

Proposed Traveller-Specific Group Housing, Stockhole Lane, Co. Dublin

Preliminary Assessment (in accordance with Article 120 of the
Planning & Development Regulations 2001-2019)

Based on Aircraft Noise Zones per Proposed Variation No. 1 to
Fingal Development Plan 2017 – 2023

Strategic Assessment **Built Environment**

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Client:

Fingal County Council

Date:

02 October 2019

DOCUMENT CONTROL SHEET

6469_SL-EIA02_Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)

Project No. 6469
Client: Fingal County Council
Project Name: Proposed Traveller-Specific Group Housing, Stockhole Lane, Co. Dublin
Report Name: Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)
Document No. SL-EIA02
Issue No. 05
Date: 02/10/2019

This document has been issued and amended as follows:

Issue	Status	Date	Prepared	Checked
01	Draft	10 Dec 2018	TB	TB
02	Final Draft	12 Dec 2018	TB	TB
03	Final Review	28 Aug 2019	TB	TB
04	Final Review	02 Oct 2019	TB	TB
05	Final	03 Oct 2019	TB	TB



Contents

1	Introduction	4
1.1	Environmental Impact Assessment.....	4
2	Description of the Site, the Proposed Development and the Planning Context.....	5
2.1	Site Location and Description	5
2.2	The Proposed Development	6
2.3	Fingal Development Plan 2017-2023.....	9
3	Screening for Environmental Impact Assessment (EIA)	13
3.1	Introduction.....	13
3.2	Mandatory EIA.....	13
3.3	Preliminary Assessment for Sub-Threshold EIA.....	15
3.4	Criteria under Schedule 7 of Planning and Development Regulations 2001-2019.....	15
3.4.1	Characteristics of the Proposed Development	16
3.4.2	Location of the Proposed Development	18
3.4.3	Type and Characteristics of Potential Impacts.....	20
4	Conclusion.....	24
5	Key References.....	25



1 Introduction

Fingal County Council is proposing a Traveller Specific Group Housing development on a site at Stockhole Lane, County Dublin. The proposed development includes for the construction of 7 single-storey residential buildings, car parking; boundary walls; provision of public open space; SuDS drainage and infrastructure, and all associated works.

Brady Shipman Martin was appointed by Fingal County Council to prepare a screening for mandatory EIA and a preliminary assessment of the proposed sub-threshold development, which examines the type and scale of the proposed development and the receiving environment in addition to the nature, size and location of the proposed development.

The report has been prepared for Fingal County Council by Thomas Burns, (B.Agr.Sc. (Landscape); Dip. E.I.A. Mgmt., Ad.Dip. Plan. & En. Law) Partner with Brady Shipman Martin, environmental, landscape and planning consultants.

The application for the proposed development is also accompanied by a Screening for Appropriate Assessment (AA) prepared by Brady Shipman Martin.

1.1 Environmental Impact Assessment

EIA requirements derive from Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 97/11/EC, 2003/35/EC and 2009/31/EC. The Directive and its amendments were subsequently codified and replaced by Directive 2001/92/EU, as amended in turn by Directive 2014/52/EU. This amending Directive was transposed into national planning consent procedures in September 2018 through the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018).

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

EIA is mandatory for certain projects and for other projects that meet or exceed a stated threshold as set out in Annexes I and II of the Directive (and Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended). Projects that do not meet or exceed a stated threshold are subject to a preliminary assessment for the requirement, or not, for 'sub-threshold' EIA.

The proposed Traveller Specific Group Housing project is a local authority own development and therefore, the requirement for sub-threshold EIA is addressed under Article 120 of the Planning and Development Regulations 2001-2019, which states:

(a) Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.



(b) Where the local authority concludes, based on such preliminary examination, that—

(i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,

(ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or

(iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall—

(I) conclude that the development would be likely to have such effects, and

(II) prepare, or cause to be prepared, an EIAR in respect of the development.

2 Description of the Site, the Proposed Development and the Planning Context

2.1 Site Location and Description

The circa 1.3 hectare site is located in the townland of Stockhole, east of Stockhole Lane (L2051), less than 200m south of its junction with Baskin Lane (L2055) and approximately 1.4km north of the R139/Clonsaugh Road Roundabout junction at the Clayton Dublin Airport Hotel. The M1 Motorway lies 400m to the west with Dublin Airport lands further west.

The surrounding lands are generally under arable and pastoral agricultural use, with the large sports facility of the Athletic Union league (AUL) located less than 200m to the southwest.

A number of individual residential properties are clustered close to the junction between Stockhole Lane and Baskin Lane, with other properties, including AnovoCare Nursing Home and Airport Orchard B&B located north and south of the site along Stockhole Lane respectively. The small settlement of Baskin Cottages is located circa 1km to the east of the site.

The Cuckoo Stream runs west to east circa 700m south of the site and the Sluice River is located circa 1.2km northeast of the site. Both eventually discharge into Baldoyle Estuary circa 4.75km to the east, with the Cuckoo Stream doing so via the Mayne River.

There are no European Sites (Natura 2000 Sites) or Natural Heritage Areas (NHA) on or adjoining the site. The nearest European Site is Baldoyle Estuary circa 4.75km to the east. The nearest Natural Heritage Area is the proposed NHA at Feltrim Hill circa 1.7km to the northeast.

The site has a roadside boundary hedgerow fronting Stockhole Lane. An existing entrance with concrete wing walls, is blocked off. Internally, the site which comprises



rough grazing and bramble, is generally flat with a number of overgrown earth ridges of 1 to 2m in height. The southern, and part of the eastern boundary of the site, is defined by a fence. The remainder of the eastern boundary comprises a low hedgerow. The lands to the south and east of the site are relatively open arable lands.

The existing 'Baskin Court/Park' Traveller Specific Group Housing development lies to the immediate to the north of the site. The northern site boundary with Baskin Park is a palisade fence. Baskin Court/Park comprises 10 individual single storey residential properties and associated open space. The development has a concrete boundary wall with Stockhole Lane. A small waste water treatment plant and percolation area serving Baskin Court/Park is located in the centre of the site.

Further arable lands, a residential property with large yard, and a metal clad shed all lie west of Stockhole Lane and the site. Airport Orchard B&B is set within a very mature landscape/wooded setting west of the southern end of the site.

2.2 The Proposed Development

The project comprises a Traveller Specific Group Housing development of 7 single-storey residential buildings, car parking; boundary walls; provision of public open space; Sustainable Drainage Systems (SuDS) and infrastructure, and all associated works on a site of circa 1.3 hectares at Stockhole Lane, County Dublin. (Refer to Figure 1).

The development will provide 2 four-bed, 7-person dwellings, and 5 three-bed five-person dwellings, with a predicted population of 29 persons. The dwellings will back onto the east boundary and face proposed public open space, and Stockhole Lane, to the west and south. All dwellings have in-curtilage parking as well as front and rear gardens.

The proposed development will be connected to the public waste water sewer in Stockhole Lane. Likewise the existing Baskin Court/Park development will also be connected to the existing sewer allowing for decommissioning of the treatment plant and percolation area on the site.

The existing entrance from Stockhole lane to the waste water treatment plant (to be decommissioned) will be reconfigured to provide new vehicular and pedestrian access to the new development. Approximately 70 linear metres of existing roadside hedge and ditch will be removed to provide adequate entrance sightlines and footpath and to allow views of the new development and open space. The existing hedge and ditch to the south of the proposed entrance will be retained and managed to ensure required sightlines at the newly configured entrance.

The site will be serviced from the public water supply, and ESB, Eircom, GNI utilities which are all available on Stockhole Lane. Public lighting will be incorporated to Fingal County Council Standards.

Surface water drainage will consist of an on-site SuDS approach designed in accordance with the policies and guidelines outlined in the Greater Dublin Strategic Drainage Study (GDSDS) and to the requirements of Fingal County Council. Surface water discharge will be to the existing water-course to the south via the existing 225mm storm outfall serving Baskin Court/Park which traverses a wayleave across third party lands.



Proposed Variation No. 1 to the Fingal Development Plan 2017 – 2023, indicates that revised Noise Zones are proposed for Dublin Airport. Three noise zones (Zones A, B & C) are shown on the Development Plan maps. The Council will continue to restrict inappropriate development within Zones B and C. Within an inner zone, 'Zone A' new provisions for residential development and other noise sensitive uses will be actively resisted. An additional assessment zone, Zone D, is also proposed to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment. The zones are based on potential noise exposure levels due to the airport using either the new northern or existing southern runway for arrivals or departures.

The southern-most edge of the site is located within Dublin Airport Noise Zone A. However, this area will remain as open space. No dwellings will be located in this area in accordance with Objective DA07 of the Development Plan. All seven proposed dwellings are located within Dublin Airport Noise Zone B and therefore appropriate noise mitigation measures are included in accordance with Objective DA07 of the Development Plan. A separate Acoustic Design Statement (Adopting Aircraft Noise Zones in proposed Variation No.1 to Fingal Development Plan 2017-2023) has also been prepared for the proposed development.

The site is not subject to flooding.



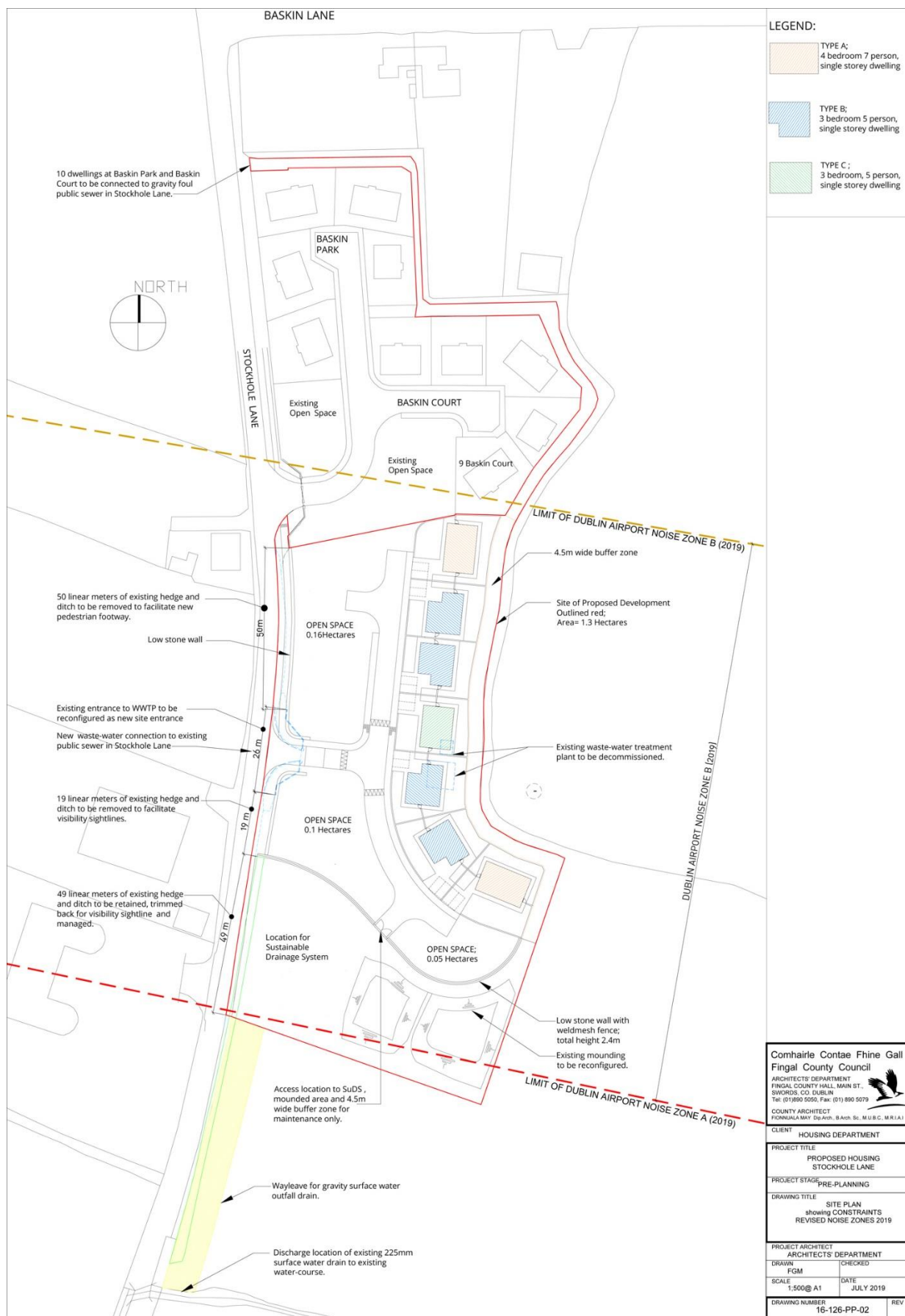


Figure 1 Proposed Site Layout/Site Plan

2.3 Fingal Development Plan 2017-2023

The following key references from the Fingal Development Plan are relevant to the site and the proposed development.

The site is located in a large area zoned GB - Green Belt: Protect and provide for a Greenbelt. The objective for this zoning is to:

“Create a rural/urban Greenbelt zone that permanently demarcates the boundary i. between the rural and urban areas, or ii. between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas.”

While Traveller Accommodation is not specifically listed under Greenbelt, residential development is permitted, subject to the provisions of the Rural Settlement Strategy (page 372/373 of Development Plan).

- Fingal Development Plan states that *“Proposed development within the Greenbelt shall clearly demonstrate a functional need for such a location, and consistency with the established character of the landscape of the area.”* (page 42).
- The Development Plan includes the following objectives in relation to Greenbelts:

***Objective SS08** Strengthen greenbelt lands by identifying opportunities for infill development and consolidation of existing towns to reduce the need to zone additional greenfield lands and ensure the preservation of strategic greenbelts between our towns and villages.*

***Objective SS09** Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.*

***Objective SS10** Promote public parks, outdoor sports facilities and other recreational uses within the Greenbelts in accordance with the Green Infrastructure Strategy and open space policy.*

***Objective SS11** Promote opportunities for the enhancement and protection of biodiversity and natural heritage within the Greenbelt.”*

- The Development Plan includes the following objectives in relation to Housing in the Countryside:

***Objective RF26** Ensure the vitality and regeneration of rural communities by facilitating those with a genuine rural generated housing need to live within their rural community.*

Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)

Objective RF27 *Recognise and promote the agricultural and landscape value of the rural area and prohibit the development of urban generated housing in the open countryside.*

Objective RF28 *Encourage the re-use and adaptation of the existing rural residential building stock and other building types, where practical, in preference to new build.*

Objective RF41 *Apply the provisions of the Rural Settlement Strategy as it applies to “New Housing for the Rural Community other than for those who are actively engaged in farming” for rural community members located within the Inner Noise Zone on suitable sites located within two kilometres outside the Inner Noise Zone. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.”*

- The Plan notes that “people who have a genuine rural-generated housing need will be considered for planning permission for a house in those parts of the open countryside which have zoning objective RU or GB.” (page 159)
- Proposed Variation No.1 to the Fingal Development Plan indicates that revised Noise Zones are proposed for Dublin Airport and includes objectives to be adhered to for developments in each zone.
- The Development Plan includes the following objectives in relation to Traveller Accommodation:

“Objective PM08 *Comply with the Council’s Housing Strategy.*

Objective PM09 *Secure the implementation of Fingal County Council’s Traveller Accommodation Programme 2014-2018 and to review this programme if required and/or deemed to be necessary, during the course of the Development Plan.”*

- The proposed development is in compliance with objective SW04, requiring the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.

Sheet 11 of Fingal Development Plan (Refer to Figure 2)

- The site and surrounding lands are zoned ‘GB – Greenbelt: To protect and provide for Greenbelt’. A small area to the north, off Baskin Lane is zoned ‘RC – Rural Cluster: Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster’. Baskin Court & Park to the north of the site is identified as ‘Traveller Accommodation’.
- The southern-most portion of the site is located within the Dublin Airport Noise Zone A. However, this area will remain as open space and no dwellings will be located in the area in accordance with Objective DA07 of the Development Plan.

Proposed Traveller-Specific Group Housing, Stockhole Lane, Co. Dublin

Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)

- The proposed dwellings are located within the Dublin Airport Noise Zone B. Appropriate noise mitigation measures are included in accordance with Objective DA07 of the Development Plan.

Sheet 14 of Fingal Development Plan

- Green Infrastructure (Sheet 14), indicates that none of the following pertain to the site or its immediate surrounds:
 - no protected structures,
 - no preserved views,
 - no architectural conservation areas (ACAs)
 - no geological heritage site
 - not within a Special Amenity Area, and
 - not within Highly Sensitive Landscape
- A circular enclosure visible as a crop mark on an aerial photograph is identified as a recorded monument (DU015-120) in the townland of Baskin, circa 100m to the east of the site. The site for the proposed development is outside of the associated buffer area surrounding the feature.

Sheet 15 of Fingal Development Plan

- Green Infrastructure (Sheet 15), identifies the ecological corridor of Cuckoo Stream over 600m to the south of the site, and the Sluice River over 1.2km to the north of the site.
- There are no Natura Sites or Natural Heritage Areas on or close to the site.

Sheet 16 of Fingal Development Plan

- Green Infrastructure (Sheet 16), indicates that the site is not subject to flooding.

It is considered that the proposed small scale 7 dwelling Traveller-Specific Group Housing development is appropriately located. While located within Greenbelt, the site adjoins an existing small-scale 10 dwelling Traveller accommodation site, and also serves, in part as the wastewater treatment and percolation area for the existing development. The proposed development will remove this existing treatment and percolation use and connect both the existing and proposed development to the public sewer network.

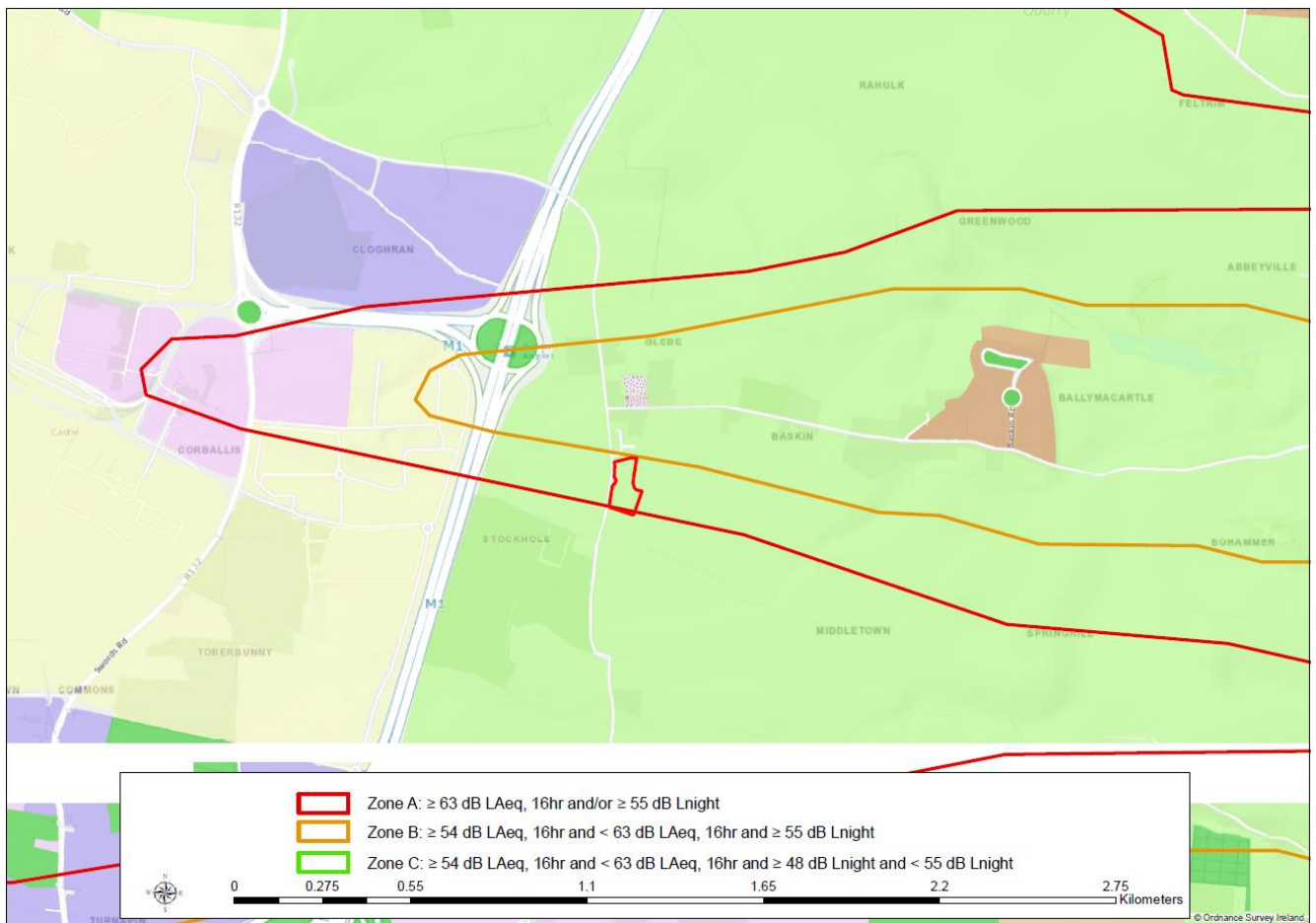


Figure 2 Proposed Variation No. 1 to the Fingal Development Plan 2017 – 2023, with revised Noise Zones proposed for Dublin Airport. Three noise zones (Zones A, B & C) are shown. The site is outlined in red at the centre of the figure, which is located within lands zoned GB – Greenbelt: Protect and provide for a Greenbelt.

3 Screening for Environmental Impact Assessment (EIA)

3.1 Introduction

Screening is a process used to establish whether EIA is required for a proposed development. There are a number of steps in the screening process.

The mandatory requirement for EIA is generally based on the nature or scale of a proposed development, as set out in EIA Directive 2001/92/EU, as amended by Directive 2014/52/EU. These mandatory requirements are transposed into Irish Law in the Planning and Development Act 2000, as amended (hereafter the PDA, 2000), and the Planning and Development Regulations 2001, as amended (hereafter the PDR, 2001) and relevant European and national guidance, including: *Environmental Impact Assessment of Projects Guidance on Screening, EU, 2017*, and *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018*.

These identify certain types and scales of development, generally based on thresholds of scale, for which EIA is mandatory.

Projects require EIA where:

- they meet or exceed the stated thresholds in Schedule 5 Part 1 of the PDR 2001, as amended, or where no thresholds are set, or
- where they meet or exceed national thresholds set out in Schedule 5 Part 2 of the PDR 2001, or where no thresholds are set.

Where EIA is required, the applicant (developer) must prepare and submit an Environmental Impact Assessment Report (EIAR) and the Directive sets out the minimum information, which the EIAR must include in Annex IV (also provided in Schedule 6 of the PDR 2001).

Developments which correspond to Schedule 5 Part 2 project types (Classes) but which are below the given threshold are considered for the requirement for potential sub-threshold EIA.

3.2 Mandatory EIA

Section 172 of the PDA, 2000, as amended, provides the legislative basis for mandatory EIA. It states:

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

(a) the proposed development would be of a class specified in –

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either –

1. such development would exceed any relevant quantity, area or other limit specified in that Part, or

Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)

II. no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either –

I. such development would exceed any relevant quantity, area or other limit specified in that Part, or

II. no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part,

and

(ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.”

Projects listed for the purposes of EIA in Part 1 of Schedule 5 typically include major industrial, chemical, energy, waste, infrastructure and intensive agricultural developments. The proposed Traveller specific residential development at Stockhole Lane does not correspond to a class of development set out under Part 1 of Schedule 5 and therefore, EIA is not a mandatory requirement under this provision.

Classes 10(b) (i) & 10(b) (iv) of Part 2 of Schedule 5, relate to Infrastructure projects, referring to housing and urban developments as follows:

“Class 10(b) (i). Construction of more than 500 dwelling units.”

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

While the proposed development at Stockhole Lane is a residential / urban development, it does not meet or exceed the specified thresholds. The number of dwelling units proposed as part of the development is 7 and the site area is circa 1.3 hectares, both being scales of development that are significantly below the specified thresholds. Therefore, EIA is not a mandatory requirement under this provision.

EIA is not a mandatory requirement for the proposed development, however, it does fall below the EIA threshold for residential/urban development specified in Part 2 of Schedule 5 of the PDR 2001 and therefore, the proposed development will be subject to preliminary assessment for the requirement for EIA as a ‘sub-threshold’ development.

3.3 Preliminary Assessment for Sub-Threshold EIA

The following preliminary examination was undertaken pursuant to the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) which transposed Directive 2014/52/EU and having regard to the ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)¹. In the ministerial guidelines the preliminary examination process is described in chapter 3 “Pre-Application stage” and under the sub-heading “Screening”.

This preliminary examination was based on professional expertise and experience, and having regard to the ‘Source – Pathway – Target’ model which identifies the source of likely significant impacts, if any; the environmental factors which will potentially be affected; and the route along which those impacts may be transferred from the source to the receiving environmental factors.

Generally it is noted that a screening determination *“is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative”* (section 3.1 of Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, 2018). However, the process must also have regard to the ruling of the European Court that the EIA Directive has a *“wide scope and a broad purpose”* when determining if EIA is required².

As the proposed project is a local authority own development, this preliminary examination was carried out in accordance with the provisions of Article 120 of PDR 2001.

The preliminary examination considered the nature, size and location of the proposed development and this report sets out the reasoning that *“there is no real likelihood of significant effects on the environment arising from the proposed development”* and *“that an EIA is not required.”*

3.4 Criteria under Schedule 7 of Planning and Development Regulations 2001-2019

The criteria for determining if a development would, or would not, be likely to have significant effects on the environment is set out in Schedule 7 to the PDR 2001. The criteria are grouped under three headings as follows:

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

Each of the above groupings includes a number of sub-criteria and information is provided for each in the following sections 3.4.1 – 3.4.3 respectively.

¹ Prepared by the Department of Housing, Planning and Local Government.

² ECJ cases C-72/95, C-2/07 and C-275/09.

3.4.1 Characteristics of the Proposed Development

Table 3.1 assesses the environmental sensitivity of the characteristics of the proposed development and the potential for significant impact.

Table 3.1 Characteristics of the Proposed Development

Type and Characteristics of Proposed Development	Comment
a) the size and design of the whole of the proposed development,	<p>The proposed development is of a small size and scale, comprising 7 one-storey dwellings on a small site of circa 1.3 hectares.</p> <p>There is no likelihood of significant environmental effects by reason of the size and design of the proposed development.</p>
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 Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,	<p>The proposed small scale 7 dwelling development adjoins an existing similarly small scale 10 dwelling Traveller accommodation development.</p> <p>There is no likelihood of significant environmental effects by reason of cumulation with other development for the purposes of Section 172(1A)(b) of the PDA, 2000.</p>
c) the nature of any associated demolition works,	<p>The existing waste water treatment plant and percolation will be removed and the existing and proposed development will be connected to the public sewer network.</p> <p>No further demolition works are required, other than normal site clearance works are included in the construction stage of the proposed development.</p> <p>There is no likelihood of significant environmental effects by reason of the small-scale demolition works.</p>
d) the use of natural resources, in particular land, soil, water and biodiversity,	<p>There are no unusual aspects to the proposed small scale 7 dwelling development. Use of natural resources will be limited to the normal use of building materials and no likelihood of significant environmental effects arises.</p>
e) the production of waste,	<p>The existing waste water treatment plant and percolation will be removed and the existing and proposed development will be connected to the public sewer network.</p>

Type and Characteristics of Proposed Development	Comment
	<p>There are no other unusual aspects to the proposed development.</p> <p>Normal site clearance works are included in the construction stage of the proposed development.</p> <p>Therefore, production of waste will be limited and subject to appropriate recycling or removal to approved, licensed facilities. No likelihood of significant environmental effects arises.</p>
f) pollution and nuisances,	<p>The existing waste water treatment plant and percolation will be removed and the existing and proposed development will be connected to the public sewer network. These works will be carried out to specified management controls and any wastes arising will be removed to approved, licensed facilities.</p> <p>Construction works have the potential for noise disturbance. However, any such disturbance will be temporary (limited to the construction period), localised and controlled and mitigated by standard construction best practice and normal day-time working hours.</p> <p>No other pollution or nuisances are identified and no likelihood of significant environmental effects arises.</p>
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	<p>There are no unusual aspects to the proposed development.</p> <p>No particular risks are identified and no likelihood of significant environmental effects arises.</p>
h) the risks to human health (for example, due to water contamination or air pollution).	<p>The existing waste water treatment plant and percolation will be removed and the existing and proposed development will be connected to the public sewer network. These works will be carried out to specified management controls and any wastes arising will be removed to approved, licensed facilities.</p> <p>There are no unusual aspects to the proposed residential development. New wastewater infrastructure will connect into the existing wastewater network.</p> <p>The proposed development site is within the Noise Zone B (proposed Variation No.1 of Fingal Development Plan). All proposed units are being</p>

Type and Characteristics of Proposed Development	Comment
	<p>fitted with noise insulation measures required to achieve a good internal noise environment in accordance with Objective DA07 of Fingal Development Plan.</p> <p>No particular risks to human health are identified no likelihood of significant environmental effects arises.</p>

Summary

There is no real likelihood of significant effects on the environment arising from the nature of the proposed development.

The proposed development involves the construction of 7 dwellings on a small site of circa 1.3 hectares. Therefore, the scale of the proposed development, when viewed individually and/or cumulatively, is very small in terms of the extent of development and significantly below relevant EIA thresholds.

This scale of residential development will not give rise to significant effects on the environment either by way of its size or design. The existing wastewater treatment plant will be removed and the existing and proposed residential development will be connected to the public foul sewer network. This has the potential to improve the local environment.

Any potential pollution aspect will be avoided through appropriate standard construction practice management regimes.

Any noise and nuisance associated with the proposed construction works will be short-term and subject to standard construction management and best practice procedures.

Given the proximity of Dublin Airport and its associated noise zones, the proposed units are being fitted with noise insulation measures to ensure they achieve a good internal noise environment in compliance with Objective DA07 of Fingal Development Plan.

Any waste arising will be small in quantity and taken from the site for reuse or disposal, subject to normal statutory controls.

3.4.2 Location of the Proposed Development

Table 3.2 assesses the location of the proposed development with regard to the environmental sensitivity of the geographical area likely to be affected and the potential for significant impact.

Table 3.2 Location of Proposed Development

Type and Characteristics of Potential Impacts	Comment
i) the existing and approved land use	The site is currently enclosed and includes a waste water treatment and percolation area for the

Type and Characteristics of Potential Impacts	Comment
	<p>adjoining Traveller Accommodation at Baskin Court / Park.</p> <p>The lands are zoned Greenbelt.</p> <p>No likelihood of significant environmental effects arises.</p>
j) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,	<p>The proposed small scale 7 dwelling development is to be located on a small site adjoining an existing similar 10 dwelling development.</p> <p>The site also includes the waste water treatment plant and percolation area for the existing development. These aspects will be removed and the existing and proposed development will be connected to the public sewer network.</p> <p>It will have negligible impact on the quality and regenerative capacity of natural resources in the area.</p> <p>No likelihood of significant environmental effects arises</p>
k) the absorption capacity of the natural environment, paying particular attention to the following areas:	<p>Having regard to the criteria listed below, it is considered that the site has a high absorption capacity for the scale and type of development proposed and no likelihood of significant environmental effects arises.</p>
(i) wetlands, riparian areas, river mouths;	No impact arises.
(ii) coastal zones and the marine environment;	No impact arises.
(iii) mountain and forest areas;	No impact arises.
(iv) nature reserves and parks;	No impact arises.
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;	<p>A separate Screening Report for the requirement for Appropriate Assessment (AA) has been prepared and excludes any potential for impact on Natura 2000 Sites.</p> <p>No impact arises.</p>
(vi) areas in which there has already been a failure to meet the environmental	No issues arise.

Type and Characteristics of Potential Impacts	Comment
quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;	
(vii) densely populated areas;	<p>The small scale development is located in a rural environment which includes individual and small clusters of residential properties in the landscape.</p> <p>The area is not densely populated. No likelihood of significant environmental effects arises.</p>
(viii) landscapes and sites of historical, cultural or archaeological significance.	<p>The proposed development is located circa 100m west of a recorded monument. The feature and its setting will not be adversely impacted by the proposed development.</p> <p>The proposed development has no impact on any other aspect of sensitive landscape or heritage.</p> <p>No likelihood of significant environmental effects arises.</p>

Summary

There is no real likelihood of significant effects on the environment arising from the location of the proposed development.

By virtue of its location adjoining a similar development, the proposed small-scale residential development is appropriately located within the surrounding landuses.

The Screening for the requirement for Appropriate Assessment (AA) concludes that the proposed development, by itself or in combination with other plans and projects, in light of best scientific knowledge, will not, in view of the conservation objectives of the site, adversely affect the integrity of any European Sites.

In terms of other environmental sensitivities, *e.g.* landscapes/sites of historical, cultural or archaeological significance, the proposed development will not give rise to any significant effects.

The site can successfully accommodate the proposed development without any significant environmental effects.

3.4.3 Type 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 (*i.e.* Sections 3.4.1 & 3.4.2 and Tables 3.1 and 3.2 above), 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 the assessment provided in Tables 3.3 & 3.4.

Table 3.3 Type and Characteristics of the Potential Impacts

Type and Characteristics of Potential Impacts	Comment
a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),	Any potential impact will be temporary, short-term and limited to the site and its immediate adjoin properties. Therefore, the geographical extent and population likely to be affected are very small and no likelihood of significant environmental effects arises.
b) the nature of the impact	There are no unusual aspects to the proposed residential development and any potential impacts are consistent with and typical of normal small scale residential development. No likelihood of significant environmental effects arises.
c) the transboundary nature of the impact	No transboundary impacts arise.
d) the intensity and complexity of the impact,	No impact of an unusual intensity or complexity is expected.
e) the probability of the impact	N/A
f) the expected onset, duration, frequency and reversibility of the impact,	Any potential impacts will be temporary or short-term associated with the normal construction and / or early operation stage of the proposed development. No medium or long-term impact arises and no likelihood of significant environmental effects arises.
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 Act 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	The proposed development does not give rise to cumulation with other development for the purposes of Section 172(1A)(b) of the PDA, 2000.

Type and Characteristics of Potential Impacts	Comment
h) the possibility of effectively reducing the impact.	<p>Any potential impacts will be temporary or short-term associated with the normal construction and / or early operation stage of a proposed residential development on an infill site.</p> <p>Such potential impacts may be appropriately mitigated through standard construction best practice and control of working hours.</p> <p>No likelihood of significant environmental effects arises</p>

Table 3.4 Assessment against the factors specified in Section 171A(b) of the Planning and Development Act 2000, as amended.

EIA Factor	Comment
Population	<p>Positive impact in providing for new Traveller Accommodation.</p> <p>No significant impact arises.</p>
Human Health	<p>The residential dwellings are located outside of the Inner Airport Safety Zone and projected population is well within the recommended maximum population guidelines for development located within the Outer Airport Safety Zone.</p> <p>The proposed dwellings are located within Dublin Airport Noise Zone B and therefore appropriate noise mitigation measures are included in accordance with Objective DA07 of the Development Plan.</p> <p>No significant impact arises.</p>
Biodiversity	<p>No adverse impact arises. No impact arises on any European Site (Natura 2000 Sites).</p> <p>No significant impact arises.</p>
Land	<p>Part of the site, which in overall is of a small circa 1.3 hectares, is already used for waste water treatment for the adjoining similar 10 dwelling development. This treatment and percolation will be removed under the proposed development and part of the site will be used as landscape / open space.</p> <p>No significant impact arises.</p>
Soil	<p>The site is of a small circa 1.3 hectares.</p> <p>No significant impact arises.</p>
Water	<p>The existing waste water treatment and percolation facility will be removed under the proposed</p>

Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)

EIA Factor	Comment
	<p>development, thereby reducing potential effects on surface water.</p> <p>The site is not subject to flood risk.</p> <p>No significant impact arises.</p>
Air and Climate	<p>Noise mitigation measures appropriate to the location of the site near the airport are incorporated into the residential units.</p> <p>The development provides for a small scale development of 7 residential dwellings to be constructed to the required high standards of environmental performance.</p> <p>No significant impact arises.</p>
Material Assets	No significant impact arises.
Cultural Heritage	<p>There are no known cultural features on the site.</p> <p>The proposed development is located circa 100m west of a recorded monument. The feature and its setting will not be adversely impacted by the proposed development.</p> <p>There is no adverse impact on protected structures or architectural conservation areas.</p> <p>No significant impact arises.</p>
Landscape	<p>There is no impact on Special Amenity Areas, Highly Sensitive Landscapes, Protected Views or other landscape features of note.</p> <p>No significant impact arises.</p>
Interaction between factors	No significant impact arises as a result of any potential for interaction between environmental factors.

Summary

The type or characteristics of the potential impacts arising from the proposed development will not give rise to significant environmental impacts.

There are no medium or long-term negative impacts and the proposed development is considered to be appropriately located and capable of successful integration in the surrounding environment.

Whilst temporary or short-term impacts relating to noise levels and dust are typical of any small-scale construction phase. The proposed works will be confined to the site of the proposed development and any potential impact on nearby receptors will be effectively managed through standard best practice construction measures.

Preliminary Assessment (in accordance with Article 120 of the Planning & Development Regulations 2001-2019)

The proposed development is a small-scale Traveller specific residential development located on a site in part already serving an adjoining Traveller Accommodation development in terms of waste water treatment. The existing and proposed development will be connect to the public foul sewer network.

The proposed development does not give rise to any significant impact on environmental (EIA) factors provided in Section 171A(b) of the PDA, 2000.

4 Conclusion

The proposed project is not a development for which an EIA is mandatory.

This preliminary assessment has considered the nature, size and location of the proposed development and having regard to the criteria set out in Schedule 7 of the Planning and development Regulations, 2001-2019, concludes, in accordance with Article 120(1)(b)(i) that *“there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required.”*

This conclusion is made on the basis that the proposed development:

- is of a small-scale comprising 7 dwellings on a site of circa 1.3 hectares;
- will not give rise to any likelihood of significant effects on the environment;
- will not adversely impact Natura 2000 Sites or sensitive habitats either on its own or in combination with other projects; and
- falls significantly below the thresholds for EIA set out in any applicable Class of Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2019.

This preliminary assessment has been informed by a desk study, a site visit, and review of the Screening Report for Appropriate Assessment (AA), and of the drawings and reports prepared as part of the application.

The nature, characteristics or impacts of the proposed development will not have significant effects on the environment.

The site is not subject to flooding.

Standard best practice methodologies employed during the construction phase will limit any potential disturbance to the surrounding area and prevent any risk of pollution from the site, as outlined in Sections 3.4.1, 3.4.2 and 3.4.3 above.

No significant negative effects on the environment have been identified and the project will have a long-term positive impact on Human Beings, with regard to the provision of additional housing stock.

The type and characteristics of the potential impacts are not significant, taking into account the characteristics of the proposed development and its location.

The overall conclusion and determination is that there is no requirement for Environmental Impact Assessment of the proposed development.

5 Key References

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment.

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2017.

Draft Noise Action Plan for Fingal County 2019-2023. Fingal County Council, September 2018.

Dublin Airport Central Masterplan Fingal County Council, 2016.

Dublin Airport Local Area Plan Fingal County Council, 2006.

Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development, Department of Environment, Heritage and Local Government, 2003.

Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017.

Fingal Development Plan 2017-2023. Fingal County Council, 2017.

Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government, 2018.

Planning and Development Act 2000, as amended.

Planning and Development Regulations 2001, as amended.

Proposed Traveller-Specific Group Housing, Stockhole Lane, Co. Dublin: Acoustic Design Statement Adopting Aircraft Noise Zones in proposed Variation No.1 to Fingal Development Plan 2017-2023. AWN Consulting for Fingal County Council, 2019.

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