Proposed Local Authority Own Housing Development at Mayeston, Poppintree, Dublin 11

EIA Screening Report in accordance with, inter alia, the requirements of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001 (as amended)

BSM Est. 1968

Brady Shipman Martin

Built. Environment.

Environmental Assessment **Built Environment**

Client: Fingal County Council

Date: 17 November 2023

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Contents

1 Introduction

Fingal County Council (FCC) proposes to develop new housing at Mayeston, Poppintree, Finglas, Dublin 11. It is proposed to carry out the said Local Authority Own Housing Development pursuant to s.179A of the Planning and Development Act 2000, as amended ("*the 2000 Act*"), and, *inter alia*, Art.81A of the Planning and Development Regulations 2001, as amended by the Planning and Development (Section 179A) Regulations 2023 (SI No.101/2023) ("*the 2001 Regulations*") – the foregoing provides the statutory criteria and processes which apply to such housing developments.

1.1 Statement of Purpose

Brady Shipman Martin (BSM) was appointed to prepare an Environmental Impact Assessment (EIA) Screening Report in relation to the proposed Local Authority Own Housing Development in accordance with the requirements of the 2000 Act and the 2001 Regulations (as outlined hereinafter).

1.2 Qualifications

This EIA Screening Report has been prepared by Namrata Kaile, Ecologist and Environmental Consultant with Brady Shipman Martin. She holds a Bachelor's Degree (BSc) in Life Sciences from University of Delhi and a Master's Degree (MSc) with distinction in Environmental Sciences from Trinity College Dublin. She is an associate member of Chartered Institute of Ecology and Environmental Management (CIEEM) and has been working professionally in the field of environmental consultancy for the last four years. Namrata is experienced in drafting and reviewing EIA Screening Reports, AA Screening Reports as well as in coordination of EIARs.

A technical review of this document has been completed by Senior Ecologist and Associate, Matthew Hague BSc MSc Adv. Dip. Plan. & Env. Law CEnv MCIEEM. Matthew is a highly experienced and qualified ecologist, with a master's degree in Ecosystem Conservation and Landscape Management. He has over 20 years of experience in ecological and environmental consultancy, across a wide range of sectors. Matthew is a Chartered Environmentalist (CEnv) and a full member of the Chartered Institute of Ecology and Environmental Management (MCIEEM). Matthew has also completed an Advanced Diploma in Planning and Environmental Law, at King's Inns and is a member of the Irish Environmental Law Association (IELA).

2 Background & Methodology

2.1 Legislation

The key legislative provisions of relevance to the EIA screening exercise are as follows:

- Directive 2014/52/EU amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (hereinafter the 'EIA Directive');
- Planning and Development Act 2000-2023 (hereinafter the 'PDA 2000'); and
- Planning and Development Regulations 2001-2023 (hereinafter the 'PDR 2001').

2.2 Guidelines

In the preparation of this document, regard has been had to the following guidance documents:

- Department of Housing, Planning and Local Government (DoHPLG) (2018). *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.*
- Environmental Protection Agency (EPA) (2022). *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports.*
- European Commission (2017). *Environmental Impact Assessment of Projects – Guidance on Screening.*
- Office of the Planning Regulator (OPR) (2021). *OPR Practice Note PN02: Environmental Impact Assessment Screening.*

2.3 Legislative Context

The EIA Directive entered into force in 1985 (Directive 85/337/EEC). It was amended three times (in 1997, 2003 and 2009) and subsequently codified by Directive 2011/92/EU and amended by Directive 2014/52/EU. The EIA Directive is transposed into Irish legislation through the Planning and Development Act 2000-2023 and the Planning and Development Regulations 2001-2023.

The Directive aims to ensure a high level of protection for the environment and human health, through the establishment of minimum requirements for environmental impact assessment (EIA) for the purposes of development consent for public and private developments that are likely to have significant effects on the environment.

Section 179A(1)(d) of the 2000 Act provides that the section (s.179A), applies to housing development that is not subject to a requirement, in accordance with the EIA Directive, for an assessment with regard to its effects on the environment. In addition, Art.81A(5) of the 2001 Regulations, provides:

> "(5) (a) Where a local authority proposes to undertake a housing development under Section 179A of the Act of a class standing specified in Part 2 of Schedule 5 and does not equal or exceed, as the case may be, the relevant quantity, area or other limit standing specified in that Part, it shall carry out in respect of the housing development a screening for environmental impact assessment.

(b) Prior to or when carrying out a screening under paragraph (a) the local authority may at its discretion request information from any person the authority considers necessary.

(c) Before making a determination on the screening for environmental impact assessment of a proposed housing development under section 179A of the Act, the local authority shall –

(i) consider the criteria for determining whether a housing development would or would not be likely to have significant effects on the environment, as set out in Schedule 7,

(ii) take into account a description of the nature and extent of the proposed housing development, its characteristics, its likely significant effects on the environment (including the information specified in Schedule 7A) including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account.

(d) A local authority shall include, or refer to, in its screening determination for environmental impact assessment made under this article the main reasons and considerations, with reference to the relevant criteria listed in Schedule 7, on which such determination is based.

(e) (i) Where the local authority screening determination for environmental impact assessment made under this article is that the proposed housing development would not be likely to have significant effects on the environment, the proposed housing development complies with the requirements of section 179A(1) of the Act,

(ii) Where the local authority screening determination for environmental impact assessment made under this article is that the proposed housing development may have significant effects on the environment, the local authority shall determine that an Environmental Impact Assessment is required and that the housing development does not comply with the requirements of section 179A(1) of the Act."

In respect of Art.81A(5)(a) of the 2001 Regulations, the proposed Housing Development comprises a sub-threshold class of development, noting the classes of development list in Schedule 5, Part 2 of the 2001 Regulations, including paragraph 10 of same.

Part 1 of Schedule 5 of the PDR 2001 lists the classes of development for which EIA is a mandatory requirement. Part 2 of Schedule 5 sets out specific thresholds for classes of development at or above

which EIA is also a mandatory requirement. 'Sub-threshold development' refers to developments of a class listed in Part 2 of Schedule 5, which do not meet or exceed the stated threshold, and these developments are subject to screening for the requirement for 'sub-threshold EIA'.

Schedule 7 of the PDR 2001 sets out the criteria that must be considered in determining whether a sub-threshold project should be subject to EIA. Schedule 7A lists the information that the applicant must submit to the competent authority for the purposes of an EIA screening determination, *i.e.* the information that must be contained in the EIA Screening Report. This is a step-by-step process known as 'screening for EIA' (refer to **Figure 2.1**).

The objective of screening for EIA is to ascertain whether there is a real likelihood that a project's effects on the environment would be significant and, therefore, whether full EIA (and the preparation of an Environmental Impact Assessment Report (EIAR)) is required.

2.4 Approach to EIA Screening Process

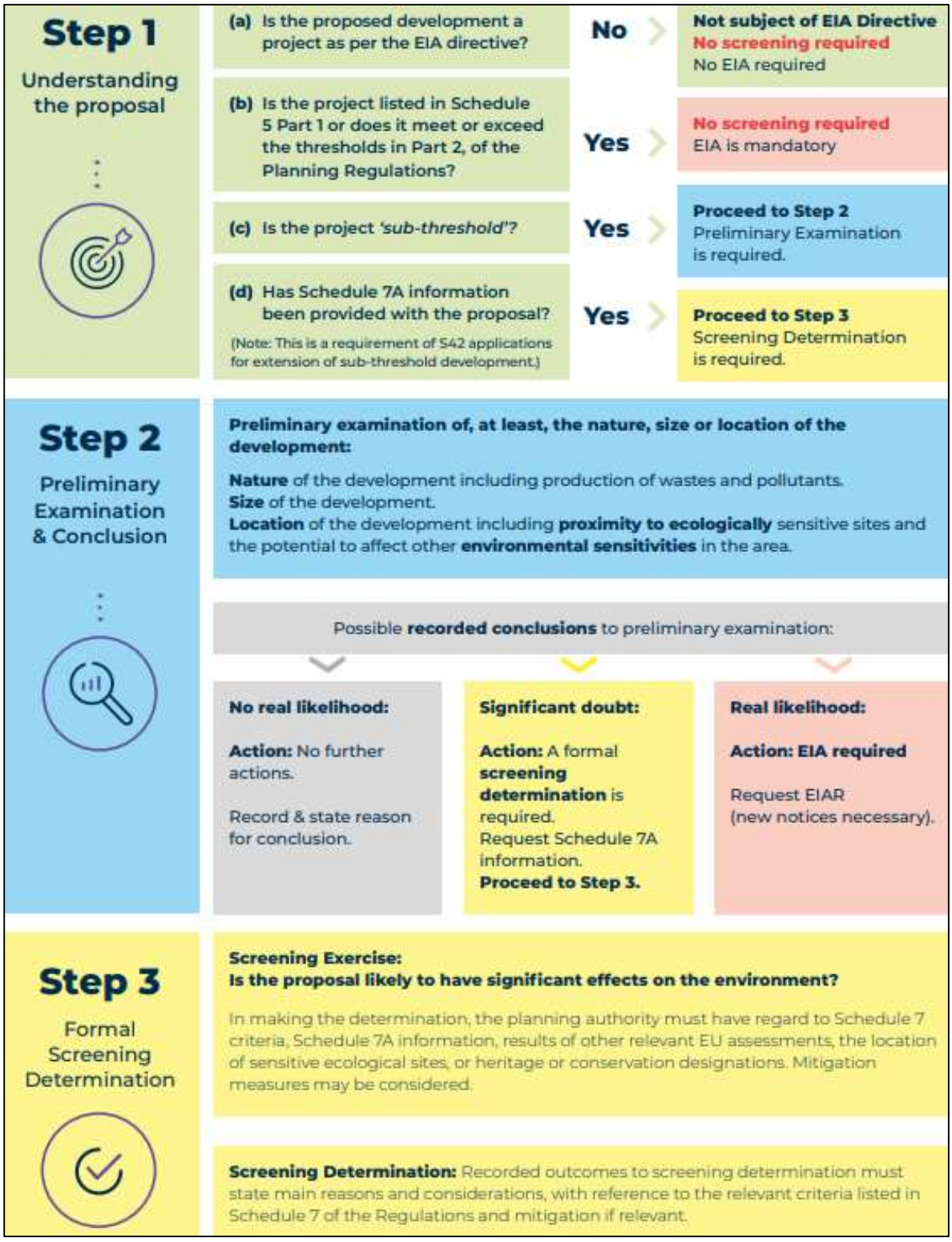
EIA Screening follows a three-step process (DoHPLG, 2018; OPR, 2021) – refer to **Figure 2.1**:

Step 1: Pre-screening / Understanding the proposal / proposed development;
Step 2: Preliminary examination and conclusion; and
Step 3: Screening determination (by competent authority).

In order to assist the competent authority (Fingal County Council) to carry out the screening for EIA, this report provides the following information:

- A description of the Project for concluding, with reference to Part 1 and Part 2 of Schedule 5 of PDR 2001, if the proposal is a 'project', and if it is:
  - of a type where the requirement for EIA is mandatory, or
  - of a type and scale that meets or exceeds a stated threshold at or above which the requirement for EIA is mandatory;
- Consideration for the requirement for the proposal / proposed development to be subject to sub-threshold EIA, including the provision of information required and as set out in Schedule 7A of PDR 2001.

Figure 2.1 Step-by-Step Approach to EIA Screening for Development Proposals (OPR, 2021)



3 Understanding the Proposal / Proposed Development

3.1 Description of the Proposed Development

The proposed development relates to a site of c.1.35ha located within existing residential development referred to as Mayeston, Poppintree, Dublin 11. The site is located north of St Margaret's Road and is bound by the M50 motorway to the north, Mayeston Green and Silloge Green to the east, Mayeston Downs to the south, and to the west by public open space. The proposed development will include for the provision of 119 no. apartment units consisting of 39 one-bedroom apartments, 68 no. two-bedroom apartments and 12 no. 3-bedroom apartments ranging from 3-6 no. storeys and will also include for car parking, cycle parking, pedestrian and cycle links, storage, services and plant areas. Landscaping will include for high quality private open space, communal amenity areas and public open space provision. The site layout is shown in **Figures 3.1**.

For further information refer to the Planning Report prepared by Brady Shipman Martin and submitted as part of the application.

Figure 3.1 Proposed development site layout (O'Briain Beary Architects, 2023)

3.2 Requirement for EIA or for Screening for 'Sub-threshold EIA'

Part 1 and Part 2 of Schedule 5 of the PDR 2001, sets out the type and scale of project and / or project thresholds at or above which an EIA is mandatory for the project.

Classes of development listed in Part 1 of Schedule 5 of the PDR 2001 relate to major industrial and infrastructural projects (*e.g.* power stations, refineries, metal works, major pipelines and powerlines, and mines). The proposed development does not conform to any of the classes of development and

therefore is not a 'project' as set out in Part 1 of Schedule 5 of PDR 2001. Therefore, there is no requirement for mandatory EIA under this provision.

However, the proposed development does relate to Class 10 of development listed in Part 2 of Schedule 5, although it does not meet or exceed any of the corresponding thresholds.

Paragraph 10(b)(i) of Part 2 of Schedule 5 lists the following class of development:

> *"Construction of more than 500 dwelling units."*

The proposed development entails the construction of a total of 119 residential apartments and a créche, and is therefore sub-threshold in respect of paragraph 10(b)(i).

Paragraph 10(b)(iv) of Part 2 of Schedule 5 lists the following class of development:

> *"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.)"*[1]

The proposed development qualifies as urban development in 'other parts of a built-up area', but the site area is approximately 1.35 hectares – which is significantly less than the specified 10 hectare threshold. Therefore, the proposed development is sub-threshold in respect of paragraph 10(b)(iv).

The proposed development does not require demolition as per Paragraphs 13(c) and 14 of Schedule 5. It will require site clearance including the removal of unfinished concrete slabs foundations constructed under FCC Reg. Ref.: F06A/1348 and never completed.

With reference to Part 2 of Schedule 5 of the PDR 2001, the proposal can be considered a 'project' within a class / type of development as set out in **Table 3.1.**

Table 3.1 Applicable Classes of Development for the purposes of Screening for the requirement for EIA

Provision (Part 2 of Schedule 5 of PDR 2001)	Proposed Development	Pre-screening Assessment
Schedule 5, Part 2, paragraph 10(b)(i): *"Construction of more than 500 dwelling units."*	119 dwelling units and a crèche	**Requirement for Mandatory EIA -** The proposed development does not meet or exceed the stated threshold. Therefore, EIA is not a mandatory requirement. **Requirement for Sub-threshold EIA -** The proposed development is of a class / type listed in this provision but being significantly below the stated threshold is considered to be 'sub-threshold'. The proposal should be screened for the requirement for 'sub-threshold EIA'
Schedule 5, Part 2, paragraph 10(b)(iv): *"Urban development which would involve an area greater than **2 hectares** in the case of a*	Site area of 1.35 ha located in "other parts	**Requirement for Mandatory EIA -** The proposed development does not meet or exceed the stated threshold. Therefore, EIA is not a mandatory requirement.

[1] Emphasis added

Provision (Part 2 of Schedule 5 of PDR 2001)	Proposed Development	Pre-screening Assessment
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.)"*	of a built-up area"	**Sub-threshold development-** The proposed development is of a class / type listed in this provision but is significantly below the stated threshold. The proposal should be screened for the requirement for 'sub-threshold EIA'

It can be concluded that the proposed development is significantly below the thresholds at which there is a mandatory requirement for an EIA. In this regard, the proposed development represents c.24% of the 500 unit threshold under class 10(b)(i) for residential development and c.13.5% of the 10 hectares threshold under class 10(b)(iv) for urban development.

While below the thresholds, the proposed development is of a type in respect of development classes 10(b)(i) and 10(b)(iv) as listed in Part 2 of Schedule 5 of the PDR 2001, and therefore, in accordance with Art.81A(5)(c) of the PDR 2001, is screened for the requirement for a 'sub-threshold EIA' having regard to the requirements of Schedules 7 and 7A of the PDR 2001.

4 Screening for requirement for Sub-threshold EIA

4.1 Screening for 'Sub-threshold EIA'

This stage considers whether the proposal / proposed development should, or should not be, subject to the requirement for 'sub-threshold EIA' and the preparation of an EIAR.

It provides the information required of the applicant, as set out in Schedule 7A of PDR 2001, to allow the Competent Authority to carry out a preliminary examination of, at least, the nature, size or location of the development, (including proximity to ecologically sensitive sites and the potential to affect other environmental sensitivities in the area) and to make a determination as to whether there is a real likelihood of significant effects on the environment, as specified in Schedule 7A of the PDR 2001, and with reference to the criteria in Schedule 7 of the PDR 2001.

Schedule 7A of the PDR 2001 requires the applicant to provide:

> *"1. A description of the proposed development, including in particular—*
>
> *(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and*
>
> *(b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.*
>
> *2. A description of the aspects of the environment likely to be significantly affected by the proposed development.*
>
> *3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—*

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

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

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

This information is provided in the following sections.

4.2 Description of the Proposed Development

An overview of the description of the proposed development is provided at **Section 3.1** of this report.

The application is also accompanied by the following specific reports, among others:

- Planning Report (Brady Shipman Martin, 2023);
- Social Infrastructure & Childcare Demand Report (Brady Shipman Martin, 2023);
- Architectural Design Statement (O'Briain Beary Architects, 2023);
- Universal Design Statement (O'Briain Beary Architects, 2023);
- Building Lifecycle Report (O'Briain Beary Architects, 2023);
- Inward Noise Impact Assessment (AWN Consulting, 2023);
- Air Quality Assessment (AWN Consulting, 2023);
- Resource and Waste Management Plan (AWN Consulting, 2023);
- Operational Waste Management Plan (AWN Consulting, 2023);
- Climate Action Energy Statement (Belton Consulting Engineers, 2023);
- Energy Analysis Report (Belton Consulting Engineers, 2023);
- Utilities and Public Lighting Report (Belton Consulting Engineers, 2023);
- Appropriate Assessment Report (Brady Shipman Martin, 2023);
- Infrastructure Design Report (Downes Associates, 2023);
- Site Specific Flood Risk Assessment (Downes Associates, 2023);
- Surface Water Management Plan (Downes Associates, 2023);
- Site Investigation Report (Site Investigations Ltd., 2022);
- Green Infrastructure Report (Redscape Landscape, 2023);
- Landscape Design Report (Redscape Landscape, 2023);
- Traffic Report (Roadplan Consulting, 2023);
- Public Transport Capacity Assessment (Roadplan Consulting, 2023);
- Parking Assessment & Management Strategy (Roadplan Consulting, 2023);
- Mobility Management Plan (Roadplan Consulting, 2023);
- Road Safety Audit (Roadplan Consulting, 2023);
- DMURS Design Statement (Roadplan Consulting, 2023);
- Daylight and Sunlight Assessment Report (3D Design Bureau, 2023);
- Archaeological Impact Assessment (Archer Heritage Planning Ltd, 2022).

4.2.1 Location of the Proposed Development

The proposed development site (c. 1.35Ha) is located at Mayeston, Poppintree, Finglas, Dublin 11, refer to **Figure 4.1** below. It is located between St. Margaret's Road to the south and the M50 motorway to the north. The residential development of Mayeston Green is to the immediate east of the site.

Mayeston Downs is to the immediate south and there is public open space to the west. The site is accessed via the existing road network off Mayeston Downs and Mayeston Green.

The site is not particularly sensitive to the environmental effects of development. There are no designated sites or surface water bodies on the site or in the immediate vicinity. However, the site is adjacent to existing residential developments and a public park. It is also located immediately south of the M50 motorway. Dublin Airport is c.1.4km to the north.

4.2.2 Planning Context

Under the Fingal Development Plan 2023-2029 the majority of site is zoned as *Residential – 'Provide for residential development and protect and improve residential amenity.'* There is a small section of the site to the north-west zoned as *Open Space – 'Preserve and provide for open space and recreational amenities'*, no works are proposed in this section. The area to the immediate west is zoned as 'Open Space', to the south is 'Residential' and to the immediate east is a mix of 'Residential' and 'Open Space'. The land further to the east is surrounded by Ballymun Soccer Complex and is zoned as 'Open Space'. The site is partly within Dublin Airport Noise Zone C. Refer to **Figure 4.2.**

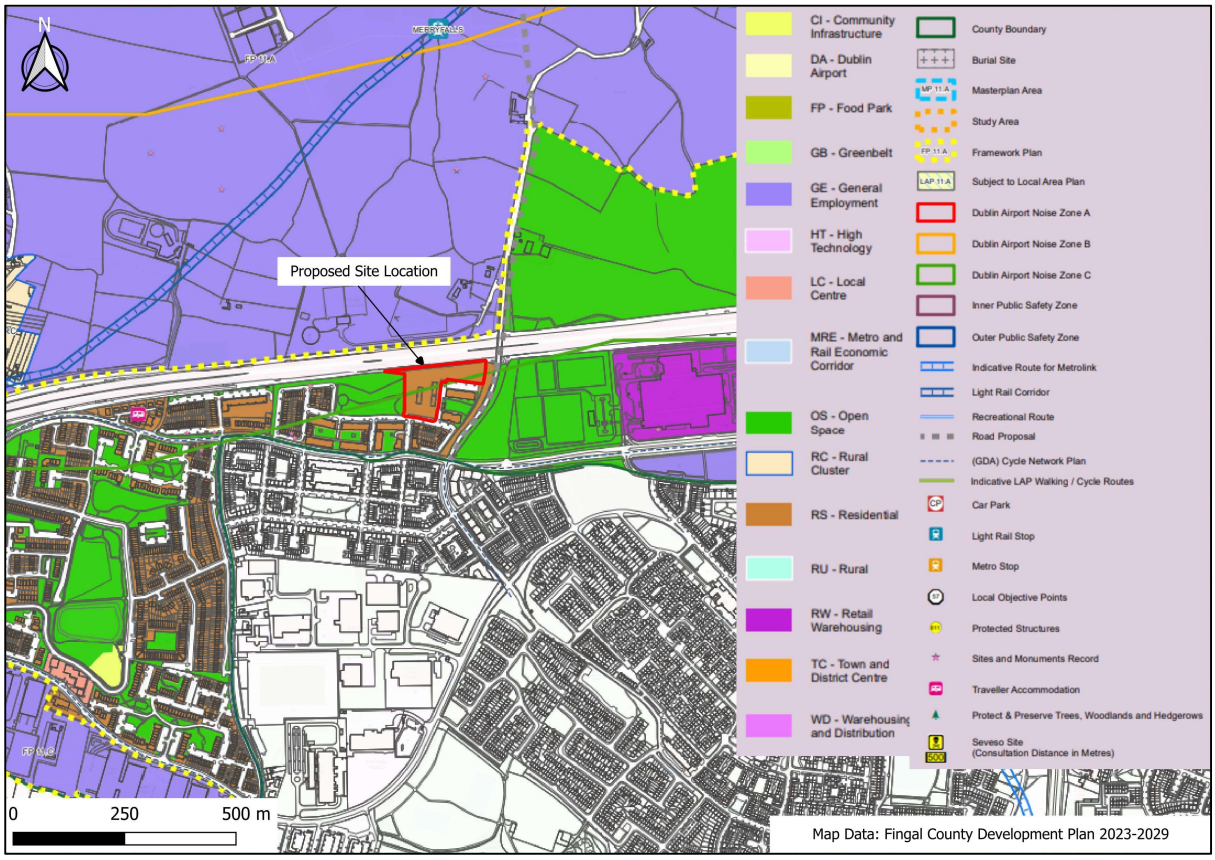
It is noted that the Fingal County Development Plan 2023-2029 contains policies and objectives relevant to Screening for EIA, including DMSO3, Local Authority Development, which states "[e]*nsure Local Authority development proposals are subject to environmental assessment, as appropriate, including… Screening for Environmental Impact Assessment…*".

The *Fingal Development Plan 2023 - 2029* states that *'Under Housing for All, A New Housing Plan for Ireland, the Government has ambitious plans to average over 10,000 social housing homes annually for the next five years and to continue to build social housing to 2030'.*

The Greater Dublin Area cycle network plan 2022 shows proposed cycle network (feeder route) for St. Margaret's in the vicinity of the proposed development. Refer to **Figure 4.2**.

Figure 4.1 The location of the proposed development site at Mayeston, Poppintree, Finglas, Dublin 11

Figure 4.2 Land use zoning at the proposed development site (*Fingal County Development Plan 2023-2029*)



4.2.3 Water Infrastructure

4.2.3.1 Water Supply

As noted in the Infrastructure Design Report, prepared by Downes Associates (2023) and submitted separately, a pre-connection enquiry was submitted to Uisce Éireann regarding the proposed development (connection enquiry reference CDS23001423). There are existing water services within and adjacent to the site which were constructed as part of the overall Mayeston Estate. Uisce Éireann has confirmed that the proposed development can be accommodated by the Irish Water network subject to an upgrade of an existing 100mm watermain adjacent to the site to 200mm over a distance of c. 25m on Mayeston Downs. The letter is included as Appendix A of the Infrastructure Design Report.

The new watermain network will comply with "*Irish Water - Code of Practice of Water Infrastructure: July 2020 IW-CDS-5020-03*". The average daily domestic demand (ADDD) is taken as 150 l/day and an average of occupancy of 2.7 persons per dwelling and 90/day for the crèche.

4.2.3.2 Surface Water Drainage

As noted in the Infrastructure Design Report (Downes Associates, 2023), there is an existing surface water drainage network serving the Mayeston estate consisting of an existing surface water sewer on Mayeston Downs and on Mayeston Green. This also includes attenuation storage within underground storage tanks located in the public open space area immediately to the west of the proposed development site. The existing attenuation tank system includes a storage allowance for runoff from 4,200m^2 of contributing (impermeable) area for the site under appraisal in this report as part of the previously proposed development. Although normal policy in Fingal County Council is to avoid such solutions, given the fact that the attenuation tanks are already in place and are appropriately sized it is considered appropriate to utilise the attenuation storage capacity provided by the already constructed tank. Runoff from the roof areas will therefore be directed to the existing attenuation system.

Surface water runoff from the remainder of the new development will be managed using appropriate Sustainable Urban Drainage Systems (SuDS) techniques as required in the Fingal Development Plan 2023-2029. As set out in the Infrastructure Design Report permeable paving, grass areas and reinforced grass will be used within the site, and an extensive green roof will be provided at the proposed building where feasible. Swales (dry conveyance swales) will also be provided within the central courtyard area as part of the landscaping proposals. These will provide conveyance for exceedance runoff from the permeable pavements. Other SuDS measures will be incorporated into the surface water drainage systems at the site.

4.2.3.3 Foul Water Drainage

As noted in the Infrastructure Design Report (Downes Associates, 2023), the foul water drainage network will be separate to the surface water drainage system and will comply with "Irish Water - Code of Practise of Wastewater Infrastructure: July 2020 IW-CDS- 5030-03". The foul water will discharge to the existing foul sewer on Mayeston Green.

According to the confirmation of feasibility letter included at Appendix A of Infrastructure Design Report a connection to the Uisce Éireann's foul network can be facilitated subject to site specific comments. As the existing Mayeston foul sewer network has not been taken in charge, Uisce Éireann shall require the following as part of any connection application:

- Identify and procure transfer to Uisce Éireann of the arterial infrastructure within the 3rd party infrastructure;
- Demonstrate that the arterial infrastructure is in compliance with requirements of Irish Water Code of Practice and Standard Details and in adequate condition and capacity to cater for additional loads from the development;
- Confirm the connection of the 3rd party infrastructure to the Uisce Éireann in 225mm crossing St Margaret's Road, with a survey before the connection application stage.

Municipal wastewater generated in this area is conveyed via the existing municipal drainage network to the Irish Water Wastewater Treatment Plan (WwTP) at Ringsend (EPA licence no. D0034-01).

The predicted total daily wastewater discharge volume for the residential development is 48,150 litres per day and the predicted design peak flow is 3.7 litres per second.

The predicted total daily wastewater discharge volume for the créche development is 6,300 litres per day and the predicted peak discharge rate is 0.48 litres per second.

4.2.4 Site Specific Flood Risk Assessment

A Site Specific Flood Risk Assessment (SSFRA) Report has been prepared by Downes Associates (2023) in accordance with the OPW 2009 publication "*The Planning System and Flood Risk Management – Guidelines for Planning Authorities"* and is presented within the Infrastructure Design Report, prepared by Downes Associates and submitted separately. As noted in the Flood Risk Assessment, the site is elevated relative to and outside of the predicted flood extents of any existing watercourses based on current available information. Based on the available information, the subject site is considered not at risk of fluvial or tidal flooding. The site can therefore be considered to be in Flood Zone C – where the probability of flooding from rivers and seas is low.

The proposed residential development is classified as a combination of less vulnerable and highly vulnerable development. Vulnerable developments located within areas classified as Zone A or Zone B flooding require a justification test. Therefore, a justification test is not required for the proposed development as, based on the evidence outlined above, the development is considered to be located in Zone C, i.e. an area subject to a low probability of flooding.

4.2.5 Traffic and Parking

The following reports have been prepared by Roadplan Consulting (2023) and submitted as part of the application, refer to these standalone reports for further details:

- Traffic Report;
- Public Transport Capacity Assessment;
- Parking Assessment & Management Strategy;
- Mobility Management Plan;
- Road Safet Audit; and
- DMURS Report.

4.2.5.1 Construction Phase

Before commencing construction, the contractor will provide a Construction Traffic Management Plan (CTMP) in consultation with Fingal County Council. This CTMP will include a strategy for managing

construction-related traffic and will establish specific routes for traffic during the construction phase. To minimize the impacts on the surrounding areas, all construction activities will be confined to designated zones. The Contractor will take responsibility for preventing conflicts between road users and the construction areas, and regular road and footpath cleaning will be conducted to ensure that road and footpath users are unaffected by any negative consequences.

4.2.5.2 Operational Phase

The proposed number of car and bicycle parking spaces for the development is consistent with the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022 (updated as of July 2023)* and *Fingal Development Plan 2023-2029.* As stated in the DMURS Report, the overall design approach successfully achieves an appropriate balance between the functional requirements of different network users, while also providing for an enhanced sense of place. The implementation of a self-regulating street network will actively manage movement by offering sustainable modal and route choices in a low speed, high quality residential environment. The Mobility Management Plan (Roadplan Consulting, 2023) shall encourage a modal shift towards sustainable mode of transport.

A Road Safety Audit has been undertaken by Roadplan Consulting (2023) in accordance with the TII GE-STY-01024 Road Safety Audit. The Audit Team report identified road safety problems and considered actions to improve the safety of the scheme and minimise the risk of collision occurrence. Refer to the standalone report submitted as part of the application.

The internal road layout is generally in accordance with the principals of the Design Manual for Urban Roads and Streets. The overall car parking layout is made of surface parking, broken up with landscaping. The set-down is reserved for the creche use only during the creches operating hours. The main car parking area is located to the north of the site (62 no. spaces) with a further 11 on-street parking spaces available on Mayeston Green and Mayeston Downs. In total there will be 73 car parking spaces available to serve the residents and creche occupants. Parking bays are 2.5m wide x 5m long. HGV access to the site will be via the existing Mayeston Green Road. The types of HGV's accessing the site would be emergency vehicles and a refuse vehicle. The internal layout can facilitate these HGV movements within the site and access to each block of the development will be facilitated.

4.2.6 Waste

A Resource and Waste Management Plan (RWMP) and Operational Waste Management Plan (OWMP) have been prepared by AWN Consulting Ltd (2023) and submitted separately as part of the planning application. Refer to these standalone documents for detailed information.

4.2.6.1 Construction Phase

During the construction phase, soil and stones will be excavated to facilitate construction. As per the RWMP, c. 5000m^3 of bulk excavation and removal will be required including topsoil, made ground, existing concrete slabs and foundations. There is currently no planned retention or re-use of the excavated materials and they will be removed to appropriate off site facilities for reuse, recovery, recycling and/or disposal. During the construction phase there may be surplus of building materials and the contractor will ensure that oversupply of materials is kept to a minimum and opportunities for reuse of suitable materials is maximised. Waste will also be generated from construction workers e.g. organic

/ food waste, dry mixed recyclables, mixed non-recyclables and potentially sewage sludge from temporary welfare facilities provided on site during the construction phase.

Site Investigations Ltd. undertook ground investigations and environmental soil testing in December 2021 at the site. In total, twelve (12 no.) samples were assessed using the HazWasteOnLine™ Tool. All samples were classified as being non-hazardous. In the event that Asbestos Containing Materials (ACMs) are found within the excavated material, the removal will only be carried out by a suitably permitted waste contractor, in accordance with the Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010. All asbestos will be taken to a suitably licensed or permitted facility. As stated in the RWMP, in the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the contractor will notify FCC and provide a Hazardous / Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal / treatment, in addition to information on the authorised waste collector.

4.2.6.2 Operational Phase

During the operational phase typical waste arising from a residential development and crèche will be generated. This shall include non-hazardous and hazardous waste such as dry mixed recyclables, organic waste, glass, general waste, garden waste, electrical waste etc. Wastes should be segregated into the above waste types to ensure compliance with waste legislation and guidance while maximising the re-use, recycling and recovery of waste with diversion from landfill wherever possible.

As per the OWMP, it is estimated that c. 22m^3/week of waste will be produced from the residential blocks and 2.7m^3/week from the creche. Five shared Waste Storage Areas (WSAs) have been allocated for use by residents of the development and will include separate bins for organic, mixed dry recyclable, glass and mixed non-recyclable waste. One WSA is located at ground floor level of each block (Block A, B, C, D & E). There is one additional WSA located at ground floor level in Block C for use by the Creche.

4.2.7 Energy

As noted in the Climate Action Energy Statement and Energy Analysis Report for the proposed development, prepared by Belton Consulting Engineers (2023) and submitted separately, the proposed development will meet the highest standards of sustainable design and construction in line with all applicable regulations, national building regulations for energy conservation and planning requirements.

Best practice fabric U-values and air tightness standards will be implemented to minimise heat flow/loss through the building envelope. The amount, type and location of glazing will be optimised to achieve an optimal balance between daylight quality and heat gains and losses. To ensure that buildings do not overheat, particularly in areas where there are higher levels of glazing and internal gains, adequate means of limiting summertime temperatures will be implemented. External shading in the form of window reveals and overhangs, and solar performance glazing will be incorporated into the façade design to assist in the reduction of overheating. Sunlight will be used where possible to reduce the need for heating on cold days. This resource will be harnessed by allowing sunlight to enter the buildings to areas with high thermal mass such as exposed concrete.

The design will seek to maximise the use of natural daylight through the development in order to reduce energy consumption from artificial lighting. This will be achieved through an integrated approach

utilising a combination of building form, light wells, glazing systems and day-light responsive control systems.

Space heating via decentralised air to water heat pumps or exhaust air heat pumps within each dwelling subject to detail design is currently being proposed for the dwellings. Domestic hot water is currently proposed by the local heat pump unit within the dwelling. Ventilation will comply with the requirements of Part F of the Building Regulations.

Energy-efficient lighting will be implemented throughout the development to achieve the appropriate light levels, as recommended by CIBSE. The design of lighting systems shall ensure that lighting is only used when required, and that only the specific area where lighting is needed.

The provision of Air to Water heat pumps, Exhaust Air Heat Pumps and PV panels technologies will be analysed in the detail design phase to ensure that the required renewable energy targets can be achieved within proposed development.

4.2.8 Daylight and Sunlight

As per the Daylight and Sunlight Assessment Report (3D Design Bureau, 2023), building massing has been carefully considered to allow sunlight penetration to the courtyard communal amenity space, and fenestration to apartments has been designed to allow adequate daylight and views. The impact assessment demonstrated a favourable outcome, both in terms of daylight and sunlight access within the proposed development and regarding the level of impact on existing surrounding properties. Refer to the Architectural Design Statement (O'Briain Beary Architects, 2023) and accompanying Daylight and Sunlight Assessment Report for further details.

4.2.9 Utilities

A Utilities and Public Lighting Report has been prepared for the proposed development, by Belton Consulting Engineers (2023) and submitted separately. The site is well-located with regard to ESB infrastructure, there are existing 10kV underground lines near the site. The gas infrastructure within the Mayeston site is managed by Gas Networks Ireland (GNI). There is a single low pressure distribution pipeline which passes through the site. There is no intention to provide natural gas to the Mayeston housing development. Work will be carried out by GNI to re-route the existing gas pipework running through the site. There are existing telecommunication infrastructure in the vicinity of the site and new ducting shall be provided for the proposed development.

The complete Electrical Vehicle infrastructure installations, including associated electrical equipment, etc. will be installed in accordance with the general wiring rules and safety requirements as outlined in the National Rules for Electrical Installations I.S. 10101:2020.

A class P4 public lighting installation in accordance with BS 5489-1:2020 (Design of Road Lighting – Lighting of roads and public amenity areas) and the Fingal County Council General Specification for Public Lighting Installations, April 2022 and has been calculated in accordance with IS EN 13201-3:2015 (Road Lighting – Calculation of performance) is proposed for the new Mayeston housing development. Refer to the accompanying Utilities and Public Lighting Report for further details.

4.2.10 Appropriate Assessment

An Appropriate Assessment (AA) Screening Report has been prepared by Brady Shipman Martin in respect of the proposed development (refer to document submitted under separate cover). It has concluded *that the proposed development, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.*

4.2.11 Archaeological Impact Assessment

An Archaeological Impact Assessment has been completed in respect of the proposed development by Archer Heritage Planning (refer to report submitted under separate cover). The assessment is based on a desk study and field survey (the report is dated 22 February 2022). The key findings of the assessment may be summarised as follows:

- The subject site is moderate in scale, c.1.3 Hectares in extent;
- There are no RMP sites within or adjacent to the site;
- There are no new archaeological features or increased archaeological potential noted from cartographic sources;
- There are no new archaeological features or increased archaeological potential noted from aerial photographic sources. The site was part of an earlier construction development that was not completed;
- The site was previously subject to test excavations under licence 05E0504 that found no archaeological features or material;
- The site visit revealed extensive prior disturbance including the construction of access roads and building foundations.

These factors indicate that there is a very low potential for the survival of buried archaeological remains at this site. The Archaeological Impact Assessment contains the following recommendations:

- Following the desktop study and site visit it is deemed that there is a negligible potential for the survival of archaeological remains at this site. Therefore development may proceed without any further archaeological works.

4.2.12 Inward Noise Impact Assessment

An Inward Noise Impact Assessment has been completed in respect of the proposed development by AWN Consulting, 2023 (refer to report submitted under separate cover). The key findings of the assessment may be summarised as follows:

The inward noise impact assessment follows the guidance set out in ProPG as required by the Noise Action Plan for Fingal County 2019 – 2023.

The site has been identified as having a range of noise levels associated with a *Medium to High Risk* of noise impacts based on the proximity to the M50 motorway. Consideration has been given to good acoustic design to deliver the optimum acoustic design for the proposed site without adversely affecting residential amenity or the quality of life or occupants or compromising other sustainable design objectives.

The acoustic screen in the design plans will be required to screen road traffic noise levels from the M50 from amenity space located between Blocks A, B, C & D. In addition to this mitigation measure, a minimum sound insulation specification on building elements have been provided for key facades to ensure that the internal noise levels will be within the recommended criteria with windows closed. An acoustic timber noise barrier along the northern site boundary (e.g., solid barrier with a surface density of > 20 kg/m2) will provide some additional noise attenuation to the car parking area and the ground floor of the north elevations.

In the assessment it has been assumed that ventilation systems will be designed to incorporate suitable noise attenuation to ensure that the any addition noise from mechanical services noise or noise break-in via ducted systems will not be significant. The appropriate systems and specifications for all façade elements i.e., glazing, ventilation, and façade systems, will be reviewed and selected at the detailed design stage to ensure that the internal noise criteria are achieved in sensitive spaces.

For most of the site the noise levels in external amenity areas will be within the threshold for desirably low noise levels as set out in the NAP. It is considered that the design of the proposed development site has been developed to achieve the lowest practical noise levels in external amenity spaces.

The Acoustic Design Statement presented in the Inward Noise Impact Assessment has assessed the impact of traffic noise levels on the proposed development and has been prepared in accordance with the requirements of ProPG as required by the FCC Noise Action Plan. The proposed development can be designed to function in compliance with the requirements of ProPG once appropriate consideration is given at the detailed design stage to the sound insulation mitigation measures and principles outlined.

4.2.13 Air Quality Assessment

An Air Quality Assessment has been completed in respect of the proposed development by AWN Consulting, 2023 (refer to report submitted under separate cover). The key findings of the assessment may be summarised as follows:

An assessment of the likely potential dust related impacts as a result of construction activities was undertaken and used to inform a series of mitigation measures. The likely potential impacts to air quality from construction traffic emissions associated with the construction phase of the proposed development were also assessed. During the operational phase, the likely potential air quality impacts associated with additional traffic generated by the proposed development were also assessed. The construction or the operational phase of the proposed development does not meet the UK Highways Agency Design Manual for Roads and Bridges (DMRB) guidance criteria for detailed air quality modelling.

The greatest potential impact on air quality during the construction phase of the proposed development is from construction dust emissions and the potential for nuisance dust. While construction dust tends to be deposited within 350 m of a construction site, the majority of the deposition occurs within the first 50 m. The extent of any dust generation depends on the nature of the dust (soils, peat, sands, gravels, silts etc.) and the nature of the construction activity. In addition, the potential for dust dispersion and deposition depends on local meteorological factors such as rainfall, wind speed and wind direction. The Air Quality Assessment has determined that there is an overall low to medium risk of dust soiling or human health impacts associated with the proposed development, nevertheless best practice dust mitigation measures will be implemented on site in order to ensure that

no dust nuisance occurs during the earthworks, construction and trackout activities. There is also the potential for traffic emissions to impact air quality in the short-term over the construction phase, particularly due to the increase in HGVs accessing the site.

The report notes that the current air quality environment experienced within the study area has been modelled (for 2022), the annual mean concentrations of NO_2 are below the relevant national air quality limit value objective at all modelled receptors. The highest concentration modelled is 31.6 µg/m^3 the receptor near the northern boundary of the proposed development with the M50. Annual mean PM_{10} and $PM_{2.5}$ concentrations are below the relevant national air quality limit value objective in 2022 for all modelled receptors. In summary there are no existing air quality concerns at Mayeston.

Provided the mitigation measures outlined in the Air Quality Assessment report (refer to Appendix 1 of that report (Dust Minimisation Plan)) are implemented throughout the construction phase of the development, dust impacts at nearby sensitive receptors will be negative, short-term and imperceptible. There are no significant impacts on air quality predicted from construction traffic emissions. There are no significant impacts expected as a result of the operational phase of the proposed development.

4.2.14 Construction Phase

A Construction and Environmental Management Plan has been prepared by Brady Shipman Martin and submitted separately. A detailed CEMP will be prepared by the Main Contractor.

The CEMP is a live document, and the Contractor will ensure that it remains up to date for the duration of the construction period. The CEMP may need to be altered during the lifecycle of the construction period to take account of monitoring results, legislative changes, outcomes of third party consultations etc.

4.2.15 Environmental Protection Measures

While no likely significant effects on the environment have been identified the following best practice mitigation measures will be adopted.

Biodiversity

- The site of the proposed development is not of significant value for roosting bats (protected under Article 12 of the Habitats Directive) and no bat roosts will be removed as part of the proposed development. It will not be necessary to apply for a derogation licence under Regulation 54 or 55 of the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended). Nevertheless, the detailed lighting design for the proposed development will be developed with reference to the following guidance documents:
  - Bat Conservation Ireland (2010). Bats & Lighting: Guidance Notes for Planners, Engineers, Architects and Developers;
  - Institution of Lighting Professionals & Bat Conservation Trust (2018). *Bats and Artificial Lighting in the UK (Guidance Note 08/18)*; and
  - Institution of Lighting Professionals & Bat Conservation Trust (2023). *Bats and Artificial Lighting at Night (Guidance Note 08/23)*.

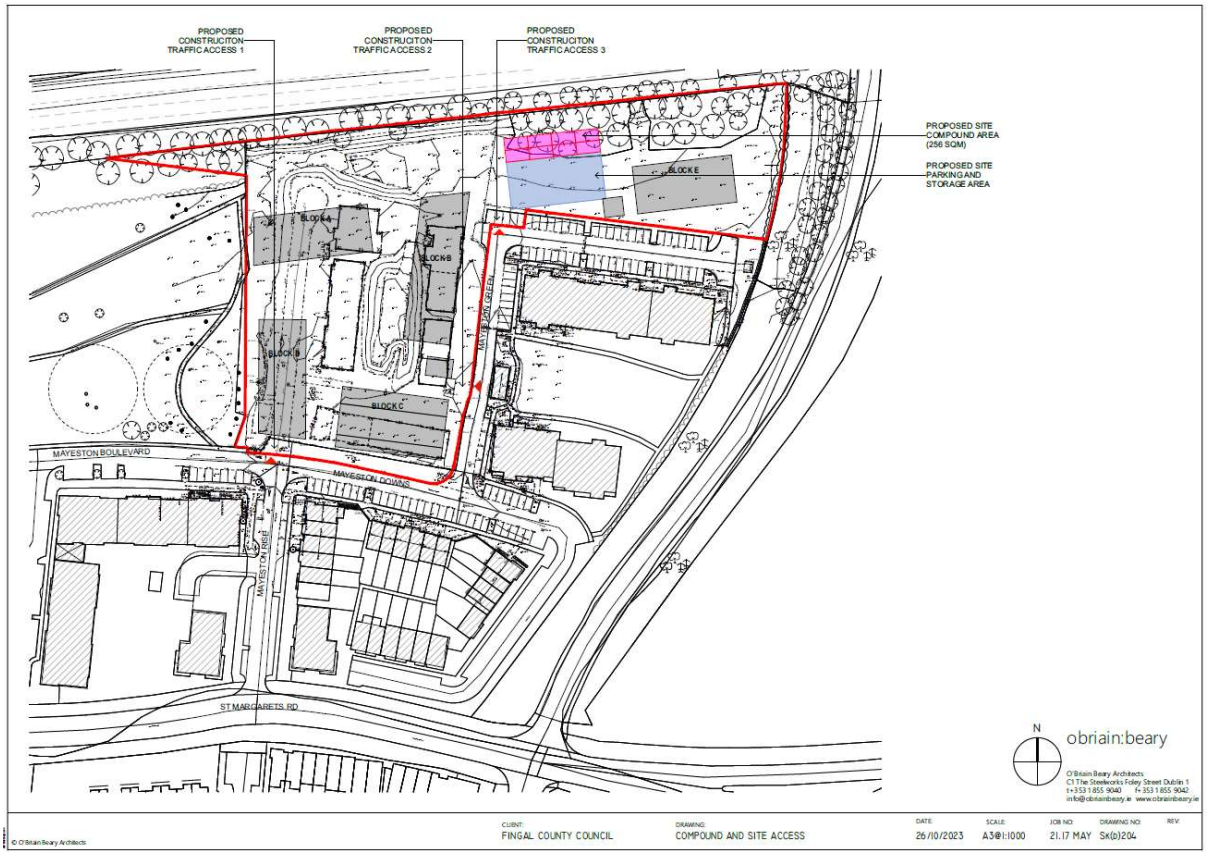
- An invasive alien plant species survey was carried out at the site of the proposed development and immediate environs, by Brady Shipman Martin, in June 2023. An Invasive Alien Plant Species Survey Report was prepared and is submitted separately.
  - During the course of the June 2023 surveys no species listed on the Third Schedule of the Habitats Regulations were confirmed anywhere on the site during the site surveys. This reflects the findings of the original habitat surveys undertaken by BSM in 2022
  - Three invasive plant species not listed on the Third Schedule of the Habitats Regulations were recorded (winter heliotrope (*Petasites fragrans*), buddleia (*Buddleia davidii*) and Japanese rose (*Rosa rugosa*)). Buddleia is abundant in the western section, winter heliotrope is primarily located in the south western corner along the boundary but with small pockets throughout the western section, for example on the western side of the earth mound in the centre of the site. The Japanese rose is restricted to the grassland in the north eastern sector.
  - There is therefore no legal obligation to deal with these species in a formal manner under the regulations. The contractor will be required to prepare and implement a management plan and biosecurity plan to ensure that the buddleia, winter heliotrope and Japanese rose plants do not spread beyond the site boundary. This can form part of the project CEMP.
  - On any construction site there is a risk of transfer of invasive plant material during the construction phase that could potentially lead to these species becoming established in the area. Good site management is essential to prevent this, and the planting plans and landscaping proposals should ensure that no invasive species are introduced, either deliberately or inadvertently, to the site.
  - No further survey or assessment in relation to Third Schedule invasive plant species is required, although a watching brief must be maintained throughout the construction period to ensure that this remains the case, and a biosecurity plan/management plan will be required in order to prevent the spread of the non-Third Schedule invasive plants.
- Unless otherwise agreed, the removal of vegetation at the site will be undertaken outside the bird nesting season (avoiding the period 1 March to 31 August). In the event that scrub clearance is necessary between March and August, bird nesting surveys will be undertaken by a suitably qualified ecologist. If no active nests are recorded, vegetation clearance will take place within 24 hours. In the event that active nests are observed, an appropriately sized buffer zone will be maintained around the nest until such time as all the eggs have hatched and the birds have fledged – a period that may be three weeks from the date of the survey. Once it is confirmed that the birds have fledged and no further nests have been built or occupied, felling may take place immediately;
- The proposed landscape planting schedule shall incorporated pollinator-friendly species, with regard to the *Pollinator friendly planting code* from the *All-Ireland Pollinator Plan 2021 – 2025*. As note above, o invasive plant species will be used in the planting schedule.

Construction Compound

- All plant, materials and operatives' vehicles shall be stored in dedicated compound areas within the proposed development site;

- Fuel-containing plant and machinery and hazardous substances (hydrocarbons, solvents, paints, etc.) to be stored on-site shall be kept in a secure dedicated area with mobile bunded units, drip trays and impermeable storage units. This area shall be inspected by the Site Manager on a daily basis, with prompt remedial action being taken, where required.
- The location of construction compound and construction access is shown in **Figures 4.3**.

Figure 4.3 Site access and construction compound location



Construction Environmental Management Plan

As noted above, prior to commencement, the contractor will prepare a detailed Construction and Environmental Management Plan (CEMP) to be agreed with Fingal County Council prior to commencement of construction (Refer to the Construction and Environmental Management Plan prepared by Brady Shipman Martin and issued separately). The Plan shall be implemented by the appointed contractor(s) throughout the proposed works in order to control the environmental effects of the construction phase, e.g. in relation to noise, vibration, dust, surface water pollution and waste management. The CEMP shall be a live document that is kept up-to-date, e.g. to reflect the publication of relevant guidelines, in order to ensure best practice in site environmental management.

The CEMP addresses the following aspects:

- Establishing channels of communication between the contractor, Local Authority and local residents.
- Avoiding, reducing and / or remediating any environmental effects arising from construction activities.

- Site operating hours will be as per the standard construction hours as permitted by Fingal County Council.
- A site compound will be established and maintained in good condition throughout the construction period. The compound will be decommissioned and fully reinstated at the end of the contract.
- The construction site will be fully enclosed and secured with solid hoarding minimum 2.4m high.
- Site lighting will not be directed towards the adjoining residential area.
- Noise, Dust Minimisation, Surface Water Management & Resource & Waste Management will be addressed prior to construction.

Construction Traffic Management Plan (CTMP)

- The contractor will prepare a Construction Traffic Management Plan (CTMP) to be agreed with Fingal County Council prior to commencement of construction. The CTMP will designate construction traffic routes, parking and storage areas. All activity is to be limited to designated areas to ensure minimum impact on surrounding areas.
- The Contractor will be required to ensure the safe access and egress of construction traffic from the site and public road. The Contractor will be responsible for ensuring that there is no conflict between road users and vehicles entering / exiting the site.
- Road and footpath cleaning will take place to ensure that there is no negative impact on road / footpath users.

Waste

The Resource and Waste Management Plan (RWMP) prepared by AWN Consulting 2023 addresses the following aspects of the project:

- Analysis of the waste generation/material surpluses;
- Specific waste management objectives for the project;
- Methods proposed for prevention, reuse and recycling of wastes;
- Arrangements for storage and removal/transport of waste;
- Material handling procedures; and
- Proposals for education of workforce and plan dissemination programme.

Fuels and oils are classed as hazardous materials; any on-site storage of fuel / oil, and all storage tanks and all draw-off points will be bunded and located in a dedicated, secure area of the site. Waste materials generated will be segregated on-site, where it is practical. Where the on-site segregation of certain waste types is not practical, off-site segregation will be carried out. There will be skips and receptacles provided to facilitate segregation at source, where feasible. All waste receptacles leaving the site will be covered or enclosed. The appointed waste contractor will collect and transfer the wastes as receptacles are filled. Dedicated bunded storage containers will be provided for hazardous wastes. Waste management during the construction phase, shall be carried out as per the RWMP (AWN Consulting, 2023) which has been prepared in accordance the requirements in the EPA's Best Practice *Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects*, and the FCC Waste Bye-Laws.

Community Liaison

Fingal County Council shall appoint a Community Liaison Officer (CLO) as a point of contact for the local community, with responsibility for keeping local residents and businesses informed of the timing and duration of potentially disruptive aspects of the works, and addressing any concerns or complaints from local residents and businesses in this regard.

4.2.16 Environmental Enhancement Measures Proposed

- It is recommended that c. 3 – 4 no. wooden bird boxes suitable for use by house sparrows, robins, blue tits and / or tree creepers (e.g. as available on BirdWatch Ireland website) be incorporated into the landscaping at the proposed development site;
- Insect / bee 'hotels' may also be incorporated into landscaped areas, but should be appropriately designed and maintained so as to minimise the occurrence of pollinator pests and disease (refer to guidance document from South East Technological University[2]).

4.3 Description of the Aspects of the Environment likely to be Significantly Affected

This section provides a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected. The compilation of the information in this section has had regard to the criteria set out in Schedule 7 of the PDR 2001. It is not considered likely that any aspects of the environment will be significantly affected by the proposed development.

Site visits were carried out at the location of the proposed development by BSM personnel on 26 August 2022 and 23 June 2023, with a view to identifying any environmental sensitivities or potential pathways to same.

The site (refer to Figures 4.3 to 4.6.) is not particularly sensitive to the environmental effects of development. There are no designated sites or surface water bodies on the site or in the immediate vicinity. However, the site is adjacent to existing residential developments and a public park. It is also located immediately south of the M50 motorway.

[2] https://www.wit.ie/news/news/a-hotel-with-too-many-vacancies

Figure 4.4 Existing site (from the south – the site is behind the fence)

Figure 4.5 Existing site (from the west)

Figure 4.6 Existing site (eastern section looking west from the north-east corner)

Figure 4.7 Existing park, to the west of the site, looking west from the boundary fence

The site of the proposed development is situated in the Local Electoral Area (LEA) of 'Blanchardstown Mulhuddart' and the Electoral Division (ED) of 'Dubber'. The CSO provides data on population and socio-economic aspects of the population at different levels from the State, county level, Local Electoral Area (LEA), individual Electoral Districts (ED) to Small Areas (SA) within each County. The 2016 Census undertaken by CSO provides detailed results and reports.

The most recent census was undertaken in April 2022. CSO published preliminary results for 'Census of Population 2022' on 23 June 2022 (updated September 2022) which have been superseded by the summary results published on 30 May 2023. A series of themed reports, Small Area Population Statistics (SAPS) and Place of Work, School, College - Census of Anonymised Records (POWSCAR) and their detailed statistical tables will be provided as per the schedule set by CSO for May 2023 to December 2023.

The CSO data illustrates that the population of the Irish State increased between 2011 and 2016 by 3.8%, and further increased by 8.1% between 2016 and 2022, bringing the total population of the Irish State to c. 5.1 million in April 2022 (see **Table 4.1**, below), which is the highest population recorded in a census since 1841. In the period between 2016 and 2022, the population in the administrative area of Fingal County Council (FCC) increased by 11.6% as compared to the previous increase of 8% between 2011 and 2016. The population statistics indicate that growth at the level of the ED between 2016 and 2022 was more than the growth between 2011 and 2016.

Table 4.1 Population change: State, LA and ED level: 2011 – 2022 (CSO, 2012; 2017; 2022)

Area		Number of persons		
	2011	2016	2022	Change
Ireland (State)	4,588,252	4,761,865	5,149,139	**+3.8%** (2011-2016) **+8.1%** (2016-2022)
Fingal County Council Administrative Area	273,991	296,020	330,506	**+8.0%** (2011-2016) **+11.6%** (2016-2022)
Dubber ED	6,359	7,372	8,931	**+15.9%** (2011-2016) **+21.1%** (2016-2022)

The vehicular access to the proposed site is via Mayeston Rise/ Mayeston Downs / Mayeston Green and the R104 St. Margaret's Road. The M50 motorway to the north of the site is accessed either from the Ballymun or the Finglas junctions, each c. 1km from the development. There are 3no. bus stops located along the St. Margaret's Road (R104), c. 300m to 850m from the proposed development. The E2 spine of the proposed bus connects is located in vicinity of the site which runs from Dun Laoghaire to Charlestown Shopping Centre.

The site lies approximately 80m from the R104 regional road (St Margarets Road), approximately 350m from convenience shops in Hampton Wood, 1.4km from Charlestown Centre and 1.7km from Ballymun community and shopping facilities. There are numerous recreational activities in the environs including Ballymun United soccer pitches (450m), Poppintree Community Sports centre (1.2km), Lanesborough Park (850m), Poppintree Park (1km) and Sillogue Park Golf Club (2.6km). There are retail and health care facilities, schools, GAA clubs and other services in close proximity (between 350m to 1.2km) to the proposed development.

Given its proximity to retail, educational, recreational, healthcare facilities and public transport, along with its location in an established and planned residential neighbourhood the development of the site for housing would contribute to the creation of sustainable mixed communities in accordance with national and local statutory planning policy.

As part of the site assessment, a detailed geotechnical site investigation was carried out by Site Investigations Ltd (2021) to establish the characteristics of the natural subsoils. The made ground was encountered across the site typically 1.2m to 1.5m depth, but there are deeper spoil heaps to the north of the site. The material from the trial pits comprised of dark brown, brown grey, black brown and grey black slightly sandy slightly gravelly silty clay with low cobble content and some steel, plastic, tyre, red brick and concrete fragments. The natural ground conditions were dominated with cohesive soils encountered across the site. This includes brown or grey brown overlying black slightly sandy slightly gravelly silty clay with low cobble content soils. No groundwater was encountered in the boreholes or trial pits.

A review of the Environmental Protection Agency (EPA) web-tool indicates that the there are no watercourses with the proposed site. The nearest mapped watercourse is the Santry River (EPA Code: IE_EA_09S011100) which is c. 650m to the east, flows to the south-east into the transitional waters of the North Bull Island Estuary / Dublin Bay. The Santry River flows into Dublin Bay via a culvert just north of the junction of Causeway Road and James Larkin Road near St Anne's Park, near to North Bull Island (refer to **Figure 4.7).** The proposed development site is located within the Liffey and Dublin Bay catchment (09), Maybe SC_010 (09_17) and Tolka_SC_020 (09_4) sub-catchments and Santry_010 and Tolka_060 river sub-basins. As per the WFD 2016-2021 status, the Santry River (IE_EA_09S010300) is of 'Poor' status and are 'At risk' for river waterbodies risk. As per the WFD 2016-2021 status, the North Bull Island transitional water (IE_EA_090_0100) is 'moderate' and the risk status is under 'review'.

There is therefore a potential (albeit unlikely) surface water link between the proposed development site and the Natura 2000 Sites in the Dublin Bay (i.e. North Bull Island SPA, North Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA, North West Irish Sea SPA). A second potential link to coastal European sites is via the emission point of the Ringsend Wastewater Treatment Plant (WwTP) which will receive foul water flows from the proposed development during its operation.

During the operational phase, typical environmental aspects and effects associated with the presence and operation of residential development are also predicted, including potable water consumption, foul water loading to the municipal network, and direct and indirect greenhouse gas emissions. It is possible that there will be a marginal increase in demand for potable water during the operational phase. Drinking water in Dublin City is largely derived from the Poulaphouca Reservoir in Co. Wicklow. There is, therefore, a potential impact pathway (via water abstraction) from the proposed development site to the Poulaphouca Reservoir SPA (site code 004063), designated for the protection of Greylag Goose and Lesser Black-backed Gull. However, any increase in potable water demand would not be significant in the context of the total volume abstracted from the reservoir. Furthermore, there is no evidence that current levels of water abstraction are conservation threats to these SCIs.

There is a low probability of flooding at the proposed development site, and no history of flood events at the site. For further detail, refer to **Section 4.2.3** which summarises the results of the SSFRA completed in respect of the proposed development.

The site of the proposed development is not under any designation for nature conservation. There are no European sites within the immediate vicinity of the proposed development site at Mayeston, Poppintree, Finglas, Co. Dublin. The nearest sites are as follows (see also **Figure 4.8**):

- **Special Areas of Conservation (SAC)**
  - Malahide Estuary SAC (site code 000205), c. 8.4km to the north-east;
  - North Dublin Bay SAC (site code 000206), c. 8.9km to the south-east;
  - South Dublin Bay SAC (site code 000210), c. 9.2km to the south-east;
  - Baldoyle Bay SAC (site code 000199), c. 9.3km to the east;
  - Rogerstown Estuary SAC (site codes 000208), c. 11.6 to the north-east;
  - Howth Head SAC (site code 000202), c. 13.0km to the east;
  - Rockabill to Dalkey Island SAC (site code 003000), c. 14km to the east;
  - Ireland's Eye SAC (site code 002193), c. 14.2km to the east;
  - Rye Water Valley/Carton SAC (site code 001398), c. 14.4km to the south-west;
  - Glenasmole Valley SAC (site code 001209), c. 17.4km to the south;
  - Wicklow Mountains SAC (site code 002122), c. 18.7km to the south;
  - Lambay Island SAC (site code 000204), c. 18.7km to the north-east;
- **Special Protection Areas (SPA)**
  - South Dublin Bay and River Tolka Estuary SPA (site code 004024), c. 6.5km to the south-east;
  - Malahide Estuary SPA (site code 004025), c. 8.4km to the north-east;
  - North Bull Island SPA (site code 004006), c. 8.5km to the south-east;
  - Baldoyle Bay SPA (site code 004016), c. 9.5km to the east;
  - North-West Irish Sea SPA (site code 004236), c. 11.2km to the east;
  - Rogerstown Estuary SPA (site code 004015), c. 12.2km to the north-east;
  - Ireland's Eye SPA (site code 004117), c. 14.0km to the east;
  - Howth Head Coast SPA (site code 004113), c. 15.3km to the east;
  - Wicklow Mountains SPA (site code 004040), c. 18.9km to the south;
  - Lambay Island SPA (site code 004069), c. 19km to the north-east;
  - Dalkey Islands SPA (site code 004172), c. 19km to the south-east;
  - Poulaphouca Reservoir SPA (site code 004063), c. 28.5km south-west.

Note that the above-listed distances are linear (i.e. 'as the crow flies'). The conservation objectives of these sites are to maintain the favourable conservation condition of the Qualifying Interests / Special Conservation Interests in question. For further information, refer to the standalone AA Screening Report.

There are no fully designated NHAs within the zone of influence. The pNHAs within the immediate vicinity include:

- Proposed Natural Heritage Areas (pNHA):
  - Santry Demesne pNHA (site code 000178), c.1.7km to the east;
  - Royal Canal pNHA (site code 002103), c. 3.8km to the south;
  - Feltrim Hill pNHA (site code 001208) c. 6.6km to the north-east;
  - North Dublin Bay pNHA (site code 000206), c. 6.6km to the south-east;
  - Liffey Valley pNHA (site code 000128), c. 7.2km to the south-west;
  - Grand Canal pNHA (site code 002104), c. 7.9km to the south;

- Malahide Estuary (site code 000205), c. 8.8 km to the north-east;
- Sluice River Marsh pNHA (site code 001763) c. 8.8km to the east;
- Baldoyle Bay pNHA (site code 000199), c. 9.3km to the east;
- South Dublin Bay pNHA (site code 000210), c. 9.3km to the south-east.

Figure 4.8 EPA waterbodies in the proximity of the proposed development

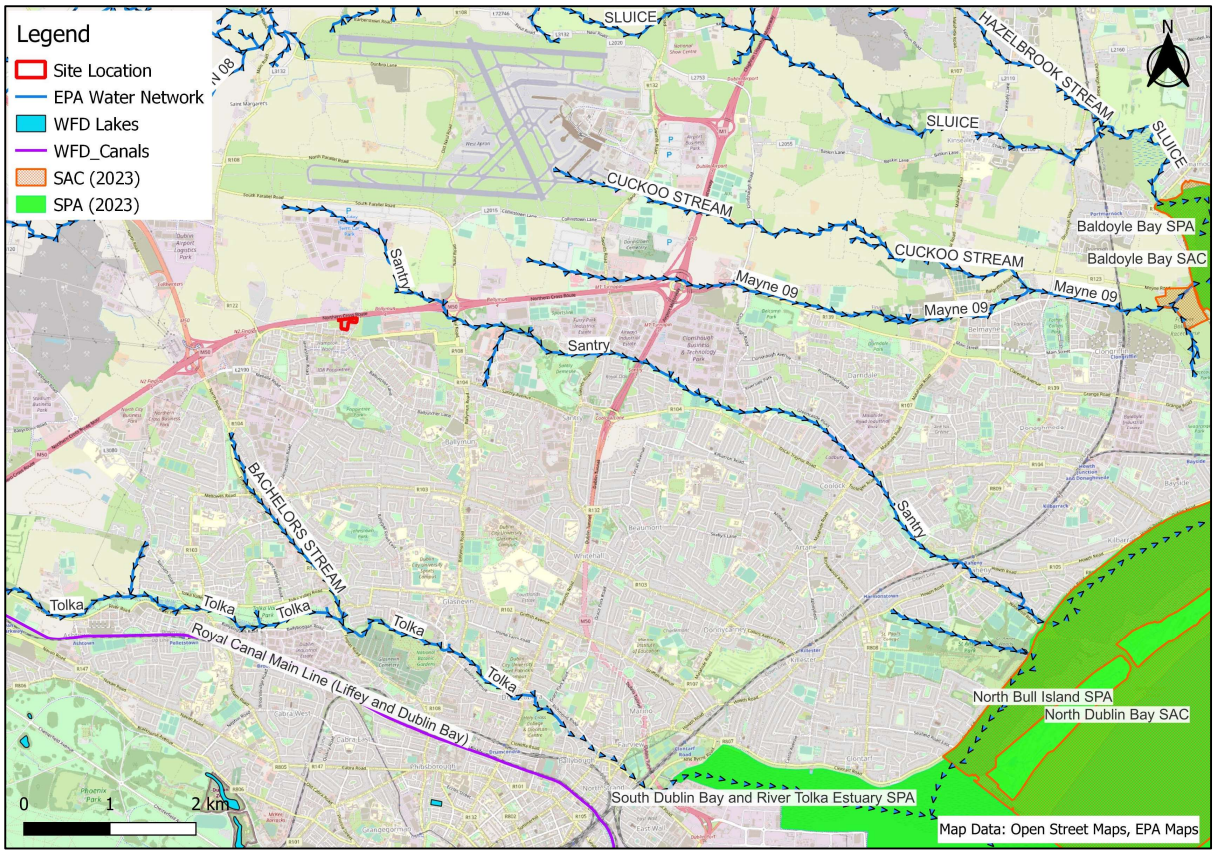
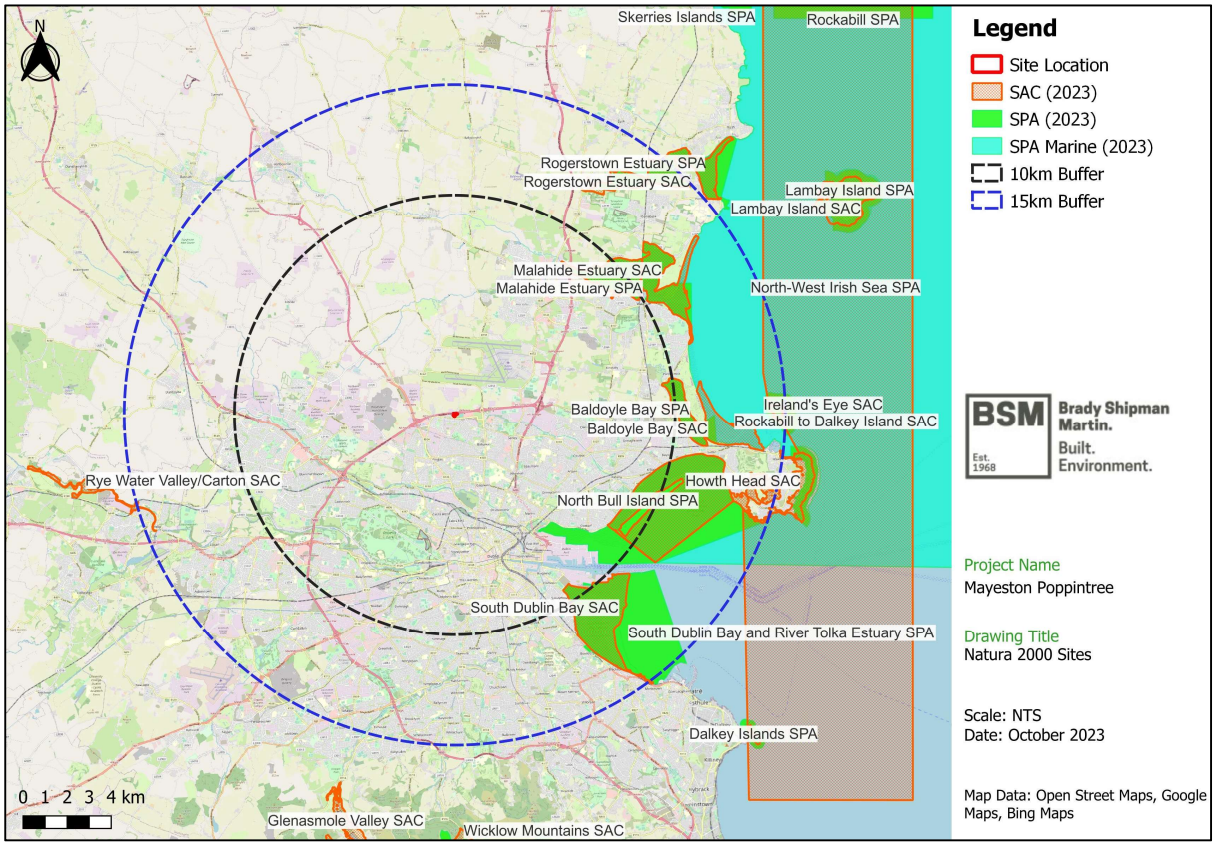


Figure 4.9 European sites within zone of influence of the proposed development. A 10km and 15km radius is shown for scale.



No ecologically significant habitats are present on the proposed development site. The site is a partly developed brownfield site and forms part of the Mayeston estate which has been developed in recent years. The southern two thirds of the site is mainly dominated by a mix of hard standing (concrete pads and an asphalt road) and spoil mounds and recolonising bare ground (gravel and soil). This area is heavily dominated by buddleia. Occasional young birch (*Betula* sp.) saplings are also present. There are patches of winter heliotrope[3] present here.

The remaining northern part of the site comprises of an area of rank grassland, with encroaching scrub (mainly bramble (*Rubus fruticosus* agg.) and hedge bindweed (*Calystegia sepium*) now dominating much of the site area. Other scrub species include dogwood (*Cornus* sp.), Japanese rose, blackthorn (*Prunus spinosa*) as well as willowherb (*Epilobium* spp.) and occasional privet (*Ligustrum vulgare*), buddleia and cherry (*Prunus*).

There are no features suitable for use by roosting bats (species protected under Article 12 of the Habitats Directive) within the site, even on an occasional basis and overall the site is of only very low suitability for foraging and commuting bats. No evidence of otter (also protected under Article 12 of the Habitats Directive) was recorded and the site is entirely unsuitable for the species.

Evidence of fox activity was noted, however no other evidence of protected large mammals, such as badger, was recorded during the surveys carried out.

[3] In addition to winter heliotrope, the native coltsfoot (*Tussilago farfara*) is also present on this site. Although similar the plants can be distinguished by their leaves (see Plate 6), and their flowers.

No species listed on the Third Schedule of the Habitats Regulations, such as giant hogweed (*Heracleum mantegazzianum*), Japanese knotweed (*Reynoutria japonica*), Himalayan balsam (*Impatiens glandulifera*) or three-cornered leek (*Allium triquetrum*) were recorded at the proposed development site.

The proposed development site is not under any wildlife or conservation designation. The National Biodiversity Data Centre (NBDC) database was consulted with regard to rare species (Curtis & McGough, 1988) and species protected under the *Flora Protection Order* (2022). There are no records of any protected plant species within the 2km grid square (O14K) that covers the proposed development area.

Overall the site of the proposed development is of no more than Local (lower Value) importance, as defined by the ecological resource valuations presented in the National Roads Authority/Transport Infrastructure Ireland *Guidelines for Assessment of Ecological Impacts of National Road Schemes* (NRA/TII, 2009 (Rev. 2)).

Owing to the urban context, the site of the proposed scheme and the majority of the surrounding areas are on hardstanding underlain by artificial surfaces. The bedrock geology in the area is of the 'Tober Colleen Formation' and comprises of calcareous shale and limestone conglomerate with no karst features present. The site is underlain by 'poor aquifer' that is 'bedrock which is generally unproductive except for local zones'. The groundwater vulnerability is classed as 'Low'.

The Dublin (IE_EA_G_008) ground waterbody (GWB) underlies the proposed scheme. The WFD ground water status of the Dublin GWB is rated as 'good' (2016 – 2021 cycle) and the risk status is under 'review'.

The EPA Air Zone designation is 'Zone A'-Dublin Conurbation. The Air Quality Index Regions indicate that Air Quality is 'Good'.

Noise surveys were conducted at the proposed development site in May 2021, and it was noted that the noise on the site was dominated by passing traffic along the M50 to the north of the site. In addition to the baseline noise level measured on site, reference has been made to the Round 4 Noise Maps for Roads – Dublin Agglomeration noise maps prepared by Transport Infrastructure Ireland (TII) and published by the EPA for road traffic within the Dublin Agglomeration. The noise maps are provided for the overall day evening night period in terms of L_{den} and for the night-time period in terms of L_{night}.

The road traffic noise maps indicate noise levels of greater than 75 dB L_{den} across the most exposed area of the development site, reducing to around 70 dB L_{den} at the southern boundary. The measured noise levels at Locations 1 - 4 at ground level were within the 66 to 71 dB $L_{Aeq.}$ The road traffic noise maps indicate day-time road traffic noise levels of greater than 70 dB L_{night} across the most exposed area of the development site, reducing to around 60 dB L_{night} at the southern boundary.

Dublin Airport is located approximately 1.5 km to the north of the development site and part of the proposed development site is within the boundary of Airport Safety Zone C. However, the dominant source of noise across the development site is from road traffic on the M50 motorway. The Noise Impact Assessment (AWN Consulting, 2023) states that once the potential impact from road traffic noise is addressed there will be no residual issue in internal residential units from aircraft noise.

The *Fingal Development Plan 2023 – 2029* provides a Landscape Character Assessment of the Local Authority administrative area. It classifies six 'Landscape Character Types'. The site of the proposed

development is located within Low Lying Agricultural Landscape, which is categorised as having a modest value. There are no protected views identified in the Development Plan in the vicinity of the proposed development or that could be affected by the proposed development.

There are no recorded archaeological or architectural heritage sites on the site of the proposed development. An Archaeological Impact Assessment has been completed of the proposed development site (refer to Section 4.2.11). Following the desktop study and site visit it is deemed that there is a negligible potential for the survival of archaeological remains at this site.

4.4 Description of Likely Effects

This section provides a description of the likely effects of the proposed development, with reference to the above-listed environmental aspects, and under the headings of the environmental factors:

- Population and human health;
- Biodiversity, with particular attention to species and habitats protected under the Habitats and Birds Directives;
- Land, soil, water, air and climate;
- Material assets, cultural heritage and the landscape; and
- The interaction between the foregoing factors.

4.4.1 Overview

The proposed development is a public residential development project. It entails the provision of new housing in Fingal County, with associated public realm and all associated ancillary works. As such, it is not exceptional in the context of the immediate area, which features residential blocks of a broadly similar nature and scale.

The proposed development is moderate in scale. In order to facilitate the build, it will be necessary to clear the existing site of vegetation and existing hard surfaces and bare ground. The proposed works may be expected to involve noisy activities, dust-generating activities, construction traffic and machinery, and the generation of waste material for off-site disposal. Typical environmental effects are predicted, including elevated levels of noise, emissions of dust, direct and indirect greenhouse gas emissions, impacts on visual amenity, effects associated with construction traffic, etc. Generally speaking, these effects will be short-term in duration (lasting only as long as the proposed works) and reversible. There will be environmental risks associated with the presence of potential pollutants (e.g. hydrocarbons, solvents and cementitious materials) and typical site safety risks.

During the operational phase, typical environmental effects associated with the presence and operation of apartment buildings are also predicted, including visual impacts, foul water loading to the municipal network, direct and indirect greenhouse gas emissions, additional traffic volumes, etc. In terms of water consumption and wastewater generation, the proposed development is not expected to be significant. In terms of the operational climate impact, the proposed development is expected to perform positively, with proposed energy efficiency and renewable energy measures. The effects of the operational phase are assumed to be permanent in duration.

The proposed development is not in an area with a high sensitivity to the environmental effects of development of this nature and scale. The site of the proposed development predominantly comprises

scrub, disturbed ground and artificial surfaces. The site of the proposed development is not under any environmental or ecological designation. There are no significant ecological sensitivities in the immediate environs.

Hence, no likely significant effects are predicted in relation to biodiversity.

4.4.2 Population & Human Health

As stated above, the construction phase of the proposed development may be expected to give rise to typical environmental effects associated with urban construction activities of this nature and scale, including generation of dust and noise, effects associated with construction traffic, and negative impacts on visual amenity. All such effects are predicted to be localised, short-term in duration and reversible. Nevertheless, best practice measures will be implemented during the proposed works (as detailed in Section 4.2.15, above), in order to avoid and minimise impacts on local residents insofar as possible.

The proposed development presents an opportunity to provide additional residential units in a strategic location, utilising existing services and infrastructure, and providing sustainable places to live, close to work and public transport link.

The proposed development has been designed so that it can be accessed and used by the widest possible extent of people, regardless of their age, size, and disability. This includes building common areas, apartments, roads, footpath, pedestrian and cycle routes and open spaces. As per Fingal County Council Development Plan Objective DMS037 at least 10% of the proposed units need to be age friendly. The proposed development is in accordance with the policies noted in the objectives above and will deliver 119 no. homes in Poppintree as part of the wider Mayeston Estate. The scheme includes 62 no. social and affordable homes (52.1%) and 57 no. cost rental homes (47.9%) including 20 no. apartments (32.26%) designed in accordance with universal access standards.
Access from parking spaces to the building entrance will comply with Part M Access and Use, of the Building Regulations. 5no. disabled parking spaces have been provided close to building entrances.

The main body of the scheme, comprising Blocks A – D, is arranged in a pinwheel configuration surrounding a central courtyard, and occupies the main part of the site between Mayeston Green and the park.

Block E is located to the north of the existing Mayeston Green apartments. Building footprints respect the 30m setback distance from the M50, which aligns with earlier development in the area. This setback means that buildings are distant from any noise impact of the M50, creating a linear space to the north of the site where the majority of carparking and public open space is located. The open nature of the pinwheel arrangement to the central courtyard will permit permeability through the scheme while establishing clear thresholds and securing overlooked communal space. The creche is located on the southern edge of the site to provide maximum pedestrian accessibility to the surrounding Mayeston and Hampton Woods developments. The creche is also located away from the M50 noise, and with a south-facing sheltered play space. The main communal amenity space is the central courtyard (1,867 sqm), and a secondary communal amenity space is directly to the south of Block E (131 sqm).

Play and seating areas are proposed to cater for all levels of mobility and accessibility. All apartments have living areas facing east, west or south to ensure adequate indoor light quality during the day. The

daylight studies submitted confirm that the courtyard will receive good sunlight penetration during all seasons. Windows to habitable rooms on all elevations provide passive surveillance of communal external areas within the curtilage of the site including the entrance to the site, parking areas and locations providing access to bin and bicycle storage. Access to communal amenity areas is controlled via gates or doors in acoustic screens. A public lighting plan has been prepared to ensure adequate lighting levels at night. Separation distances of minimum 22m between opposing first floor windows to neighbouring buildings is achieved between opposing faces within the development and to neighbouring properties. Ground floor units have a minimum ceiling height of 2.8m, and the upper floors are in excess of 2.5m.

The proposed development will meet the highest standards of sustainable design and construction. The proposed development will comply with Part L - Nearly Zero Energy Buildings (NZEB). The detailed design for the proposed development shall include energy conservation measures including high-performance thermal envelope with low U-values for the fabric, airtight construction, ventilation system, Heat Pump (HP) technology and energy efficient lighting to be provided where appropriate. High-performance building fabric elements are being considered and selected to minimise unnecessary heat loss from the internal spaces. Refer to Section 4.2.7.

The building massing and site layout is designed so as to minimise the number of dwellings facing the M50 and to use the buildings to acoustically screen the external amenity and creche play areas. All homes will be designed to be compliant with British Standard 8233: Sound Insulation and noise reduction for buildings - Code of practice and sound control for homes.

An Acoustic Design Statement has been undertaken at the proposed development site following the guidance set out in ProPG as required by the Noise Action Plan for Fingal County 2019 – 2023. This was prepared by AWN Consulting Ltd and is submitted separately. The site has been identified as having a range of noise levels associated with a Medium to High Risk of noise impacts based on the proximity to the M50 road. The noise barrier in the design plans will be required to screen road traffic noise levels from the M50 from amenity space located between Blocks A, B, C & D. In addition to this mitigation measure, a minimum sound insulation specification on building elements have been provided for key facades to ensure that the internal noise levels will be within the recommended criteria with windows closed.

In the noise assessment it has been assumed that ventilation systems will be designed to incorporate suitable noise attenuation to ensure that the any addition noise from mechanical services noise or noise break-in via ducted systems will not be significant. The appropriate systems and specifications will be selected at the detailed design stage to ensure that the internal noise criteria are achieved in sensitive spaces. For most of the site the noise levels in external amenity areas will be within the threshold for desirably low noise levels as set out in the Noise Action Plan. The proposed development can be designed to function in compliance with the requirements of ProPG once appropriate consideration is given at the detailed design stage to the sound insulation mitigation measures and principles outlined in the Acoustic Design Statement.

It is envisaged that the proposed development including public realm and landscaping will create a safe, comfortable and attractive place of living.

Also, given the site's proximity to a variety of retail, educational, recreational, and healthcare facilities located close-by and to Public Transport, the development of the site for social housing would

contribute to the creation of sustainable mixed communities in accordance with national and local statutory planning policy.

Hence, no likely significant effects are predicted in relation to population and human health.

4.4.3 Biodiversity[4]

As noted in Section 4.3, overall the site of the proposed development is of no more than **Local (lower Value) importance**, as defined by the ecological resource valuations presented in the National Roads Authority/Transport Infrastructure Ireland *Guidelines for Assessment of Ecological Impacts of National Road Schemes* (NRA/TII, 2009 (Rev. 2)).

The proposed landscape design will increase the quantum of vegetation on the site. It will incorporate planting of trees and shrubs that may be expected to offset the aforementioned losses. The construction phase of the proposed development will result in typical construction phase effects such as elevated noise levels and lighting that could potentially result in disturbance of wildlife in the surrounding environment. However, considering the high urbanised and disturbed context at present, the proposed works are only expected to result in marginal change in this regard – with no significant ecological impacts likely to occur.

As noted above, an AA Screening Report has been prepared in respect of the proposed development (refer to document submitted under separate cover), which has concluded that the proposed development, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites. Therefore, for the purposes of this EIA screening determination, significant effects on European sites can also be excluded. Similarly, there is no likelihood of significant effects on any pNHA.

No likely significant effects are predicted in relation to biodiversity, including to species and habitats protected under the Habitats and Birds Directives.

4.4.4 Land, Soil, Water, Air & Climate

The site of the proposed development is highly disturbed, dominated by scrub and grassland to the north, with recolonising bare ground, spoil, scrub and hardstanding to the south. It is well served by existing infrastructure and services. Re-development of this site, therefore, constitutes an efficient use of resources. It is consistent with the national and municipal policies of compact growth and urban consolidation, and avoids the environmental impacts associated with greenfield development.

Groundworks are likely to be required (e.g. to facilitate the construction of foundations and drainage services) and it may be required to export excavated material for off-site disposal (in accordance with the applicable legislation). As per the RWMP, c. 5000m^3 of bulk excavation and removal will be required including topsoil, made ground, existing concrete slabs and foundations. There is currently no planned retention or re-use of the excavated materials and they will be removed to appropriate off site reuse, recovery, recycling and/or disposal. Significant impacts on land, soil or groundwater are not likely to occur as a result of these works, which will be carried out in accordance with best practice measures.

[4] With particular attention to species and habitats protected under the Habitats and the Birds Directives

There are no watercourses on the site of the proposed development or in the immediate vicinity, and it is not feasible that pollutants could be directly discharged from the site of the proposed development to the surface water network. However, the existing municipal wastewater and surface water drainage arrangements in the receiving environment provide a potential indirect pathway between the proposed development site and surface waters downstream during the construction and operational phases.

During the construction phase, standard good practice pollution control measures will be implemented, preventing the emission of pollutants to the municipal drainage network. During the operational phase, typical environmental aspects and effects associated with the presence and operation of residential development are also predicted, including potable water consumption, foul water loading to the municipal network, and direct and indirect greenhouse gas emissions.

In terms of surface water drainage, the proposed development will connect to existing attenuation (refer to Section 4.2.3). It will also include SuDS features. The proposed foul water drainage system will connect with existing municipal infrastructure (refer to Section 4.2.3). From here, the foul water will be conveyed to the Irish Water WwTP at Ringsend, where the effluent will be subject to treatment prior to discharge to Dublin Bay at Poolbeg. This creates an indirect hydrological pathway linking the proposed development site with European Sites in Dublin Bay.

As set out in the Civil Engineering Report that accompanies the submission, prepared by Downes Associates, the peak wastewater discharge is calculated at 3.7l/s for the residential units and 0.48l/s for the crèche. The Ringsend WwTP operates under licence from the EPA (Licence no. D0034-01) and received planning permission (ABP reg. ref.: 301798) in 2019 for upgrade works, which commenced in 2018 and are expected to be fully completed by 2025. The upgrade works will result in treatment of sewage to a higher quality than current, thereby ensuring effluent discharge to Dublin Bay will comply with the Urban Wastewater Treatment Directive by Q4 2023.

Site Investigations Ltd. undertook ground investigations and environmental soil testing in December 2021 at the site. In total, twelve (12 no.) samples were assessed using the HazWasteOnLine™ Tool. All samples were classified as being non-hazardous. The site investigation (as detailed in Section 4.3) indicated that the subsoils are unsuitable for intensive infiltration solutions. However, extensive infiltration systems such as permeable pavements are considered feasible to encourage direct infiltration, subject to adequate measures being put in place for exceedance rainfall events.

A Surface Water Management Plan has been prepared by Downes Associates (2023) and the measures set out within this plan for the construction and operational phase shall be implemented in full to prevent any impacts on the reciving environment. Refer to the standalone plan for further details.

Measures will be implemented throughout the construction stage to prevent contamination of the soil and surrounding watercourses from oil and petrol leakages and significant siltation. Suitable bunded areas will be installed for oil and petrol storage tanks. Designated fuel filling points will be put in place with appropriate oil and petrol interceptors to provide protection from accidental spills. Spill kits will be provided by the Contractor to cater for any other spills. Vehicle wash-down water will discharge directly, via suitable pollution control and attenuation, to the foul sewer system. If this connection is not permitted, then wastewater generated will be required to be stored for collection and treatment off-site at a suitable waste disposal facility. On-site treatment measures will be installed to treat surface

water run-off from the site prior to discharge to the receiving surface water sewer. This treatment will be achieved by the construction of settlement tanks/ponds, in conjunction with the installation of proprietary surface water treatment systems including class 1 full retention petrol interceptors, and spill protection control measures. Settlement tanks/ponds will be sized to deal with surface run-off and any groundwater encountered.

In accordance with Fingal County Council's policy on surface water management for new developments, the proposed development incorporates appropriate SuDS measures. For the proposed SuDS system to work as intended, the entire drainage system must be well maintained. It will be the responsibility of the construction management team to ensure the drainage system is adequately maintained during the construction stage and initial phases of occupation. This will include inspection and cleaning of gullies, drain manholes (including catch pits) and flow control devices to ensure adequate performance.

The proposed development will comply with Part L (NZEB) of the Building Regulations, 2017. To further reduce energy consumption, the project is targeting a minimum A2 BER (Building Energy Rating) throughout. Extensive work has been carried out to develop a balanced design approach to achieve these onerous targets with several sustainable features being incorporated into the design from the early stages.

In relation to air quality, minor emissions of dust may be expected to occur during the proposed works. Standard good practice dust management measures have been included in the Air Quality assessment prepared by AWN Consulting (2023) and submitted separately. There are no significant impacts on air quality predicted from construction traffic emissions. There are no significant impacts expected as a result of the operational phase of the proposed development. In relation to noise it is considered that the design of the proposed development site has been developed to achieve the lowest practical noise levels in external amenity spaces.

No likely significant effects are predicted in relation to land, soil, water, noise air or climate.

4.4.5 Material Assets, Cultural Heritage & the Landscape

The proposed development is not expected to give rise to any significant effects in relation to material assets, i.e. roads or other built services / infrastructure. As discussed in Section 4.3, it is proposed to provide vehicular access to the proposed site is via Mayeston Rise/ Mayeston Downs / Mayeston Green and the R104 St. Margaret's Road. As detailed in Section 4.2.5, the traffic reports have been prepared by Roadplan Consulting (2023) and submitted as part of the application, refer to these standalone reports for further details, Traffic Report, Public Transport Capacity Assessment, Parking Assessment & Management Strategy, Mobility Management Plan, Road Safety Audit and DMURS Report. The proposed development will implement a self-regulating street network will actively manage movement by offering sustainable modal and route choices in a low speed, high quality residential environment and promote sustainable modes of transport.

During construction, the proposed development has the potential for significant (both temporary and permanent) negative effects on major public utilities due to the requirement to divert or modify existing infrastructure. There is the potential for temporary significant negative townscape and visual effects during construction due to general construction activity, impacts on property boundaries, traffic

diversions and streetscape disturbance. Indirect impacts include the visible and landscape impact of construction activities and hoarding, changes to traffic patterns and diversions and the increased movement of HGV. During the operational phase, the proposed development is unlikely to have a significant effect on material assets such as major public utilities.

There is a very low potential for the survival of buried archaeological remains at this site. The Archaeological Impact Assessment states that there is a negligible potential for the survival of archaeological remains at this site. Therefore development may proceed without any further archaeological works.

During the operational phase, the proposed development may alter visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage, new boundaries and landscape planting treatments. There is also the potential for permanent significant positive effects on public realm through proposed changes to the streetscape. Detailed landscape design has been included as part of this application. Planting proposals are intended to complement the local setting as well as being fit for purpose in respect of private and public realm uses. The landscaping design takes account of retaining existing trees and hedgerows where applicable.

No likely significant effects are predicted in relation to material assets, cultural heritage or the landscape.

4.4.6 Interactions

The key interactions may be summarised as follows:

- Negative water quality effects have the potential to negatively affect aquatic ecology;
- Negative effects in relation to noise, air quality, traffic and material assets have the potential to negatively affect population and human health.

Interactions between environmental topics have been comprehensively addressed herein.

No likely significant effects are predicted in relation to the interaction between environmental topics.

4.4.7 Indirect and/or secondary effects

Indirect and/or secondary effects could arise as a result of the proposed project due to a complex pathway. There is potential for greenhouse gas emissions due to the indirect construction and operational phase traffic impacts of the proposed development. There is also potential for indirect impacts on water bodies downstream during site clearance and construction activities. Furthermore site activities during the construction phase have the potential to result in water pollution and have indirect effects such as deterioration of habitat quality on the flora and fauna that are within the catchment of the affected waterbodies.

However, with the scale and nature of the proposed works do no result in likely significant indirect and/or significant effects.

4.4.8 Cumulative Impacts

The following sources were consulted to identify relevant other plans or projects:

- Fingal Development Plan 2023-2029 (FCC, 2023);
- The National Planning Application database (www.myplan.ie - accessed October 2023);
- An Board Pleanála database (www.pleanala.ie – accessed October 2023); and

- EIA Portal (www.housinggovie.maps.arcgis.com – accessed October 2023).

Permitted and proposed projects in the immediate vicinity of the site were considered in terms of the potential for in-combination effects. There are no developments planned, permitted or under construction that will give rise to any significant effects on European sites in combination with the proposed development.

Considering the nature and scale of the proposed development, the localised and insignificant nature of the environmental effects predicted to occur as a result of the proposed development, and the nature of existing, permitted and proposed development in its environs, it is considered that significant in combination effects on European sites are not likely to occur.

The Fingal County Development Plan 2023-2029 has a series of objectives intended to protect and enhance the natural environment. For example the plan includes policies for the protection of the county's flood plains, to prevent development in flood plains without satisfying the appropriate justification test and to require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving in order to reduce the potential impact of existing and predicted flooding risks.

The proposed development will not impact on the flow of water through the area, nor increase potential flood impacts. It is in compliance with all of the relevant Plan objectives.

A number of other plans were considered when assessing in-combination effects, but it was determined that there would be no in-combination effects with these:

- The National Planning Framework (Project Ireland 2040);
- The Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031 (The Eastern and Midland Regional Assembly);
- The Greater Dublin Strategic Drainage Study;
- Greater Dublin Area Transport Strategy 2022-2042;
- Climate Action Plan 2023 (CAP 23 – Changing Ireland for the Better);
- Fingal County Council Draft Fingal Climate Action Plan 2024 – 2029 (public consultation documentation);
- National Biodiversity Action Plan 2017 – 2021.

It is considered that significant in-combination effects on European sites are not likely to occur as a result of the proposed development in combination with other plans or projects.

As concluded in the Appropriate Assessment (AA) Screening Report (Brady Shipman Martin, 2023), the proposed development, individually or in combination with another plan or project, will not have a significant effect on any European sites.

4.5 Schedule 7 Criteria

Schedule 7A of the PDR 2001 requires the Applicant to have regard to the criteria set out in Schedule 7 of the PDR 2001. These criteria have been considered as set out in Table 4.2.

Table 4.2 Criteria set out in Schedule 7 of the PDR 2001 and corresponding information in respect of the proposed development

Criteria	Information in respect of the proposed development
1. ***Characteristics of proposed development*** *The characteristics of proposed development, in particular—*	
(a) the size and design of the whole of the proposed development,	The proposed development comprises 119 apartments on a site of c. 1.35ha in area. The size and design of the proposed development are detailed in **Sections 3.1 and 4.2**, above.
(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the [PDA 2000] and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,	As per **Section 4.4.8** above, it is considered that significant in-combination effects on European sites are not likely to occur as a result of the proposed development in combination with other plans or projects.
(c) the nature of any associated demolition works,	The proposed development does not require demolition as per Paragraphs 13(c) and 14 of Schedule 5. It will require site clearance including the removal of unfinished concrete slabs foundations constructed under FCC Reg. Ref.: F06A/1348 and never completed.
(d) the use of natural resources, in particular land, soil, water and biodiversity,	The site of the proposed development is a highly disturbed site on the northern outskirts of Dublin City, inside the M50. It is not a greenfield site and no new consumption of land is required to facilitate the build. Local excavations for foundations and services are envisaged, and it may be necessary to export excavated material for off-site disposal. This will be executed in accordance with the relevant legislative provisions. During the operational phase, potable water from the municipal supply network will be consumed by residents. The proposed works will result in the removal of all existing habitats on the site. The loss of these features will not constitute a significant ecological impact, and the landscaping will provide additional biodiversity value to the site once it is operational. There are no unusual aspects of the proposed development in this regard. Use of natural resources will be limited to standard / typical levels for development of this nature, scale and location.
(e) the production of waste,	During the construction phase, waste material will be generated, requiring off-site disposal. Waste materials are

Criteria	Information in respect of the proposed development
	likely to include waste concrete and excavated material. Waste material will be managed in accordance with the applicable legislative provisions. A Resource & Waste Management Plan has been prepared by AWN Consulting (2023) for the construction and demolition phase of the proposed development, in accordance with the EPA *Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects* (2021). As stated in the Operational Waste Management Plan by AWN Consulting (2023), during the operational phase typical waste arising from a residential development and crèche will be generated. As per the OWMP, it is estimated that c. 22m^3/week of waste will be produced from the residential blocks and 2.7m^3/week from the crèche. Five shared Waste Storage Areas (WSAs) have been allocated for use by residents of the development and will include separate bins for organic, mixed dry recyclable, glass and mixed non-recyclable waste. One WSA is located at ground floor level of each block (Block A, B, C, D & E). There is one additional WSA located at ground floor level in Block C for use by the crèche. There are no unusual aspects of the proposed development in this regard. Volumes of waste generated during the construction and operational phases will be commensurate of development of this nature, scale and location.
(f) pollution and nuisances,	As detailed above, during the construction phase, there will be typical construction and site clearance-related pollution risks and effects, e.g. generation of dust, elevated levels of noise, potential pollution risk associated with presence of hazardous substances (hydrocarbons, cementitious material, etc.). Standard good practice construction pollution control measures will be implemented, and no significant environmental effects are predicted in this regard. Works will be limited to normal working hours and a Community Liaison Officer appointed in order to avoid / minimise potential nuisance. During the operational phase, potential sources of pollution associated with the proposed development are principally (i) generation of municipal solid waste (addressed above) and (ii) generation of foul water. As detailed above, foul water will be discharged to the municipal wastewater drainage network, which conveys wastewater to Ringsend WwTP for treatment prior to discharge at Poolbeg. For the reasons

Criteria	Information in respect of the proposed development
	detailed above, no significant environmental effects are predicted in this regard.
(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and	The proposed development is neither especially susceptible to the risk of major accidents and / or disasters, nor is it likely to cause or exacerbate such an event. No particular risks have been identified in this regard. There are no Seveso sites in the vicinity of the proposed development, and no consultation distance for any such site overlaps with the proposed development. The nearest Seveso site is Exolum Aviation Ireland Ltd (formerly CLH) Corballis Road, Dublin Airport (lower tier) which is c. 3.6km to the north-east. As detailed in **Section 4.2.4**, above, a Stage 2 Flood Risk Assessment has been prepared in respect of the proposed development, which has considered the flood risk associated with the proposed development, including under future climate change scenarios. It has concluded that the proposed development satisfies the flood risk requirements set out in the OPW guidelines, and may be regarded as 'appropriate' (as per the OPW criteria) in the context of flood risk.
(h) the risks to human health (for example, due to water contamination or air pollution).	The potential impacts of the proposed development in relation to human health have been assessed above. The site of the proposed development has residential receptors present in the immediate vicinity. However, having regard to the nature and scale of the proposed development, no likely significant effects are predicted in this regard. A range of best practice mitigation measures (refer to **Section 4.2.15**) will be implemented in order to avoid / minimise impacts on the local population insofar as possible.
2. *Location of proposed development* *The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—*	
(a) the existing and approved land use,	Under the Fingal Development Plan 2023-2029 the majority of site is zoned as Residential – 'Provide for residential development and protect and improve residential amenity.' There is a small section of the site to the north-west zoned as Open Space – 'Preserve and provide for open space and recreational amenities', no works are proposed in this section. For further details in relation to existing and approved land use, refer to **Section 4.2.2**, above.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,	The site of the proposed development is highly disturbed and is dominated by scrub vegetation, spoil, bare ground and hard/artificial surfaces. Ecologically the site is of (at most) local (lower value) importance. There are no protected habitats or rare / protected species of flora present on the

Criteria	Information in respect of the proposed development
	site. There are no surface water bodies or designated sites on the site or in the immediate vicinity. For further details, refer to **Section 4.3** above. The wider site of the proposed development is developed and urban in nature, having low sensitivity to the effects of development, and a relatively high regenerative capacity (given the absence of sensitive habitats).
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) wetlands, riparian areas, river mouths;	There are no wetlands, riparian areas or river mouths at the site of the proposed development or in the immediate vicinity that could be directly affected by the proposed development. Indirect hydrological connections, e.g. via the wastewater drainage and treatment system, are detailed in **Section 4.4**, above.
(ii) coastal zones and the marine environment;	The site of the proposed development is situated c.6.5km (linear distance) from the coast. There are no direct impact pathways between the proposed development site and coastal zones or the marine environment. Indirect hydrological connections, e.g. via the wastewater drainage and treatment system, are detailed in **Section 4.4**, above.
(iii) mountain and forest areas;	There are no mountains or forest areas at the proposed development site or in the immediate vicinity that could be affected.
(iv) nature reserves and parks;	The nearest relevant statutory Nature Reserve to the proposed development site is at North Bull Island in Dublin Bay. There is no real likelihood of significant effects on any Nature Reserve or park resulting from the proposed development.
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;	An Appropriate Assessment (AA) Screening Report has been prepared by Brady Shipman Martin in respect of the proposed development (refer to document submitted under separate cover). It has concluded that the proposed development, individually or in combination with another plan or project, will not have a significant effect on any European sites. This assessment was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites. This assessment has also taken account of the potential for significant effects on nationally designated sites (NHA / pNHA).
(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	There are no such areas connected to the site that could be significantly affected by the proposed development.

Criteria	Information in respect of the proposed development
project, or in which it is considered that there is such a failure;	
(vii) densely populated areas;	Having regard to the nature and scale of the proposed development, it is considered that there is no real likelihood of significant effects in this regard. A schedule of good practice mitigation measures, including appointment of a Community Liaison Officer, has been proposed, in order to avoid / minimise impacts on the local population insofar as possible. The proposed development has been conceived to provide additional, much-needed housing stock in Fingal County.
(viii) landscapes and sites of historical, cultural or archaeological significance.	The site of the proposed development is situated on the outskirts of Dublin City, immediately inside the M50. There are no recorded archaeological or architectural heritage assets on the site and no mitigation measures are required.
3. Types and characteristics of potential impacts *The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the [PDA 2000], taking into account—*	
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),	Regard has been had, in the preparation of this report, to the likely magnitude and spatial extent of impacts arising from the proposed development during the construction and operational phases. The likely impacts of the proposed development will not be unusual in these respects. The spatial extent of the direct impacts of the proposed development (e.g. habitat loss, dust generation, elevated noise, etc.) will be limited to the site and / or the immediate environs (i.e. typically within 50 m). This is a densely populated urban area, with numerous residential receptors in the immediate area. Additionally, as detailed above, there is the potential for indirect impacts further afield, e.g. due to the generation of greenhouse gas emissions, waste materials, wastewater and surface water. This is a moderately sized development that, during the operational phase, will entail only a marginal change, in terms of environmental aspects and impacts, relative to the baseline.
(b) the nature of the impact,	Regard has been had, in the preparation of this report, to the likely nature of impacts arising from the proposed development during the construction and operational phases.

Criteria	Information in respect of the proposed development
	The likely impacts of the proposed development will not be unusual in this respect.
(c) the transboundary nature of the impact,	The site of the proposed development is within c.100m of the boundary with Dublin City Council. It is not proximate to any other county boundaries or the boundary with Northern Ireland. Given the nature and location of the proposed development no transboundary impacts are likely to arise.
(d) the intensity and complexity of the impact,	Regard has been had, in the preparation of this report, to the likely intensity and complexity of impacts arising from the proposed development during the construction and operational phases. No impacts of unusual intensity or complexity are likely to arise.
(e) the probability of the impact,	In accordance with the EPA (2022) criteria, regard has been had to the probability of impacts arising from the proposed development.
(f) the expected onset, duration, frequency and reversibility of the impact,	In accordance with the EPA (2022) criteria, regard has been had to the likely onset, duration, frequency and reversibility of impacts arising from the proposed development. Generally speaking, construction phase impacts are predicted to be short-term in duration (lasting as long as the proposed works) and reversible; while effects of the operational phase are assumed to be permanent in duration.
(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the [PDA 2000] and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and	Cumulative impacts addressed above in **Section 4.4.8** relation to paragraph 1(b). No likely significant cumulative impacts are predicted to occur.
(h) the possibility of effectively reducing the impact.	A schedule of environmental protection measures are proposed in order to avoid / minimise potential environmental impacts, where appropriate. Refer to **Section 4.2.15.**

4.6 Article 81A.(5)(c)(ii) Statement

In addition to the requirements of Schedule 7A (above), Article 81A.(5)(c)(ii) of the Planning and Development Regulations 2001-2023 requires any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account.

All relevant assessments, including those pursuant to European Union legislation in relation to the environment have been addressed in Sections 4.2, 4.3, 4.4 and 4.5 of this report. This includes, where relevant, assessments arising from the following:

- The Habitats Directive, The Birds Directive, the Ramsar Convention, the Bern Convention, and the Convention on the Conservation of Migratory Species of Wild Animals;
- The Landfill Directive, the Waste Framework Directive, the Urban Waste Water Collection and Treatment Directive;
- The Integrated Pollution Prevention and Control Directive, the Industrial Emissions Directive, the Seveso III Directive;
- The Environmental Noise Directive, Directive on Ambient Air Quality and Cleaner Air for Europe;
- The Drinking Water Directive, The Water Framework Directive;
- The Landscape Convention, and the Protocol amending the European Landscape Convention;
- Directive on the Promotion of the Use of Energy from Renewable Sources, the Regulation 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 the Regulation 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;
- The Convention on the Protection of the Archaeological Heritage, the Convention for the Protection of the Architectural Heritage of Europe (Revised), the Convention on the Value of Cultural Heritage for Society; and
- The Directive on Public Access to Environmental Information.

5 Conclusion

It is considered that the proposed development would not be likely to have significant effects on the environment. The main reasons for this conclusion are as follows:

- The nature and scale of the site and the of the proposed development are significantly below the stated thresholds of Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2023 at or above which there is a mandatory requirement for EIA;
- The location of the proposed development on a previously disturbed site which is not particularly sensitive to the environmental effects of development of this nature and scale. There are no designated sites or surface water bodies on the site or in the immediate vicinity. The receiving environment is well populated, with residential receptors situated in close proximity; however, appropriate mitigation measures have been incorporated into the proposal in order to avoid / minimise impacts insofar as possible;
- The development is to be located on lands zoned for such land uses in the Fingal Development Plan 2023-2029, which itself has been the subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA);
- The nature of the proposed development is not unusual in the context of the receiving environment. The proposed operational use of the proposed development is to provide 119 much-needed residential units and will comprise an improvement relative to the baseline in terms of residential amenity;
- The site clearance and construction phase is expected to give rise to minor, localised environmental effects that are typical of urban redevelopment projects of this nature;
- The scale of the proposed development is consistent with the prevailing skyline / building height profile in the receiving environment;
- The availability of surface water services to serve the proposed scheme;
- According to the confirmation of feasibility letter included at Appendix A of Infrastructure Design Report a connection to the Uisce Éireann's foul network can be facilitated subject to site specific comments;
- The location of the proposed scheme outside of any sensitive location specified in Article 299(C)(1)(v) of the Planning and Development Regulations 2001 (as amended);
- The features and measures proposed to avoid and prevent what otherwise might be potentially significant effects on the environment, including the measures identified under Section 4.2.15 Environmental Protection Measures of this EIA Screening Report;
- The likelihood of no significant environment effects arising as noted under Schedule 5, Part 2, paragraph 10(b)(i) and 10(b)(iv) of the Planning and Development Regulations 2001-2023;
- The information on the proposed scheme provided in accordance with Schedule 7A of the Planning and Development Regulations 2001-2023; and
- Having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2023.

Therefore, it is recommended that, having regard to the information set out above, the Competent Authority (Fingal County Council) may reach a screening determination that ***there is no real likelihood of significant effects arising as a result of the proposed development; and, therefore, that environmental impact assessment and the preparation of an environmental impact assessment report is not required.***

6 References

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- DoHLGH (2023). *EIA Portal*.
- DoHPLG (2018). Department of Housing, Planning and Local Government. *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.*
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- GSI (2023). *Geological Survey Ireland Spatial Resources.*
- Institution of Lighting Professionals & Bat Conservation Trust (2018). *Bats and Artificial Lighting in the UK (Guidance Note 08/18)*.
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Appendix 1: EPA Environmental Impact Assessment Criteria

Table A1.1 Criteria for characterising environmental effects (adapted from EPA, 2022)

Criterion	Definition
Quality	
Positive	A change which improves the quality of the environment
Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error
Negative	A change which reduces the quality of the environment
Significance	
Imperceptible	An effect capable of measurement but without significant consequences
Not significant	An effect which causes noticeable changes in the character of the environment but without significant consequences
Slight	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities
Moderate	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends
Significant	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment
Very significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment
Profound	An effect which obliterates sensitive characteristics
Extent and Context	
Extent	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect
Context	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions
Probability	
Likely	Effects that can reasonably be expected to occur because of the planned project
Unlikely	The effects that can reasonably be expected not to occur because of the planned project
Duration	
Momentary	Effects lasting from seconds to minutes
Brief	Effects lasting less than a day
Temporary	Effects lasting less than a year
Short-term	Effects lasting one to seven years.
Medium-term	Effects lasting seven to fifteen years
Long-term	Effects lasting fifteen to sixty years
Permanent	Effects lasting over sixty years
Reversibility and Frequency	
Reversible	Effects that can be undone, for example through remediation or restoration
Frequency	Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)

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