Environmental Impact Assessment Screening

Proposed Part VIII Residential development at lands adjoining the Bawnogue Road and Ashwood drive in Clonburris, Dublin 22

March 2022

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1. Introduction

Environmental Impact Assessment (EIA) requirements derive from EU Directives. Council Directive 2014/52/EU amended Directive 2011/92/EU and is transposed into Irish Law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Proposed development which falls within one of the categories of development specified in Schedule 5 of the Planning and Development Regulations 2001, as amended, which equals or exceeds, a limit, quantity or threshold prescribed for that class of development must be accompanied by an Environmental Impact Assessment Report (EIAR). Where a project is of a specified type but does not meet, or exceed, the applicable threshold then the likelihood of the project having significant effects (adverse and beneficial) on the environment needs to be considered.

The proposed development comprises 118 no. residential units on an area of land with a gross area of 3.25Ha (net development area of 2.5Ha) which is under the ownership of South Dublin County Council (SDCC). In accordance with Part 8 of the Planning and Development Regulations 2001 (as amended), the proposed forms part of the Statutory Scheme – Phase 02 of the development of SDCC lands within the approved Clonburris Strategic Development Zone (SDZ) 2019.

The purpose of this Screening Report is to provide the required information to enable South Dublin County Council to determine whether an EIAR is required or not.

The criteria for determining whether development listed in Part 2 of Schedule 5 should be subject to an EIA are set out under Schedule 7. The information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment is set out under Schedule 7A of the Planning and Development Regulations, 2001, as amended by the 2018 Regulations. Paragraph 4 of Schedule 7A requires that: *'The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.'*

In this report, the information has been set out under the more detailed headings provided for under Schedule 7. In effect, this ensures that all of the information required under Schedule 7A has been furnished. It also presents the information in a manner that facilitates the competent authority in its screening assessment.

2. Legislative Context

Environmental Impact Assessment Report (EIAR) requirements derive from EU Directives. The requirements of Directive 2011/92/EU and preceding directives have been transposed into Irish Legalisation. EU Directive 2014/52/EU amends EIA law in several respects by amending Directive 2011/92/EU.

The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 came into effect in September 2018, transposing Directive 2014/52/EU and giving further effect to Directive 2011/92/EU. This Screening Report has been prepared based on the requirements of EU Directive 2014/52/EU. The objective of the 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 (EIA), prior to development consent being given, of public and private developments that are likely to have significant effects on the environment."*.[1]

EIA provisions in relation to planning consents are currently contained in the Planning and Development Act, 2000, as amended, (Part X) and in Part 10 of the Planning and Development Regulations 2001, as amended, ("the 2001 Regulations").

Projects requiring EIA are listed in Schedule 5 (Parts 1 and 2) of the 2001 Regulations. In cases where a project is mentioned in Part 2 but is classed as "sub-threshold development", planning authorities are required under article 103 of the 2001 Regulations to request an EIA where it considers that the proposed development is likely to have significant environmental effects.

2.1 Mandatory EIA

The subject development does not fall within any of the specified classes of development set out in Part 1 of Schedule 5. The proposed project comprises residential development on a site measuring a gross area of 3.25ha. The relevant class/scale of development is set out in Schedule 5 (Part 2) of The Regulations:

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

The proposed development comprises a residential development of 118 no. dwellings within an area zoned Development Area 12 '*Canal Extension*' contained in the Clonburris Strategic Development Zone (SDZ) Scheme 2019.

[1] Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment https://www.housing.gov.ie/sites/default/files/publications/files/guidelines_for_planning_authorities_and_an_bo rd_pleanala_on_carrying_out_eia_-_august_2018.pdf

This area character type is states as being *'medium density residential infill development to the south of the Canal adjacent to existing Grand Canal Park*'. Thus, the proposal does not meet the thresholds as prescribed in The Regulations and therefore does not require a mandatory EIAR as set out in Schedule 5.

2.2 Sub-threshold EIA

In cases where a project is mentioned in Part 2 but is classed as "sub-threshold development", it is necessary for a planning authority to undertake a case-by-case examination about whether the development is likely to be associated with significant effects on the environment. In other words, screening for whether EIA is needed, must be undertaken.

While it is clearly demonstrated above that the subject proposal does not trigger mandatory EIA, it is considered prudent to establish that the proposed project would not have significant effects on the environment and therefore does not require a sub-threshold EIA.

The decision as to whether a development is likely to have significant effects on the environment must be taken with reference to the criteria set out in Schedule 7 and Schedule 7A of 2001 Regulations.

In accordance with the provisions of Part X of the Planning and Development Act 2000 (as amended), an EIAR shall be carried out in respect of an application for development which is specified in Schedule 5 of the Planning and Development Regulations 2001 (as amended) ['The Regulations']. A mandatory y EIAR is required for developments which fall within the remit of Schedule 5.

Schedule 7 of the Regulations details the criteria for determining whether a development would or would not be likely to have significant effects on the environment, and this was transposed directly from Annex III of the 2011 Directive. Schedule 7A sets out the information to be provided by the applicant for the purposes of screening sub-threshold development for EIA;

1. A description of the project, including particular:
    a. A description of the physical characteristics of the whole project and, where relevant, of demolition works;
    b. A description of the location of the project, 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 project.
3. A description of any likely significant effects, to the extent of the information available on such effects, or the project on the environment resulting from:
    a. The expected residues and emissions and the production of waste, where relevant;
    b. The use of natural resources, in particular soil, land, water and biodiversity.
4. The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3.

The Directive also amends also amends Annex III "Selection Criteria referred to in Article 4(3)". The details to be considered in the new Annex III are as follows:

1. **Characteristics of the proposed development**
   The characteristics of the project, with particular regard to:
   - the size and design of the whole project,
   - cumulation with other existing and / or approved development,
   - the use of natural resources, in particular land, soil, water and biodiversity,
   - the production of waste,
   - pollution and nuisances,
   - the risk of major accidents and / or disasters which are relevant to the project concerned, including those caused by climate changes, in accordance with scientific knowledge,
   - the risk to human health (for example due to water contamination or air pollution)

2. **Location of the proposed development**
   The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to
   - the existing and approved land use,
   - the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
   - the absorption capacity of the natural environment, paying particular attention to the following areas:
     (a) wetlands, riparian areas, river mouths;
     (b) coastal zones and the marine environment;
     (c) mountain and forest areas,
     (d) nature reserves and parks,
     (e) areas classified or protected under national legislation, including Natura 2000 areas designated by Member States pursuant to Directives 92/43/EEC and 2009/147/EC,
     (f) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure,
     (g) densely populated areas,
     (h) landscapes and sites of historical, cultural or archaeological significance.

3. **Type and Characteristics of potential impacts**
   The likely significant effects on the environment proposed development in relation to criteria set out under paragraphs 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:
   - the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected),
   - the nature of the impact;
   - the transboundary nature of the impact,
   - the intensity and complexity of the impact,
   - the probability of the impact,
   - the expected onset, duration, frequency and reversibility of the impact.
   - the cumulation of the impact with the impact of other existing and / or approved projects;
   - the possibility of effectively reducing the impact.

In compliance with the requirements of the 2014 Directive, this Screening Report provides details of the information specified in Annex IIA, taking account of the criteria in Annex III, and also provides the information required under Schedule 7A of the 2001 Regulations.

3. Description of the Project

This section provides information on the physical characteristics of the proposed development, and a description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

3.1 Characteristics of the Proposed Development

3.1.1 Development Description

The proposal consists of the following works:

- 118 No. Units in a mix of houses, duplexes, simplexes, and 1 No. Apartment building, comprising:
- 11 No. 2 storey - three-bed semi-detached and terraced houses
- 11 No. 3 storey - four-bed semi-detached and terraced houses
- 25 No. 3 storey buildings each comprising: a single storey 2-bedroom apartment at the ground level with a three-bed duplex above
- 5 No. 3 storey - stacked simplex units (Triplex): comprising a 1-bedroom apartment with study at ground level and 2 No. 1-bedroom apartments at the first and second floor levels
- 4 No. 3 storey - stacked simplex units (Triplex): comprising a 2-bed apartment at ground level and 2 No. 1-bedroom apartments with study at the first and second floor levels
- 1 No. 4 storey Apartment building (c.440 sq.m.) Accommodating 19 No. Apartments, comprising; 15 No. 1 bed and 4 No. of 2 bed units. The proposed apartments are provided with private balconies or terraces.
- Site development and landscape works include the provision of 112 No. Parking spaces, 24 No. Visitor cycle parking, ESB substation, high quality amenity spaces, landscape works, roundabout at the entrance to the development from Bawnogue Road, SUD's measures and all associated ancillary site development works

3.1.2 Site Context and Location

The site is located on lands adjoining the Bawnogue Road and Ashwood drive in Clondalkin/Clonburris just south of the Grand Canal, and west of the Fonthill road (the R113), on land under the ownership of South Dublin County Council.

The site extends to 3.25ha (net development area 2.5ha) and will form Phase 02 of the development of SDCC lands within in the approved Clonburris SDZ. The overall area of the SDZ lands is 281ha with a net development area of 151ha resulting in the potential to deliver a target of c. 9,500 no. new homes.

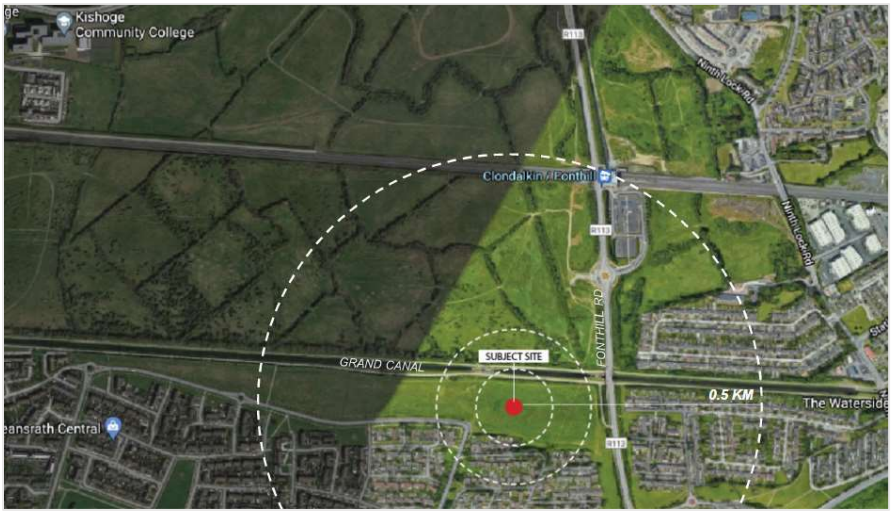

Figure 1 Proposed Development Site.

The surrounding area is characterised by an existing built-up area comprising predominantly residential development to the south, east and north east, and adjoining greenfield lands to the west and north. The northern boundary of the wider parcel of land in which the site is located is demarcated by the Grand Canal and Grand Canal Way.

The site itself is greenfield in nature and there are no existing buildings or structures. The eastern boundary is delineated by a low-rise stone wall and mature trees/hedgerows. The site is an open, almost level area, comprising predominantly grassland with a randomly spaced line of trees along Bawnogue Road. There are no trees situated within the site boundary. There is an existing pedestrian path traversing the site which links Bawnogue Road to the Grand Canal, and a second tarmac path linking the canal path Fonthill Road and numerous, informal routes cutting across the grass area.

The site and wider area is well served in terms of local amenities, with a range of schools, shops and community facilities available in close proximity. The site is positioned a c. 10-minute drive from the M50 and the well-established communities of Lucan, Clondalkin and Liffey Valley. Bus stops positioned along Bawnogue Road to the south serve 2 no. Dublin bus routes, No. 13 which operates between Harristown and Grange Castle and No. 51D which operates between Beggar's Bush and Clondalkin. Both routes operate via Dublin city centre.

3.1.3 Size and Design

The proposed development comprises a residential scheme with a total of 118 no. residential units in four Blocks (Block A, B, C & D).

The overarching design rationale for the proposed development is to create a soft-urban design of residential buildings sitting in a parkland setting. The principal design elements of the proposed development include:

- 4 main blocks; each block is defined by a series of buildings with different typologies;
- Provision of 3 public parks to the north, south and east - enhancing the existing context;

- Landscaped 'Local Streets' and a variety of 'Home Zones' - fully shared surfaces will harmonize the movement of vehicles, pedestrians and cyclists, creating a balance between quieter residential areas and the open space.

Figure 2 Proposed Site Layout

The design concept seeks to add quality to the locality by providing new pedestrian routes and amenity areas for children, adults and elderly in order to help create a sense of place and it will also be enjoyed by the neighbouring community.

The SDZ indicate an allowable margin of units for the Development Area, appointing a minimum of 110 no. and maximum of 133 no. units. Thus the proposed 118 no. units is considered acceptable in this regard and the overall form, scale and massing of the scheme together with the proposed block layout has been designed having regard to the street hierarchy and overall permeability of the site.

The proposal is in accordance with Part L requirements and the Blocks have been carefully sited to exploit solar orientation with the majority of units enjoying dual aspect orientation.

The total number and mix residential units for the proposed Blocks A-D is set out in Table 1 below:

	1-bed	2-bed	3-bed	4-bed	Total
Block A	-	-	6	9	15
Block B	10	12	7	-	29
Block C	8	18	14	-	40
Block D	15	8	9	2	34
Total	33	38	36	11	118
Total %	29	34	32	10	-

Table 1 Residential Mix

The main access to the proposed development will be from Bawnogue Road via 1 no. primary vehicular access point and several local street branching from this location. It is proposed to provide a new roundabout on the Bawnogue Road to the west of the site, which will have a radii of 7.5m or less in accordance with the *Design Manual for Urban Roads and Streets* (DMURS). In addition to providing access to the proposed development, the roundabout will act as a traffic calming measure along the existing road. A series of proposed pedestrian streets will maximise connectivity between the development and surrounding area, and facilitate maximum pedestrian permeability.

It is noted that the Clonburris SDZ contains a proposed secondary vehicular address/egress south of the site. Throughout the design development process, it was decided to omit this route as it would require significant civil engineering intervention and would disturb an existing line of mature trees at this location.

A total of 112 no. car parking spaces are proposed at surface level. In accordance with DMURS, all on-street car parking has been broken up, landscaped and designed according to street typology. To ensure that it does not dominate streetscapes, proposed on street parking will be broken up into a series of bays separated by planted build outs. All parking spaces are positioned within easy access of each dwelling.

Secure bicycle parking will be provided throughout the development in the form of sheltered bicycle storage (1 no. store per unit) and designed in a manner which integrates appropriately into the public realm. As cycling will be positively encouraged within the proposed development, a further 10% visitor bicycle spaces are being provided. In total, the proposed development will provide for a total of 125 no. bicycle parking spaces which is in accordance with Development Plan requirements.

The scheme also provides for public open space comprising areas to the north, east and south of the development site, including play areas which will be distributed throughout. Private open space is provided in the form of front and back gardens and communal open space is proposed. The proposed attenuation pond to the north of the site will also provide a positive contribution to the public realm, with through pedestrian routes which will extend to connect to the wider Canalside towpath.

3.1.4 4.1.1.2 Drainage

Details of the proposed layout of the surface water, foul water, and water supply network to serve the subject site can be seen on the suite of **Engineering Drawings** submitted under separate cover.

Foul Water

There is an existing public wastewater sewer that passes adjacent to the northern boundary of the site, which then turn southwards, and a section then passes directly through the proposed site.

In line with the SDZ masterplan proposal, it is proposed to install a new gravity wastewater sewer networks to serve the proposed development, with this network discharging by gravity to connect to the existing public network.

As part of the development of the wastewater strategy for the SDZ, a Pre-Connection Enquiry was submitted to Irish Water for the foul connections associated with the masterplan total of c. 11,000 no. units proposed within the entire Clonburris SDZ. Confirmation from Irish Water has been received that based on the size of the proposed development and on the capacity currently available, that subject to valid connection agreement being put in place, the proposed connection to the Irish Water network can be facilitated.

Surface Water

The site area is typically greenfield, with no existing surface water services located within the site boundary. The surface water generated by the proposed development will be collected by rainwater pipes located to the building perimeters and by road gullies to the roads and hardstanding areas, with the collected run-off directed towards the new surface water gravity sewer system to be provided for the proposed development. The surface water will flow by gravity towards the proposed attenuation pond located centrally to the north of the site. Surface water infrastructure is to be constructed in accordance with the Greater Dublin Region (GDR) Regional Code of Practice.

The network will ultimately discharge to the existing public surface water network located to Oakwood residential estate to the east of the proposed development, on the eastern side of the Fonthill Road.

Attenuation Strategy

As a result of the requirement to restrict the outflow rate from the site to a discharge rate equivalent to the greenfield rate of run-off, it is necessary to provide attenuation storage on site. Due to the nature and use of the site, long term storage is not considered.

It is proposed to provide an Suds area to allow for the restricting of the run-off from the developed site to match a value equivalent to the greenfield rate of run-off. The pond shall be provided in the form of a detention basin to provide which will provide the necessary attenuation volume but will also some degree of treatment and infiltration.

3.1.5 4.1.1.3 Water Supply

There is an existing public watermain that passes directly through the proposed site. In line with the SDZ masterplan proposal, it is proposed to install a new watermain to serve the proposed development, with this new watermain being supplied by the existing public network.

Peak Water Demand associated with the new development is 741.6m3/day. It is proposed to use low water usage appliances such as low-flush toilets and waterless urinals, to restrict/reduce potable water demand.

As part of the development of the wastewater strategy for the SDZ, a Pre-Connection Enquiry was submitted to Irish Water for the potable water

supply associated with the masterplan total of c. 11,000 no. units proposed within the entire Clonburris SDZ. Confirmation from Irish Water has been received that based on the size of the proposed development and on the capacity currently available, that subject to valid connection agreement being put in place, the proposed connection to the Irish Water network can be facilitated

3.1.6 Cumulation with other Existing &/or Approved Plans and Projects

In August 2018, the Department of Housing, Planning and Local Government issued "Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment". These Guidelines were issued pursuant to section 28 of the 2000 Act and planning authorities are required to have regard to same when carrying out their functions under the Act. The Guidelines summarise "cumulative effects" as:

> *"Effects are not to be considered in isolation but cumulatively i.e. when they are added to other effects. A single effect on its own may not be significant in terms of impact on the environment but, when considered together with other effects, may have a significant impact on the environment. Also, a single effect which may, on its own, have a significant effect, may have a reduced and insignificant impact when combined with other effects."*

The Irish Courts, in Ratheniska Timahoe and Spink Substation Action Group v. An Bord Pleanala2 , have held that the obligation to take into account the cumulative impact of the development, the subject matter of a planning application, with other developments is confined to existing and permitted development in the relevant area. It does not necessitate deliberation on possible future development which may be at the concept, design or the early planning stage and which may not yet have been authorised.

The site is located on an existing greenfield site which adjoins an established suburban location in the jurisdiction of South Dublin County Council. Any proposed large scale developments falling within the remit of South Dublin County Council will have to be undertaken according to the environmental standards set out nationally and in the relevant Development Plan, and any developments with the potential to cause environmental impacts will be subject to the appropriate environmental assessments by the competent authority.

Clonburris SDZ Scheme

The subject site constitutes an area which is designated as 'Development Area 12' in the Clonburris SDZ, for which the character type is defined as '*Medium density residential infill development to the south of the Canal adjacent to existing Grand Canal Park*'.

A Strategic Environmental Assessment (SEA) was undertaken by South Dublin County Council to accompany the Clonburris SDZ Scheme to formally and systematically evaluate the likely significant effects of implementing the SDZ. The SEA identifies that the constituent Development Areas will be developed in accordance with several 'key principles', and states the following:

> *'These principles and mapping have been informed through a series of technical studies and iterative processes including the SEA; the principles will contribute to positive effects on some biodiversity SEOS, Air Quality, Landscape, Material Assets (flood risk, transport) and population and human health.*
>
> *Given the nature of the SDZ Planning scheme and considerable conversion from greenfield to built lands, potential effects arise across all parameters, however these are minimised through the integration of specific mitigation measures identified through the SEA and AA processes. SEA mitigation measure to strengthen integration of blue and green infrastructure and ecological connectivity is recommended.'*

A phasing arrangement detailing a schedule and programme for development to occur on a phased basis in included in the Clonburris SDZ scheme. The accompanying SEA states the following:

> *'The phasing represents the implementation and development of the SDZ Planning scheme and there are negative effects associated with this but mitigation measures in the SDZ Planning Scheme aim to address the most significant of these and ameliorate impacts where possible.'*

Permitted & Planned Projects

At the time this report was prepared, a review of adjacent proposed and permitted development was undertaken using an online planning search function.

There is an existing Grant of Permission under SDCC Reg. Ref. SDZ20A/0021 for road and drainage infrastructure works which will facilitate the construction of the Clonburris Southern Link Road to the north of the site. The new vehicular link will provide access and services for the future development of the southern half of the overall SDZ.

There is a planning application for development to the north of the site under Reg. Ref. SDZ21A/0022. The development comprises the construction of 569. no. residential units, a creche, open space and an innovation centre. The application was received by South Dublin County Council on 2nd December 2021. On 4th February 2022 a request for Additional Information was issued by SDCC and at the time of writing this report, no formal response has been submitted by the Applicant. Notably, this planning application was made by a private developer and the lands concerned are not under Council ownership.

An Environmental Impact Assessment Report (EIAR) was submitted with the planning application. In the Chief Executive's Report SDCC consider '*that the information contained within the EIAR allows for adequate assessment of the potential impacts of the proposed development on the receiving environment and complies with the requirements of Article 94 of the Planning and Development Regulations 2011 (as amended)*.'

In addition to the above planning applications identified, it is noted that South Dublin County Council possess a landholding within the Clonburris SDZ which has the potential to delivery c. 2,600 homes. It is envisaged that each

phase of development will be assessed as individual projects are brought forward to planning application stage.

The proposal to develop Development Area 12 (the subject of this application for permission) and any future development of the SDZ lands constitute separate developments. Importantly, the proposed development should be considered as a standalone residential scheme, and it is not functionally dependent on the wider development of the SDZ lands.

With exception to those discussed above, no large scale developments are proposed within the SDZ and therefore, it is not likely that cumulative impacts with other existing and/or approved projects will have significant effects on the environment.

3.1.7 The Nature of any associated Demolition Works and Site Clearance

The subject site is a greenfield site containing buried and overhead services. There are no existing structures on the site and therefore there are no demolition works associated with the proposed development.

A ground investigation will be conducted to determine the ground conditions prior to construction. Laboratory soil chemical analysis & screening shall be carried out where the select determinant concentration levels are deemed to be above the allowable values for a residential development.

General site clearance works will involve the removal of all topsoil and made-ground, removal of all existing concrete slabs & low-level structures, along with the removal of foliage and site rubble.

Where soil within the site is potentially hazardous to human health, the soil should be remediated or removed to the appropriate facility. Should the Contractor decide to process any waste on site, such as crushing and screening concrete and other hard building materials on site, such activities would require a Waste Permit before construction commences . Dust and noise suppression will always be maintained on site by the appointed contractor.

3.1.8 Use of Natural Resources

The proposed development site measures 3.25ha in total (net development area 2.5ha) and is greenfield in nature with no existing buildings or structures present. It is currently used primarily for it's access routes between Bawnogue Road and the Grand Canal walkway to the north of the site, which is demarcated by a series of formal and informal pedestrian routes.

No trees within the curtilage of the application site are proposed to be removed as part of the development. The existing trees and hedgerows will be retained in line with the objectives of the SDZ. The proposed development incorporates a planting selection informed by advice provided by the SDCC Parks Department and will comprise a mix of native species to ensure appropriate character for the area and provide rich and diverse habitats and biodiversity. The overall landscaping proposals will provide for connections with the wider canal side park area, create attractive play areas and soft landscaping elements have been carefully considered for durability, quality,

easy of replacement (if necessary) and to minimise the maintenance and burden operations.

Development of the proposed scheme will necessitate the removal of all topsoil & made-ground, removal of all existing concrete slabs & low-level structures, along with the removal of foliage and site rubble. While the removal of soils will result in a negative permanent effect, the significance is considered to be moderate, given that the proposed development constitutes urban infill and its development is consistent with national and local policy that promote more efficient use of scarce urban land.

During the operational stage, potable water will be made available via a connection to the existing watermain passing through the site. Peak water demand associated with the proposed development will be approximately 741.6m^3/day. Irish Water has confirmed the feasibility of this proposed connection and the impact is considered to be permanent and neutral with an imperceptible significance.

The design incorporates energy efficiency measures that will meet the requirements of Near Zero Energy Building (NZEB) regulations. The proposed development seeks to significantly reduce the use of natural resources for generating heat. This will have a positive long-term effect as the need for fossil fuel derived energy will be significantly reduced.

The proposal is in accordance with Part L requirements and the Blocks have been carefully sited to exploit solar orientation with the majority of units enjoying dual aspect orientation. This will ensure the proposed units benefit from natural daylight throughout the day and reduce the use of artificial lighting.

3.1.9 Production of Wastes

An **Outline Construction Management Plan (OCMP)** has been prepared by RPS Group and is submitted with the application, setting out project specific procedures to ensure the proposal can be delivered in a safe manner which mitigates potential risks to the public and surrounding environment.

In addition, a site-specific Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of construction works and maintained by the Contractor.

Waste fuels and materials will be stored in designated areas that are isolated from surface water drains. Skips will be closed or covered to prevent materials being blown or washed away and to reduce the likelihood of contaminated water leakage.

Hazardous materials including waste oil, solvents and paints, will be stored in sealed containers and kept separate from other waste materials while awaiting collection by a registered waste carrier. Refuelling, lubrication and storage areas and site offices will not be located within 50m of any surface water bodies.

In addition to the details set out above and inherent design measures during the construction phase the following measures are proposed in relation to waste management:

- The Contractor will minimise waste disposal insofar as practicable.
- Waste will be transported by authorised waste collectors in accordance with the relevant waste regulations.
- Waste from will be delivered to authorised waste facilities in accordance with the relevant waste regulations.
- Source Segregation: Where possible metal, timber, glass and other recyclable material will be segregated during construction works and removed off site to a permitted/licensed facility for recycling. Where waste generation cannot be avoided this will maximise the quantity and quality of waste delivered for recycling and facilitate its movement up the waste hierarchy away from landfill disposal and reduce its environmental impact.
- Material Management: 'Just-in-time' delivery will be used insofar as practicable to minimise material wastage.
- Supply Chain Partners: The Contractor will engage with the supply chain to supply products and materials that use minimal packaging and segregate packaging for reuse.
- Waste Auditing: The Contractor will record the quantity and types of waste and materials leaving site during the construction phase.

Wastewater generated during the operational stage will be discharged to the public wastewater network. A potential indirect impact arising from this proposal would be the increase in loading on the network. Given the scale of the proposed development, the estimated foul water discharge of 3.2 litres/sec from the proposal is considered to be an insignificance volume of waste water in the context of the design of the existing wastewater network.

3.1.10 Pollution and Nuisances

The accompanying **OCMP** states that a site-specific Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of construction works and maintained by the Contractor. The plan will cover all potentially polluting activities and include an emergency response procedure and personnel working on the site will be trained in the implementation of the procedures.

Prevention of unauthorised access to the site will be prioritised and vigorously managed throughout the construction period. When the contractor is appointed, the site will be secured with site barriers and hoardings in accordance with the final CEMP.

Working hours during the construction phase will be as follows:

- Monday to Friday – 08:00 to 18:00
- Saturday – 08:00 to 14:00
- Sundays and Bank Holidays – Requires explicit permission from the relevant authority.

Further information in relation to the potential contamination of ground or surface water is set out in **Section 3.2.5** below.

A contingency plan for pollution emergencies during the construction phase will be developed and regularly updated, which would identify the actions to be taken in the event of a pollution incident.

Traffic: All contractor and site deliveries will be via the construction access point on the Bawnogue Road to the south-west edge of the site. Construction traffic will be limited to certain routes and times of day to keep disruption to existing traffic and public transport to a minimum. Construction traffic volumes will be managed through the following measures which include:

- During peak hours, ancillary, maintenance and other site vehicles movements will be discouraged,
- Daily construction programmes will be planned to minimise the number of disruptions to surrounding roads by staggering HGV movements to avoid site queues,
- The Contractor will be required to promote travel by sustainable modes of transport. A framework mobility management plan is presented in the accompanying **OCDMP** (Section 2.11.9).

A detailed Construction Traffic Management Plan (CTMP) will be prepared prior to the commencement of construction works with a view to ensuring that impacts arising from traffic movements are minimised on the existing road network.

The CTMP will provide details of intended general best practice measures for the development, including:

- Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse.
- Location of areas for construction site offices and staff facilities.
- Details of site security fencing and hoardings.
- Details of pedestrian routes.
- Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site.
- Measures to obviate queuing of construction traffic on the adjoining road network.
- Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network.
- Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or footpath during the course of site development works.

Vehicles associated with the construction phase are to follow the required access arrangements and utilise allocated parts of the construction compound and working areas for parking, loading, turning and unloading by site personnel, visitors and delivery vehicles.

Peak numbers of construction vehicles are anticipated to occur during the excavation for the foundations and ground floor slabs and are estimated as follows:

- 30 no. private vehicles per day from staff and site visitors i.e. 60 no. vehicle movements; (takes into account assumed adjacent public transport use by site staff, and also the fact that white van workers tend to share their vehicles with respect to commuting),
- 25 no. light goods vehicles per day from subcontract staff i.e. 50 no. vehicle movements,
- 40 no. heavy goods vehicles per day during peak road and foundation construction periods i.e. 80 no. vehicle movements.

Heavy Goods Vehicles (HGVs) travelling to and from the site will be spread across the course of the working day meaning the number of HGVs travelling during the peak hours will be relatively low.

It is estimated an average of 120 to 150 construction personnel on site per day over the construction period. Given typical construction working hours, staff travelling in private vehicles will arrive and depart the site outside of the peak traffic hours. As a result, it is not anticipated to significantly impact on the surrounding road network.

The Contractor will prepare a Mobility Management Plan (MMP) for their workforce to encourage access to the site by means other than by private car. The Mobility Management Plan will form part of the CTMP and will be agreed with SDCC prior to works beginning on site.

Noise and Vibration: Measures to manage noise and vibration during construction are set out in the accompanying **OCMP**. Appropriate personnel will be engaged to prepare a Construction Noise Management Plan (CNMP) during the construction phase to monitor activity and noise levels generated.

The Contractor shall implement measures to eliminate and reduce noise levels where possible. All construction activities will be carried out in compliance with the recommendations of BS 5228, Noise Control on Construction and Open Sites Part 1 and comply with BS 6187 Code of Practice for Demolition.

Noise control audits will be conducted at regular intervals through the construction phase to ensure that all appropriate steps are being taken to control construction noise emissions. In the first instance, it is anticipated that such audits will take place on a monthly basis and this will be subject to review and the frequency of audits may be increased if deemed necessary.

The development lands are located adjacent to residential areas. The Contractor will be required to include a detailed section in the final CEMP on how vibration will be monitored and controlled. A green, amber, red level of warning alarm system will be required with monitors directly linked to the mobile phones of key construction personnel. The Contractor will be required to produce a weekly vibration monitoring report with vibration levels directly linked to the construction activities that are taking place.

Air Quality: Information on local air quality was accessed from the EPA website and interactive map viewer[2] and https://airquality.ie/. The EPA air quality index identifies that the site is located in Zone A, within an area where

[2] EPA Maps

the air quality is rated as "2 - Good'. The closest air monitoring station to the subject site is the Tallaght Air Monitoring Site located on the Old Bawn Road, Tallaght, Dublin 24 (Station 44).

The CTMP to be prepared prior to commencement of construction will include measures to moderate any potential air quality impacts resulting from construction activities, namely from traffic movements.

Dust prevention measures will be employed to control any site airborne particulate pollution and ensured by the formulation of a Dust Management Plan (DMP) for the construction phase.

The siting of construction activities and storage piles will take note of the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. Good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or using effective control measures quickly before the potential for nuisance occurs.

Dust suppression measures shall be reviewed at regular intervals during the construction phase to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust through the use of best practise and procedures. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed, and satisfactory procedures implemented to rectify the problem.

The pro-active control of fugitive dust will ensure that the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released, will contribute towards the achievement of no dust nuisance occurring during the construction phase.

The key features with respect to control of dust will be:

- The specification of a site policy on dust and the identification of the site management responsibilities for dust issues;
- The development of a documented system for managing site practices with regard to dust control;
- The development of a means by which the performance of the dust minimisation plan can be monitored and assessed;
- The specification of the measures to be taken to control dust emissions before it occurs and effective measures to deal with any complaints received.

3.1.11 Risks of Accidents and/or Disasters

The application site is not located in an area considered to be of high environmental sensitivity. It is surrounded predominantly by the existing built environment to the east and south, and greenfield lands to the north and west.

The site has no recorded history of flooding incidents and is located in an area determined by the accompanying **Flood Risk Assessment (FRA)** included under separate cover to be at a very low risk of flooding.

it is considered that the implementation of standard proven construction mitigation measures contained in the **OCMP** will negate the risk of major accidents or disasters arising on site.

During the operational stage, the risk of major environmental accidents or disasters is considered to be negligible. The design incorporates a comprehensive surface water and foul water drainage system to ensure protection of the local water environment.

3.1.12 Risks to Human Health

Construction sites pose potential risks to the health and safety of the public. The boundary to the site will be made secure by fencing and/or hoarding and will be maintained at all times and supplemented if necessary. Assuming observance of private property, no health and safety impacts to the public as a result of construction accidents would be anticipated.

The Contract will ensure the constructions works are undertaken with reasonable skill, care and diligence at all times through the appointed Project Supervisor Construction Stage (PSCS), to proactively manage the works in a manner most likely to ensure the safety and welfare of construction personnel and all other persons using the site and interacting stakeholders. These will be further expanded and developed within The Construction Stage Safety & Health Plan to be developed by the PSCS prior to commencing works on site. It will be the responsibility of the PSCS to coordinate all health and safety risks throughout the construction phase in line with this Plan. With reference to consideration of health and safety issues during the design stage, the design team will identify and design out any risks to the safety & health of construction workers and end users of the development.

Given the location of the site in residential suburban setting, special care will be taken to provide suitable protection for passing pedestrians and occupants of neighbouring properties.

The following general principles will apply:

- Pedestrian and traffic routes will be clearly defined.
- Consistent lifting points for any precast units and the removal of existing building materials will be incorporated
- Toe boards will be provided to the edges of any temporary works
- There will be no lifting of materials over live footpaths or roadways
- Debris netting will be provided as required
- Fully recorded inspections will be carried out any scaffolding or access ladders / platforms for the full duration of construction.

As described in the preceding section, a CTMP will be prepared for the construction stage of development to ensure that impacts on human health arising from traffic movement associated with the works shall be minimised. The presence of construction personnel on the site will contribute to and support the local community and economy.

During the operational phase the risk to human health is considered to be negligible. The proposed design provides for the segregation of pedestrians and traffic and incorporates the principles of universal access and the requirements of Part M and L of the Building Regulations so that the development will be readily accessible to all, regardless of age, ability or

disability. The integration of energy efficient measures into the design will provide for healthier living standards for future occupants.

Adherence to the Principles of Universal Design has been addressed in the Architectural Design Statement prepared by MDO Architects, identifying that the accessibility of the proposed development was a key consideration from the outset. Routes through the site were designed to provide a strong and legible framework within which the buildings were positioned.

Significant negative impacts to human health as a result of construction and operation of the proposed development are not considered likely. No risks to human health are anticipated, subject to adherence to the building regulations and the health and safety policy on site during construction.

3.2 Location of the Project

3.2.1 Existing & Approved Land use

The site is located within Development Area 12 '*Canal Extension'* contained in the Clonburris Strategic Development Zone (SDZ) Scheme 2019. This area character type is states as being *'medium density residential infill development to the south of the Canal adjacent to existing Grand Canal Park*'. Therefore the site is designated for residential development.

Figure 3 Development Area 12 – Canal Extension

A Strategic Environmental Assessment was undertaken as part of the preparation of the Clonburris SDZ scheme. The following key objectives for Development Area 12 were identified:

- *To develop a high quality residential neighbourhood as an extension to the existing Ashwood development;*
- *To provide locally accessible open spaces of local and strategic importance;*
- *To ensure high levels of legibility and ease of orientation;*
- *To prioritise pedestrian and cyclist movement;*

- *To provide for a range of housing on the canal frontage and local streets;*
- *To provide a distinctive, diverse and quality frontage to the Canal corridor; and*
- *To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake within the Canal corridor.*

The subject site measures 3.25ha in total (net development area 2.5ha) and is greenfield in nature. There is an existing pedestrian path traversing the site which links Bawnogue Road to the Grand Canal, and a second tarmac path linking the canal path Fonthill Road and numerous, informal routes cutting across the grass area. It is currently used primarily for it's access routes between Bawnogue Road and the Grand Canal walkway to the north of the site, which is demarcated by a series of formal and informal pedestrian routes.

There are currently a number of buried and overhead services located on the site. The following known service on site as follows:

- Electricity Lines
    - Below ground cables
    - Overhead lines
- Gas mains
- Watermain

An existing watermain crossing the site has been identified as an asbestos watermain and an asbestos survey will be carried out prior to the commencement of development.

3.2.2 Landscape Character

During construction stage, it is envisaged that there may be a short-term, negative impact on the surrounding environment arising from works required to facilitate the proposed development. Impacts to the surrounding landscape will be minimised by the implementation of the procedures set out in the OCMP and final CEMP, and these impacts will be short term.

An **Architectural Design Statement** prepared by MDO Architects is submitted with the Part VIII planning application.

As noted above, in its current form the subject site is greenfield in nature and is not occupied by any existing buildings or structures. It adjoins the existing suburban built-up area to the south and east, and greenfield setting to the west and north.

The design rationale has been created with a view to assimilating the development with its surrounding context. The overall form, scale and massing of the scheme responds to SDZ and the existing context; the blocks have been laid having regard to the street hierarchy and the overall permeability of the site.

The building heights and typologies will create a transition between the neighbouring development to the south and the Grand Canal. A playful variation in roofscapes and building forms will provide a sense of identity within the development and contribute to the architectural, landscape and visual diversity of the site and the surrounding SDZ lands. A strong, canal-facing building frontage is proposed in accordance with the SDZ and all the

proposed housing units will provide active frontage directly serving the street and the proposed open spaces.

The proposal will provide for an attractive and carefully considered network of active streetscapes which will serve to create a strong sense of place. The streets are design as places instead of roads for cards, helping to create a hierarchy of space with a mix of streets shared by pedestrians, cyclists and drivers.

The layout and orientation of the proposed Blocks and residential units has been designed to allow for adequate back to back distances and to maximise daylight/sunlight penetration and minimise overshadowing.

The scheme also provides three attractive, well used parks which have been designed to promote a pedestrian centres environment with high levels of permeability which encourage a sense of community. The proposed parks are connected by a series of inviting streetscapes and green corridors that also accommodate active and passive recreational activities. The proposed private open space and parkland are well overlooked, so all users feel comfortable and safe, creating a strong relationship between the private home and public space which encourages a strong sense of ownership.

Overall, the proposal provides for an integrated design approach to ensure the development assimilates into the surrounding area and makes a positive contribution to the landscape character of the area.

3.2.3 Natural Resources & Absorption Capacity

The application area is greenfield in nature and is bound to the west and north by the Grand Canal and additional greenfield lands, and to the south and east by the existing built up area.

Absorption Capacity of the Natural Environment

The subject site is not located within a Designated Nature and there are no sensitive habitats or landscaped areas within the site boundary.

An **Appropriate Assessment Screening Report** prepared by Moore Group Environmental Services is submitted under separate cover. The purpose of the screening exercise is to assess, in view of best scientific knowledge, if the proposed development, individually or in combination with another plan or project is likely to have a significant effect on a European site.

The report identifies 4 no. Designated Sites located within the potential Zone of Influence (ZoI) (distance of 15km) of the proposed development site, including the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), North Bull Island SPA (004006) and South Dublin Bay and River Tolka Estuary SPA (004024). The subject site is located over 12km from the nearest Designated Site identified.

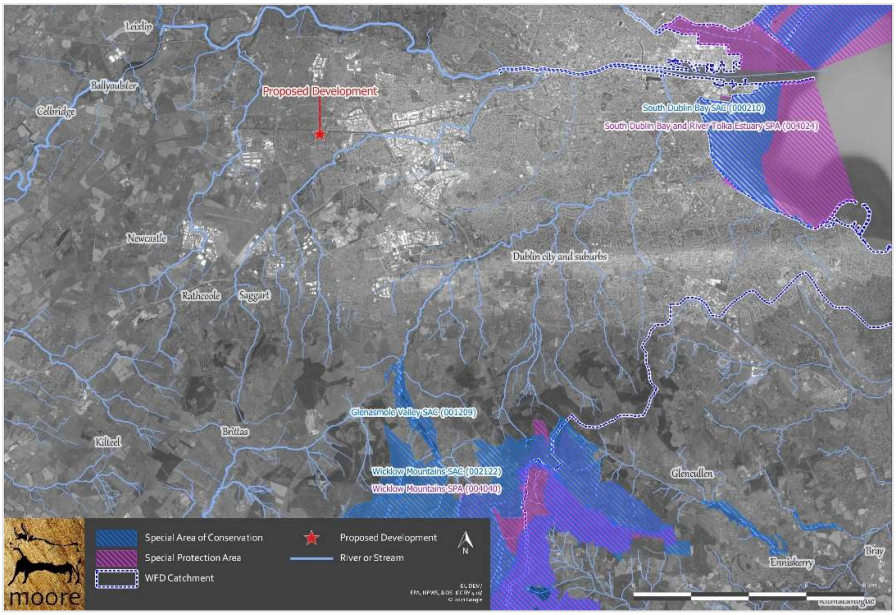

Figure 4 Detailed view of European sites in the potential ZoI of the proposed development. (source: AA Screening Report prepared by Moore Group Environmental Services.)

The report concludes there is no connectivity between the proposed development or any of the Designated Sites identified. Thus the proposed development, individually or in-combination with other plants or projects, would not be likely to have a significant effect on the Qualifying Interests or Conservation Objectives of those sites considered.

An **Ecological Impact Assessment (EcIA)** prepared by Moore Group Environmental Services is submitted under separate cover. The report concludes that the site is of relatively low ecological concern with the Grand Canal proposed Natural Heritage Area (pNHA) being of highest ecological value and concern. The report concludes given the inclusion of Best Practice Measures with regard to lighting and bats to be included and enforced by design, the proposed development will have no predicted impacts on local ecology and biodiversity. The provision of an attenuation pond to the north of the site and landscaping will enhance the biodiversity potential of the site.

The development will connect to existing services. Once operational, waste and foul water will be discharge to the existing waste water network. Given the scale of the proposed development, the estimated foul water discharge of 3.2 litres/sec from the proposal is considered to be an insignificance volume of waste water in the context of the design of the existing wastewater network. No significant impacts on natural resources are anticipated during construction and operation.

3.2.4 Land and Soils

The proposed development has been designed in response to the existing site contours to minimise the impact of land movement. Construction of the proposed development will involve the removal of all topsoil and made-

ground, removal of all existing concrete slabs & low-level structures, along with the removal of foliage and site rubble.

Should the Contractor decide to process any waste on site, such as crushing and screening concrete and other hard building materials on site, such activities would require a Waste Permit before actual the work starts. Dust and noise suppression shall always be maintained. Monitor noise levels and vibrations.

A ground investigation shall be conducted to determine the ground conditions. Laboratory soil chemical analysis & screening shall be carried out where the select determinant concentration levels are deemed to be above the allowable values for a residential development. Where soil within the site is potentially hazardous to human health, the soil should be remediated or removed to the appropriate facility.

While the removal of soils will result in a negative permanent effect locally, the significance is considered to be moderate, given that the proposed development constitutes urban infill and its development is consistent with national and local policy that promote more efficient use of scarce urban land.

3.2.5 Hydrogeological Environment and Flood Risk

The existing site is a greenfield site with no natural water features within the boundary of the existing development. The existing site is a greenfield site with existing surface features draining hard landscaping area on the site. There are no significant watercourses within or adjacent to the development site boundary. The runoff from urban areas in the immediate vicinity drain to a surface water network that flows south towards the River Camac along the Fonthill Road. The Grand Canal is located to the north of the development site, however there is no hydrological connectivity between the canal and Proposed Development.

The soil, subsoils and geology of the site have been determined from the Geological Survey Ireland (GSI) online Spatial Data and Resources[3] (GSI, 2021) and the Environmental Protection Agency (EPA) online map viewer[4]. The GSI indicates that the soil underlying the site is described as limestone till and has moderate drainage capacity. Surface water infrastructure record drawings indicate the local area is served by gravity surface pipes that drain southwards to the River Camac.

There are no records of groundwater flooding in the area. The GSI also did not highlight this area in its predictive groundwater flooding mapping. The area is located in an area of low risk and remove likelihood of groundwater flooding.

[3] Geological Survey Ireland (GSI) Spatial Resources and Map Viewer https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228

[4]Environmental Protection Agency (EPA) Map Viewer https://gis.epa.ie/EPAMaps/

Hydrogeology pollutants can commonly include suspended solids, oil, chemicals, cement, cleaning materials and paints. These can enter controlled waters in various ways:

- Directly into a watercourse
- Via drains or public sewers
- Via otherwise dry ditches
- In old field drains
- By seepage into groundwater systems
- Through excavations into underlying aquifers
- By disturbance of an already contaminated site

During construction, careful management and planning will help minimise water pollution. This may include adequate bunding of all oil tanks, wheel washers and dust suppression on haul roads, particular care to be taken near watercourses, and regular plant maintenance. The contractor will be required to implement procedures during the construction phase in order to minimise adverse effects to the sites water and to reduce runoff and prevent pollutants entering the any watercourse.

During the operational stage of the proposed development foul and wastewater will be discharged to the existing wastewater network. The network will ultimately discharge to the existing public surface water network located to the east of the proposed development. The proposed attenuation pond will restrict run-off from the developed site to match a value equivalent to the greenfield rate of run-off. This proposed managed drainage strategy will ensure that the development does not impact on the local surface or groundwater environment.

A **Flood Risk Assessment Report** (FRA) prepared by the RPS Group is submitted under separate cover. The Office of Public Works (OPW) Flood Maps indicates there is no record of historical flooding at the site.

The report states there is potential for some waterlogging and potential pluvial flooding in the area if inadequate surface water infrastructure is installed for the proposed development. However, the proposed surface water management system has been designed in accordance with the requirements of the Greater Dublin Regional Code of Practice and the GDSDS Volume 2 along with the recommendations from the Clonburris SDZ Surface Water Strategy.

Therefore, the potential risk from pluvial flooding is deemed to be low with the proposed mitigation measures contained in the accompanying FRA in place for the development.

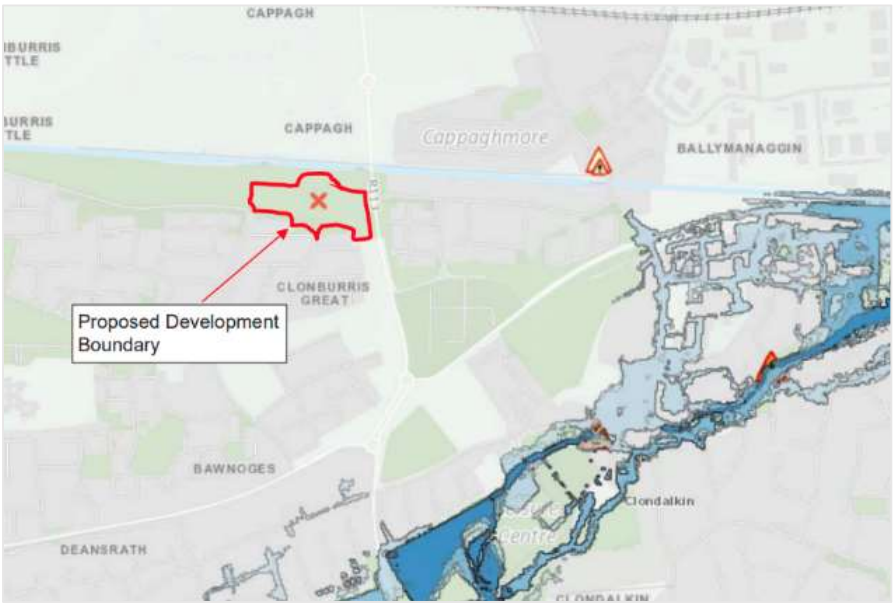

Figure 5 Flooding extents from the River Camac.

3.2.6 Cultural Heritage

An **Archaeological Impact Assessment** has been prepared and is submitted under separate cover. The report examines the potential impacts the proposed development may have on both the recorded and potential archaeological heritage resource of the area. This included a site inspection conducted by two suitably qualified archaeologists in September 2021 and a desktop assessment.

The report concludes there are no archaeological sites within the site boundary of the proposed development. There are however 10 no. recorded sites positioned within a radius of 1km of the subject site. The subject site has been under grass for several centuries. However an examination of aerial photography imagery shows the site has been subject to extensive disturbance during the construction of Fonthill Road. A desktop assessment concluded there were no indications of unrecorded archaeological sites.

Given the lack of the recorded or potential archaeological sites within the subject site and the highly-disturbed grounds, a programme of pre-development archaeological investigation is considered unnecessary. However, it is recommended that the site development works be subject to a programme of archaeological monitoring

The assessment concludes that the proposed scheme will have a negligible impact on the recorded archaeological heritage resource.

4. Screening Determination

The potential for impacts arising during the construction and operational phases have been considered above and the characteristics of the likely effects arising from the proposed development are rated using the descriptive terminology presented in the EPA (2017 *Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft.*

4.1 Characteristics of Potential Impacts

The criteria of paragraph 3 of Schedule 7, Characteristics of Potential Impacts are noted:

> *The potential significant effects of proposed development in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to:*
>
> - *the extent of the impact (geographical area and size of the affected population),*
> - *the transfrontier nature impact*
> - *the magnitude and complexity of the impact,*
> - *the probability of the impact,*
> - *the duration, frequency and reversibility of the impact.*

These criteria are dealt with in the report above and Table 4 summarises the predicted post-mitigation significance, quality and duration of the identified likely effects.

It should be noticed that given the location, nature and scale of the proposed development, there is no likelihood of transfrontier impacts arising from the development.

Aspect	Phase	Potential Effect	Extent	Probability	Significance of Effect	Quality of Effect	Duration
Landscape	**C**	None predicted.	-	-	-	-	-
	O	Planting selection comprises mix of native species to ensure appropriate character for the area and enhance landscape.	Local	Likely	Moderate	Positive	Permanent
Visual	**C**	Perceived negative changes due to emergence of plant and machinery and site clearance works.	Local	Likely	Moderate	Negative	Short Term
	O	Change to existing streetscape character.	Local	Likely	Significant	Positive	Permanent
Biodiversity	**C**	None predicted.	-	-	-	-	-
	O	Planting selection comprises mix of native species and provision of attenuation pond enhance natural habitats and biodiversity.	Local	Likely	Moderate	Positive	Permanent
Land & Soil	**C**	Loss of subsoil from site. Potential contamination due to accidental spillage. Increased surface water run-off due to alteration of surface profile and soil compaction.	Local Local Local	Likely Not Likely Likely	Moderate Imperceptible Imperceptible	Negative Neutral Neutral	Permanent Brief Temporary
	O	Changes use of land to residential development.	Local	Likely	Significant	Positive	Permanent
Human Health	**C**	None predicted.	-	-	-	-	-
	O	None predicted.	-	-	-	-	
Water	**C**	Accidental pollution events occurring to nearby watercourses or the groundwater table.	Local	Not Likely	Imperceptible	Neutral	Brief - Temporary

	O	Discharge of treated attenuated surface water to existing surface water network. Discharge of foul and waste water to existing waste water network.	Local Local	Likely Likely	Imperceptible Imperceptible	Neutral Neutral	Permanent Permanent
Air Quality & Climate	**C**	Reduction in air quality as a result of construction traffic and HGVs, and emissions from construction and plant machinery.	Local	Likely	Not significant	Neutral	Temporary
	O	None predicted.	-	-	-	-	-
Noise	**C**	Increase in noise as a result of construction activity, and operation of plant and machinery.	Local	Likely	Slight	Negative	Temporary
	O	Increase in noise level as a result of vehicular movements in and out of the residential development.	Local	Likely	Imperceptible	Neutral	Permanent
Cultural Heritage: Built Heritage	**C**	None predicted	-	-	-	-	-
	O	None predicted	-	-	-	-	-
Cultural Heritage: Archaeology	**C**	Potential impact to undiscover subsurface remains.	Local	Unlikely	Not significant	Neutral	Long Term
	O	None predicted	-	-	-	-	-

Table 2 Characteristics of Likely Effects.

4.2 Cumulative Impacts

With the recommended mitigation measures in place, the proposed development is not considered likely to result in impacts to Natura 200 sites, including the North Dublin Bay SAC, South Dublin Bay SAC, North Bull Island SPA and South Dublin Bay and River Tolka Estuary SPA. In the absence of potential impacts on surface water and water courses it is considered that no in-combination impacts on Natura 2000 sites are likely.

The proposal to develop Development Area 12 (the subject of this application for permission) and any future development of the SDZ lands constitute separate developments. Importantly, the proposed development should be considered as a standalone residential scheme, and it is not functionally dependent on the wider development of the SDZ lands.

With exception to those discussed in Section 3.1.6, no large scale developments are proposed within the SDZ and therefore, it is not likely that cumulative impacts with other existing and/or approved projects will have significant effects on the environment.

4.3 Residual Impacts

Mitigation measures incorporating a comprehensive surface water strategy in accordance with the overall Clonburris SDZ will mitigate the risk from flooding. The proposed landscaping scheme will include a range of native species to enhance biodiversity.

The removal of subsoils from the site is a necessary measure for the development. While the quality of the predicated impact is negative, the significance is assessed as moderate i.e. an effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends. This is considered appropriate in the context of the site's zoning objective and its location adjoining an existing built-up area.

Likely forecast effects are forecast as the land will provide much needed sustainable residential development consistent with the zoning objective for the site. The new residential buildings on the site in conjunction with the proposed landscaping and public realm design will have a positive visual effect.

5. Conclusion

The proposed development comprises the construction of 118 no. residential units all together, together with public and communal open space, and all associated infrastructure and services including parking and drainage.

Based on the information provided, it is considered that a sub-threshold EIAR is not required for the proposed development, as the construction and operation of the overall development will not have a significant negative impact on the environment.

The OCMP and final CEMP will be adhered to during the construction phase of development. These management plans provide information on procedures to be followed for the duration of the construction phase, including mitigation measures for managing, *inter alia*, noise, dust, accidental spillages, traffic and waste.

Based on the information provided in accordance with Annex IIA and Annex III of the 2014 Directive, it is considered that a sub-threshold EIAR is not required for the proposed development, as the construction and operation of the overall development will not have a significant negative impact on the environment.

5.1 Appendix A: Results of Assessments carried out pursuant to National and European Legislation

Section 103(1A) of the Planning Regulations 2001 (as amended) states the following:

> *Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information shall be accompanied by 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.***

The table below provides an identification of the results of the relevant assessments and how these have been taken into account in preparing the EIA Screening.

EU Legislation and relevant section of accompanying EIA Screening report.	Result of Relevant Assessment	How this has been taken into account in project design.
i. *Strategic Environmental Assessment (SEA) Directive.* *The project design is discussed in Section 3.1.3 of this report.*	The SEA legislation requires that the Plan-making authority must make available an SEA Statement summarising how the SEA and consultations have been taken into account in the making of the Plan. The SEA process includes an assessment of the likely significant impacts on the environment as a result of the Plan and the preparation of the Environmental Report, which went on public display with the Draft Development Plan. The SEA Statement is required under Article 13I, SI No 436 of 2004 (as amended), to include information on: a) How environmental considerations have been integrated into the Plan; b) How the Environmental Report, submissions and observations made to the planning authority on the Draft Plan and Environmental Report, and any transboundary consultations (where relevant) have been taken into account during the preparation of the Plan; c) The reasons for choosing the Plan, as adopted, in the light of the other reasonable alternatives dealt with; and d) The measures decided upon to monitor the significant environmental effects of implementation of the Plan Following the SEA Process, an SEA Statement was prepared for the Clonburris SDZ Scheme.	The project site is located on lands adjoining the Bawnogue Road and Ashwood drive in Clondalkin/Clonburris just south of the Grand Canal, and west of the Fonthill road (the R113), on land under the ownership of South Dublin County Council. The subject site constitutes an area which is designated as 'Development Area 12' in the Clonburris SDZ, for which the character type is defined as '*Medium density residential infill development to the south of the Canal adjacent to existing Grand Canal Park'*. The accompanying **Architectural Design Statement** highlights how the proposed development is consistent with the relevant zoning objective and relevant planning policies for the site. The proposed development will ensure the delivery of 118 no. residential units and public open space in accordance with the objectives of the SDZ.
ii. Birds and Habitats Directives The findings the Appropriate Assessment Screening Report are presented in Section 3.2.3 of this report.	An Appropriate Assessment Screening Report has been prepared by Moore Group. The AA concludes that there is no connectivity between the proposed development or any of the Designated Sites identified. Thus, the proposed development, individually or in-combination with other plants or projects, would not be likely to have a significant effect on the Qualifying Interests or Conservation Objectives of those sites considered.	Surface water will be diverted to an attenuation point located in the northern portion of the site. Wastewater from the proposed development will be directed to Ringsend WwTP which the AA Screening concludes has the capacity to assimilate the additional load. There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects. Thus, there are no mitigation measures required.

iii. Marine Strategy Framework Directive.	Not relevant to this assessment as the site is positioned in a suburban location and not in close proximity to Marine or Coastal areas.	N/A
iv. Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive. *Air Quality is considered in Section 3.1.10 of this report.*	Information on local air quality was accessed from the EPA website and interactive map viewer[5] and https://airquality.ie/. The EPA air quality index identifies that the site is located in Zone A, within an area where the air quality is rated as "2 - Good'. The closest air monitoring station to the subject site is the Tallaght Air Monitoring Site located on the Old Bawn Road, Tallaght, Dublin 24 (Station 44).	The OCMP proposes measures to manage air emissions and dust, and the site will be managed in accordance with the measures set out in the OCMP to minimise the potential effects on air quality from construction. The key features with respect to control of dust will be: • The specification of a site policy on dust and the identification of the site management responsibilities for dust issues; • The development of a documented system for managing site practices with regard to dust control; • The development of a means by which the performance of the dust minimisation plan can be monitored and assessed; The specification of the measures to be taken to control dust emissions before it occurs and effective measures to deal with any complaints received.
v. Waste Framework Directive	Any waste arising during demolition and construction will be managed based on the 'Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for	A site-specific **CEMP** will be prepared prior to the commencement of construction works and maintained by the Contractor.

[5] EPA Maps

The production and management of waste is considered in Section 3.1.9 of this report.	Construction & Demolition Projects' published by the EPA (2021). Waste fuels and materials will be stored in designated areas that are isolated from surface water drains. Skips will be closed or covered to prevent materials being blown or washed away and to reduce the likelihood of contaminated water leakage. Hazardous materials including waste oil, solvents and paints, will be stored in sealed containers and kept separate from other waste materials while awaiting collection by a registered waste carrier. Refuelling, lubrication and storage areas and site offices will not be located within 50m of any surface water bodies.	All measure proposed in the **OCMP** will be adhered to. Waste fuels and materials will be stored in designated areas that are isolated from surface water drains. Skips will be closed or covered to prevent materials being blown or washed away and to reduce the likelihood of contaminated water leakage. Hazardous materials including waste oil, solvents and paints, will be stored in sealed containers and kept separate from other waste materials while awaiting collection by a registered waste carrier. Refuelling, lubrication and storage areas and site offices will not be located within 50m of any surface water bodies. The measures set out in Section 3.1.9 of this report will be adhered to.
vi. Industrial Emissions Directive	Not relevant to this projects as the proposal comprises a residential development.	N/A – Keren – I think you really do need to do these things for yourself. I think you should do the things that give you joy and make you happy, and always make you feel like yourself. Think about it – but if you want to go to Amsterdam for 24 hours just to see it and tick it off the list, then that's exactly what you should do. You don't want to go to smoke hash and get fucked up.
vii. Seveso Directive	A desk study was carried out to determine the risk based on proximity to identified SEVESO sites (data available from EPA database and Interactive mapviewer).	No action was required as no risks were identified.

viii. Trans-European networks: TEN-E, TEN-T and TEN-TEC Regulations.	Not relevant to this projects as the proposal comprises a residential development.	N/A
ix. European Flood Directive. *Flood Risk is considered in Section 3.2.5 of this report.*	The accompanying **FRA** indicates there are no records of groundwater flooding in the area. The GSI also did not highlight this area in its predictive groundwater flooding mapping. The area is located in an area of low risk and remove likelihood of groundwater flooding.	Measures to protect surface waters are proposed in **OCMP.** Appropriate design of the proposed surface water drainage strategy and the measures proposed in Section 3.2.5 of this report. The accompanying **FRA** states there is potential for some waterlogging and potential pluvial flooding in the area if inadequate surface water infrastructure is installed for the proposed development. However, the proposed surface water management system has been designed in accordance with the requirements of the Greater Dublin Regional Code of Practice and the GDSDS Volume 2 along with the recommendations from the Clonburris SDZ Surface Water Strategy. It is proposed to provide an attenuation pond on site to allow for the restricting of the run-off from the developed site to match a value equivalent to the greenfield rate of run-off. The pond shall be provided in the form of a detention basin to provide which will provide the necessary attenuation volume but will also some degree of treatment and infiltration.

x. European Landscape Convention. *Potential impacts on landscape are considered in Section 3.2.2 of this report.*	An **Architectural Design Statement** accompanies this planning application and sets out the design rationale for the proposed development. The subject site is not considered to be located in an area of sensitive landscape character.	The proposed new buildings will have an urbanising effect on the site and establish a connection with the adjoining existing built-up area to the south. The overall form, scale and massing of the scheme responds to SDZ and the existing context. The building heights and typologies will create a transition between the neighbouring development to the south and the Grand Canal. A playful variation in roofscapes and building forms will have a positive effect on the architectural, landscape and visual diversity of the site and the surrounding SDZ lands

Table 1: Results of Assessments carried out pursuant to National and European legislation