



# ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT

FOR

MIXED USE DEVELOPMENT

AT

BLAKES AND ESMONDE MOTORS, STILLORGAN,  
COUNTY DUBLIN

April 2022

ON BEHALF OF

CAIRN HOMES PROPERTIES LTD.

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Prepared by

Enviroguide Consulting

*Dublin*

3D Core C, Block 71, The Plaza,  
Park West, Dublin 12

*Kerry*

19 Henry Street  
Kenmare, Co. Kerry

*Wexford*

M10, Wexford Enterprise  
Centre, Strandfield Business  
Park, Rosslare Road, Wexford



[www.enviroguide.ie](http://www.enviroguide.ie)



[info@enviroguide.ie](mailto:info@enviroguide.ie)

+353 1 565 4730



## DOCUMENT CONTROL SHEET

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# 1 INTRODUCTION

## 1.1 Background

Enviroguide Consulting was retained by Cairn Homes Properties Limited (the Applicant) to prepare an Environmental Impact Assessment (EIA) Screening exercise in relation to a Proposed Mixed-Use Development (the Proposed Development) at Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan, Co Dublin. The purpose of this report is to provide information for the relevant competent authority to carry out the screening for Environmental Impact Assessment.

## 1.2 Screening Objective

The objective of this EIA Screening exercise is to identify and assess any potential for environmental impact associated with the Proposed Development and to determine if EIA is required for the Proposed Development.

The EIA requirement was determined as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the Regulations). Certain projects, listed in Schedule 5 of the regulations, due to their always having the potential for significant environmental effects, require mandatory EIA. Others, also listed in the Schedule 5 of the regulations, contain threshold levels, and for projects that fall below these thresholds, it is the decision of the competent authority to determine if an EIA (and the associated Environmental Impact Assessment Report (EIAR) is required. Whether a 'sub-threshold' development should be subject to EIA is determined by the likelihood that the development would result in significant environmental effects. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

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

## 2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

### 2.1 Site Overview

The Proposed Development is located on a c. 1.41 hectare site at Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, County Dublin.

The site is located to the south and east of Stillorgan Village and is bound by the Lower Kilmacud Road to the north, The Hill to the southwest and the N11 (Stillorgan Road) to the east.

The site is adjacent to Stillorgan Village Shopping Centre which is located to the northwest on the opposite side of the Lower Kilmacud Road. The former Leisureplex site is located to the north of the site on the opposite side of the Lower Kilmacud Road. The Leisureplex building has been demolished and work has commenced under ABP ref. PL06D.305176.

There are single and two-storey residential properties to the immediate south-west along The Hill as it rises to meet the N11. There are one and two storey terraced cottages along The Hill, which are all in commercial use. There are single and two-storey houses along Glenalbyn Road and Linden Lea Park to the south of the site.

The site levels fall 3.87m across the site from the junction of The Hill with Lower Kilmacud Road to the N11. The first (northern) portion of the site is the former Blakes site, which previously contained a two-storey building and a large associated surface car park. The building was demolished as part of the previous permission on the site, ABP Ref. 300520. The second (southern) portion of the site is the area of the former Esmonde Motors. This portion of the site previously contained a vacant car sales showroom, a petrol filling station, a derelict industrial building, an abandoned residential dwelling, and surface car parking. These buildings have also been demolished as part of the previous permission on the site, ABP Ref. 300520.

The Site location is shown in Figure 1 and the Site layout is shown in Figure 2.

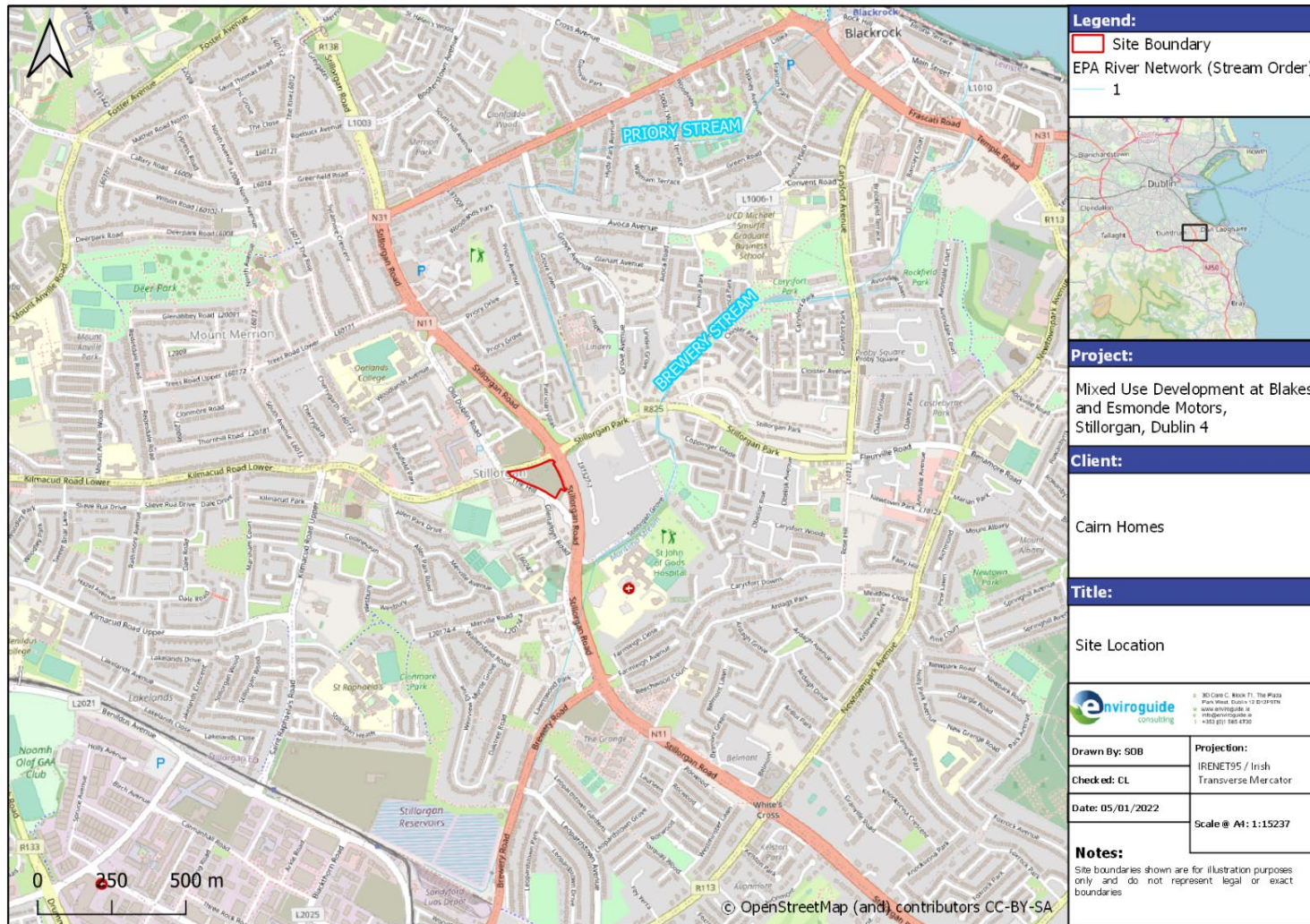


Figure 1: Site Location





Figure 2: Site Layout and Site Block Plan (O'Mahony Pike Architects, March 2022)

## 2.2 Site Planning History

A search of previous planning applications located within the Site boundary of the Proposed Development was reviewed from data sources including:

- National Planning Application Database (NPAD) (MyPlan.ie)
- An Bord Pleanála website, <http://www.pleanala.ie/>
- Dun Laoghaire-Rathdown County Council's Planning Application Map 2016 – 2022
- EIA Portal, as provided by the Department of Housing, Planning and Local Government

<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f>

Table 1 provides an overview of the planning history located within the Site boundary of the Proposed Development Site at Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, County Dublin.

*Table 1: Summary of Planning Applications*

Application Reg. Ref.	Address	Development Proposal	Decision
<b>Reg.Ref.D20A/0402</b>  <b>Applicant: Cairn Homes Properties Ltd.</b>	Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, Dublin 4.	A Notification of Decision to grant permission was issued by the Planning Authority for the retention of one 3.17 metre wide, 4.55 metre high, V-Shape frame and panelled, free standing advertising sign, fronting onto the junction of Lower Kilmacud Road and The Hill, for a period of one year.	PERMISSION GRANTED  Date: 02 Sep 2020
<b>An Bord Pleanála Ref. PL 06D.300520-17</b>  <b>Applicant: Cairn Homes</b>	Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, Dublin 4.	Planning permission was granted for a mixed-use development comprising of 179 no. student accommodation units (576 no. bed spaces), 103 no. residential apartment units, retail unit, community sports hall and all associated site works.  The permitted scheme allows for heights ranging from 3-9 stories.	PERMISSION GRANTED  Date: 16 Mar 2018
<b>Reg. Ref. D11A/0175</b>  <b>Applicant: Eltissey Ltd.</b>	Blake's Site Area (northern portion of site):	An application was granted for the change of use and amendments/extensions to existing nightclub and restaurant to convenience foodstore with off-licence at ground floor and modifications to restaurant at first floor, re-configuration of car park and all ancillary works	PERMISSION GRANTED  Date: 14 Sep 2011

<p><b>Reg. Ref. D04A/0674/E</b></p> <p><b>Applicant: Eltissey Limited</b></p>	<p>Blake's Site Area (northern portion of site):</p>	<p>The application applied for the Extension of Duration of D04A/0674. The application was refused because the development would not comply with the Sustainable Urban Housing Design Standards for New Apartments' 2007.</p>	<p>PERMISSION REFUSAL</p> <p>Date: 09 Nov 2010</p>
<p><b>Reg. Ref. D04A/0674 / An Bord Pleanala Ref: PL06D.210848</b></p> <p><b>Applicant: Eltissey Limited</b></p>	<p>Blake's Site Area (northern portion of site):</p>	<p>The application applied for the demolition of existing structures on site and construction of a mixed-use development ranging from six to twelve storeys in height comprising 215 no. apartments, 2 no. restaurants, 2 no retail units, a public house, a creche, a gymnasium, basement car parking and the construction of a pedestrian bridge over the NII/Stillorgan Bypass. The application was granted by the Planning Authority.</p> <p>This was subject of first and third party appeals (PL06D.210848) and the application was granted.</p>	<p>PERMISSION GRANTED</p> <p>Date: 26 Jan 2005</p>
<p><b>Reg. Ref. D02A/1069/ An Bord Pleanala Ref: PL 06D 201758</b></p>	<p>Blake's Site Area (northern portion of site):</p>	<p>The application applied for the demolition of existing structures on site and construction of a mixed-use development of four blocks varying in height from four to twelve storeys to accommodate 67 no. student accommodation units and associated facilities, 7,130sqm office space, 2 no. restaurants, public house/nightclub, basement car parking and construction of a pedestrian bridge over the NII/Stillorgan Bypass. The application was refused by the Planning Authority.</p> <p>This was subject of a first party appeal (PLOGD.201758) and a split-decision was issued. The application was granted apart from the office block and associated basement car parking. This element was refused because (i) the development would be excessive in intensity of office use and would fail to fully integrate into the District Centre, (ii) the proposed office building would be of excessive scale and would be visually obtrusive at this prominent corner location and (iii) the pedestrian link bridge, an integrated element of the office building, would interfere with the visual amenities of the area by reason of poor design quality and relationship with the surrounding area.</p>	<p>PERMISSION SPLIT DECISION</p> <p>Appeal Date: 20 Jun 2003</p>

<p><b>Reg. Ref. D06A/1859/ An Bord Pleanála Ref: PL06D.222395</b></p> <p><b>Applicant: Esmonde Motors Limited</b></p>	<p>Esmonde Motors Site Area (southern portion of site):</p>	<p>The application applied for the demolition of existing structures on site and construction of a mixed-use development ranging from three to eleven storeys in height comprising 141 no. apartments, 38 no. one bed Aparthotel, restaurant, public house, 3 no. retail units, creche and car parking. The application was granted by the Planning Authority.</p> <p>This was subject of both first and third party appeals and the application was refused because (i) development of the kind proposed would be prejudicial to the completion of future road improvements and premature pending the adoption of a traffic management study as required by the Local Area Plan, (ii) the proposed development would comprise overdevelopment of the site, would be visually obtrusive, (iii) having regard to the high percentage of one bedroom units, small two bed units and single aspect apartments, excessive overshadowing of the public courtyard, the number of apartments not having direct basement access and the inappropriate location of the creche would be contrary to proper planning and sustainable development.</p>	<p>PERMISSION REFUSED ON APPEAL</p> <p>DATE: 15 Feb 2007</p>
<p><b>Reg. Ref. D14A/0325</b></p> <p><b>Applicant: Charles Treston</b></p>	<p>Dun Fanoir, The Hill, Old Stillorgan Road, Stillorgan, Co. Dublin</p>	<p>Permission was sought for a change of use from office use to re-establish its original residential use as a single dwelling. Permission is also sought for 1st floor extension to the front and side over existing 1st floor external terrace, internal alterations, renovation/upgrading work, landscaping and all associated works.</p>	<p>PERMISSION GRANTED</p> <p>DATE: 28 Aug 2014</p>

<p><b>Reg. Ref. D18A/1232</b></p> <p><b>Applicant: Ray O'Doherty</b></p>	<p>Madonna, The Hill, Stillorgan, Co Dublin</p>	<p>Permission was sought for the construction of one no. detached two storey/three bedroom house to the side of the existing house, as well as associated landscape and site development works. Vehicular access will be via the widened existing entrance that will form a shared entrance to both houses. The existing and new house will be served by two dedicated car parking spaces each.</p>	<p>PERMISSION GRANTED</p> <p>DATE: 27 Mar 2019</p>
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### 2.3 Principal Features of the Proposed Development

The site of 1.41 hectares is bounded by the Lower Kilmacud Road to the north, The Hill to the south and west and the N11 and Dun Laoghaire owned lands to the east.

The development will consist of the construction of a mixed use scheme of 377 no. "Built to Rent" BTR apartments, Community Sports Hall (c. 933 sq. m), along with 5 no. restaurant/café (c. 841 sq.m), creche (c. 215 sq. m), office (c. 195 sq m) and ancillary residents' support facilities/services (c. 1,016 sq. m) laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 21 no. studio apartments, 189 no. 1 bedroom apartments, 159 no. 2 bedroom apartments & 8 no. 3 bedroom apartments (selected no. with balconies), and public realm upgrades as follows:

- Building 01 (Part 3 – 4, 6 & 7 storeys over basement) consists of 77 no. apartments comprising 13 no. studio apartments, 30 no. 1 bedroom apartments, 33 no. 2 bedroom apartments, 1 no. 3 bedroom apartment (with a creche of c. 215 sq. m with associated play area at ground floor);
- Building 02 (Part 3 – 5, 7 & 8 storeys over basement) consists of 95 no. apartments comprising 7 no. studio apartments, 57 no. 1 bedroom apartments, 24 no. 2 bedroom apartments, 7 no. 3 bedroom apartments;
- Building 03 (Part 7 and 9 storeys over part basement) consists of 54 no. apartments comprising 18 no. 1 bedroom apartments and 36 no. 2 bedroom apartments (and office of c. 195 sq. m);
- Building 04 (7 storeys over basement) consists of 60 no. apartments consists of 42 no. 1 bedroom apartments & 18 no. 2 bedroom apartments;
- Building 05 (6 storeys, over basement to Lower Kilmacud Road & 7 storeys to the south and west) consists of 62 no. units comprising 1 no. studio apartment, 26 no. 1 bedroom apartments, & 35 no. 2 bedroom apartments (restaurant/café unit c. 219 sq. m at lower ground floor/plaza level & 2 no. restaurant/café units c. 234.1 sq. m and c. 133.9 sq. m respectively at ground floor level onto Lower Kilmacud Road) along with a double height Community Sports Hall including ancillary areas (c. 933 sq. m);

- Building 06 (5 & 6 storeys) consists of 29 no. units comprising 16 no. 1 bedroom apartments and 13 no. 2 bedroom apartments (restaurant/café unit c. 185.9 sq. m at lower ground floor/plaza level & 68.1 sq. m restaurant/café unit at ground floor level onto Lower Kilmacud Road);

The BTR development will also include ancillary Residents' Support Facilities/Services (c. 1,016 sq. m at ground floor of Building 03 and 04) as well as open space areas and improvements to the public realm along the Lower Kilmacud Road (to footpath and cyclepath) and The Hill, new road layout (omission of left turning lane, widening of footpath) to The Hill, hard and soft landscaping, set down area on the Lower Kilmacud Road.

Provision of 2 no. vehicular access points from 'The Hill' into 2 no. separate basements to include basement car parking spaces (119 no.); 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and ancillary areas; pumping stations at basement level, along with solar panels, and green roofs at roof level;

All associated site development works, open spaces, landscaping, boundary treatment, plant areas, waste management areas, and services provision (including ESB substation).

### **3 EIA SCREENING PROCESS**

#### **3.1 Introduction**

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

#### **3.2 Legislative Requirements for an EIA**

The EIA Directive 85/337/EEC is in force since 1985 and was amended three times, in 1997, 2003 and 2009. The original EIA Directive and its three amendments were codified by Directive 2011/92/EU which was amended in 2014 by Directive 2014/52/EU. The purpose of Directive 2011/92/ EU is to ensure that the effects of certain projects on the environment are assessed before development consent is granted for the project.

Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) (formerly EIS) and Annex II lists projects which do not necessarily have significant effects but can be subject to case-by-case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2000, as amended, provides the legislative basis for mandatory EIA.

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

- (a) Proposed development of a class specified in Schedule 5 of the Planning and Development Regulations 2001 which exceeds a quantity, area or other limit specified in that Schedule, and
- (b) Proposed development of a class specified in Schedule 5 to the Planning and Development Regulations 2001 which does not exceed a quantity, area or other limit

specific in that Schedule but which the planning authority or the Board determines would be likely to have significant effects on the environment

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

The Proposed Development at Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, County Dublin, is not listed as a development type in Schedule 5, Part 1 of the Planning and Development Regulations 2001-2021 and accordingly a mandatory EIA is not required.

The Proposed Development is a project listed as a development type in Schedule 5, Part 2 of the Planning and Development Regulations 2001-2021. The Proposed Development is considered a sub-threshold development as detailed below.

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

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (i) of the Planning and Development Regulations 2001-2021:

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

The total number of units to be constructed for the Proposed Development is 377. Therefore, it is less than the 500 dwelling unit threshold and accordingly a mandatory EIA is not required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (ii) of the Planning and Development Regulations 2001-2021:

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

The Proposed Development will include the provision of 119 no. basement car parking spaces and 1 no. surface set-down space. These car parking spaces are incidental to the primary purpose of the development and is well below the 400 space threshold regardless. Therefore a mandatory EIA is not required.

The Proposed Development does not meet the criteria set out in Schedule 5, Part 2 (10) (b) (iv) of the Planning and Development Regulations 2001-2021:

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

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

The site is located in Stillorgan District Centre. The total area of the Site for development has been confirmed as c.1.41 hectares, which is less than the 10-hectare threshold and accordingly, a mandatory EIA is not required.

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

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

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

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

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



Table 2 Summary of the legislative requirements for an EIA

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
Schedule 5 Part 2 (10)(b)(i)	Construction of more than 500 dwelling units.	The Proposed Development does not exceed the 500-dwelling unit threshold. The total number of units to be constructed amounts to 377 apartments/dwelling units.	No
Schedule 5 Part 2 10(b)(ii)	Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.	The Proposed Development does not exceed the 400-car parking space threshold. The total number to be included amounts to 119 no. car parking spaces proposed in the basements and 1 set down space at surface level which are incidental to the primary purpose of the Proposed Development.	No
Schedule 5 Part 2 (10)(b)(iv)	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	Proposed Development does not exceed the 10-hectare threshold. The total site area is c.1.41 ha.	No
Schedule 5 Part 2 (15)	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by this EIA Screening*

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

### 3.3 Screening Process

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

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

### 3.4 Sub-threshold Development

The most important element to address in the assessment of a sub-threshold development and its possible requirement for an EIA is the likelihood of the project having any significant effects on the environment. Schedule 7 of the Planning and Development Regulations 2001 – 2021 transpose Annex III of the EIA Directive which contains the criteria for determining whether sub-threshold development should be subject to an EIA.

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

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

- v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive,
  - vi. areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure,
  - vii. densely populated areas,
  - viii. landscapes and sites of historical, cultural, or archaeological significance.
- 
- 11. The magnitude and spatial extent of the impact,
  - 12. The Nature of the Impact
  - 13. The transboundary nature of the impact,
  - 14. The intensity and complexity of the impact.
  - 15. The probability of the impact,
  - 16. The expected onset, duration, frequency, and reversibility of the impact.
  - 17. Cumulation with other existing development and/or development the subject of a con-sent.
  - 18. The possibility of effectively reducing the impact.

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

- 1. Characteristics of the Proposed Development,
- 2. Location of the Proposed Development, and
- 3. Types and characteristics of the Potential Impacts.

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

### **3.5 Methodology**

The process of evaluating the likelihood of a sub-threshold development requiring an assessment is called Screening. Figure 3, from *The Environmental Impact Assessment of Projects, Guidance on Screening (European Commission, 2017)* illustrates the steps involved in the Screening process.

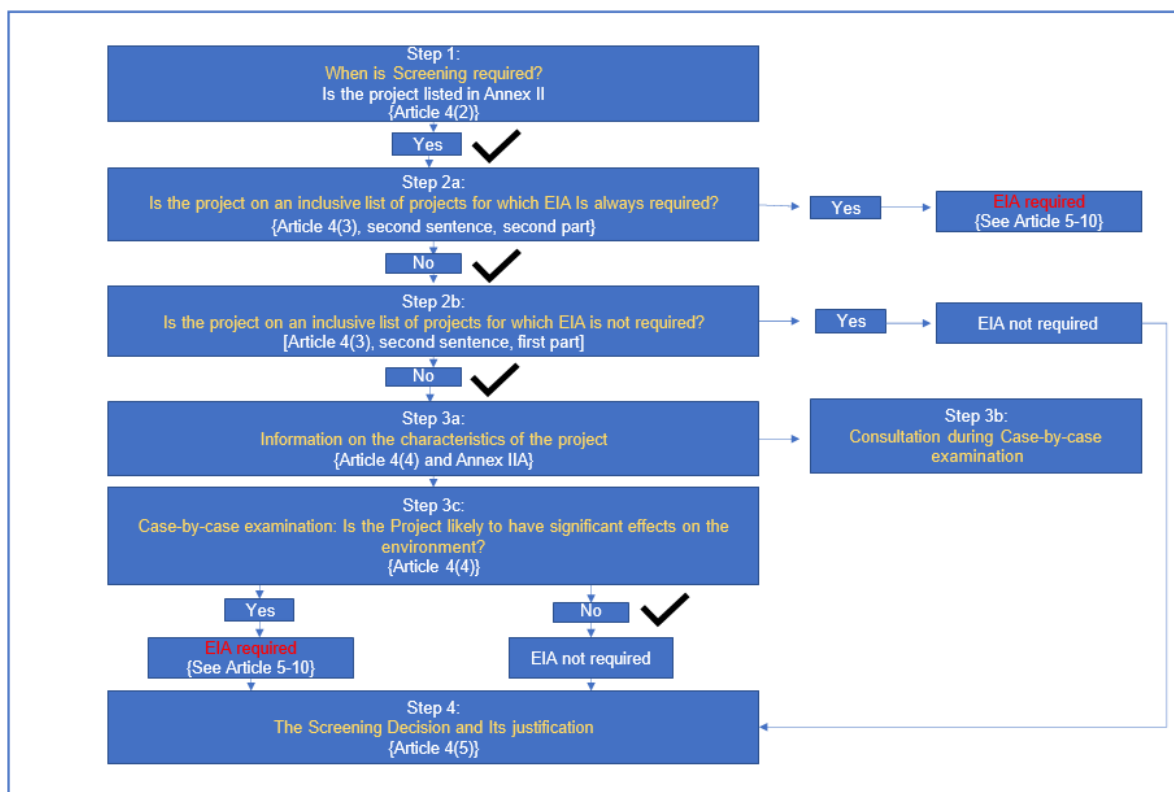


Figure 3 Flow Diagram of the Steps in Screening (Source: European Commission Environmental Impact Assessment of Projects, Guidance on Screening, 2017)

### 3.6 Characteristics of the Proposed Development

#### 3.6.1 Size of the Subject Site

The total application site area is c.1.41 hectares. The lands within the boundary of the Site currently consist of a brownfield area which was previously used as a commercial unit with a former Restaurant (Blakes Site) and Car Showroom/Garage (Esmonde Motors Site).

The development will consist of the construction of a mixed use scheme of 377 no. “Built to Rent” BTR apartments, Community Sports Hall (c. 933 sq. m), along with 5 no. restaurant/café’s (c. 841 sq.m), creche (c. 215 sq. m), office (c. 195 sq m) and ancillary residents’ support facilities/services (c. 1,016 sq. m) laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 21 no. studio apartments, 189 no. 1 bedroom apartments, 159 no. 2 bedroom apartments & 8 no. 3 bedroom apartments (selected no. with balconies), and public realm upgrades as follows:

- Building 01 (Part 3 – 4, 6 & 7 storeys over basement) consists of 77 no. apartments comprising 13 no. studio apartments, 30 no. 1 bedroom apartments, 33 no. 2 bedroom apartments, 1 no. 3 bedroom apartment (with a creche of c. 215 sq. m with associated play area at ground floor);
- Building 02 (Part 3 – 5, 7 & 8 storeys over basement) consists of 95 no. apartments comprising 7 no. studio apartments, 57 no. 1 bedroom apartments, 24 no. 2 bedroom apartments, 7 no. 3 bedroom apartments;

- Building 03 (Part 7 and 9 storeys over part basement) consists of 54 no. apartments comprising 18 no. 1 bedroom apartments and 36 no. 2 bedroom apartments (and office of c. 195 sq. m);
- Building 04 (7 storeys over basement) consists of 60 no. apartments consists of 42 no. 1 bedroom apartments & 18 no. 2 bedroom apartments;
- Building 05 (6 storeys, over basement to Lower Kilmacud Road & 7 storeys to the south and west) consists of 62 no. units comprising 1 no. studio apartment, 26 no. 1 bedroom apartments, & 35 no. 2 bedroom apartments (restaurant/café unit c. 219 sq. m at lower ground floor/plaza level & 2 no. restaurant/café units c. 234.1 sq. m and c. 133.9 sq. m respectively at ground floor level onto Lower Kilmacud Road) along with a double height Community Sports Hall including ancillary areas (c. 933 sq. m);
- Building 06 (5 & 6 storeys) consists of 29 no. units comprising 16 no. 1 bedroom apartments and 13 no. 2 bedroom apartments (restaurant/café unit c. 185.9 sq. m at lower ground floor/plaza level & 68.1 sq. m restaurant/café unit at ground floor level onto Lower Kilmacud Road);

The BTR development will also include ancillary Residents' Support Facilities/Services (c. 1,016 sq. m at ground floor of Building 03 and 04) as well as open space areas and improvements to the public realm along the Lower Kilmacud Road (to footpath and cyclepath) and The Hill, new road layout (omission of left turning lane, widening of footpath) to The Hill, hard and soft landscaping, set down area on the Lower Kilmacud Road.

Provision of 2 no. vehicular access points from 'The Hill' into 2 no. separate basements to include basement car parking spaces (119 no.); 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and ancillary areas; pumping stations at basement level, along with solar panels, and green roofs at roof level;

All associated site development works, open spaces, landscaping, boundary treatment, plant areas, waste management areas, and services provision (including ESB substation).

The surrounding environment can be described as predominantly a mix of both retail/commercial settings with residential properties to the south.

### 3.6.2 Cumulation with Other Existing and Approved Projects

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

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

- Dun Laoghaire-Rathdown County Council website: <https://dlrcocouncil.maps.arcgis.com/apps/webappviewer/index.html?id=2e098c7da88e4831877d7e06de49b912>
- An Bord Pleanála website, <http://www.pleanala.ie/>.

- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggov.ie/maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

Any planning applications listed as granted or decision pending were assessed for their potential to act in-combination with the Proposed Development. Long-term developments granted outside of this time period were also considered where applicable (Table 3).

Table 3: Summary of Off-Site Projects

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
<b>Dun Laoghaire Rathdown Part VIII Development (PC/H/01/20)</b>	Dún Laoghaire-Rathdown County Council	St. Laurence's Park, Stillorgan, Co. Dublin.	The Part 8 proposal (4-9 storeys) related to the construction a new Public Library and Housing, consisting of: 2 storey library building with gross area of 1,010 square metres; 88 apartments (76 no. 1 bed, 11 no. 2 bed, including 4 no. duplex and 1 no.3 bed units), comprising of 7,619 square meters of internal accommodation ranging from 4 to 9 storeys. Landscaping works to provide a communal garden space and allow for 40 car parking spaces, 2 motorcycle parking spaces and 157 bicycle parking spaces. The proposed works include the demolition of 16 no. Maisonettes, 2 no. semi-detached houses and removal of prefabricated Library building.	<b>Closed:</b> <b>18 Sep 2020</b>
<b>ABP30517619</b>	on behalf of its sub-fund KW Investment Fund I	Stillorgan Leisureplex, Old Dublin Road, Stillorgan, Co. Dublin, A94 NY56	Permission for a 'Build-To-Rent' strategic housing development. consisting of: Demolition of existing buildings on site consisting of the Stillorgan Leisureplex and associated structures; Construction of a mixed-use development generally ranging in height from 4 no. storeys to 8 no. storeys from street level, stepping down to 2 no. storeys in part to the Lower Kilmacud Road. Two basement levels are proposed; The development will have a total of 232 no. Build-To-Rent apartment units, (109 no. 2 bedroom units, 113 no. 1 bedroom units and 10 no. studio units) with associated balconies and terraces; The development will provide for 2 no. retail (shop) units (c. 1049 sq.m.) and 4 no. restaurant/ café units (c. 806 sq.m.); Provision of a public plaza (827 sq.m.) onto the corner of the Lower Kilmacud Road and the Old Dublin Road; Public Realm improvements including footpaths, parking, loading bays and landscaping works to the Lower Kilmacud Road, Old Dublin Road and St. Laurence's Park; The proposed development will also include the provision of communal and private open space including courtyard areas, terraces and balconies and roof terraces and the provision of tenant amenity space (c. 1021 sq.m) including resident lounge area, communal kitchen and dining, co-working space, cinema, gym and concierge service; Parking at basement levels for 162 cars, 458 bicycles and 10 motorcycles; 60 no. bicycle parking spaces will be provided at ground level; Vehicular access to the basements is from the Lower Kilmacud Road and St. Laurence's Park; All hard and soft landscaping, boundary treatments and all associated site development works and services and plant. The proposed residential development is a "Build	<b>GRANT</b> 03 Dec 2019

Application Reg. Ref.	Applicant	Address	Development Proposal	Decision
			to Rent" scheme in accordance with Specific Planning Policy 7 and 8 as set out in the "Sustainable Urban House: Design Standards for New Apartments 2018". The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in Section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dun Laoghaire-Rathdown County Development Plan 2016-2022 and the Stillorgan Local Area Plan 2018-2024.	
<b>D19A/0675</b>	St John of God Trust (Ireland)	located within the curtilage of Granada House (formerly known as Riversdale) at St John of God Hospital, Stillorgan Rd, Blackrock, Co. Dublin	Permission is sought for the installation of 4 no. automated car park security barriers and associated site works at the car parks and road entrances entirely situated within the site boundaries which is a Protected Structure.	<b>GRANT</b> 04 Dec 2019
<b>TA06D.305345</b>	KW PRS ICAV	Lands adjacent to 'The Grange', Brewery Road/Stillorgan Road, Stillorgan, Blackrock, Co. Dublin	Demolition of existing buildings and construction of 287 no. apartments, creche and associated site works.	<b>GRANT WITH CONDITIONS</b> 18/12/2019



It is considered that cumulative impacts are most likely to arise due to potential pollution and nuisances. Good construction management practices, as detailed in the Construction and Demolition Waste Management Plan (AWN Consulting, March 2022) and Construction Management Plan (Waterman Moylan Consulting Engineers Limited, April 2022) will minimise the risk of pollution from construction activities at the Site. The works will also be carried out in such a way that inconvenience to the public arising from increase in traffic flows and disruptive effects of construction traffic on local and main roads is limited wherever practical. In addition, a Traffic and Transport Assessment was carried out by Waterman Moylan Consulting Engineers Limited (April 2022) for the Proposed Development and concluded that *“the surrounding road network will continue to operate satisfactorily with and without the proposed development during 2024 (Opening Year), 2029 (Opening Year + 5) and 2039 (Opening Year + 15). Only one junction will have a traffic increase greater than 5% and traffic modelling has demonstrated that this junction will operate satisfactorily post development up to 2039.”*

An SHD application for 229 residential apartments on the Leisureplex site was lodged with An Bord Pleanála in August 2019 (ABP Ref PL06D-305176-19). The application was accompanied by a Traffic & Transport Assessment prepared by Waterman Moylan in August 2019. The traffic model also included for committed future traffic from the adjacent mixed-use development on the Blakes site for which planning permission was granted by An Bord Pleanála in March 2018 (ABP Ref PL06D-300520-17). The application was granted by An Bord Pleanála in December 2019.

Dún Laoghaire-Rathdown County Council, in accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), have proposed a mixed use development including a residential development and redeveloped library in Stillorgan, Co Dublin (PC/H/01/20). The application was accompanied by a Traffic & Transport Assessment prepared by AECOM in July 2020. The traffic analysis included previously approved developments at the former Blakes site (ref. ABP30052017) former Leisureplex Site (ref. ABP-305176-19) which provided a more robust traffic analysis of the proposed developments impact on the surrounding road network. Two no. junctions have an increase in traffic volume above the 5% threshold and as such a Traffic Impact Analysis was carried out (Junction 1 (Site Access / St Laurence’s Park / St Laurence’s Park (N) non-signalised T-junction) and Junction 2 (Old Dublin Road (N) / Old Dublin Road (S) / St Laurence’s Park non-signalised junction)). In summary, the junctions are anticipated to operate well within capacity during the opening year (2023) and future year scenarios (2028 and 2038) when the development trips are applied to the base conditions.

Therefore, due to the full implementation of management controls to avoid adverse environmental impacts from the current Proposed Development, cumulative impacts from these developments are not predicted to result in significant adverse effects on the environment.

### **3.6.2.1 Relevant Policies and Plans**

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

- Stillorgan Local Area Plan 2018 – 2024

- <https://www.dlrcoco.ie/en/planning/local-area-plans/stillorgan-local-area-plan-2018-%E2%80%93-2024>
- Draft Dun Laoghaire - Rathdown County Development Plan 2022 – 2028  
<https://www.dlrcoco.ie/en/county-development-plan/draft-county-development-plan-2022-2028>
  - Dun Laoghaire - Rathdown County Development Plan 2016 – 2022  
<https://www.dlrcoco.ie/en/county-development-plan/county-development-plan-2016-2022>
  - Stillorgan Village Urban Framework Plan - Phase 2  
<https://www.dlrcoco.ie/en/capital-programme/stillorgan-village-urban-framework-plan-phase-2>
  - Dun Laoghaire – Rathdown Climate Action Plan 2019-2024  
[https://www.dlrcoco.ie/sites/default/files/atoms/files/dlr\\_climate\\_change\\_action\\_plan.pdf](https://www.dlrcoco.ie/sites/default/files/atoms/files/dlr_climate_change_action_plan.pdf)
  - Dún Laoghaire-Rathdown County Council (DLRCC) Noise Action Plan 2018-2023  
<https://www.sdcc.ie/en/services/business/permits-and-licensing/noise/volume-2-dun-laoghaire-rathdown-noise-action-plan.pdf>

On examination of the above plans, it is considered that there are no means for the Proposed Development to act in-combination with any plans or projects, that will cause any likely significant adverse effects on the surrounding environment. The most significant potential for adverse cumulative impacts in combination with other projects in the area is in the potential for water pollution, noise, dust, increased traffic. However, the adherence and full implementation of the appropriate control measures will ensure no potential for cumulative impacts to arise. Furthermore, any potential impacts during the Construction Phase will be temporary and last only for the duration of this phase.

### 3.6.3 Use of Natural Resources

The Proposed Development will be connected to the mains water supply. The Construction or Operational Phase of the Proposed Development is of the size that will not use such a quantity of water to result in significant effects on the environment.

The main use of resources will be the construction materials used during the construction phase of the development. While the exact quantities of material required for the construction of the student accommodation development has yet to be confirmed, the amount of materials that will be imported to the Site for the Construction Phase of this development will not cause concern in relation to significant effects on the environment. There will also be an increase in the use of energy (fuel for construction/demolition vehicles, electricity for tools etc.) required for the removal of the waste due to the Construction Phase of the development.

According to the Ecological Impact Assessment Report (EclA) completed by Altemar Ltd. in March 2022, construction on this site will create localised light and noise disturbance with potential downstream impacts on the Priory Stream in the absence of standard construction mitigation. Surface water discharge from the site will be developed in accordance with the requirements of the Drainage Division as set out in the Greater Dublin Strategic Drainage Study's 'Technical Document on New Development' with regard to SUDS, DLR conditions and Water Pollution Acts. Following the implementation of the measures outlined, the construction and presence of this development is not deemed to have a significant impact on biodiversity and designated sites. The implementation of standard construction phase mitigation measures

including the measures outlined above will be followed and will be sufficient to prevent adverse effects on the Priory Stream and biodiversity. Post mitigation, no significant ecological impacts are foreseen outside the immediate vicinity of the Proposed Development. Impacts within the site will be greater due to the removal of the majority existing habitats. But, due to the fact that the site is poor in species diversity and no species of conservation importance were found, these impacts will be limited and localised. There will be no significant ecological impact arising from the day to day operation of the Proposed Development.

Screening for Appropriate Assessment (AA) and a Natura Impact Statement (NIS) was also prepared as part of this planning application by Altemar Ltd. in March 2022. Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites. The Proposed Development is not located within any European site and does not have a direct hydrological pathway to watercourses that could act as potential vectors for impact on Natura 2000 sites. There is an indirect pathway to South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA due to the proposed surface water drainage system from the site. The possible significant impacts on the conservation of the features of interest of Ireland's Eye SAC were also considered, given its proximity to Ireland's Eye SPA which is within the 15 km Zol. There is also potential for pollution to enter the watercourses via potential flooding and impact on local biodiversity and European sites. As a result of this, South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA were screened in for a Stage 2 Appropriate Assessment (Natura Impact Statement). All other European Sites within the Zol were screened out. The NIS outlines a series of mitigation measures (see Table 11 of NIS for full details) which, following their successful implementation, the construction and presence of this development will not be deemed to have a significant impact on the integrity of the South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA.

A Hydrological & Hydrogeological Qualitative Risk Assessment (AWN Consulting, March 2022) was also carried out for the Proposed Development. A conceptual site model (CSM) was prepared and based on this CSM, plausible Source-Pathway-Receptor linkages have been assessed. There are potential pollutant linkages as a result of the construction of the Proposed Development which could result in a water quality impact which would be capable of having a significant effect on the Natura 2000 sites within Dublin Bay. However, there are no pollutant linkages as a result of the operation of the Proposed Development which could result in a water quality impact which would be capable of having a significant effect on the Natura 2000 sites within Dublin Bay. Following the successful implementation of mitigation measures set out in the NIS and CEMP there will be no significant impact on receiving watercourses and therefore, the downgradient Natura 2000 sites.

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

#### **3.6.4 Production of Waste**

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

There will be an increase in waste in the form of construction waste during the Construction Phase of the Proposed Development. A Construction and Demolition Waste Management

Plan (CDWMP) has been developed by AWN Consulting (March 2022) for the project. Soil and stone will be excavated to facilitate site preparation for the construction of buildings and road foundations. The volume of material has been estimated by the project engineer to be c. 28,000m<sup>2</sup>. It is envisaged that all of the excavated material will be required to be removed off site. Material moved offsite will be taken for offsite reuse, recovery and/or disposal. Correct classification and segregation of the excavated material is required to ensure that any potentially contaminated materials are identified and handled in a way that will not impact negatively on workers or the environment.

Predicted non-hazardous and hazardous waste streams generated by construction at the Site are outlined within the CDWMP. The predicted waste amounts are based on an average largescale development waste generation rate per m<sup>2</sup>, using the waste breakdown rates as per the EPA *National Waste Reports, the GMIT*, other research reports and the schedule of areas supplied by the project architects. Site investigation has indicated contaminated soils in the vicinity of the former car dealership and petrol filling station. The contractor has planned removal of any contaminated soil to an authorised disposal site by an authorised waste contractor.

If any potentially contaminated material is encountered, it will be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled '*Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous*' using the *HazWasteOnline* application (or similar approved classification method). The material will then be classified as clean, inert, non-hazardous or hazardous in accordance with the *EC Council Decision 2003/33/EC*, which establishes the criteria for the acceptance of waste at landfills.

Waste will also be generated from construction workers e.g. organic/food waste, dry mixed recyclables (wastepaper, newspaper, plastic bottles, packaging, aluminium cans, tins and Tetra Pak cartons), mixed non-recyclables and potentially sewage sludge from temporary welfare facilities provided onsite during the construction phase. Waste printer/toner cartridges, waste electrical and electronic equipment (WEEE) and waste batteries may also be generated infrequently from site offices.

The CDWMP provides information necessary to ensure that the management of construction and demolition (C&D) waste at the site is undertaken in accordance with current legal and industry standards. This plan aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. It also seeks to provide guidance on the appropriate collection and transport of waste from the site to suitably licensed waste disposal or materials recovery facilities to prevent issues associated with litter or more serious environmental pollution (e.g. contamination of soil and/or water).

It should be noted that until final materials and detailed construction methodologies have been confirmed, it is difficult to predict with a high level of accuracy the construction waste that will be generated from the proposed works as the exact materials and quantities may be subject to some degree of change and variation during the construction process. Due to the use of authorised waste collection/waste disposal facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment.

There will be an increase in municipal waste during the Operational Phase of the Proposed Development. An Operational Waste Management Plan (OWMP) has been prepared by AWN

Consulting (March 2022) for the Proposed Development to ensure that the management of waste during the operational phase of the Proposed Development is undertaken in accordance with current legal and industry standards. This OWMP aims to provide a robust strategy for storing, handling, collection and transport of the wastes generated at site. All waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably authorised waste disposal or materials recovery facilities.

A Waste Generation Model (WGM) developed by AWN Consulting has been used to predict waste types, weights and volumes arising from operations within the Proposed Development. The WGM incorporates building area and use and combines these with other data including Irish and US EPA waste generation rates. The estimated volume of waste that will be generated from the residential units has been determined based on the predicted occupancy of the units. The Waste Generation Model estimates c. 63.72m<sup>3</sup> per week from the residential units. The WGM estimates weekly Creche Waste Volume of 1.31 m<sup>3</sup>/week and Commercial / Sports Hall Units Waste Volume of 7.87 m<sup>3</sup>/week.

Estimated waste generation of the main waste types generated by the Operational Phase of the Proposed Development are outlined within the OWMP. Wastes will be segregated into the separate waste types, as outlined within the OWMP, to ensure compliance with waste legislation and guidance while maximising the re-use, recycling and recovery of waste with diversion from landfill wherever possible

Two dedicated communal Waste Storage Areas (WSA) have been allocated within the development design for the residents of the apartments under Block 1 and Block 5. Residential waste will be delivered by householders to designated communal waste rooms. Common area waste will also be taken to the residential WSAs for storage. Bins from this WSA will then be transported to a designated waste collection point for collection by the authorised waste contractor.

While the Proposed Development is predominantly residential, there are some commercial activities included in the scheme. Commercial Waste generation from the Proposed Development was calculated in the same manner as Residential Waste. Staff will be required to segregate their waste within their own units and transport waste to the dedicated commercial WSA under Block 5. Commercial waste will be stored at basement level in a commercial waste room that is separate to the residential waste room.

### **3.6.5 Pollution and Nuisances**

The Construction Phase of the Proposed Development could give rise to short-lived dust nuisances. However, it is not predicted that these impacts will be significant, as they will be intermittent, localised, and last only for the duration of the Construction Phase. Dust will, as far as is reasonably practicable, be contained in the area where it was generated. Dust suppression will be carried out to ensure that dust nuisance affecting neighbouring properties is minimised. Adequate dust control measures will be put in place for the duration of the Proposed Development, as detailed within the Construction Management Plan (CMP) for the Site which has been prepared by Waterman Moylan Consulting Engineers Limited (April 2022).

It is not considered that noise disturbance from the Proposed Development will be significant during the Construction Works due to the urban nature of the surrounding environment. Any

such disturbance will be temporary and limited to the construction period. All reasonable precautions will be taken for the operation of plant and equipment to avoid nuisance and excess noise impact on the surrounding residents. The Proposed Development will comply with the best practice measures relating to the control and minimisation of noise and vibration as set out in BS 5228 (2009) Parts 1 and 2 noise during all phases of the work. All works will be limited to normal daytime working hours. Site development and building works shall be restricted to 8.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturday. No works shall take place on site on Sundays or Bank Holidays. Deviations from these times will only be allowed in exceptional circumstances and only with agreement with the Planning Authority.

The Construction Phase presents a potential risk of pollution to water resources. The excavations for the basement, drainage pipes, water supply, utilities and foundations are anticipated to impact the ground water in the site. The CMP (Waterman Moylan Consulting Engineers Limited, April 2022) details a number of control measures to be implemented by the contractor that will prevent any significant risk of pollution to water resources. The contractor will develop an appropriate dewatering scheme to keep the basement/excavations free from water and ensure the quality of water leaving the site is high. During any discharge of surface water from the basement/excavations, the quality of the water will be improved through the provision of settlement tanks and will be regularly monitored visually for hydrocarbon sheen and suspended solids. Periodic laboratory testing of discharge water samples will be carried out in accordance with the requirements of Dun Laoghaire-Rathdown County Council before discharge to the surrounding drainage network. Appropriate discharge licenses will be acquired from Dun Laoghaire-Rathdown County Council in respect of discharges from dewatering operations.

The Proposed Development is not expected to give rise to nuisance odours during either the construction or operational phase.

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

The potential for the Proposed Development to result in any major accidents and /or disasters is considered to be low. This is based on the correct implementation of all standard health and safety procedures, and the lack of substances used in the Proposed Development which may cause concern for having likely significant effects on the environment. The CDWMP will ensure that all applicable environmental health and safety regulations are complied with throughout the Construction Phase thereby ensuring that the Proposed Development will not result in significant effects on human health or the environment resulting from potential pollution or nuisance. It is therefore concluded that the Proposed Development will not give rise to significant pollution or nuisances, and proper Site management will further reduce the likelihood of such impacts occurring. The Site will be secured at all times and Construction Works will be managed and controlled by using standard best practice measures for construction/demolition sites and adhering to normal daytime working hours. Emergency routes and procedures will be continuously adapted to suit the construction sequence and stage of the Development. Measures will be carried out to avoid environmental incidents; however, if such incidents occur, they must be reported to the responsible person in the construction team. It is therefore anticipated that the risk of accidents and/or disasters will be insignificant due to the nature of the Proposed Development, proper Site management, and adherence to all standard health and safety procedures.

### 3.6.7 Risk to Human Health

During the Construction and Operational Phase, due to best management practices, good housekeeping, and adherence to all health and safety procedures, it is not foreseen that there will be any negative impacts to human health. According to the CMP, the Main Contractor for the project is responsible for the method in which the Construction Works are carried out and to ensure that best practices and all legal obligations including Local Authority requirements and Health and Safety legislation are complied with.

The CDWMP outlines that a member of the construction team will be appointed as the project waste manager to ensure commitment, operational efficiency and accountability during the Construction Phase of the project. The waste manager will be trained in how to set up and maintain a record keeping system, how to perform an audit and how to establish targets for waste management on site. The waste manager will also be trained in the best methods for segregation and storage of recyclable materials, have information on the materials that can be reused on site and be knowledgeable in how to implement this CDWMP. A basic awareness course will be held for all site crew to outline the CDWMP and to detail the segregation of waste materials at source. This may be incorporated with other site training needs such as general site induction, health and safety awareness and manual handling. This basic course will describe the materials to be segregated, the storage methods and the location of the Waste Storage Areas (WSAs). A sub-section on hazardous wastes will be incorporated into the training program and the particular dangers of each hazardous waste will be explained.

The COVID-19 pandemic has affected Ireland's economy and society since the first case of the virus was confirmed in Ireland at the end of February 2020. On 11th March 2020, the World Health Organisation (WHO) declared COVID-19 to be a global pandemic. Ireland's society continues to adhere to the public health advise. All public health advise in place, at the time of commencement of the Construction and Operational Phases of this Proposed Development, will be adhered to in order to protect human and public health.

The potential impacts on the health of the surrounding population are air quality, dust, noise and traffic.

The Air Quality & Climate Impact Assessment by AWN Consulting (March 2022) found that no significant impacts to air quality or climate are predicted during the construction or operational phases of the Proposed Development. Traffic related air emissions have the potential to impact air quality which can affect human health. However, air dispersion modelling of traffic emissions has shown that levels of all pollutants are below the ambient air quality standards set for the protection of human health. Dust emissions from the construction phase of the Proposed Development have the potential to impact human health through the release of PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The CMP and Air Quality & Climate Impact Assessment detail pro-active control measures of fugitive dust to ensure the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released. The main contractor will be responsible for the coordination, implementation and ongoing monitoring of the Dust Management Plan. The impact of the Proposed Development on air quality for the surrounding population and climate during the Operational Phase is predicted to be imperceptible in the long term.

Noise impacts are assessed in section 3.8.3.2. Noise-related mitigation methods for the Construction and Operational Phases are described in the CMP and the Noise and Vibration Impact Assessment (AWN Consulting, March 2022) and following implementation of these

measures there will not be a significant noise impact on the surrounding environment effecting the health of the surrounding population. The main potential source of outward noise from the Proposed Development will relate to traffic flows both to and from the Proposed Development site onto the public roads and mechanical and electrical services used to service development buildings.

Increased traffic generation as a result of the Proposed Development has the potential to negatively impact the human health of the surrounding population. A Traffic and Transport Assessment (Waterman Moylan Consulting Engineers Limited, April 2022) was carried out to assess the potential impacts of the Proposed Development on the surrounding environment. Only one adjoining junction (Junction 2: Lower Kilmacud Road / Dublin Road / The Hill) will have a traffic increase greater than 5% and traffic modelling has demonstrated that this junction will operate satisfactorily post development up to 2039. The results of the assessment confirm that the surrounding road network will continue to operate satisfactorily with and without the Proposed Development during 2024 (Opening Year), 2029 (Opening Year + 5) and 2039 (Opening Year + 15). In conclusion, there will not be a significant impact on the health of the surrounding population as a result of traffic generation.

### **3.7 Location of the Project**

#### **3.7.1 Existing and Approved Land Use**

The Proposed Development will result in changes to the existing land use as the site is currently vacant with the previous commercial building having been demolished and the Proposed Development includes the construction of a new Mixed-Use Development.

According to the Dún Laoghaire-Rathdown County Council County Development Plan 2022-2028, the Site has a Land Use Zoning classified as Objective DC (District Centre) *'to protect, provide for and-or improve mixed-use district centre facilities'* (Figure 4 with the triangular Site area outlined in black).

It is considered that the Proposed Development is in line and compatible with the zoning objectives for the land and is therefore in accordance with the proper planning and sustainable development of the area, and consistent with the DC objective set out in the development plan. As per the Townscape and Visual Impact Assessment (TVIA) report by Model Works Ltd. the Proposed Development is in line with the recommendations and objectives as outlined in the Dun Laoghaire Rathdown County Development Plan 2016-2022, Stillorgan Local Area Plan 2018-2024, National Planning Framework, and Urban Development & Building Height Guidelines (2018).



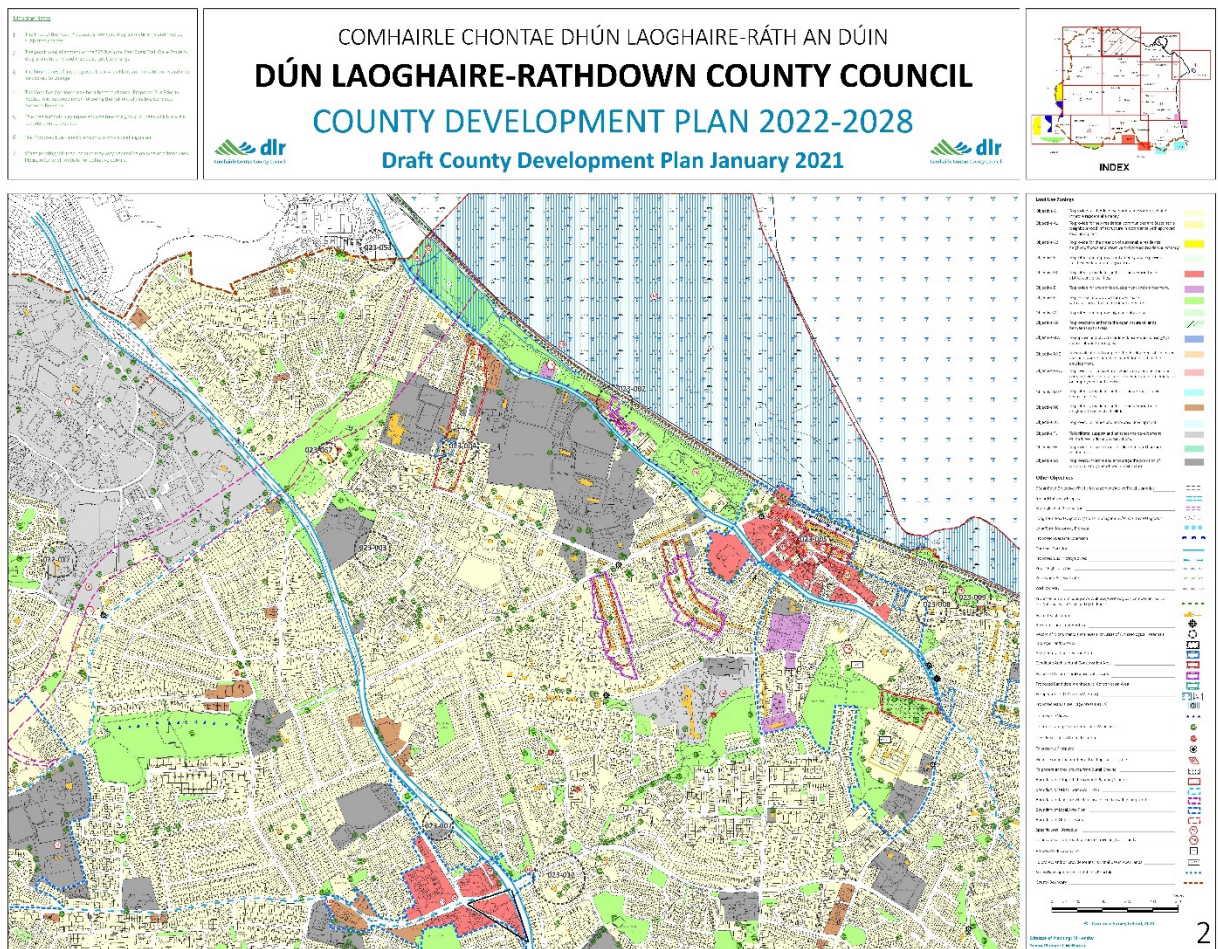


Figure 4 Land Zoning Map - Dun Laoghaire Rathdown County Development Plan 2022-2028

According to Table 8.3.7 of the Dun Laoghaire Rathdown County Development Plan 2022-2028 (see Figure 5) the following uses are considered permitted in principle with regard to District Centre zoned lands:

- Residential use and associated facilities are permitted in principle.
- Convenience (including supermarkets) and Comparison Shops are permitted in principle.
- Restaurant use is permitted in principle
- Tea Room/Café use is permitted in principle
- Community facility is permitted in principle
- Childcare services are permitted in principle

<b>Table 8.3-7</b>
<b>ZONING OBJECTIVE 'DC'</b>
'To protect, provide for and/or improve mixed-use district centre facilities'.
<b>Permitted In Principle</b>
Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-Light, Leisure Facility, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices less than 1000sq.m., Open Space, Petrol Station, Public House, Place of Public Worship, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Major Convenience, Shop-Specialist, Shop-Neighbourhood, Shop-District, Sports Facility, Tea Room/Café, Veterinary Surgery.
<b>Open For Consideration</b>
Cash and Carry/Wholesale Outlet, Industry-General, Offices over 1,000 sq.m., Refuse Transfer Station, Shop-Major Comparison, Science and Technology Based Industry, Transport Depot, Travellers Accommodation, Warehousing.

*Figure 5 Developments permitted in principle according to the DLR Development Plan 2022-2028*

The Proposed Development comprises 6 no. residential blocks, 5 no café / restaurant units, a creche and a community hall which are considered to be in permitted in principle and in accordance with the zoning objective for the site.

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

Having regard to the character of the receiving environment and the surrounding area, the impacts are considered to be negligible for the Proposed Development in relation to the regenerative capacity of natural resources in the area. All material required for the Construction Phase of the development will be imported. While the exact quantities of material required for the construction of the mixed-use development have yet to be confirmed, the quantity of materials that will be imported to the Site for the Construction Phase of this development will not result in significant effects on the environment.

As detailed within the CMP and the CDWMP for the Site, materials will be re-used where possible, and extraction of materials will be carefully undertaken to ensure that the highest proportion of the materials can be re-used. This will reduce the level of new materials required

for the site. This in turn reduces the impact on new resources and carbon emissions associated with the extraction, manufacture and transportation of materials to the site.

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

#### **3.7.3.1 Overview**

The Proposed Development is located on a c. 1.41 ha site at the former Blakes Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, County Dublin. The Proposed Development site is located on a brownfield site between the Hill Road, Lwr. Kilmacud Road and the Stillorgan Road (N11). The surrounding environment can be described as predominantly a mix of both retail/commercial setting with residential properties to the south. Vehicular access to the development will be from 'The Hill' road.

The GSI classifies the bedrock aquifer beneath the subject site as a *Poor Aquifer (PI)*, i.e. *Bedrock which is Generally Unproductive except for Local Zones*. The Proposed Development lies within the Kilcullen Groundwater Body (GWB), classified as poorly productive bedrock which is described as '*Expected to achieve good status*'. The WFD Risk Score system indicates the GWB as '*Not at risk*'. The GSI (2022) guidance presently classifies the bedrock aquifer vulnerability in the region of the subject site as '*Moderate*'

Based on the GSI database (2022) the bedrock beneath the site is mapped as dominated by rocks from the Caledonian system. The site is located over rock Type 2p microcline porphyritic (Rock Unit new code: INDNLGRP) which is described as Granite with microcline phenocrysts

The GSI / Teagasc (2022) mapping database of the quaternary sediments in the area of the subject site indicates the principal subsoil type in the study area, underlying namely Made Ground which reflects the urbanised land use in the immediate area, comprises Limestone till Carboniferous

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

#### **3.7.3.2 Watercourses**

The site of the Proposed Development lies within the Liffey River and Dublin Bay Catchment 09. The nearest surface water receptors lie to the south and north-east of the Proposed Development site. These are identified as the Priory Stream (EPA code: 09P05) located approx. >200m to the north-northeast of the site, and Brewery Stream (EPA code: 09B13) located approx. >250m to the south. The Stillorgan reservoir is fully lined and is situated >1km to the south of the site, off Brewery Road. There is no open water hydraulic linkage between the Proposed Development and these water bodies. However, the Priory stream is the receiving water for all drainage coming from the site, via the manmade surface water drain which crosses the site and drains to the stream via a culvert under the N11.

Both streams discharge to Dublin Bay, which is c. 1.70 km downgradient of the site. The Dublin Bay waterbody (EPA online site code: 00206) includes Special Area of Conservation (SAC), Special Protection Area (SPA), and proposed Natural Heritage Area (pNHA). The Environmental Protection Agency (EPA, 2022) on-line mapping presents the available water quality status information for water bodies in Ireland. Dublin Bay has a WFD status (2013 –

2018) of 'Good'. Dublin Bay waterbody has a WFD risk score of 'Not at risk'. The ecological status of transitional and coastal water bodies during 2013-2018 for Dublin Bay is classed as 'good' (taken from Map 4.1 EPA, 2019). The most recent surface water quality data for the Dublin Bay for the 2015–2017 assessment on trophic status of estuarine and coastal waters indicate that they are 'Unpolluted' (based on Map 10, EPA, 2018). Under the 2015 'Trophic Status Assessment Scheme' classification of the EPA, 'Unpolluted' means there have been no breaches of the EPA's threshold values for nutrient enrichment, accelerated plant growth, or disturbance of the level of dissolved oxygen normally present.

Both watercourses, i.e., the Priory Stream and Carysfort-Maretimo (also referred as the Brewery Stream), are currently designated for water quality by the EPA presently. The status for the Carysfort-Maretimo is currently classed as 'Moderate' status. This river is not monitored, and this status is based on expert judgement by the EPA. The Priory Stream is considered a part of the overall Carysfort-Maretimo. Therefore, the status for the Priory Stream is also considered 'Moderate'.

A Flood Risk Assessment (FRA) Report was prepared by JBA Consulting (March, 2022) for the Proposed Development to assess the potential impacts of the development on the site and surrounding areas. The site is located within a mixture of Flood Zone A, B and C (Figure 6). The proposed buildings predominately lie within Flood Zone C however as the development encroaches into Flood Zone A the Justification Test for Development Management has been applied and subsequently passed. The assessment concluded that the design of the Proposed Development can appropriately manage flood risk without increasing risk to neighbouring properties and roadways. A substantial green space area is being maintained through the centre of the site in order to function as flood storage and retain any overland flows in high flood events which avoid inundating the culverts linking to the priory river downstream. The two attenuation tanks are designed to store a volume of a 1 in 100 year storm event plus an allowance for climate change. Water level impacts were assessed pre-and post-construction. The results show no measurable increase in water levels following construction of the Proposed Development. The FRA has subsequently demonstrated that the development can appropriately manage flood risk without increasing risk to neighbouring properties and roadways. Therefore, it is not anticipated that there will be adverse impacts on any watercourses in the vicinity of the Proposed Development.

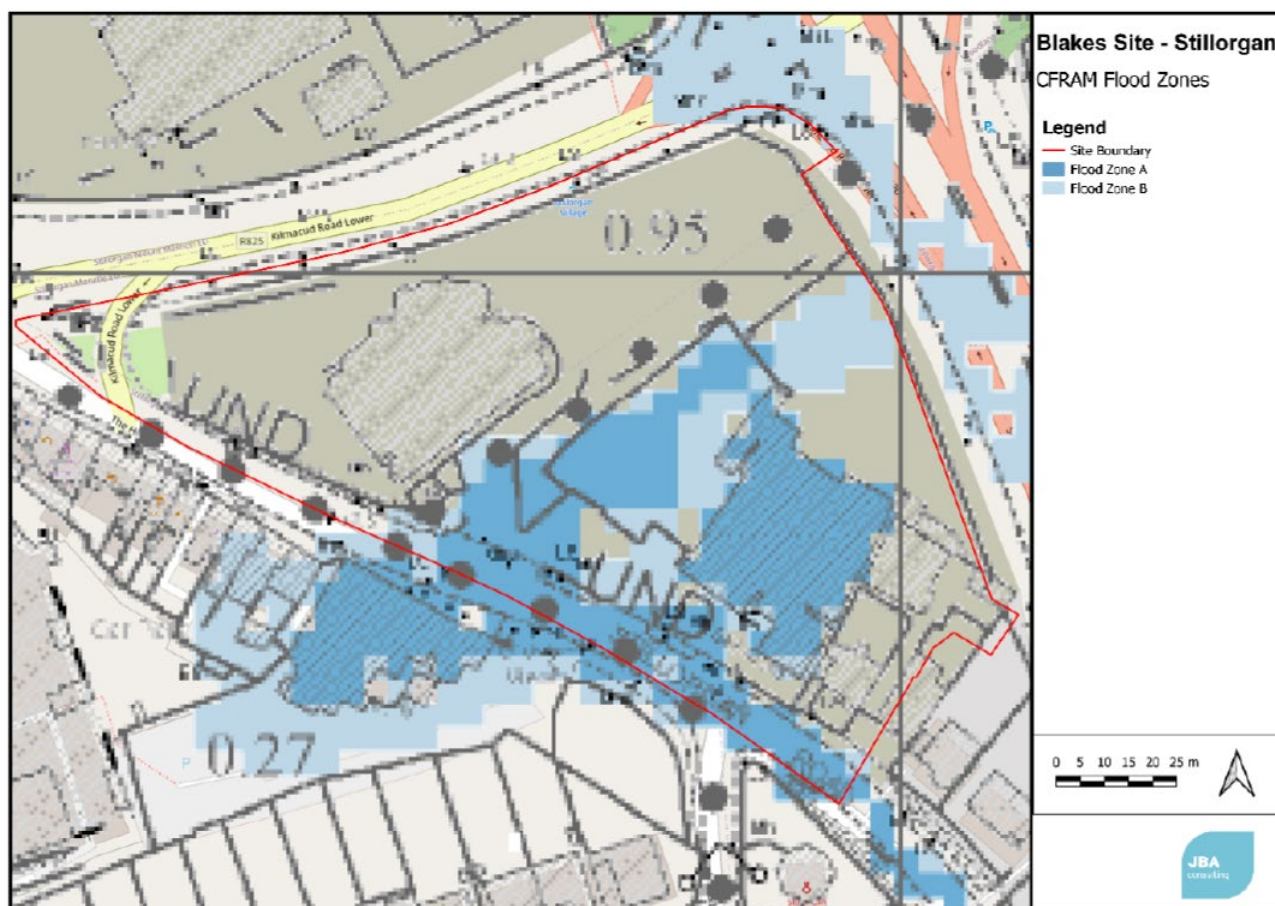


Figure 6: Flood Zones present on Proposed Development Site (FRA, JBA Consulting, March 2022)

### 3.7.3.3 Coastal Zones

Screening for Appropriate Assessment (AA) and a Natura Impact Statement (NIS) was prepared as part of this planning application by Altemar Ltd. in March 2022. There is an indirect pathway to South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA due to the proposed surface water drainage system from the site. There is also potential for pollution to enter the watercourses via potential flooding and impact on local biodiversity and European sites, including coastal zones. As a result of this, South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA were screened in for a Stage 2 Appropriate Assessment (Natura Impact Statement). The NIS outlines a series of mitigation measures (see Table 11 of the NIS for full details) which, following their successful implementation, the construction and presence of this development will not be deemed to have a significant impact on the integrity of the South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA.

A Hydrological & Hydrogeological Qualitative Risk Assessment (AWN Consulting, March 2022) was also carried out for the Proposed Development which found there are potential pollutant linkages as a result of the construction of the Proposed Development which could result in a water quality impact which would be capable of having a significant effect on the Natura 2000 sites within Dublin Bay. Following the successful implementation of mitigation measures set out in the NIS and CEMP, there will be no significant impact on receiving watercourses and / or coastal zones.

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

### 3.7.3.4 Mountain and Forest Areas

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

### 3.7.3.5 Nature Reserves and Parks

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

### 3.7.3.6 Nationally Designated Sites

According to the Ecological Impact Assessment Statement (EclA) by Altemar (January 2022), there are no Natural Heritage Areas within 15km of the Site. There are, however, 15 no. proposed Natural Heritage Areas (pNHA) within the zone of influence of the Proposed Development, as outlined in Table 4.

*Table 4 Proposed Natural Heritage Sites and their proximity to the Development*

Site Name	Distance to Site (km)
North Dublin Bay	6.9
South Dublin Bay	1.7
Grand Canal	6.0
Royal Canal	7.3
Boosterstown Marsh & South Dublin Bay	1.7
Dingle Glen	5.4
Fitzsimons Wood	3.1
Dalkey Coastal Zone & Killiney Hill	4.4
Loughlinstown Woods	6.9
Ballybetagh Bog	7.0
Knocksink Wood	8.7
Ballyman Glen	9.3
Glenasmole Valley	11.9
Dingle Glen	5.4
Dodder Valley	8.8

According to the Ecological Impact Assessment (EclA) produced by ALTEMAR (March 2022), no pNHAs fall within the Site boundary of the Proposed Development. The nearest pNHAs (South Dublin Bay pNHA and Boosterstown Marsh & South Dublin Bay) are 1.7km from the Site. There is no direct hydrological pathway between the Site and Dublin Bay however

potential indirect hydrological links have been identified between the Site of the Proposed Development and the following pNHAs: North Dublin Bay pNHA and South Dublin Bay pNHA. These links exist via discharges from Ringsend Waste Water Treatment Plant (WWTP) post treatment and the surface water sewer serving the Site. The Appropriate Assessment Screening Report was unable to screen out 1 no. pNHA, South Dublin Bay, and subsequently an NIS was required in respect of the effects of the project on the South Dublin Bay pNHA. Following the implementation of the mitigation measures outlined in the NIS and CMP, the construction and presence of this Proposed Development is not be deemed to have a significant impact on the integrity of European sites. No significant impacts are likely on European sites, alone in combination with other plans and projects based on the implementation of standard construction phase mitigation measures. This determination also applies to pNHAs located within Dublin Bay.

### 3.7.3.7 European Sites

There are eleven (11 no.) sites located within a 15km radius of the Site that are identified as Special Areas of Conservation (SAC) and seven (7 no.) sites located within a 15km radius of the Site that are identified as Special Protection Areas (SPA). The designated and protected sites located within a 15km radius of the site are summarised below in Table 4.

Screening for Appropriate Assessment (AA) and a Natura Impact Statement (NIS) was also prepared as part of this planning application by Altemar Ltd. in March 2022. The Proposed Development is not located within any European site and does not have a direct hydrological pathway to watercourses that could act as potential vectors for impact on Natura 2000 sites. There is an indirect pathway to South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA due to the proposed surface water drainage system from the site. The possible significant impacts on the conservation of the features of interest of Ireland's Eye SAC were also considered, given its proximity to Ireland's Eye SPA which is within the 15 km ZoI. There is also potential for pollution to enter the watercourses via potential flooding and impact on local biodiversity and European sites. As a result of this, South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA were screened in for a Stage 2 Appropriate Assessment (Natura Impact Statement). All other European Sites within the ZoI were screened out. The NIS outlines a series of mitigation measures (see Table 11 of NIS for full details) which, following their successful implementation, the construction and presence of this development will not be deemed to have a significant impact on the integrity of the South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA.

*Table 5: Designated and Protected Sites*

Protected Site Classification	Site Name	Site Code	Distance to Site (km)
<b>Special Protection Area (SPA)</b>	South Dublin Bay and River Tolka Estuary SPA (indirect connection)	004024	1.9
	Dalkey Islands SPA	004172	6.7
	North Bull Island SPA	004006	6.9

	Wicklow Mountains SPA	004040	8.3
	Baldoyle Bay SPA	004016	12.6
	Howth Head Coast SPA	004113	12.5
	Irelands Eye SPA	004117	14.9
<b>Special Area of Conservation (SAC)</b>	South Dublin Bay SAC	000210	2.0
	North Dublin Bay SAC	000206	6.9
	Rockabill to Dalkey Islands SAC	003000	7.0
	Knocksink Woods SAC	000725	8.5
	Wicklow Mountains SAC	002122	8.2
	Ballyman Glen SAC	000713	9.1
	Howth Head SAC	000202	10.9
	Glenasmole Valley SAC	001209	11.8
	Baldoyle Bay SAC	000199	12.6
	Bray Head SAC	000714	12.5
	Irelands Eye SAC	002193	15.2

### 3.7.3.8 Environmental Quality Standards

It is not expected that any environmental quality standards will be exceeded by Construction or Operational Phases of this project. Indirect hydrological connections have been identified between the Site and nearby watercourses via the surface water drainage network, which discharges to the Priory Stream. An NIS (Altemar, March 2022) was required to rule out significant impacts on 2 no. European Sites (South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA). This report concluded that following the implementation of the mitigation measures outlined in the CMP by Waterman Moylan Consulting Engineers Limited (April 2022) (section 10.3 Site Control Measures, section 10.4 Control of Dirt and Dust and section 10.5 Water) the construction and presence of this development will not have a significant impact on the integrity of European sites.

The Hydrological and Hydrogeological Risk Assessment also concluded that there are indirect source pathway linkages from the Proposed Development through the stormwater drainage (via Priory Stream) which discharges into the Dublin Bay Natura Site and through the foul



sewer which will eventually discharge to the Ringsend WWTP and ultimately discharges to South Dublin Bay SAC/SPA/pNHA. The future development has a peak foul discharge that would equate to 0.058% of the licensed discharge at Ringsend WWTP (peak hydraulic capacity). Even disregarding the operation of design measures including an attenuation system and petrol interceptors on site, it is concluded that there will be imperceptible impacts from the Proposed Development to the water bodies due to emissions from the site stormwater drainage infrastructure to the wider drainage network. It should be noted the proposal also includes an attenuation system and petrol interceptors as part of best practice project design, and these features will provide additional filtration from the site to the drainage network.

All works carried out will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the contractor will cooperate in full, with the Environment Section of Dun Laoghaire Rathdown County Council in this regard.

### **3.7.3.9 Densely Populated Areas**

When assessing the demographic of the surrounding area, the Community Audit prepared by John Spain Associates (JSA) (March 2022) determined it was appropriate to combine four Electoral Divisions (Eds) Stillorgan – Mount Merrion, Stillorgan – Merville, Stillorgan – Kilmacud and Stillorgan – Deerpark for the assessment. According to the 2016 Census information the area has a population of 12,528 with a 6.3% population change. This is significantly above the growth rate in the State which is 3.7%.

The Community Audit (JSA, March 2022) provides an assessment of the existing community facilities serving the Stillorgan area. The report demonstrates that there is sufficient community provision within the catchment, therefore the development of the subject lands will not result in a loss of community related activities. The Proposed Development will provide a new childcare facility, community sports hall, 5 no. café / restaurant units and a number of public plazas. These new uses will increase the variety in the area and will add to the existing services and facilities already in the area. The area is currently accessible to a range leisure facility including; football / rugby / GAA clubs, Deer Park, a number of education facilities, including six primary schools, four secondary schools and thirteen creches located in Stillorgan itself, and a quantum of community facilities located throughout the town centre

A Travel Plan prepared by Waterman Moylan (April 2022) details the existing public transport in the area of Stillorgan Village Centre. Public transport options are primarily bus based with links to the DART at Blackrock and LUAS at Kilmacud. The bus services include:

- Dublin Bus stage services
- GoAhead stage services
- Aircoach Links (Airport)
- Wexford Bus

Dublin Bus operates a number of staged services connecting Stillorgan to diverse areas including the City Centre, Blackrock (Irish Rail / DART), Heuston (Irish Rail / LUAS), Tallaght (LUAS), Dun Laoghaire (Irish Rail / DART) and Bray (Irish Rail / DART). The Aircoach also operates two 24-hour services through Stillorgan. Wexford Bus Route 740 provides a twice hourly service each way between Dublin and Wexford along the N11 Stillorgan Bypass. The Travel Plan details all bus routes and their frequency.

The N11 Quality Bus Corridor runs adjacent to the site with bus stops within 400m of the site. The Proposed Development has convenient and safe pedestrian access to local shops and amenities is easily accessible to key employment areas of Dublin City Centre, Sandyford, and Dundrum. The main objective of the Travel Plan is to actively manage travel demand, promote sustainability, enhance the use of public transport and reduce dependency on the use of the private car. The report outlines how monitoring and implementation of the Travel Plan will be carried out to achieve these goals during the operational phase of the development.

There is existing rail services within the vicinity of the Proposed Development. The site is located within 30 minutes walking distance to the closest train station in Blackrock, which receives Commuter and Dart Train Services. The Blackrock Train Station could be reached via Dublin Bus Route 46a within 15-20minutes and is also accessible by bike, with bike parking being provided at the Station. The closest LUAS Stop to the Proposed Development is located in Sandyford. The Green LUAS runs from north to south, connecting Broombridge to Bride's Glen, running through Dublin City Centre. The Sandyford LUAS Stop also has Park & Ride service, which allow customer to park their own car and use the Luas service. The Sandyford Luas stop is located approximately 2.2 km from the proposed site and can be reached by walking within 25-30minutes, by cycle within 8 minutes, or by Dublin Bus Route 47 within 11 minutes. The Green Luas runs at a frequency of every 7 minutes and the journey time to the City Centre is 22 minutes.

The Traffic and Transport Assessment (April 2022) outlines the proposed traffic generation by the development and it's potential impact on the local road network. The traffic analysis presented in the report shows that the generated traffic will have little impact on the received street environment and that the neighbouring junction has sufficient capacity to accommodate the projected increase in traffic associated with the development proposals. Only one junction will have a traffic increase greater than 5% and traffic modelling has demonstrated that this junction will operate satisfactorily post development up to 2039. There are 5 no. car parking spaces dedicated to GoCar, a car sharing company, within the development, which provides residents' access to a car without the need for a personal car. There is good pedestrian provision around the Proposed Development with the presence of footpaths and pedestrian crossings on the Lower Kilmacud Road, The Hill and the Old Dublin Road. The Traffic and Transport Assessment also highlights cyclist accessibility; the proposed site is located beside the N11 which currently has dedicated off-road bicycle lanes along its entire length. Overall, the Traffic and Transport Assessment concludes that there will be a negligible increase in traffic generation in the area as a result of the Proposed Development.

The capacity for the surrounding public transport network to facilitate the Proposed Development has also been assessed. No capacity constraints in the bus network, either current or planned, are anticipated, based on the analysis and research undertaken on the existing Quality Bus Corridor (Public Transport Capacity Assessment, Derry O'Leary Public Transport Consultant, March 2022). Morning / AM peak surveys of bus patronage were conducted in March 2022 and the subsequent analysis clearly indicates that the subject site is located on an existing high frequency, high capacity bus route. The surveys confirm that there is more than adequate spare capacity, both pre- and post-development, in the existing bus network on the N11 QBC past the subject site in Stillorgan. The additional demand for bus services generated by the development site will result in manageable increases in passenger volumes on the N11 bus routes. The Public Transport Capacity Assessment also takes into consideration that a full "return to normal" level of commuting, post-Covid, is unlikely. 4. In

summary, no capacity constraints in the bus network, either current or planned, are anticipated.

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

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

An Archaeological Assessment has been carried out for the Proposed Development by EOC Archaeological Consultancy (March 2022) in order to assess the potential for archaeological remains to be present that may be affected by Construction Works. There are two archaeological sites within 250m of the Proposed Development area, both of which are recorded monuments. The site of a medieval house (RMP DU023-012001) is recorded c. 176m east of the Proposed Development area. A Bronze Age flat cemetery (RMP DU023-012002) is recorded c. 200m east of the site. A field inspection was carried out as part of this assessment by EOC Archaeological Consultancy and confirmed that the site has been subject to extensive disturbance as a result of previous development. Given the level of this disturbance, the archaeological potential of the Proposed Development area is considered to be very low.

### **3.7.3.11 Designated Focal Points / Views**

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

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

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

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

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

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

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

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

During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The control measures identified in the CMP will ensure that there will be no nuisance or impacts from the Construction Phase of Proposed Development beyond the Site boundary. Any potential nuisances will be controlled through careful pre-project planning and effective site management.

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

During operation, a positive impact may be realised, as this development will facilitate the provision of higher density residential accommodation in proximity to high frequency public transport, employment locations and services and facilities which can meet the housing needs of a greater number of persons and will address the acute housing shortage and the significant demand that exists in Dublin. The capacity for the surrounding public transport network to facilitate the Proposed Development has been assessed. No capacity constraints in the bus network, either current or planned, are anticipated, based on the analysis and research undertaken on the existing Quality Bus Corridor (Public Transport Capacity Assessment, Derry O'Leary Public Transport Consultant, March 2022).

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

##### **3.8.3.1.1 Air Quality**

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

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

Construction Works will be carried out in such a way as to limit the emissions to air of pollutants and will employ best practices. The Site will be managed in accordance with the CMP to minimise any potential effects on air quality from exhaust emissions from onsite machinery and site traffic. Although 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), the CMP includes the following mitigation measures to protect air quality:

- The use of hardcore access route to work front;
- A regime of 'wet' road sweeping can be set up to ensure the roads around the immediate site are as clean and free from dirt / dust arising from the site, as is reasonably practicable. This cleaning will be carried out by approved mechanical sweepers.
- Footpaths immediately around the site can be cleaned by hand regularly, with damping as necessary.

- High level walkways and surfaces such as scaffolding can be cleaned regularly using safe 'wet' methods, as opposed to dry methods.
- Vehicle waiting areas or hard standings can be regularly inspected and kept clean by brushing or vacuum sweeping and will be regularly sprayed to keep moist, if necessary.
- Vehicle and wheel washing facilities can be provided at site exit(s) where practicable. If necessary vehicles can be washed down before exiting the site.
- Netting can be provided to enclose scaffolding in order to mitigate escape of air borne dust from the demolition.
- Vehicles and equipment shall not emit black smoke from exhaust system, except during ignition at start up.
- Engines and exhaust systems should be maintained so that exhaust emissions do not breach stationary emission limits set for the vehicle / equipment type and mode of operation.
- Servicing of vehicles and plant should be carried out regularly, rather than just following breakdowns.
- Internal combustion plant should not be left running unnecessarily.
- Exhaust direction and heights should be such as not to disturb dust on the ground and to ensure adequate local dispersal of emissions.
- Where possible fixed plant such as generators should be located away from residential areas.
- The number of handling operations for materials will be kept to a minimum in order to ensure that dusty material is not moved or handled unnecessarily.
- The transport of dusty materials and aggregates should be carried out using covered / sheeted lorries.
- Material handling areas should be clean, tidy and free from dust.
- Vehicle loading should be dampened down and drop heights for material to be kept to a minimum.
- Drop heights for chutes / skips should be kept to a minimum.
- Dust dispersal over the site boundary should be minimised using static sprinklers or other watering methods as necessary.
- Stockpiles of materials should be kept to a minimum and if necessary, they should be kept away from sensitive receptors such as residential areas etc.
- Stockpiles where necessary, should be sheeted or watered down.
- Methods and equipment should be in place for immediate clean-up of spillages of dusty material.
- No burning of materials will be permitted on site.
- Earthworks excavations should be kept damp where necessary and where reasonably practicable.
- Cutting on site should be avoided where possible by using pre-fabrication methods to facilitate any temporary works that may be required to enable the demolition.
- Equipment and techniques for cutting / grinding / drilling / sawing etc, which minimise dust emissions and which have the best available dust suppression measures, should be employed.
- Prior to commencement, the main contractor should identify the demolition operations which are likely to generate dust and to draw up action plans to minimise emissions, utilising the methods highlighted above. Furthermore, the main contractor should

prepare environmental risk assessments for all dust generating processes, which are envisaged.

- The main contractor should allocate suitably qualified personnel to be responsible for ensuring the generation of dust is minimised and effectively controlled.
- Demolition works to incorporate water spray to reduce dust.

An Air Quality and Climate Impact Assessment prepared by AWN Consulting (March 2022) concluded that no significant impacts to air quality or climate are predicted during the Construction or Operational Phases of the Proposed Development. Once the best practice dust minimisation measures outlined in the assessment are implemented, fugitive emissions of dust from the site during construction will be insignificant and pose no nuisance to nearby receptors. Following the assessment of traffic during the Operational Phase of the Proposed Development, the impact on ambient air quality in the Operational Stage is considered long-term, localised, negative and imperceptible.

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

#### 3.8.3.1.2 Climate

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

The Air Quality and Climate Impact Assessment prepared by AWN Consulting (March 2022) concluded the Proposed Development is not predicted to significantly impact climate during the operational stage. Increases in traffic derived levels of CO<sub>2</sub> have been assessed against Ireland's EU 2030 target. Changes in CO<sub>2</sub> emissions are significantly below the EU target and therefore the climatic impact in the operational stage is considered long-term, negative and imperceptible. In addition, the Proposed Development has been designed to minimise the impact to climate where possible during operation.

In relation to traffic generation, the traffic impact of the Proposed Development is expected to be negligible, primarily given the low level of car parking proposed which will considerably reduce car-based trips to and from the Proposed Development, particularly during peak hours. The Site is in close proximity to high frequency public transport with the N11 Quality Bus Corridor running adjacent to the site with bus stops within 400m of the site. The capacity of the public transport network, specifically the bus network, to facilitate the Proposed Development has also been demonstrated (Public Transport Capacity Assessment, March 2022). Cycle routes are provided off-road on both sides of the N11 dual carriageway and east towards Blackrock on Stillorgan Park. The availability of public transport and cycle lanes in proximity to the Proposed Development will further reduce the number of journeys requiring private car use. Therefore, it is considered that the Proposed Development will result in fewer road users and a reduction in associated GHG emissions.

Integrated Environmental Solutions Limited were commissioned by the Applicant to undertake a Daylight, Sunlight and Overshadowing Study (March, 2022) for the Proposed Development. Various daylight and sunlight assessments that were undertaken including;

- Shadow Analysis
- Sunlight to amenity spaces
- Sunlight to Existing Buildings
- Sunlight to Proposed Buildings
- Daylight to Existing Buildings
- Daylight to Proposed Development
- View out
- Glare

Based on the results from each of the assessments undertaken, the Proposed Development performs well when compared to the recommendations in the BRE Guide / BS 8206-2:2008, IS EN 17037:2018 and BS EN 17037:2018 National Annex. With regards to the existing properties there is a negligible impact when considering sunlight and daylight as a result of the Proposed Development and the Proposed Development itself performs well with the same regard.

A Residential Energy Statement has been prepared by Ethos Engineering (March 2022) which outlines how the Proposed Development will follow the principles of energy demand reduction through passive measures and increased supply from renewable and efficient sources. Near Zero Energy Building (NZEB) compliance based on the Part L 2017 (Non-Domestic for the Nursing Home) & Part L 2019 (Domestic for the Apartments) Building Regulations. Part L sets out the definition of a Near Zero Energy Building (NZEB):

*“Nearly Zero Energy Building means a building that has a very high energy performance, as determined in accordance with Annex I to Directive 2010/31/EU of the European Parliament and the Council of 19 May 2010 on the energy performance of buildings (recast) (O.J. No. L 153, 18.6.2010, page 13). The nearly zero or very low amount of energy required should be covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced on-site or nearby.”*

This report confirms that the Proposed Development will comply with Part L 2021 regulations (NZEB) once the recommendations of the report are applied.

A Commercial Energy Statement, also prepared by Ethos Engineering (March 2022), demonstrates how the energy performance and the sustainability of construction of the proposed mixed-use development meets or exceeds legislative/planning requirements. The development is targeting a BER certification of at least A3 which will be achieved through the sustainable design features of the Proposed Development including enhanced building fabric performance, high efficiency HVAC (Heating, Ventilation and Air Conditioning) systems and high efficacy lighting with occupancy and daylight control where applicable. These improvements result in a better building energy performance than the minimum required by TGD Part L 2021.

### **3.8.3.2 Noise and Vibration**

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

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

- BS 5228:2009 Cod of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1 and Part 2;
- Safety, Health and Welfare at Work (General Application) Regulations 2007 to 2016, Part 5 Noise and Vibration;
- Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations;

Off-site infrastructure works, excavations and concrete works will be among the most significant activities. The activities which are likely to generate the most noise over prolonged periods will be excavation and concrete activities. Appropriate control measures will be implemented as listed within the CMP to reduce the likelihood of noise impacts occurring.

A Noise and Vibration Impact Assessment was completed by AWN Consulting (March 2022). The assessment considered the impact of noise during both the construction and operational phases of the Proposed Development. The potential noise impact during the construction phase has been assessed at the nearest residential noise sensitive locations (NSLs) with reference to BS 5228-1:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites – Noise*. Applying the mitigation measures introduced in the Noise and Vibration Impact Assessment Report, there is no aspect of the constructed development that will be expected to cause a significant noise impact.

### **3.8.3.3 Soils and Geology**

The GSI/Teagasc (2022) mapping database of the quaternary sediments in the area of the subject site indicates the principal subsoil type in the study area, underlying namely Made Ground which reflects the urbanised land use in the immediate area, comprises Limestone till Carboniferous (TLs, i.e. Till derived from limestones).

According to the GSI (2022) geotechnical database, the nearest sites with available (limited) geotechnical records indicate depth to bedrock between 5.80 - 6.00 m bgl (metres below ground level). Locally, site investigation at the subject site indicates a variable depth to bedrock. Local Investigations indicate a depth to rock of 4m to 5m, with sequences of stiff Clay overburden overlying moderately weak to strong medium-grained Granite with moderate to highly weathered upper level, often recorded as non-intact in terms of discontinuities. Below the weathered zone lies generally strong to very strong medium-grained Granite with some degree of fracturing ranging from closely to widely spaced.



On the basis of the '*Moderate vulnerability*' classification the potential for any leakage of oil etc. to ground to migrate horizontally or vertically is considered to be relatively low apart from where the natural clays have been removed and replaced with infill e.g., along drains etc. Site investigation has indicated contaminated soils in the vicinity of the former car dealership and petrol filling station. The contractor has planned removal of any contaminated soil to an authorised disposal site by an authorised waste contractor.

### **3.8.3.4 Hydrology**

The EPA (2022) on-line database indicates two watercourses (the Brewery Stream and Priory Stream) within the general area of the subject site. Both streams flow into Dublin Bay coastal water which hosts the South Dublin Bay Special Area of Conservation (SAC), South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) and proposed National Heritage Area (pNHA) habitats.

Surface water run-off from the Former Blakes and Esmonde Motors site currently discharges through a series of on-site private surface water drains and outfalls to the 1200mm storm culvert traversing the site. The proposed surface water drainage strategy is to divert both the existing public surface water culvert and the 300 mm surface water traversing the subject to a new location within the site in order to facilitate the Proposed Development. Surface water runoff from the development will be attenuated to the equivalent greenfield runoff rate prior to outfalling to the diverted surface water culvert traversing the subject site. The drainage strategy for the development is to drain all of the building, podium level and internal courtyards through various SUDS measures, into the onsite private surface water drainage system before out falling to the existing storm sewer at a restricted rate. Excess storm water will be stored in attenuation tanks which will be located within each catchment and which will store storm water for the 1 in 100 year storm event including a 30% allowance for climate change (Engineering Assessment Report, April 2022).

The Hydrological and Hydrogeological Risk Assessment concluded that there are indirect source pathway linkages from the Proposed Development through the stormwater drainage (via Priory Stream) which discharges into the Dublin Bay Natura Site and through the foul sewer which will eventually discharge to the Ringsend WWTP and ultimately discharges to South Dublin Bay SAC/SPA/pNHA. The future development has a peak foul discharge that would equate to 0.058% of the licensed discharge at Ringsend WWTP (peak hydraulic capacity). Even disregarding the operation of design measures including an attenuation system and petrol interceptors on site, it is concluded that there will be imperceptible impacts from the Proposed Development to the water bodies due to emissions from the site stormwater drainage infrastructure to the wider drainage network. It should be noted the proposal also includes an attenuation system and petrol interceptors as part of best practice project design, and these features will provide additional filtration from the site to the drainage network.

The excavations for the basement, drainage pipes, water supply, utilities and foundations are anticipated to have the potential to impact the ground water in the site. Appropriate surface water management and discharge measures will be undertaken to ensure no significant impacts arise as per the Construction Management Plan prepared by Waterman Moylan Consulting Engineers Limited. Full details regarding the design of foul water drainage, surface water drainage and SuDS maintenance are outlined within the Engineering Assessment Report (April 2022). The CMP also outlines how potential environmental impacts relating to water will be managed (Section 10.5 of CMP). During any discharge of surface water from the

basement/excavations, the quality of the water will be improved through the provision of settlement tanks and will be regularly monitored visually for hydrocarbon sheen and suspended solids. Periodic laboratory testing of discharge water samples will be carried out in accordance with the requirements of Dun Laoghaire-Rathdown County Council before discharge to the surrounding drainage network. Appropriate discharge licenses will be acquired from Dun Laoghaire-Rathdown County Council in respect of discharges from dewatering operations.

A Flood Risk Assessment (FRA) Report was prepared by JBA Consulting (March, 2022) for the Proposed Development to assess the potential impacts of the development on the site and surrounding areas. The assessment concluded that the design of the Proposed Development can appropriately manage flood risk without increasing risk to neighbouring properties and roadways. A substantial green space area is being maintained through the centre of the site in order to function as flood storage and retain any overland flows in high flood events which avoid inundating the culverts linking to the priory river downstream. The two attenuation tanks are designed to store a volume of a 1 in 100 year storm event plus an allowance for climate change. Water level impacts were assessed pre-and post-construction. The results show no measurable increase in water levels following construction of the Proposed Development. The FRA has subsequently demonstrated that the development can appropriately manage flood risk without increasing risk to neighbouring properties and roadways. Therefore, it is not anticipated that there will be adverse impacts on any watercourses in the vicinity of the Proposed Development.

The SuDS measures that have been prescribed for the Proposed Development will ensure that the impact on the receiving hydrological environment associated with the Operational Phase of the Proposed Development will be positive and moderate in the long term.

### **3.8.3.5 Hydrogeology**

The Geological Survey of Ireland GSI (2022) classifies the bedrock beneath the site and the surrounding area as dominated by rocks from the Caledonian system. The site is located over rock Type 2p microcline porphyritic (Rock Unit new code: INDNLGRP) which is described as Granite with microcline phenocrysts.

Presently, from the GSI (2022) National Bedrock Aquifer Map, the GSI classifies the bedrock aquifer beneath the subject site as a *Poor Aquifer (PI)*, i.e. *Bedrock which is Generally Unproductive except for Local Zones*. The Proposed Development lies within the Kilcullen Groundwater Body (GWB), classified as poorly productive bedrock.

Presently, the groundwater body in the region of the site (Kilcullen GWB) is classified under the WFD Status 2010-2015 (EPA, 2022) as '*Expected to achieve good status*'. The WFD Risk Score system indicates the GWB as '*Not at risk*'. Aquifer vulnerability is a term used to represent the intrinsic geological and hydrological characteristics that determine the ease with which groundwater may be contaminated generally by human activities. The GSI (2022) guidance presently classifies the bedrock aquifer vulnerability in the region of the subject site as '*Moderate*' which indicates a general overburden depth potential of >5m, indicating a natural protection of the aquifer by low permeability glacial clays.

As such the Proposed Development will reduce the potential for impact of any residual contamination to receiving waters.

### **3.8.3.6 Biodiversity**

The Appropriate Assessment Screening by Altemar (March, 2022) found that in the absence of mitigation measures there is potential for silt laden material to enter the watercourse via the surface water drainage system which discharges to the Priory Stream. There is also potential for pollution to enter the watercourses via potential flooding and impact on local biodiversity and European sites (South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA) immediately downstream from the works thus an NIS was required for these 2 no. sites. An NIS or Stage 2 Appropriate Assessment is not required for the effects of the project on all other listed Natura sites (Table 5). Following the implementation of the mitigation measures outlined in the NIS and CMP, the construction and presence of the Proposed Development will not be deemed to have a significant impact on the integrity of European sites.

An Ecological Impact Assessment Report (EclA) has been prepared for the Proposed Development by Altemar Environmental Consultants (March, 2022). Impacts within the site would be considerable due to the removal of the majority existing habitats. But, due to the fact that the site is poor in species diversity and no species of conservation importance were found these impacts would be limited and localised. Overall, the habitats recorded on the Site of the Proposed Development are of little to no biodiversity value due to their man-made and artificial nature. Due to the absence of suitable mammal, bat, fish, and amphibian habitat, it is highly unlikely these species groups will be impacted by the Proposed Development. It is further recommended that any vegetation clearance are carried out outside of the main breeding bird season; 1<sup>st</sup> March to 31<sup>st</sup> August, in compliance with the Wildlife Act 2000, to avoid impacting the few bird species which were recorded at the Site.

The Proposed Development will involve the removal of the majority of existing habitats on site and boundaries. It is important to note that there is potential for impact on eastern boundary with the N11, which is just outside the site outline. It is noted within the Arboricultural Impact Assessment carried out by The Tree File Ltd. (March 2022) that Dun Laoghaire Rathdown County Council Park Department representatives, expressed a preference regarding the retention of some of the trees adjoining the eastern boundary of the site. The Landscape Report prepared by Kevin Fitzpatrick, Registered Landscape Architect (March 2022), highlights that these trees are scheduled for retention and protection during the Construction Phase. Ground investigations on the site side of the wall have shown only a limited number of smaller tree roots. This would lead to the conclusion that the strip foundations to the boundary wall has created a barrier to root spread from these trees into the site. Any impact on the Root Protection Area and consequently the long term health of these trees by the building works will be significantly reduced due to the limited amount of root spread into this area. This existing boundary with the N11 will be further enhanced with a biodiversity rich native tree and ground cover planting scheme.

The Arboricultural Report (Kevin Fitzpatrick, Registered Landscape Architect, March 2022) concludes that the removal of 19 no. trees and a substantial area of shrubbery existing within the site area will be required. The current design proposals suggest that tree retention will not be without issue, and problems of encroachment will inevitably require ongoing pruning over time. The nature and proximity of trees to proposed buildings is likely to result in issues of light blockage post development and may require specific attention and management including structural pruning. As continued growth will recreate the same issues, then tree sustainability would suggest the consideration of smaller growing species for the planting regime (Arboricultural Report, 2022).

Once developed, the site will be seen as a stable ecological environment. It is expected that there will be no significant ecological impact arising from the day to day operation of the Proposed development. Therefore, it is considered there will be no significant, negative impacts to any valued habitats or individual or group of species as a result of the Proposed Development.

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

An Archaeological Assessment has been carried out for a Proposed Development by Irish Archaeology Consultancy Limited (IAC, March 2022) in order to assess the potential for archaeological remains to be present that may be affected by construction works. There are two archaeological sites within 250m of the Proposed Development area, both of which are recorded monuments. Nothing of archaeological significance was recorded during the testing phase and no finds of heritage interest were noted in the historical files. Therefore, it can be concluded that this project will have no impact on any monuments, archaeological sites, or structures. There are no buildings to be demolished which are on the register of protected structures.

### **3.8.3.8 Material Assets and Land**

The Proposed Development involves Construction Works which will be subject to a CMP and CDWMP. All construction and demolition waste will be disposed of using suitably authorised waste disposal or materials recovery facilities.

Water supply to the Site will be provided by means of a connection to the public water main. Electricity to the Site shall be provided via the national grid. It is not anticipated that the Proposed Development shall require such quantities of these material assets which are sufficient to result in significant impacts on the surrounding environment. In June 2018 Irish Water applied for and subsequently received planning permission in 2019 for upgrade works to the Ringsend WWTP facility. Irish Water recently completed work on an €80 million, 400,000 population equivalent upgrade to the Ringsend Wastewater Treatment Plant. These upgrades to the WWTP were scheduled to be completed in the first quarter of 2021 and were completed in Q4 2021. These works, together with the further works permitted in 2019 will increase the capacity of the facility from 1.6 million PE to 2.4 million PE. Therefore, it is considered that there is sufficient capacity to service the Proposed Development in this aspect.

The Operational Phase of the Proposed Development will be subject to an OWMP which has been prepared by AWN Consulting and enclosed separately. All waste will be collected by appropriately authorised waste collection contractors and will be disposed of using suitably authorised waste disposal or materials recovery facilities.

### **3.8.3.9 Landscape and Visual Amenity**

The site has been cleared of all previous buildings since 2019 and the construction of a 3 – 9 storey residential development will constitute a permanent change in landscape for the area. A Townscape and Visual Impact Assessment (TVIA) has been carried out by Model Works Ltd (2022) for the Proposed Development. The sensitivity of the receiving environment can be classified medium and measuring the magnitude of change against the sensitivity of the receiving environment, the townscape effects are predicted to be 'significant' and positive. The

receiving environment is an urban core adjacent to one of Dublin's main road arteries, the N11 and has been identified as a Key Development Site and Gateway Site in the Stillorgan LAP.

### **3.8.3.10 Population and Human Health**

Site investigation has indicated the presence of contaminated soils in the vicinity of the former car dealership and petrol filling station. The contractor has planned removal of any contaminated soil to an authorised disposal site by an authorised waste contractor. As such the Proposed Development will reduce the potential for impact of any residual contamination to receiving waters (Hydrological & Hydrogeological Qualitative Risk Assessment, March 2022).

The Construction and Operational Phase of the Proposed Development will provide for an increase of employment in the area which is believed to have a positive impact on human health. The Proposed Development includes commercial and amenity facilities including a restaurant/café space, creche and community sports hall. Employment will be created as a result of the associated maintenance and management of the residential and commercial elements.

The Traffic and Transport Assessment has determined that the Proposed Development will be located in an area served by a high-quality and high frequency public transport corridor which justifies the relatively low provision of car parking within the development. Only one junction will have a traffic increase greater than 5% and traffic modelling has demonstrated that this junction will operate satisfactorily post development up to 2039. The capacity of the public transport network has also been assessed and there is more than adequate spare capacity, both pre- and post-development, in the existing bus network on the N11 Quality Bus Corridor. The additional demand for bus service generated by the development site will result in manageable increases in passenger volumes on the N11 bus routes.

The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area. Therefore, on examination of the above, it is concluded that the Proposed Development is not likely to have any significant adverse impact on population and human health.

The Community Audit (JSA, March 2022) determined that the Stillorgan area is well served by community related facilities to support the future residents of the Proposed Development. The Proposed Development will provide for a new childcare facility, community sports hall, 5 no. café/restaurant uses and a number of public plazas. These new uses will increase the variety in the area and will add to the existing services and facilities already in the area.

### **3.8.3.11 Resource and Waste Management**

All Construction Waste will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of authorised waste collection/waste management facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. A CDWMP has been prepared for the Proposed Development which provides information necessary to ensure that the management of construction and demolition (C&D) waste at the site is undertaken in accordance with current legal and industry standards including the Waste Management Acts 1996 - 2011 and associated Regulations 1, Protection

of the Environment Act 2003 as amended with EPA Acts 1992 to 2013, Litter Pollution Act 1997 as amended, and the relevant Waste Management Plans.

The CDWMP aims to ensure maximum recycling, reuse, and recovery of waste with diversion from landfill, wherever possible. The CDWMP has estimated the category and quantity of hazardous and non-hazardous waste generated by the Proposed Development and includes recommendations for the bespoke management of various waste streams. The plan provides further guidance in relation to the collection and transport of waste to prevent issues associated with litter or environmental pollution (contamination of land or water resources).

During the Operational Phase, all waste will be collected by appropriately authorised waste collection contractors and will be managed using suitably authorised waste disposal or materials recovery facilities. An OWMP has been prepared for the Proposed Development and has been submitted with the planning application. The OWMP has been prepared to ensure that the management of waste during the Operational Phase of the Proposed Development is undertaken in accordance with the current legal and industry standards as outlined within the report. In particular, the OWMP aims to provide a robust strategy for storing, handling, collection and transport of the wastes generated at site.

The aim of the OWMP is to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. Furthermore, the OWMP provides guidance on the appropriate collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (contamination of land or water resources). The plan has estimated the type and quantity of waste to be generated from the Proposed Development during the Operational Phase and provides a strategy for managing the different waste streams arising from the residential units and commercial units.

### **3.8.3.12 Interactions**

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

### **3.8.3.13 Probability of the Impact**

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

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

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

Any potential impacts associated with the Construction Phase of the Proposed Development will be temporary and characteristic of a typical urban development project. No adverse

medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.

The Proposed Development will cause permanent visual changes to the landscape, but this change will be of benefit to the surrounding area as the development will utilise a presently underutilised site. This renewal has potential to benefit to the visual and landscape environment. It is also evident that the Proposed Development will contribute positively towards addressing the national critical shortage in housing supply.

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

## 4 SUMMARY OF ASSESSMENT FINDINGS

*Table 6 Summary of Assessment Findings*

Characteristics of Proposed Project	
<b>Size of the Subject Site</b>	<p>The Proposed Development is located on a c. 1.41 hectare site at Former Blakes and Esmonde Motors Site, Lower Kilmacud Road, Stillorgan Road (N11) and the Hill, Stillorgan, County Dublin.</p> <p>The surrounding environment can be described as predominantly a mix of both retail/commercial setting with residential properties to the south.</p> <p>The Proposed Development is a mixed-use scheme of “Built to Rent” BTR apartments, commercial, childcare, community sports hall and residents’ facilities laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 377 no. apartment units (21 no. studios, 189 no. 1 beds, 159 no. 2 beds, &amp; 8 no. 3 beds).</p> <p>The Proposed Development includes car parking spaces (119 no.) and 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and vehicular access to the site will be from ‘The Hill’.</p> <p>The Proposed Development will also include hard and soft landscaping, stair/lifts, green roofs, waste areas, bin storages, lighting, and all other associated site works above and below ground.</p>
<b>Cumulation with other Projects</b>	<p>Due to the full implementation of management controls to avoid adverse environmental impacts from the Proposed Development, cumulative impacts are not predicted to result in significant adverse effects on the environment.</p>
<b>Use of Natural Resources</b>	<p>It is not foreseen that any extensive use of natural resources is required for the Proposed Development.</p>



<p><b>Production of Waste</b></p>	<p>There will be an increase in waste in the form of construction waste during the Construction Phase of the Proposed Development. However, this waste will be collected by appropriately authorised waste collection contractors and will be managed using suitably authorised waste disposal or materials recovery facilities. Due to the use of authorised waste collection/waste management facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment. A CDWMP has been prepared for the Proposed Development and has been submitted with the planning application.</p> <p>There will be an increase in the form of municipal waste during the Operational Phase of the Proposed Development. All waste will be segregated into separate waste types and collected by appropriately authorised waste collection contractors and will be managed using suitably authorised waste disposal or materials recovery facilities. An OWMP has been prepared for the Proposed Development and has been submitted with the planning application.</p>
<p><b>Pollution and Nuisances</b></p>	<p>The Construction Phase could give rise to temporary nuisances (noise or dust). However, it is not predicted that these impacts will be significant, as they will be intermittent and temporary, and adequate noise and dust control measures will be put in place for the duration of the Proposed Development.</p> <p>The CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that the Proposed Development will not result in significant effects on human health or the environment resulting from potential pollution or nuisance.</p>
<p><b>Risk of Major Accidents and/or Disasters</b></p>	<p>During operations, it is anticipated that the risk of accidents and/or disasters will be insignificant due to adherence to emergency type specific corrective action measures for potential spillages or fire.</p>
<p><b>Risk to Human Health</b></p>	<p>During the Construction and Operational Phase, due to best management practices and good housekeeping, it is not foreseen that there will be any negative impacts to human health.</p>
<p><b>Location of the Project</b></p>	

<b>Existing and Approved Land Use</b>	<p>The project would result in changes to the existing land use as the Proposed Development is for the construction of a new mixed-use development on the Site.</p> <p>In accordance with the policies and objectives of the County Development Plan and Stillorgan Local Area Plan, the proposed mixed-use development is compatible with the zoning objective to regenerate vacant brownfield sites.</p>
<b>Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources</b>	<p>The impacts are considered to be negligible for this project in relation to the regenerative capacity of natural resources in the area.</p>
<b>Absorption Capacity of the Natural Environment</b>	<p>Having regard to the criteria which have been subject to analysis, it is considered that the Site has a high absorption capacity to facilitate the scale and nature of the Proposed Development and there is no likelihood of significant environmental effects.</p>
<b>Characteristics of Potential Impacts</b>	
<b>Extent of the Impact</b>	<p>It is not predicted that significant physical effects will be experienced beyond the proposed Development works area and the geographical extent of the Construction Phase is perceived to be small. The immediate area of the Proposed Development may experience a minor impact during the Construction Phase in terms of pollution and nuisance, however the works are not of such a scale or extent that would be considered likely to cause significant effect on the environment or on the population in the vicinity.</p> <p>The Operational Phase of the Proposed Development will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the greater Dublin area.</p>
<b>Transboundary nature of the Impact</b>	<p>There are no transboundary physical impacts envisaged for this project.</p>
<b>Magnitude and Complexity of the Impact</b>	<p>During construction, temporary and intermittent impacts are predicted due to potential noise and dust, however these impacts will be localised and last only for the duration of this phase. The control measures identified in the CMP will ensure that there will be no nuisance or impacts from the Construction Phase of Proposed Development beyond the Site boundary. Any potential nuisances will be controlled through careful pre-project planning and effective site management.</p>

	<p>There are no aspects to the Proposed Development which are considered to be of unusual magnitude or complexity, and any potential impacts are considered to be consistent with projects of this scale.</p> <p>During operation, a positive impact may be perceived, as this development will facilitate the provision of residential accommodation in proximity to high frequency public transport, employment locations and services and facilities which can meet the housing needs of a greater number of persons and will address the current housing shortage in the Dublin region. The surrounding public transport network has proven to have the required capacity to facilitate the Proposed Development.</p>
<p><b>Probability of the Impact</b></p>	<p>No significant environmental impacts are predicted for the Proposed Development. The CMP will ensure that all applicable environmental health and safety regulation is complied with throughout the Construction Phase thereby ensuring that this phase will not result in significant effects on human health or the environment.</p> <p>Increased noise levels may intermittently occur during the duration of the construction works. Any increase in noise levels is not considered as being significant in nature or sufficient to cause environmental impacts of any significance. Guidelines and defined operational measures as detailed in the CMP will be adhered to during all stages of the works in order to further reduce the possibility of such nuisances occurring.</p>
<p><b>Duration, Frequency and Reversibility of the Impact</b></p>	<p>Any potential impacts associated with the Construction Phase of the Proposed development will be temporary and characteristic of a typical urban development project.</p> <p>According to the Ecological Impact Assessment, the habitats present on the Site are of little to no biodiversity value due to their man-made and artificial nature. Due to the absence of suitable mammal, bat, fish, and amphibian habitat, it is highly unlikely these species groups will be impacted by the Proposed Development.</p> <p>No adverse medium or long-term impacts are expected to arise and therefore no significant environmental effects are anticipated.</p> <p>The Proposed Development will cause permanent visual changes to the landscape, but this change will be of benefit to the surrounding area as the development will utilise a presently vacant brownfield site. This renewal has potential to benefit to the visual and landscape environment. It is also evident that the Proposed Development will</p>

	<p>contribute positively towards addressing the national critical shortage in housing supply.</p> <p>Impacts such as noise, dust and/or water pollution during the Construction Phase will be temporary and reversible through the correct implementation of the appropriate control measures.</p>
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## 5 EU LEGISLATION CONSIDERATION IN ACCORDANCE WITH ARTICLE 299B (1)(b)(ii)(II)(C)

EU Legislation	Nature of the assessment completed	Conclusion of the assessment	How taken into account
Directive 92/43/EEC, The Habitats Directive	<ul style="list-style-type: none"> <li>Ecological Impact Statement</li> <li>Appropriate Assessment Screening Report</li> <li>NIS</li> </ul>	No significant impact	Refer Section 3.6.3, Section 3.7.3.6, and Section 3.7.3.7 of this report.
Directive 2000/60/EC, EU Water Framework Directive	<ul style="list-style-type: none"> <li>Engineering Assessment Report</li> <li>Construction Management Plan</li> <li>Ecological Impact Assessment Report</li> <li>Construction Demolition Waste Management Plan</li> <li>Flood Risk Assessment Report</li> <li>Hydrological &amp; Hydrogeological Qualitative Risk Assessment</li> </ul>	No significant impact once proposed control measures are adopted.	Refer to Section 3.8.3.3, Section 3.8.3.4, and Section 3.8.3.5 of this report
Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive)	<ul style="list-style-type: none"> <li>Environmental Impact Assessment Screening Report</li> </ul>	No significant impact	Refer to Section 3.6.2.1 of this report
Directive 2002/49/EC on the assessment and management of environmental noise	<ul style="list-style-type: none"> <li>Noise and Vibration Impact Assessment</li> <li>Construction Management Plan</li> <li>Dublin Agglomeration Environmental Noise Action Plan December 2018 – July 2023 Volume 2   Dún Laoghaire-Rathdown County Council</li> </ul>	No significant impact	Refer to Section 3.6.5 and Section 3.8.3.2 of this report
Directive 2008/50/EC on ambient air quality and cleaner air for Europe	<ul style="list-style-type: none"> <li>Construction Management Plan</li> <li>Construction &amp; Demolition Waste Management Plan</li> <li>Traffic and Transport Assessment</li> <li>The Draft Dublin Region Air Quality Plan 2021 – Air Quality Plan to improve Nitrogen Dioxide levels in Dublin Region</li> <li>Air Quality and Climate Impact Assessment</li> </ul>	No significant impact	Refer to Section 3.6.5 and Section 3.8.3.1.1 of this report.
Directive 2007/60/EC on the assessment and management of flood risks	<ul style="list-style-type: none"> <li>Flood Risk Assessment</li> </ul>	No significant impact	Refer to Section 3.8.3.4 of this report

Other relevant provision of EU law	Nature of the assessment completed	Results of the assessment	How taken into account
Bern and Bonn Convention & Ramsar Convention.	<ul style="list-style-type: none"> <li>Ecological Impact Assessment Report</li> <li>Appropriate Assessment Screening Report</li> <li>Natura Impact Statement</li> </ul>	No significant impact	Refer Section 3.6.3, Section 3.7.3.6, and Section 3.7.3.7 of this report.
Directive 2006/21/EC on the management of waste from extractive industries	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Directive (EU) 2018/850 on the landfill of waste	<ul style="list-style-type: none"> <li>Operational Waste Management Plan</li> <li>Construction Demolition Waste Management</li> <li>Construction Management Plan</li> </ul>	No significant impact	Refer to Section 3.6.4 and Section 3.8.3.11 of this report
Directive 2008/98/EC on waste and repealing certain Directives	<ul style="list-style-type: none"> <li>Operational Waste Management Plan</li> <li>Construction Demolition Waste Management</li> <li>Construction Management Plan</li> </ul>	No significant impact	Refer to Section 3.6.4 and Section 3.8.3.11 of this report
Directive 2010/75/EU on industrial emissions	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Regulation (EC) No 166/2006 concerning the establishment of a European Pollutant Release and Transfer Register	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development.</li> </ul>	N/A	N/A
Directive 2000/14/EC on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors	<ul style="list-style-type: none"> <li>Construction Management Plan</li> </ul>	No significant impact	Refer to Section 3.8.3.2 of this report
Directive 2012/27/EU on energy efficiency	<ul style="list-style-type: none"> <li>Residential Energy Statement</li> <li>Commercial Sustainability and Energy Statement</li> </ul>	Positive impact	Refer to Section 3.8.3.1.2 of this report
Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the EU	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development</li> </ul>	N/A	N/A

Regulation (EU) 2018/842 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013	<ul style="list-style-type: none"> <li>Residential Energy Statement</li> <li>Commercial Sustainability and Energy Statement</li> </ul>	Positive impact	Refer to Section 3.8.3.1.2 of this report
Regulation (EU) 2018/841 on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry in the 2030 climate and energy framework, and amending Regulation (EU) No 525/2013 and Decision No 529/2013/EU (Text with EEA relevance) Text with EEA relevance	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development</li> </ul>	N/A	N/A
Directive (EU) 2018/2001 on the promotion of the use of energy from renewable sources	<ul style="list-style-type: none"> <li>Residential Energy Statement</li> <li>Commercial Sustainability and Energy Statement</li> </ul>	Positive impact	Refer to Section 3.8.3.1.2
Regulation (EU) No 517/2014 on fluorinated greenhouse gases	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development</li> </ul>	N/A	N/A
Directive 2012/18/EU on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC	<ul style="list-style-type: none"> <li>Not relevant to the Proposed Development</li> </ul>	N/A	N/A

## 6 CONCLUSION

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

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

Having regard to,

- the nature and scale of the Proposed Development on an urban site served by public infrastructure,
- the absence of any significant environmental sensitivities in the area, and

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

Table 7 provides a summary of legislative requirements for EIA in the context of the Proposed Development, as determined by this EIA Screening:

*Table 7 Summary of Legislative Requirements for EIA*

Class of Activity	Description of Activity Class	Summary Comments	EIA Required?
Schedule 5 Part 2 (10)(b)(i)	Construction of more than 500 dwelling units.	Proposed Development does not exceed the 500-dwelling unit threshold. The total number of units to be constructed amounts to 377 apartments/dwelling units.	No
Schedule 5 Part 2 10 (b) (ii)	Construction of a car-park providing more than 400 spaces, other than a car- park provided as part of, and incidental to the primary purpose of, a development.	The Proposed Development does not exceed the 400-car parking space threshold. The total number to be included amounts to 119 no. car parking spaces proposed in the basements and 1 set down space at surface level which are incidental to the primary purpose of the Proposed Development.	No



<p>Schedule 5 Part 2 (10)(b)(iv)</p>	<p><i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i></p>	<p>Proposed Development doesnot exceed the 10-hectare threshold. The total site areas c.1.34 ha.</p>	<p><b>No</b></p>
<p>Schedule 5 Part 2 (15)</p>	<p><i>Any project listed in this Part whichdoes not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.</i></p>	<p>The Proposed Development has been reviewed having regard to the criteria set out in Schedule 7. The findings of this review are detailed in this report's conclusions.</p>	<p><b>No</b></p>

## 7 REFERENCES

British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 1: Noise.

British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 2: Vibration.

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

Geological Survey Ireland (2022). Geological Survey Ireland Spatial Resources online mapping [online] Available at: <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>

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Stillorgan Village Urban Framework Plan - Phase 2