bay.</p>

	<p>of contamination of water during the construction stage. However, infiltration tests are to be carried out to ascertain the level of infiltration on the subject site.</p> <p>The CEMP proposes a number of mitigation measures on site to ensure prevention of oil and diesel spillages; adequate runoff control of potential stockpiles of contaminated subsoil and site cleanliness of the adjoining road network.</p> <p>The site is not subject to flooding.</p> <p>Likely significant impacts are not anticipated and are considered to be slight and temporary in nature.</p>	<p>The Ringsend WWTP, it's currently over capacity. In the latest Annual Environmental Report it is stated that the WWTP is exceeding its Emissions Limit Values. A significant upgrade to the WWTP is in progress which will be completed in two stages: first by 2023, second by 2025. The WWTP will have sufficient organic capacity in 2025. In this regard it should be noted that it is anticipated that the proposed development will only commence construction in Q4 2025, thereby aligning with scheduled improvements to the WWTP.</p> <p>The likely impacts are neutral and positive long term. No likely significant negative impacts are likely to arise from the operational stage</p>
<b>Air &amp; Climate</b>	<p>Data available from similar urban environments indicates that levels of nitrogen dioxide, carbon monoxide, particulate matter less than 10 microns and less than 2.5 microns and benzene are generally well below the National and European Union (EU) ambient air quality standards.</p> <p>The greatest potential for air quality impacts is from fugitive dust emissions arising during construction impacting nearby sensitive receptors. Impacts to climate can occur as a result of vehicle and machinery emissions. However, 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).</p> <p>Any potential dust impacts can be mitigated through the use of best practice and minimisation measures as detailed in Section 7.5 of the CEMP accompanying the development proposal. Therefore, dust impacts will be short-term and imperceptible at all nearby sensitive receptors.</p> <p>It is not predicted that significant impacts to climate will occur during the construction stage due to the nature and scale of the development.</p> <p>Potential significant impacts are considered to be unlikely.</p>	<p>Air quality and climate impacts will predominantly occur as a result of the change in traffic flows on the road links near the proposed development.</p> <p>In relation to traffic generation, the highly accessible nature of the site combined with the scale and nature of the development, predisposes the development to a sustainable transport model which will reduce the demand to travel by car. The development is appropriately and sustainably located with accessibility to high quality and frequent public transport services and is also well served by pedestrian and cycle linkages locally. Parking spaces for the development have been provided on a restricted basis in order to encourage modal shift away from private car use, public transport and active travel. Electric Vehicle Charging Points (EVCP) are provided as per Development Plan standards.</p> <p>A Climate Action, Sustainability &amp; Part L Compliance Report has been prepared by Semple McKillop Consulting Engineers. This report includes a Compliance Report on Part L &amp; HC 12 Building Energy Rating Assignment and Compliance with TGD Part L of the Building Regulations. Whilst the Energy Strategy for the site has yet to be finalised, as ultimately the PPP Company will develop their own proposals for the site, the report does provide output specification to set parameters to be achieved and details some systems that will not be allowed. In line with reducing fossil fuels there will be no fossil fuels</p>

		<p>(Gas or Oil) on the site in line with the Governments 'Climate Action Plan 2019'</p> <p>No likely significant negative impacts are likely to arise from the operational stage.</p>
<b>Noise &amp; Vibration</b>	<p>Excavation works during construction phase will result in noise and vibration emissions.</p> <p>The main site activities will include site clearance, building construction, road works, and landscaping. This phase has the greatest potential for noise and vibration impacts on the surrounding environment, however this phase will be of short-term impact.</p> <p>A schedule of noise mitigation measures including, noise limits and screening will be employed to ensure any noise and vibration impacts during this phase will be reduced as far as is reasonably practicable, as detailed in Section 7.2 of the CEMP. Noise limits will be applied to any sources of noise from the proposed development other than road traffic to include:</p> <ul style="list-style-type: none"> <li>• Daytime (08:00 to 19:00 hrs) 70dB LAeq,1hr</li> <li>• Evening (19:00 to 23:00 hrs) 50dB LAeq,1hr</li> <li>• Night-time (23:00 to 08:00 hrs) 45dB LAeq,15min</li> </ul> <p>Temporary not significant short term impacts are likely to occur.</p>	<p>No significant sources of outward noise or vibration are expected with the development. The primary source of outward noise in the operational context relates to any changes in traffic flows along the local road network and any operational plant noise.</p> <p>Significant impacts are not anticipated</p>
<b>Landscape</b>	<p>With the exception of existing residential amenity, there are no features of specific townscape or visual sensitivity or identified significance on the site or its immediate surrounds. The existing environment can therefore be described to be of medium to low sensitivity.</p> <p>The proposed development will result in a medium to high degree of change - greatest during the construction phase, when some negative visual impact typical of construction activity is inevitable but temporary and short-term in nature.</p> <p>It is considered that the impact of the proposed development during construction on the townscape and visual environment will be moderate, negative and short-term during the construction phase.</p>	<p>At 2 - 6 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, the development is being advanced in accordance with the building height strategy set out and agreed in the Planning Scheme. Furthermore, the nature, use and scale of the proposed development is considered to be in accordance with national and local policy and good practice guidance</p> <p>Buildings of a similar and greater height have already been granted planning permission on neighbouring sites as detailed in Section 2.4 of this report, it is considered that the height of the proposed development will not be incongruous once development occurs in the area.</p> <p>It is therefore considered that the development is consistent with existing</p>



	<p>Significant adverse and long terms impacts are not anticipated.</p>	<p>and emerging trends for development of existing underutilised, suitably well-located serviced lands.</p> <p>Post construction, the proposed development will increasingly be viewed as part of the baseline environment with a corresponding acceptance of its presence and with an associated reduction of any adverse visual impact. It is considered that the proposed development will give rise to a slight, moderate, neutral and long-term impact during the operational phase.</p> <p>Therefore, in consideration of the above, the proposed development will not have a significant adverse long term permanent impact on the landscape or visual amenity in the area.</p>
<b>Material Assets</b>	<p>There could be potential temporary impacts to residences in the vicinity of the site during the construction period, but such impacts will be controlled and managed by the site contractor, in accordance with an agreed CEMP.</p> <p>Significant adverse and long terms impacts are not anticipated.</p>	<p>The site is well positioned adjoining existing services and facilities, in proximity to public bus transport. Whilst the occupation of 118 no. additional residential units is likely to result in an increase in population in the area, the possibility of significant long terms effects to intrinsic local resources of value of the location are not anticipated during operation phases. The subject site and the local neighbourhood are considered sufficiently serviced by utilities and local services and community amenity to accommodate requirements of the proposed development.</p> <p>No likely significant negative impacts are likely to arise from the operational stage.</p>
<b>Cultural Heritage</b>	<p>There are no protected structures, protected features or protected landscapes within the subject site. An Archaeological Impact Assessment and Test Trenching on site, prepared by John Purcell Archaeological Consultancy indicates that the development site, does not include any historic structures or archaeological remains.</p> <p>Significant adverse impacts are not anticipated.</p>	<p>No likely significant negative impacts are likely to arise from the operational stage.</p>
<b>Interactions</b>	<p>There may be interaction between different environmental topics such as between the water environment and ecology and between ecology and landscape. However, no significant impacts due to interactions are anticipated given that a suite of best practice works measures have been incorporated into the project in accordance with the principles set out in the CEMP.</p> <p>When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect-that can magnify effects through the interaction. In</p>	

	practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most interrelationships are neutral in impact when appropriate control measures are incorporated into the operation of the proposed development.
<b>Probability of the Impact</b>	<p>No significant environmental impacts are predicted for the Proposed Development. Implementation of the CEMP which will be prepared for proposed development by the contractor, will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.</p> <p>During the Construction Phase noise is predicted while works are taking place in proximity to the nearest Noise Sensitive Locations (NSLs). Mitigation measures have been recommended and are outlined in the Acoustic Design Statement so that any negative impact may be reduced. It is not expected that a negative impact will occur on existing noise sensitive locations.</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 accommodation in the surrounding area.</p>
<b>Duration, Frequency &amp; Reversibility of the Impact</b>	<p>Any potential impacts associated with the construction phase of the 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 reflect new and ongoing development projects in the wider area. The proposed development will assist in providing a greater number of residential units and will contribute positively towards addressing the national critical shortage in housing supply.</p> <p>Impacts such as noise, dust and/or potential water pollution during the construction phase will be temporary and reversible through the correct implementation of the appropriate control measures</p>

**Table 4.0** Characteristics of Potential Impacts on Environmental Parameters

**Conclusion:** It is not predicted that significant physical effects will be experienced beyond the project works area. The immediate area of the proposed development may experience a minor impact during the construction phase in terms of pollution and nuisance, however the works are not of such a scale or extent that are considered likely to cause significant effect on the environment or on the population in the vicinity.

The 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 area.

Screening Considerations							
Aspect	Phase	Potential Effect	Extent	Probability	Significance of Effect	Quality of Effect	Duration
Landscape	C	Loss of natural landscape– loss mitigated with landscaping design and retention of mature hedgerow	Local	Likely	Not significant	Negative	Permanent
	O	Planting selection comprises mix of various species to ensure appropriate character for the area and enhance landscape	Local	Likely	Not significant	Positive	Permanent
Visual	C	Perceived negative changes due to emergence of plant and machinery and site clearance works	Local	Likely	Not significant	Negative	Short Term
	O	Changes to existing character of site with residential development	Local	Likely	Not significant	Positive	Permanent
Biodiversity	C	Loss of natural land and natural re-growth– loss mitigated with landscaping design	Local	Likely	Not significant	Negative	Permanent
	O	Planting selection comprises mix of various species and provision of measures to enhance natural habitats and biodiversity	Local	Likely	Not significant	Positive	Permanent
Land & Soil	C	Loss of subsoil from site Potential contamination due to accidental spillage	Local	Likely Unlikely	Not significant	Negative Neutral	Permanent Brief
	O	None Predicted	-	-	-	-	--
Human Health	C	None Predicted	-	-	-	-	-
	O	None Predicted	-	-	-	-	-
Water	C	Accidental pollution events occurring to groundwater	Local	Unlikely	Not significant	Neutral	Temporary
	O	Discharge of treated attenuated surface water to existing surface water network Discharge of foul and waste water to existing waste water network	Local	Likely	Not significant	Neutral	Permanent
Air Quality & Climate	C	Reduction of air quality as a result of construction traffic and HGVs, and emissions from construction and plant machinery	Local	Likely	Imperceptible	Neutral	Permanent
	O	None predicted	-	-	-	-	-
Noise	C	Increase in noise as a result of construction activity, and operation of plant and machinery.	Local	Likely	Imperceptible	Negative	Temporary
	O	Increase in noise level as a result of vehicular movements in and out of residential development	Local	Likely	Imperceptible	Neutral	Permanent
Cultural Heritage: Built Heritage	C	None predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-
Cultural Heritage: Archaeology	C	Potential unknown subsurface archaeological remains	Local	Unlikely	Not significant	Neutral	Temporary
	O	None Predicted	-	-	-	--	-

#### **6.1.4 Schedule 7A information**

*1. Description of the proposed development, including in particular—*

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

Refer to Section 3.1 and 6.1.1 of this report.

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

Refer to Section 2.3 and 6.1.2 of this report.

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

Refer to Section 6.1.3 of this report.

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

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

Significant effects to the environment will be mitigated through adherence to best practice protocols and regulations in the construction phase of the project. Waste and emissions arising during the operational phase are not considered to be significant within the meaning of the Directive.

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

Refer to 5.1.1. of this report.

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

Please refer to section 6.1.1 of this report.

#### **6.2 Available Results under Other EU Environmental Legislation**

Other relevant EU environmental legislation may include:

- SEA Directive [2001/42/EC]
- Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]
- Water Framework Directive [2000/60/EC]
- Marine Strategy Framework Directive
- Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive
- Industrial Emissions Directive
- Seveso Directive
- Trans-European Networks in Transport, Energy and Telecommunication
- EU Floods Directive 2007/60/EC

Directive	Results
SEA Directive [2001/42/EC]	The proposed development is compatible with the zoning of the South Dublin County Development Plan 2022 – 2028 and the vision and the detailed framework and vision set out in the Clonburris Planning Scheme. Both of these plans have been subject to Strategic Environmental Assessment.
Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]	<p>An Appropriate Assessment (AA) screening report prepared by NM Ecology accompanies this Part 8 consent application. Taking into consideration the proposed development works and the operation of development; the lack of a direct hydrological pathway or biodiversity corridor link to conservation sites; and the dilution effect of surface runoff, it is concluded that this development would not give rise to any significant effects on designated sites.</p> <p>The AA screening report concludes that:  “Having considered the particulars of the proposed development, we conclude that this application meets the first conclusion, because there is clearly no likelihood of direct or indirect impacts on any European sites. Therefore, with regard to Article 42 (7) of the European Communities (Birds and Natural Habitats) Regulations 2011, it can be excluded on the basis of objective scientific information following screening, that the project, individually or in combination with other projects, will not have a significant effect on a European site. Appropriate Assessment is not required.</p>
Water Framework Directive [2000/60/EC]	Foul water will discharge to the public sewer. Surface water will discharge to the public sewer following implementation of SUDs measures and attenuation on site. There is no potential for construction activities to give rise to water pollution as there are no watercourses in the vicinity of the site and detailed mitigation measures are provided in the CEMP and are to be implemented on site.
Marine Strategy Framework Directive	The site is located inland, away from the coast. There is no likely impact given the distance.
Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive	Not relevant to the proposed development
Industrial Emissions Directive	Not relevant to the proposed development
Seveso Directive	There are no Seveso sites in the vicinity
Trans-European Networks in Transport, Energy and Telecommunication	Not relevant to the proposed development
EU Floods Directive 2007/60/EC	The site is not located in a fluvial or coastal flood risk zone according to Flood Maps. The Desktop Flood Risk Assessment undertaken on the site confirms that the proposed site is not expected to be impacted during the occurrence of a 0.1% AEP (1 in 1000 year) fluvial flood event.

## **7.0 SCREENING CONCLUSION**

Having regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts;
- The potential impacts and proposed mitigation measures; and
- The results of the any other relevant assessments of the effects on the environment

It is considered that the proposed development would not be likely to have significant effects on the environment and it is concluded that an environmental impact assessment report is not required.