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ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT FOR PROPOSED DATA CENTRE AMENDMENT APPLICATION AT KINGSWOOD DRIVE AND KINGSWOOD ROAD, WITHIN THE CITYWEST BUSINESS CAMPUS, NAAS ROAD, DUBLIN 24

Report Prepared For

K2 Strategic Infrastructure Ireland Limited

Report Prepared By

Jonathan Gauntlett, Environmental Consultant

Our Reference

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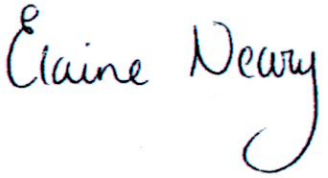
Signature		
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1.0 INTRODUCTION

On behalf of K2 Strategic Infrastructure Ireland Limited ('the Applicant'), AWN Consulting Limited ('AWN') has prepared the following Environmental Impact Assessment (EIA) Screening Report to accompany the planning application for amendments to the data centre development permitted under Reg. Ref.: SD18A/0301, located at Kingswood Drive and Kingswood Road within Citywest Business Campus, Naas Road, Dublin 24. The Proposed Development site is outlined in red on Figure 1.1.

The Proposed Development (the 'Proposed Development') consists of alterations to the permitted two storey data centre building, associated alterations to the facade, provision of a canopy over the loading docks, alterations to the generator compound, generators and flues, provision of an ESB substation compound and all associated and ancillary works, all on a site area of 1.9 hectare ('the Site') at Kingswood Drive and Kingswood Road within Citywest Business Campus, Naas Road, Dublin 24. The development is described in further detail in Section 2 of this report. Planning permission was previously granted for a data centre development on the Site in 2018 (Reg Ref SD18A-0301) ('the Permitted Development').

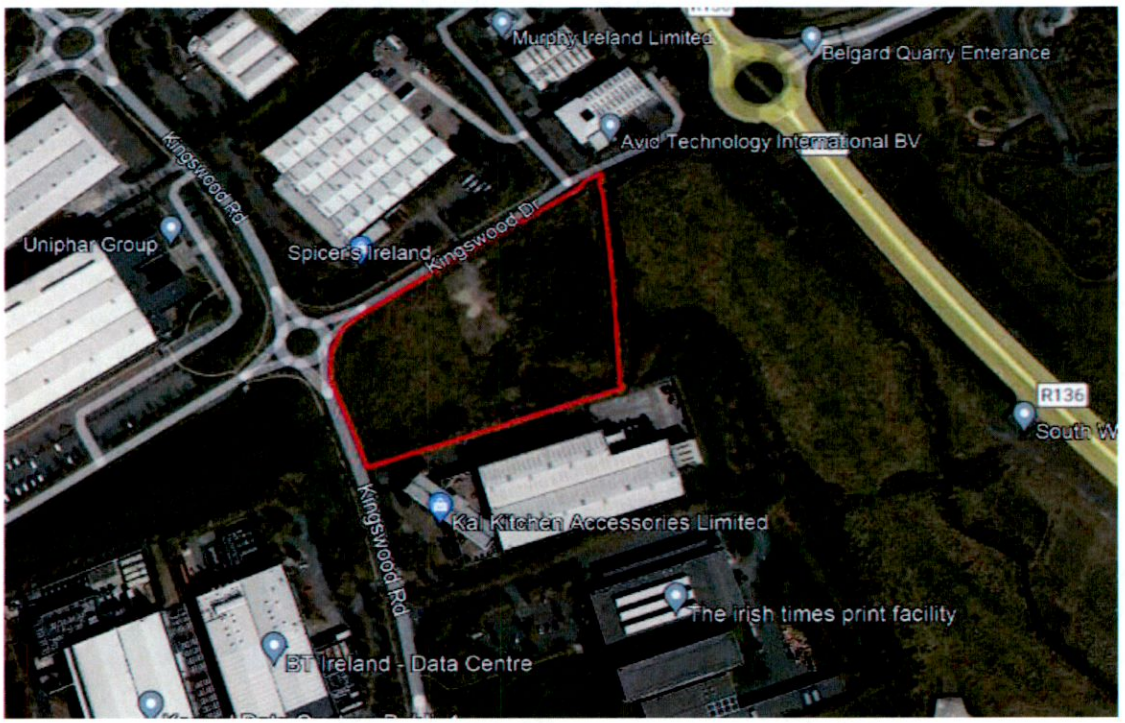

Figure 1.1 Proposed development site boundary (in red) (Source: Google Maps)

The purpose of this report is twofold, to provide South Dublin County Council (SDCC) with the information required under Schedule 7A to demonstrate the likely significant effects on the environment (if any), having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This information will enable SDCC to undertake a screening in respect of the need for an Environmental Impact Assessment Report (EIAR) for the Proposed Development.

Initially, the Proposed Development and component parts have been considered, as documented in Section 2, against the thresholds for EIA as outlined in of the Planning and Development Regulations 2001 (as amended). The Proposed Development is a sub-threshold development and is not mandatory for EIA. Therefore, the second

reason for this report is to document the studies undertaken by the Applicant, and the design team, to analyse whether there is a real likelihood of significant effects on the environment arising from the proposed development and demonstrate that there are no significant effects predicted as a result of the Proposed Development and the application can be determined by planning authority without an EIAR having been submitted.

There is a mandatory requirement for an EIAR to accompany a planning application for some types of development that meet or exceed the "thresholds". In addition to the mandatory requirement, there is a case-by-case assessment necessary for sub-threshold developments as they may be likely to have significant effects on the environment. If a sub-threshold development is determined to be likely to have significant effect on the environment, then an EIAR will be required.

AWN Consulting, the project team have undertaken an assessment on the likelihood of significant effects on the environment from the Proposed Development. The assessment is documented in Section 3.0, 4.0. and 5.0 and covers each aspect of the environment in accordance with guidance including; Population and Human Health; Biodiversity; Land, Soils, and Water; Air Quality and Climate; Noise and Vibration; Cultural Heritage and the Landscape; and Material Assets.

1.1 EIA SCREENING LEGISLATION AND GUIDANCE

The legislation and guidance listed below has informed this report and the method to EIA Screening:

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports. (2022). Environment Protection Agency.
- Environmental Impact Assessment Screening, OPR Practice Note PN02 (Office of the Planning Regulator, 2021)
- European Union (Planning & Development) (Environmental Impact Assessment) Regulations 2018;
- Environmental Impact Assessment of Projects – Guidance on Screening. (2017). European Commission.
- Environmental Impact Assessment of Projects - Guidance on the preparation of the Environmental Impact Assessment Report. (2017) European Commission.
- Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licensing Systems – Key Issues Consultation Paper (2017:DoHPCLG)
- European Union Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. (August 2018). Department of Housing, Planning and Local Government.
- Advice Notes for preparing Environmental Impact Statements. (Draft, September 2015). Environment Protection Agency
- Interpretation of definitions of project categories of Annex I and II of the EIA Directive. (2015) European Commission
- Planning and Development Act, 2000 (as amended)
- Planning and Development Regulations 2001 (as amended)

The national requirements to provide an EIA with a planning application is outlined in *Planning and Development Act 2000 as amended* (the Act) and *Planning and*

Development Regulations, 2001 as amended (the Regulations). In addition to the national legalisation there are requirements set out in the EU Directive (as referenced above); the EU Directive has been transposed into Irish Legislation.

There is a mandatory requirement for an EIA Report to accompany a planning application for some types of projects which are equal to or exceeds a limit, quantity or "threshold" set for that class of development. The mandatory thresholds for an EIA Report are set out in Schedule 5 of the Regulations.

In addition to the mandatory requirement, there is a case-by-case assessment necessary for sub-threshold developments for an EIA to accompany a planning application for sub-threshold development which would be likely to have significant effects on the environment. In order to determine if a Project would be likely to have significant effects on the environment and if an EIA is required Schedule 7 of the Regulations sets out the relevant criteria to be considered by the Planning Authority.

The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU of the European Parliament and of the Council as amended by 2014/52/EU and follows the format as per Section 3.2 of the EPA Guidelines (2022)[1]. The potential for significant effects of the proposed Project has been considered with regard to Schedule 7 of the *Planning and Development Regulations, 2001 as amended*[2].

In producing this report due regard has been paid to other EIA guidance including the European Union's 2017 EIA *Guidance on Screening*[3] and *Guidance on the preparation of the Environmental Impact Assessment Report*[4] as well as the published *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*[5].

Preliminary Screening for EIA

The Planning and Development Regulations 2001 (as amended) provide for preliminary screening for EIA. The Departmental Guidelines (August 2018) state as follows in relation to such a preliminary screening:

> *"For all sub-threshold developments listed in Schedule 5 Part 2, where no EIAR is submitted or EIA determination requested, a screening determination is required to be undertaken by the competent authority unless, on preliminary examination it can be concluded that there is no real likelihood of significant effects on the environment. This is initiated by the competent authority following the receipt of a planning application or appeal.*
>
> *A preliminary examination is undertaken, based on professional expertise and experience, and having regard to the 'Source – Pathway – Target' model, where appropriate. The examination should have regard to the criteria set out in Schedule 7 to the 2001 Regulations."*

[1] Environment Protection Agency. Guidelines on the Information to be contained in Environmental Impact Assessment Reports. EPA: 2022.
[2] Ireland. Planning and Development Regulations, 2001 as amended.
[3] European Union. Environmental Impact Assessment of Projects Guidance on Screening. EU Luxembourg: 2017.
[4] European Union. Guidance on the preparation of the Environmental Impact Assessment Report. EU Luxembourg: 2017.
[5] Department of Housing, Planning and Local Government. Guidelines for Planning Authorities and An Bord Pleanala on carrying out Environmental Impact Assessment. DHPLG: 2018.

While it is a matter for the SDCC as competent authority, it is our view that it is appropriate to carry out a screening of the development for EIA rather than a preliminary screening.

1.2 SCREENING METHODOLOGY

The main steps deciding whether an EIA needs to be undertaken or not are set out in Section 3.2 of the EPA Guidelines (2022)[6]. These steps are as follows:

1. Is the development a type that that requires EIA?
2. Is it of a type that requires mandatory EIA?
3. Is it above the specified threshold?
4. Is it a type of project that could lead to effects? and/or
5. Is it a sensitive location? and/or
6. Could the effects be significant?

An assessment the Steps 1 to 3 above has been made by AWN against the relevant legislation and thresholds set out in Schedule 5 of the Regulations, this evaluation has been documented in Section 2.0.

In order to address Steps 4 to 6 above, an evaluation of the characteristics of the project, the sensitivity of the location of the Proposed Development, and the potential for significant impacts has been made with regard to Schedule 7 of the Regulations. Schedule 7 of the Regulations sets out the criteria for the Planning Authority to determine whether a development would or would not be likely to have significant effects on the environment. The criteria is broadly set out under the three main headings:

1) *Characteristics of Proposed Development* (Report Section 3.0)
   - *a. the size and design of the whole of the Proposed Development,*
   - *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,*
   - *c. the nature of any associated demolition works,*
   - *d. the use of natural resources, in particular land, soil, water and biodiversity,*
   - *e. the production of waste,*
   - *f. pollution and nuisances,*
   - *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*
   - *h. the risks to human health (for example, due to water contamination or air pollution).*

2) *Location of Proposed Development* (Report Section 4.0)
   - *a. the existing and approved land use,*
   - *b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,*
   - *c. the absorption capacity of the natural environment, paying particular attention to the following areas:*
     - *i. wetlands, riparian areas, river mouths;*
     - *ii. coastal zones and the marine environment;*
     - *iii. mountain and forest areas;*

[6] Environment Protection Agency. Guidelines on the Information to be contained in Environmental Impact Assessment Reports. EPA: 2022.

iv. *nature reserves and parks;*
v. *areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;*
vi. *areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;*
vii. *densely populated areas;*
viii. *landscapes and sites of historical, cultural or archaeological significance.*

3) *Types and Characteristics of Potential Impacts* (Report Section 5.0)

The likely significant effects on the environment of Proposed Development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—

a. *the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),*
b. *the nature of the impact,*
c. *the transboundary nature of the impact,*
d. *the intensity and complexity of the impact,*
e. *the probability of the impact,*
f. *the expected onset, duration, frequency and reversibility of the impact,*
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*
h. *the possibility of effectively reducing the impact.*

The Planning Authority must have regard to the Schedule 7 criteria in forming an opinion as to whether or not a development is likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location should be subject to EIA.

The information required to be submitted by the developer for the Planning Authority to make a determination on EIA Screening is set out in Schedule 7A of the Regulation, Section 176A(2)(a) of the Act, and Annex IIA of the EU Directive.

However, it is important to note that Schedule 7A states '*The compilation of the information at paragraphs 1 to 3 [*of Schedule 7A*] shall take into account, where relevant, the criteria set out in Schedule 7.*' The main body of this report (Sections 3.0, 4.0 and 5.0) will cover Schedule 7A fully, but it has been set out to present the information under the headings provided for in Schedule 7 in order to assist the Planning Authority in its screening assessment.

1.3 PROJECT TEAM AND CONTRIBUTORS TO THE EIA SCREENING REPORT

The preparation and co-ordination of this screening report has been completed by AWN Consulting in conjunction with the project design team and developer:

Table 1.1 *Project Team*

Role	Contributor
Applicant	K2 Strategic Infrastructure Ireland Limited
Architectural Design	RKD Architects
Civil and Structural Engineers, Flood Risk Assessment	CSEA Consulting Engineers
Planning Consultant	John Spain Associates
Population and Human Health; Land Soils, Geology, Hydrogeology, and Hydrology; Air Quality and Climate; Noise and Vibration; Landscape and Visual Impact, Waste Management and, Material Assets	AWN Consulting
Cultural Heritage, and Archaeology	CRDS
Biodiversity and Appropriate Assessment Screening	Moore Group
Bat Assessment	NM Ecology

The various reports address a variety of environmental issues and assess the impact of the Proposed Development and demonstrate that subject to the various construction and design related mitigation measures recommended that the Proposed Development will not have a significant impact on the environment. This EIA Screening Report should be read in conjunction with the plans and particulars submitted with the planning application.

Each environmental specialist of the applicants project team was commissioned having regard to their previous experience in EIA; their knowledge of relevant environmental legislation relevant to their topic; familiarity with the relevant standards and criteria for evaluation relevant to their topic; ability to interpret the specialised documentation of the construction sector and to understand and anticipate how their topic will be affected during construction and operation phases of development; ability to arrive at practicable and reliable measure to mitigate or avoid adverse environmental impacts; and to clearly and comprehensively present their findings.

Best practice mitigation measures for the Proposed Development during the construction phase are set out in the Outline Construction and Environmental Management Plan (CEMP) prepared by CSEA Consulting Engineers. Measures associated with the construction phase are best practice measures and are in no way included to avoid or reduce any potential harmful effects to any European sites.

This EIA Screening Statement has been prepared by Jonathan Gauntlett of AWN Consulting reviewed by Elaine Neary, with assistance from Marcelo Allende (Land Soils, Geology, Hydrogeology, and Hydrology), Mike Simms (Noise and Vibration), Jovanna Arndt (Air Quality and Climate) and. Jonathan is a Principal Environmental Consultant in AWN Consulting with expertise in impact assessment, licensing, environmental compliance and project management. Recent projects include; EIA for SHD and planning applications, EPA Licencing and waste management. Jonathan has over 10 years' experience in environmental compliance, environmental licensing, and urban planning. Jonathan has a BSocSc (Environmental Planning) and BBA

(Economics) from the Waikato University in New Zealand and has experience working in the environmental consultancy, planning, and regulatory fields from Ireland, the UK and New Zealand.

2.0 SCREENING EVALUATION

2.1 IS THE DEVELOPMENT A PROJECT

The first step in screening is to examine whether the proposal is a *project* as understood by the EU Directive. For the purposes of the EU Directive, 'project' means:

- the execution of construction works or of other installations or schemes, or
- other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources.

Each element of the Proposed Development has been examined and the development clearly meets the definition of a Project as understood by the EU Directive.

2.2 IS THE DEVELOPMENT A PROJECT THAT REQUIRES A MANDATORY EIA

The next step is to determine if the Proposed Development is of a project type that requires mandatory EIA. The types of projects to which thresholds do not apply are types that are considered to always be likely to have significant effects. 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 on the environment needs to be considered.

Ireland's type of projects for which an EIA is mandatory is set out in the Schedule 5 Part 1 and Part 2 of the Regulations. This list was developed from Annex I and Annex II of the EIA Directive.

The Proposed Development is not a project of a specified type listed under Schedule 5, Part 1 or Part 2 of the Regulations.

The EPA EIA Guidance (2022) requires and assessment beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

In considering the wider context and the component parts of the project the Proposed Development would most appropriately fall under the project type *Schedule 5, Part 2, Class 10 Infrastructure Projects.*

Class 10 is of a type that sets out project thresholds; therefore, the next screening step is to determine whether the project exceeds the specific project threshold.

2.3 IS THE PROJECT ABOVE THE THRESHOLD FOR EIA

The Proposed Development and component parts have been considered against the thresholds outlined in Schedule 5, Part 2 Class 10 (a) to (m). The most relevant project type in the context of the Proposed Development is Class 10 (a) and Class 10 (iv):

10. Infrastructure projects

(a) Industrial estate development projects, where the area would exceed 15 hectares.

(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 site location is not within a business district[7] but is within a built-up area[8]. The relevant threshold is therefore, 10 hectares. The total site area for the proposed works is c. 1.9 hectares. The Proposed Development site not equal to nor does it exceed the limit, quantity or threshold set out in Class 10(a) or Class 10(iv); therefore, an EIA is not mandatory under this Project Class.

The proposed project must finally be considered against Schedule 5, Part 2, Class 15:

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

This EIA Screening Report in Section 3.0, 4.0. and 5.0 considers if the project would be likely to have significant effects on the environment and covers each aspect of the environment in accordance with guidance including.

2.4 CONCLUSION – SUB THRESHOLD DEVELOPMENT

The Proposed Development is not of a project class that requires mandatory EIA, the Proposed Development is a sub-threshold development.

Article 4(4) of Directive 2014/52/EU requires the developer to provide information on the characteristics of the project and its likely significant effects on the environment, to allow the competent authorities to make a determination on the requirement for an EIA.

The remainder of this report is to form the basis of the application made for sub-threshold screening for EIA under and presents the information required by Schedule 7A to demonstrate the likely effects on the environment, having regard to the criteria set out in Schedule 7.

The following Sections 3.0, 4.0 and 5.0 will provide information on the characteristics of the Proposed Development; the location and context, and its likely impact on the environment as well as a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment. These sections present the information required under Schedule 7A of the Regulations, broadly set out in the structure Schedule 7 to ensure that each aspect for consideration is robustly addressed.

[7] 'Business district' means a district within a city or town in which the predominant land use is retail or commercial use (defined within Class 10(b)(iv) itself).
[8] 'Built-up area' means a 'city' or 'town' or an adjoining developed area. An adjoining developed area can be taken to mean contiguous suburbs.

3.0 CHARACTERISTICS OF PROPOSED DEVELOPMENT

This section addresses the characteristics of Proposed Development by describing the development in detail. This is to identify all areas of potential issues to explore further and assess for impacts.

3.1 SIZE AND DESIGN OF THE PROPOSED DEVELOPMENT

The proposed development comprises amendments to the development permitted under Reg. Ref.: SD18A/0301. The proposed amendments comprise the following:

- Alterations to the permitted two storey data centre building including internal reconfiguration, alterations to finished floor levels, alterations to the building footprint to provide for the relocation of an internal staircore to the south of the building, and the replacement of the enclosed first floor level with an open screened roof mounted plant space (resulting in a reduction of 4,091 sq.m in the gross floor area (GFA) of the building).
- Associated alterations to the façade of the data centre building, including alterations to fenestration, cladding, step-out in the southern façade to accommodate a staircore, and a reduction in the eastern building parapet height of c. 2 metres.
- The provision of a canopy over the loading docks on the east facade.
- Alterations to the permitted generator compound, generators, and flues, including a reduction in the number of generators (5 no. now proposed), and provision of MV rooms within the generator compound.
- Provision of an ESB substation compound in the northeastern portion of the site, comprising a single storey substation building (with a GFA of c. 125 sq.m), 2 no. transformers, client control building (with a GFA of c. 47 sq.m), and associated access arrangements within a 2.6 metre high security fence. The ESB substation compound will be accessed from Kingswood Drive.
- Omission of the permitted sprinkler tank, pump room and 10kV Substation, reconfiguration of the permitted car parking, and revisions to permitted boundary treatments.
- Associated alterations to landscaping, access and internal road arrangements, services, lighting, and layout, and all associated and ancillary works.

The Proposed Development site layout is shown in Figure 3.1 below.

The site area is small (1.9 ha) and is located within a highly serviced area within the Citywest Business Campus. The Site is a brownfield site which is currently primarily in a cleared state with the exception of a hard standing area which was previously used for storage of materials. The proposed height of the building (12.6 metres) is generally consistent with the industrial/commercial units within the surrounding Business Campus.

During construction, it is proposed to provide a one-way system for vehicles which the site entrance being provided off Kingswood Drive in the northeast corner of the site and the site exit being provided on to Kingswood Road. Once constructed, it is proposed to provide access off Kingswood Road and staff parking, and HGV entrance off Kingswood Drive to access loading bays, and additional staff parking.

A temporary construction compound, site office and welfare facilities will be established on site at an agreed location within the Site boundary. Welfare facilities (canteens, toilets etc.) will be available within the construction compound on site. Temporary

connections to the existing estate services in the existing estate road will be utilised to provide service and utilities subject to relevant applications and approvals.

The proposed data storage facility will have 5 no. standby diesel generators which will each have 2 no. associated stacks. Each of the 10 no. stacks will have a minimum height of 15m above ground level. The standby diesel generators will provide emergency power in an emergency scenario when there is a power outage in the area. In addition, testing of the generators is required to ensure operational readiness.

The Proposed Development is to have a potential lifespan of > 30 years. Regular maintenance and upgrading of the facility over time will enable it to continue to meet future demands.

Upon closure it is anticipated that the facility will be suitable for re-use or sold to a third party as would any other industrial site. All plant and equipment would simply be decommissioned, removed and recycled/disposed as appropriate. The costs associated with the closure of the facility will be met by the Applicant.

Planning permission was previously granted for a data centre development on the Site in 2018 (Reg Ref SD18A-0301) ('the Permitted Development'). This permission is described as:

> *"construction of a 2 storey data centre (including associated office space) of 10,622sq.m, associated generators, sprinkler tank and sprinkler pump, and 10kV electricity substation. The proposed development also provides for associated plant at roof level, all associated site development works, landscaping, car parking, and 2 vehicular entrances off Kingswood Drive and Kingswood Road, all on a site area of 1.9ha.*

The commencement of site enabling works for the Permitted Development are scheduled for July 2022 with the Proposed Development works intended to be complete in early 2024. Construction of the Proposed Development is expected to take approx. 16 months. Construction staffing is anticipated to be an average of 80-100 with a peak of 100-150 during this period.

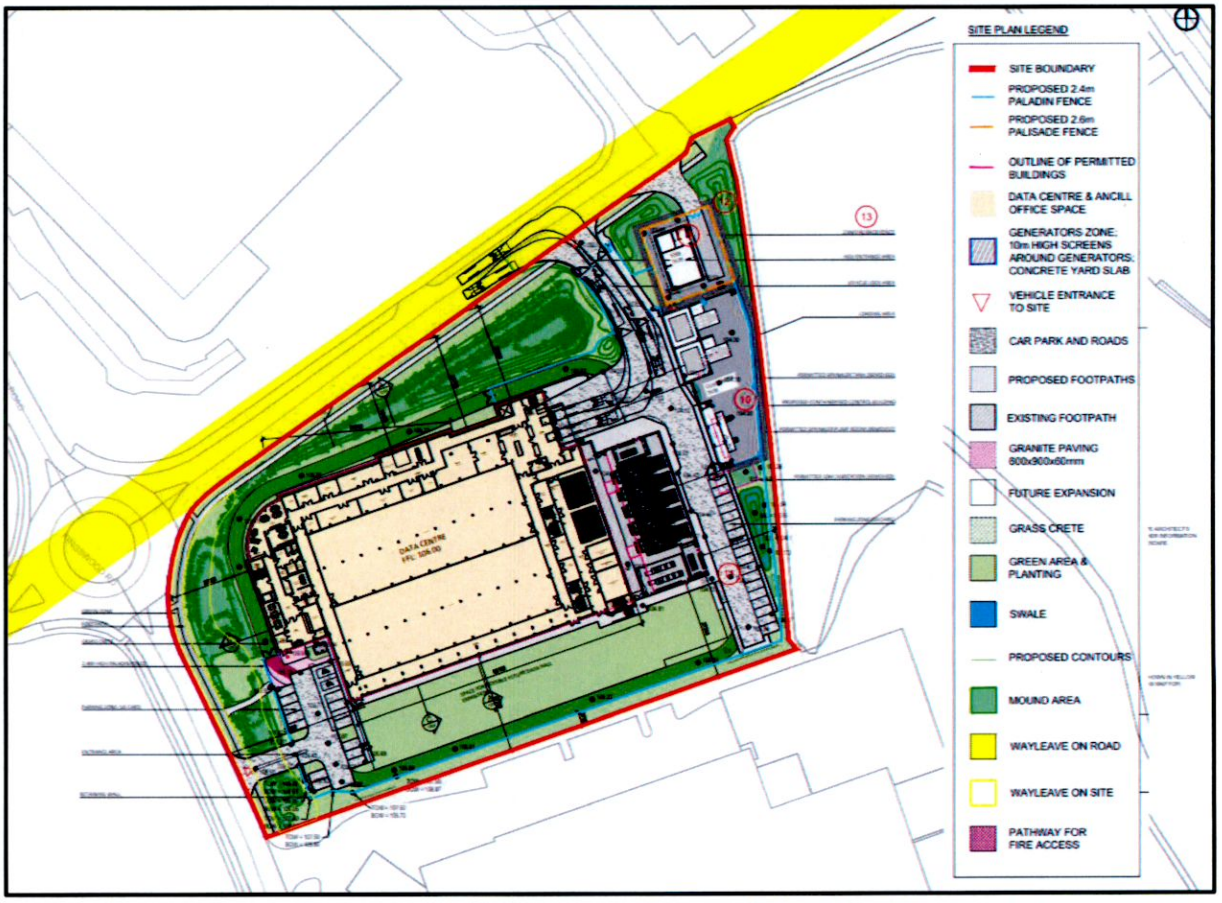

Figure 3.1 Proposed Site Layout Plan (*Source: RKD July 2022, Sheet Number 21174-RKD-ZZ-ZZ-DR-A-1004*)

3.2 CUMULATION WITH OTHER EXISTING OR PERMITTED DEVELOPMENT

As part of the assessment of likely significant impact of the Proposed Development, account has been taken of relevant developments that are permitted as well as existing local land uses within the surrounding area.

This section it is not intended to be an exhaustive list of all developments, the intent is to provide SDCC with context for their EIA determination by outlining the relevant existing or permitted development that could give rise to likely significant cumulative effects in combination with the Proposed Development. The consideration of likely significant cumulative effects has been considered as part of the impact assessments within Section 5.

The National Planning Application Map was consulted for the previous 5 years to identify notable applications (proposed development), or applications granted permission (permitted development) within that period within 500m of the development site. The National Planning Application Map includes planning application data sourced from the 31 individual local authorities across Ireland. This list of consented development is shown in Appendix A at the end of this report. The search has been restricted to c. 500 m of the subject site; this distance within a business district is sufficient to capture any permitted development that may give rise to significant cumulative effects.

The review of the online planning tool noted a large number of insignificant small extensions, changes of use, advertisements, retention and other minor alterations to

sites within the Citywest Business Campus, and single storey extensions, fences, attic conversions etc to the nearest residential areas. These permissions omitted from the list of permissions as they are for established business and residences within the vicinity of the development. These have been, where relevant, considered as a part of the overall project impact.

It is important to note that each project currently permitted shown in the table is subject to an EIA and/or planning conditions which include appropriate mitigation measures to minimise environmental impacts. Any new development proposed in the surrounding area would be accompanied by an EIA, or EIA Screening as required and would take into consideration the development of this site.

3.3 NATURE OF ANY ASSOCIATED DEMOLITION WORKS

The demolition works required are limited to the removal of an existing hard standing area on the site which was previously used for storage of materials. The hard standing area to be removed is c. 1,720m^2 in extent. This material will be excavated and removed from site for appropriate, reuse, recovery and/or disposal offsite. This demolition is permitted as part of the Permitted Development under Reg. Ref.: SD18A/0301.

3.4 USE OF NATURAL RESOURCES

This section describes the Proposed Development in terms of the use of natural resources, in particular land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply

Land and Soil

The subject site is well suited for the Proposed Development, the use as a data centre is consistent with the existing land uses and the wider industrial/commercial land uses in the surrounding area.

The site preparation, excavations and levelling works required to facilitate construction of foundations, access roads will generate c. 35,000m^3 of excavated material (excluding excavation for utilities). It is currently proposed to dispose of all excavated material off-site. The maximum depth of excavation is c. 4.8m below ground level (bgl) at the proposed surface water attenuation tank, the average depth if 1.3m bgl.

There will be a requirement for deliveries of engineering fill (c. 15,000m^3), and other construction materials. Other construction activities will include site storage of cement and concrete materials, fuels for construction vehicles.

Water Consumption

As stated in the CSEA Engineering Services Report Drainage and Water Services (File name: RPT-22_043-002 Engineering Services Report) which is included with the planning documents, a pre-connection enquiry (PCE) form was submitted to Irish Water on 12th of May 2022 which addressed water and wastewater demand for the development (IW Reference Number: CDS22003496). Irish Water provided a Confirmation of Feasibility (CoF) for the development on 1st July 2022 (IW Reference Number: CDS22003496), which is included in Appendix G of the Engineering Services Report, which indicated that the scheme would be connected to the Irish Water network without requirement for upgrades to the network.

It is proposed to take a 150mmø connection from the external watermain on the north side of the site to connect to the Data Centre. A connection for domestic purposes will be provided to the administration area and a connection will be provided to the water treatment room. The ESB substation building will be served by a 50mmø watermain.

The Proposed Development will require a domestic water supply peak demand of 0.146 l/s and industrial water supply peak demand of 2.68 l/s. Refer to the CSEA Engineering Services Report for further information on water consumption.

Energy Consumption

The Proposed Development is designed to a maximum operational power demand of 10 MW. The actual day-to-day usage will be below this.

The applicant has committed to offset all interim fossil fuel derived GHG emissions by the purchase of renewable electricity from SSE Airtricity. SSE Airtricity offers a direct route to market for the green energy generated at SSE's 28 onshore wind farms around Ireland, including Galway Wind Park – Ireland's largest windfarm. Combining power production and energy supply to households and businesses delivers commercial advantage to energy customers in Ireland and SSE is the largest generator and provider of renewable energy in the all-island Single Electricity Market.

Construction Materials

Key materials will include steel structure, concrete, cladding, ducting and piping. Where possible it is proposed to source general construction materials from the surrounding area to minimise transportation distances.

Biodiversity

There are no rare or protected habitats recorded in the Site.. There are no Annexed habitats or species within or adjacent to the Proposed Development site. There are no rare or protected habitats recorded within the Site. The Proposed Development is therefore not considered to impact on sensitive biodiversity resources.

There will be a permanent change of use of c. 0.5 Ha of improved grassland which is considered neutral and not significant given the relatively low local ecological value of the grassland land and the availability of surrounding grassland in the general area.

There will be a permanent loss of c. 0.5 Ha of Scrub in the eastern section of the site. The loss would be neutral and not significant in the context of the mixed species composition and immaturity of the trees.

3.5 PRODUCTION OF WASTE

Construction Phase

During the construction phase, waste will be produced from surplus materials such as broken or off-cuts of timber, plasterboard, concrete, tiles, bricks, etc. Waste from packaging (cardboard, plastic, timber) and oversupply of materials may also be generated. The construction contractor will be required to ensure that oversupply of materials is kept to a minimum and opportunities for reuse of suitable materials is maximised.

There will also be soil and stones excavated to facilitate site clearance, construction of new building foundations, new access roads and installation of services. The volume of material to be excavated is anticipated to be c. 35,000m^3 (excluding excavation for utilities).

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

Table 3.1 *Estimated off-site reuse, recycling, and disposal for construction waste*

Waste Type	Tonnes	Reuse		Recycle/Recovery		Disposal	
		%	Tonnes	%	Tonnes	%	Tonnes
Mixed C&D	208.6	10	20.9	80	166.9	10	20.9
Timber	177.0	40	70.8	55	97.3	5	8.8
Plasterboard	63.2	30	19.0	60	37.9	10	6.3
Metals	50.6	5	2.5	90	45.5	5	2.5
Concrete	37.9	30	11.4	65	24.6	5	1.9
Other	94.8	20	19.0	60	56.9	20	19.0
Total	632.0		143.5		429.1		59.4

A site-specific Resource and Waste Management Plan (RWMP) is included with the planning application documents. This RWMP will be refined and updated in advance of the works to ensure best practice is followed in the management of waste from the proposed development.

It should be noted that until final materials and detailed construction methodologies have been confirmed it is difficult to predict with a high level of accuracy the construction waste that will be generated from the construction of the Proposed Development as the exact materials and quantities may be subject to some degree of change and variation during the construction process. However, the above estimates are considered to be conservative estimates.

Operational Phase

The Proposed Development will give rise to a variety of waste streams during the operational phase, i.e. when the project is completed, and fully operational. The majority of waste will be generated from packaging for equipment deliveries to the facility which is likely to be at its peak in the early months of operation. Waste will also be generated from the occupants of the building during operations. These waste types will mainly be non-hazardous.

The following measures will be implemented:

- On-site segregation of all waste materials into appropriate categories including (but not limited to):
  - Dry Mixed Recyclables;
  - Organic food/green waste;
  - Mixed Non-Recyclable Waste;
  - Batteries (non-hazardous and hazardous);

- Waste electrical and electronic equipment (WEEE) including computers, printers and other ICT equipment;
- Timber Pallets;
- Metal shelving (and from time to time other bulky wastes); and
- Cleaning chemicals (solvents, pesticides, paints, adhesives, resins, detergents, etc.).

- All waste materials will be stored in colour coded bins or other suitable receptacles in designated, easily accessible locations. Bins will be clearly labelled with the approved waste type to ensure there is no cross contamination of waste materials;
- All waste collected from the development will be reused, recycled or recovered where possible, with the exception of those waste streams where appropriate facilities are currently not available;
- All waste leaving the Site will be transported by suitable permitted contractors and taken to suitably registered, permitted or licensed facilities; and
- All waste leaving the Site will be recorded and copies of relevant documentation maintained.

All waste contractors collecting waste from the Site must hold a valid collection permit to transport waste must be held by each waste contractor which is issued by the National Waste Collection Permit Office (NWCPO) and waste will only be brought to suitably registered/permitted/licenced facilities. It is essential that all waste materials are dealt with in accordance with regional and national legislation, as outlined previously, and that time and resources are dedicated to ensuring efficient waste management practices.

These measures will ensure the waste arising from the development is dealt with in compliance with the provisions of the *Waste Management Act 1996*, as amended, associated Regulations, the *Litter Pollution Act 1997* and the *EMR Waste Management Plan (2015 - 2021)*. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved.

3.6 POLLUTION AND NUISANCES

There are potential short-term nuisances such as dust, noise, as well as the potential for pollution of groundwater or the existing drainage ditches associated with demolition, excavations and construction. An Outline Construction Environmental Management Plan (CEMP) has been prepared by CSEA[9].

The CEMP minimisation measures ensure that pollution and nuisances arising from demolition, site clearance and construction activities is prevented where possible and managed in accordance with best practice and any subsequent planning conditions relevant to the Proposed Development.

The CEMP will be required to be maintained by the contractors during the construction phase and covers all potentially polluting activities. All personnel working on the Site will be trained in the implementation of the procedures.

[9] Outline Construction Management Plan. CSEA Consulting Engineers. 2022.

3.7 RISK OF MAJOR ACCIDENTS AND/OR DISASTERS

Landslides, Seismic Activity and Volcanic Activity

There is a negligible risk of landslides occurring at the Site and in the immediate vicinity due to the topography and soil profile of the Site and surrounding areas. There is no history of seismic activity in the vicinity of the Site. There are no active volcanoes in Ireland so there is no risk from volcanic activity.

Flooding/Sea Level Rise

The potential risk of flooding on the Site was reviewed with regard to incidences of historical, regional and local flooding relevant to the area of the subject site. A Flood Risk Assessment has been undertaken by CSEA[10] for the Proposed Development site.

Resources on flooding aspects for the subject area were reviewed and included the following:

- Catchment Flood Risk Assessment and Management (CFRAM)[11].
- Review of Historic Flood Events Office of Public Works (OPW) on-line database (floodinfo.ie).

Following the flood risk assessment stages, it was determined that in accordance with Flood Risk Management (FRM) Guidelines[12] the Site is located within Flood Zone C, where the probability of flooding is low. Low Probability flood events have an indicative 1-in-a-1000 chance of occurring or being exceeded in any given year. This is also referred to as an Annual Exceedance Probability (AEP) of 0.1%. The Proposed Development is considered '*Appropriate*' for Flood Zone C and a justification test as outlined in the Guidelines is not required.

This EIA Screening and the Flood Risk Assessment has relied upon Catchment Flood Risk Assessment and Management (CFRAM) assessments undertaken by the Office of Public Works pursuant to the requirements of the Floods Directive (2007/60/EC).

Major Accident Hazards

The Seveso Directive (Directive 82/501/EEC, Directive 96/82/EC, Directive 2012/18/EU) was developed by the EU after a series of catastrophic accidents involving major industrial sites and dangerous substances. Such accidents can give rise to serious injury to people or serious damage to the environment, both on and off the Site of the accident. The Chemicals Act (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2015 (S.I. No. 209 of 2015) (the "COMAH Regulations"), implement the latest Seveso III Directive (2012/18/EU).

The closest notified Seveso sites to the Site is Brenntag Chemicals Distribution (Ireland) Ltd located c. 4.25 km west. The Proposed Development is located sufficiently away from these sites to not have any COMAH related effects.

[10] Site Specific Flood Risk Assessment. CSEA Consulting Engineers. 2022.
[11] Office of Public Works. https://www.floodinfo.ie/. Accessed 2022.
[12] Office of Public Works. The Planning System and Flood Risk Management Guidelines for Planning Authorities. Environment, Heritage, and Local Government; 2009.

Minor Accidents/Leaks

There is a potential impact on the receiving environment as a result of minor accidents/leaks of fuel/oils during the construction. However, the implementation of the mitigation measures set out in this report and the CEMP will ensure that the residual effect on the environment is imperceptible.

During operations any accidental discharge will more likely impact stormwater drainage due to the hardstand and drainage infrastructure proposed and any releases to drainage will be mitigated through petrol interceptors.

3.8 RISKS TO HUMAN HEALTH

The primary potential risks from the Proposed Development on human health would be increased air pollution, noise, or pollution of groundwater/watercourses as a result of the Proposed Development.

The GSI data[13] indicates that the Site does not lie within a Ground Water Source Protection Area, the GSI wells database indicates the nearest Groundwater Wells and Springs are located at the Belgard Quarry to the east of the Site. The Citywest Business Campus area is serviced by mains water supply therefore it is unlikely that any wells are used for potable water supply. There are no significant watercourses on the Site. Standard construction mitigation measures as detailed in the outline CEMP prepared by CSEA will ensure that there are no impacts on groundwater or the stormwater mains. The Proposed Development will include an appropriately designed stormwater network including hydrocarbon interceptors that will ensure that during the operational phase the risk from diesel spills through the carparks or unloading areas is minimised. Wastewater from the Proposed Development will connect to mains supplies and will not have a potential impact on local amenities or the local population, the risk to groundwater or surface water drinking water supplies is similarly limited.

The operational phase of the Proposed Development will result in direct emissions to atmosphere from the emergency generators. Noise will also be generated from the mechincal plant items and cooling equipment. The potential impacts on human health as a result of the generation of Noise and Air Emissions have been addressed through a detailed Noise Impact Assessment and Air Quality Impact Assessment as detailed further in Section 5.4 and 5.5.

4.0 LOCATION AND CONTEXT OF THE PROPOSED DEVELOPMENT

The environmental sensitivity of geographical areas likely to be affected by the proposed development are described in this section with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):

a. *the existing and approved land use,*
b. *the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,*
c. *the absorption capacity of the natural environment, paying particular attention to the following areas:*
    i. *wetlands, riparian areas, river mouths;*

[13] https://www.gsi.ie/ accessed June 2022

ii. *coastal zones and the marine environment;*
iii. *mountain and forest areas;*
iv. *nature reserves and parks;*
v. *areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;*
vi. *areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;*
vii. *densely populated areas;*
viii. *landscapes and sites of historical, cultural or archaeological significance.*

4.1 EXISTING AND APPROVED LAND USE

The Site is located on the eastern side of the Citywest Business Campus, located beyond the M50 orbital Motorway, and to the South of the N7 (Nass Road) and west of the R136 (Cheeverstown Road). The Citywest Business Campus was establishment in 1990 and is set over 250 hectares. The Business Campus includes Pharmaceuticals, IT/Software, Telecomms, Electronics, Media and Food.

The Site and surrounding Citywest Business Campus is shown as Zoning Objective EE "To provide for enterprise and employment related uses" under the *South Dublin County Council Development Plan 2016 -2022.* This Zoning Objective is unchanged under the Draft *South Dublin County Council Development Plan 2022-2028.* The Zoning Objectives are shown on Figure 3.2 below.

The residential estate of Brookfield is located c. 400 m to the south, and the estate of Kingswood Cross is located c. 400m to the north. To the west beyond the Citywest Business Campus is the Baldonnell Business Park, Citywest & Saggart Community National School. The Roadstone Belgard Quarry is located to the east beyond the R136.

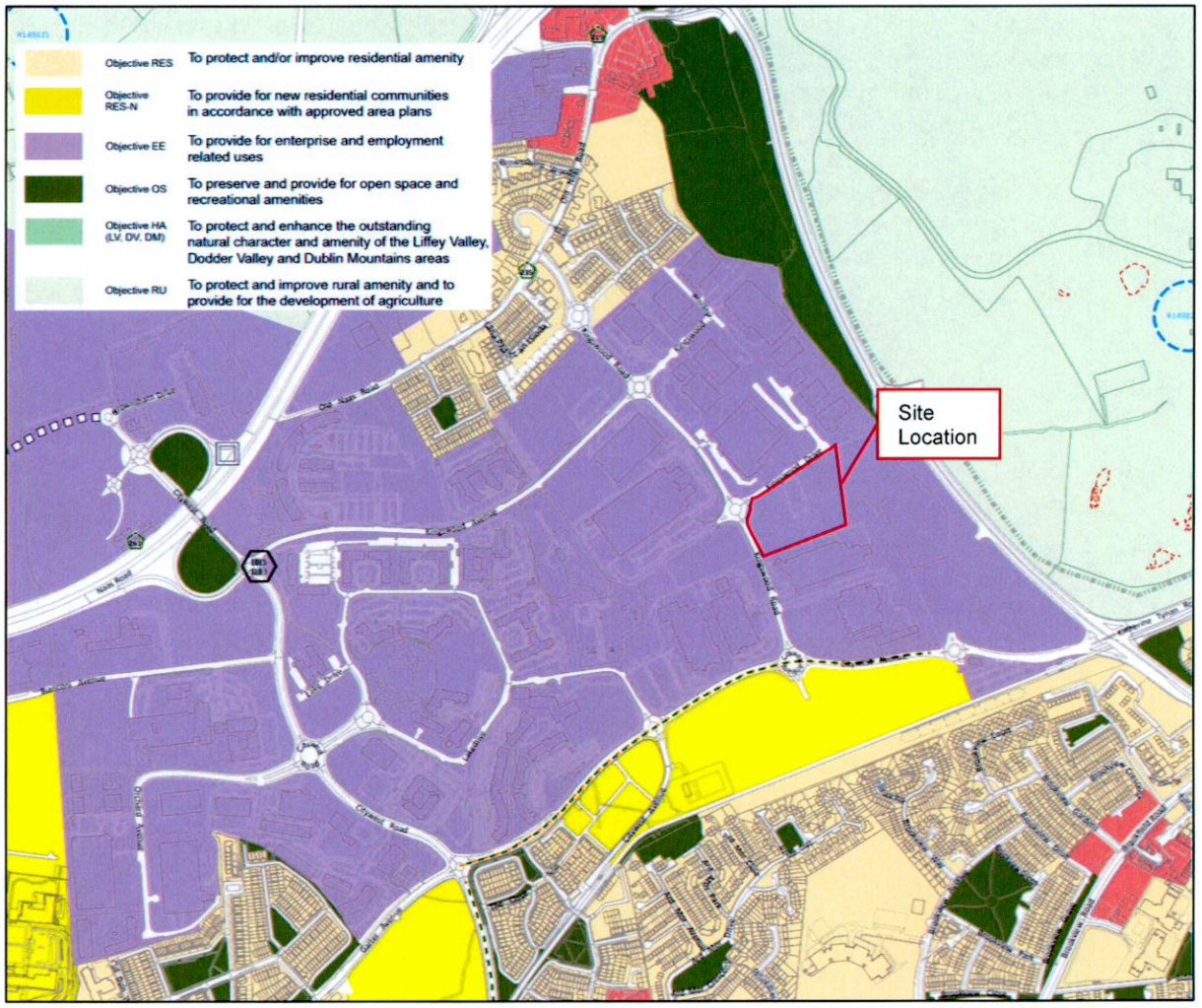

Figure 4.1 *Site Zoning Extract (Source:* South Dublin County Council Development Plan 2016 -2022, *Map 8)*

4.2 BIODIVERSITY AND AREAS OF CONSERVATION

The ecological sensitivity of geographical areas likely to be affected by the proposed development can be considered in respect to the proximity to, or potential to impact on areas of ecological interest.

The nearest Natural Heritage Area (NHA) / proposed Natural Heritage Area (pNHA) is the Grand Canal pNHA located 3.6 km to the north. Within the Site or the immediate surrounds there are no designated nature reserves, the lands are not designated refuge for flora or fauna, and the lands do not comprise any place, site, or feature of ecological interest.

The Proposed Development site is not located adjacent to or within a European site. The nearest European site to the Proposed Development is the Glenasmole Valley Special Area of Conservation (SAC) (Site Code 001209), approximately 4.8km to the southeast. There is no connectivity to this site, as it lies in a separate catchment to the proposed development. The Wicklow Mountains SAC (Site Code 002122) is situated 6.6km to the south, and also lies in a separate catchment.

Investigations into the implications on European sites has been undertaken through the Moore Group Appropriate Assessment (AA) Screening report[14] included with the planning documentation. There is no connectivity to any European sites within or outside the potential Zone of Influence.

There are no wetlands, watercourses or other waterbodies (including riparian areas and river mouths), coastal zones / marine environment, mountains, forests or woodlands in close proximity that may be impacted by the Proposed Development. Due to separation distances, and lack of direct hydrological connection these areas are not considered to have the potential to be impacted by the Proposed Development.

4.3 AREAS OR FEATURES OF HIGH LANDSCAPE OR SCENIC VALUE

The Site is located within the Citywest Business Campus, that is within a commercial area with low landscape sensitivity. The Belgard Quarry is located to the north east of the Site. There are no high landscape or scenic values on or around the location.

The development site is not located within or adjoining an Architectural or General Conservation Area; does not have a listing for Trees of Special Amenity Value; is not located within or adjoining a Native Woodland Trust; and is not covered by protected views, scenic routes or viewpoints.

Lands to the south, east and west north in particular already reflect this area and include a broad range of established traditional and more contemporary industrial and high technology facilities with numerous new developments presently under construction. The overarching landscape character of the area is of an industrial / commercial setting.

4.4 AREAS OR FEATURES OF HISTORIC OR CULTURAL IMPORTANCE

There are five recorded archaeological monuments within c. 1.5km of the proposed development lands. There are six structures included in the National Inventory of Architectural Heritage within c. 1.5km of the proposed development lands, of which three are listed in the Record of Protected Structures (RPS).

There are no recorded archaeological monuments, entries on the National Inventory of Architectural Heritage or Record of Protected Structures located within the Site.

4.5 DENSELY POPULATED OR BUILT-UP AREAS

Based on Small Area Statistics from the 2016 Census the residential estate of Brookfield located c. 400 m to the south, has a high population density 8,273.12 to 12,530.47 persons per km^2, while Kingswood Cross located c. 400m to the north has a moderate population density of 1,789 persons per km^2. The Site and immediate surroundings had a low population density of 193.38 km^2.

The nearest Hospital is the National Children's Hospital in Tallaght located over 2 km away. The nearest schools are St. Brigid's Junior National School, and St. Aidan's Community School c. 750 m. Brookfield Youth and Community Centre and St. Aidan's Parish Church is located c. 800 m south east. Due to separation distances from the

[14] Report for the purposes of Appropriate Assessment Screening. Moore Group. 2022

Site these community facilities are unlikely to be significantly impacted by the Proposed Development.

4.6 NATURAL RESOURCES

The Proposed Development is located within the hydrological catchment of the River Camac, a tributary of the River Liffey, within an established light industrial area of the southwest suburbs of Dublin. There are no notable surface water features onsite and no direct hydrological pathways to offsite surface water bodies.

The Kingswood stream is located 100 m east of the Site and flows north to the Camac River is c. 1.4 km north of the Site. The Camac River discharge to the River Liffey c. 12 km river kilometers east of the confluence with the Kingswood stream. There are no streams on the Site itself or along its boundaries.

The EPA classifies the Water Framework Directive Status of the Camac River and Kingswood stream waterbodies as having 'Poor Status' (Cycle Status 2013-2018) with a current WFD River Waterbody risk score of 1a, 'At risk of not achieving good status'.

The GSI currently classifies the aquifer vulnerability in the region as Extreme (E) throughout the Site, indicating a Depth to Bedrock of 1-3 m.

The groundwater body in the region of the Site (Dublin GWB) is classified under the Water Framework Directive (WFD) Directive 2000/60/EC Risk Score system (EPA, 2020) as '*2a – Not at Risk"* meaning the GWB has achieved its objectives and has either no significant trends or improving trends. The Dublin GWB was given a classification of "*Good"* for the last WFD cycle (2013-2018).

There are no significant surface water features on or bordering the Site. There are no sensitive soil or water receptors; no identified areas of geological heritage or groundwater supplies in the vicinity of the Site boundary. There are no significant areas of forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal.

4.7 AREAS WITHIN OR AROUND THE LOCATION WHICH ARE ALREADY SUBJECT TO POLLUTION OR ENVIRONMENTAL DAMAGE

The only area within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal is the Camac River and Kingswood stream waterbodies. However, there is no direct hydrological connection from the site to this surface water body, it is unlikely to be impacted by the Proposed Development.

4.8 AREA SUSCEPTIBLE TO SUBSIDENCE, LANDSLIDES, EROSION, OR FLOODING

As set out in Section 3.7, the site is not located in an area susceptible to subsidence, landslides, erosion, or flooding.

5.0 TYPES AND CHARACERISTICS OF POTENTIAL IMPACTS

This section sets out the likely significant effects on the environment of Proposed Development in relation to criteria set out under paragraphs 1 and 2 (as set out in Sections 4 and 5 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 Act (as amended).

This section also considers measures to avoid, prevent or reduce any significant adverse impacts on the environment of implementing a project; that are commonly referred to as 'mitigation measures'.

The quality, magnitude and duration of potential impacts are defined in accordance with the criteria provided in the *Guidelines on Information to be Contained in Environmental Impact Assessment Reports* (EPA, 2022).

5.1 POPULATION AND HUMAN HEALTH

5.1.1 Construction Phase

The potential impacts of the proposed development on population human health and populations would be nuisances such increased air pollution (dust), noise, traffic, and visual impact of the construction and demolition phases. The likely potential impact of the proposed development with respect to population and human health during the construction phase can be considered to be ***negative, not significant*** and ***short-term.***

These potential short-term impacts during the construction will be mitigated in accordance with the measures set out in the CEMP, and through implementation of binding hours of construction.

There is no significant risk of pollution of soil, groundwater or watercourses associated with the proposed development. The construction phase of the proposed development will provide for the temporary employment of construction workers which will provide benefits for local businesses providing retail or other services to construction workers and potential additional employment in the area.

The outline CEMP sets out mitigation measures in the form of requirements and standards in relation to construction noise, traffic, and dust generation that must be met during the construction phase. All mitigation measures outlined within the CEMP will be implemented, as well as any additional measures required pursuant to planning conditions which may be imposed.

The residual impact of the proposed development with respect to population human health during the construction phase after the implementation of mitigation measures set out in this report, is ***negative***, ***not significant*** and ***short-term***.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no likelihood of significant effects on populations and human health arising from the proposed development during the construction phase.

5.1.2 Operational Phase

The potential impacts of the proposed development on population human health and populations would be nuisances such increased direct emissions to air from the emergency generators, and noise generated from plant equipment, traffic, and visual impact of the construction and demolition phases. The potential impact of the proposed development with respect to population and human health in the absence of design and mitigation measures during the operational phase can be considered to be ***negative, not significant*** and ***long-term.***

A detailed Air Quality Impact Assessment has been undertaken (discussed in Section 5.4) to assess the impact of the Proposed Development with reference to human health criteria and concluded, based on conservative assumptions, that the Proposed Development will not result in any off-site exceedance of the relevant ambient air quality standards.

Noise reduction is a central consideration in the design of the Proposed Development. Based on the findings of the Noise and Vibration Impact Assessment discussed in Section 5.5 the predicted noise levels from the Proposed Development, comply with the relevant noise criteria.

There are no planned direct discharges to water or land, although the risk of accidental discharge or spills exists. A number of design measures will be adopted to prevent the contamination of groundwater during the operational phase; as described in Section 5.2.

The design of the Proposed Development has due regard of the sensitivity of the surroundings. Landscape and Visual impacts are discussed further in Section 5.7.

The residual impact of the Proposed Development, with the implementation of design and mitigation measures, to populations and human health during the operational phase is ***neutral***, ***not significant*** and ***long-term***.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on populations and human health arising from the proposed development during the operational phase.

5.2 BIODIVERSITY, WITH PARTICULAR ATTENTION TO SPECIES AND HABITATS PROTECTED UNDER THE HABITATS DIRECTIVE AND THE BIRDS DIRECTIVE

The potential impact from the Proposed Development on biodiversity with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive has been considered as a part of the AA Screening and Ecological Impact Assessment (EcIA) prepared by Moore Group and provided with the planning documentation.

5.2.1 Construction Phase

The potential impacts of the Proposed Development on biodiversity with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive may arise during the construction phase through: habitat loss, vegetation clearance, surface water runoff from soil excavation/infill/landscaping, dust, noise,

vibration, lighting disturbance, impact on groundwater/dewatering, storage of excavated/construction materials, introduction of pest species.

The EcIA states that there will be a *permanent* change of use of 0.5 Ha of improved grassland and 0.5 Ha of Scrub in the eastern section. The loss would be *neutral* and *not significant*. There will be no direct or indirect impact on otters or badgers.

There will be no impacts on roosting bats and the potential effect on commuting bats due to loss of the scrub is considered *not significant* given the availability of treelines, hedgerows and linear commuting features in the wider area.

Potential impacts on birds will be avoided by cutting vegetation outside the bird nesting season March 1 to August 31. Where cutting vegetation within that season is required, it will be undertaken under the supervision of a suitable qualified ecologist to ensure any birds nests are identified and avoided.

Best practice guidelines for the prevention of invasive species spread will be adhered to, therefore there is no potential for the spread or introduction of high impact invasive species are foreseen as a result of this Proposed Development.

The site or surrounding lands are not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected species are known to occur on the Site.

With reference to the EcIA the predicted effects from the proposed development are 'not significant' on habitats, flora, fauna or biodiversity.

There are no predicted effects on any European sites and it is considered that the proposed development does not trigger EIA with regard to Biodiversity.

On the basis of the above with regard to the evidence set out within the AA Screening and EcIA the residual effects on local biodiversity and ecology are ***neutral***, ***imperceptible,*** and ***permanent*** for the construction phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on biodiversity, with particular attention to species and habitats protected under the habitats directive and the birds directive arising from the proposed development during the construction phase.

5.2.2 Operational Phase

The potential impacts of the Proposed Development on biodiversity with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive may arise during the operational phase through: direct emission to air and water; surface water runoff containing contaminants; lighting disturbance; noise/vibration; presence of people, vehicles and activities; and potential for accidents or incidents.

All foul and surface water runoff, once the facility is operational, will be contained on site and discharged to urban drainage systems. There are no direct emissions to surface water.

Additional lighting disturbance is unlikely to impact on bat as due to loss of the scrub is considered *not significant* given the availability of treelines, hedgerows and linear

commuting features in the wider area. Based on the results of the survey by NM Ecology Ltd, the site does not appear to be of value for bats. The bat survey report is included with the planning application documents.

If any new lighting is directed towards the boundaries of the site, there is a risk of indirect impacts on foraging bats, and on potential roost features in the surrounding area. However, 'bat-sensitive' lighting techniques will be incorporated into the lighting plan, which will avoid or minimise any potential impacts of lighting on bats. 'Bat-sensitive lighting' for this development would have the following design principles (as required by Condition 2 of the Permitted Development):

- All luminaires shall lack UV elements when manufactured. Metal halide, fluorescent sources shall not be used.
- LED luminaires shall be used where possible due to their sharp cut-off, lower intensity, good colour rendition and dimming capability.
- A warm white spectrum (ideally <2700Kelvin) shall be adopted to reduce blue light component.
- Luminaires shall feature peak wavelengths higher than 550nm to avoid the component of light most disturbing to bats (Stone, 2012).
- Internal luminaires can be recessed where installed in proximity to windows to reduce glare and light spill. (See figure overleaf.)
- The use of specialist bollard or low-level downward directional luminaires to retain darkness above can be considered. However, this often comes at a cost of unacceptable glare, poor illumination efficiency, a high upward light component and poor facial
- recognition, and their use shall only be as directed by the lighting professional.
- Column heights shall be carefully considered to minimise light spill.
- Only luminaires with an upward light ratio of 0% and with good optical control shall be used
- See ILP Guidance for the Reduction of Obtrusive Light.
- Luminaires shall always be mounted on the horizontal, ie no upward tilt.
- Any external security lighting shall be set on motion-sensors and short ([min) timers.
- As a last resort, accessories such as baffles, hoods or louvres can be used to reduce light spill and direct it only to where it is needed.

As required by Condition 3 of the Permitted Development any proposed lighting on the eastern and southern boundaries will be designed in such a way as to retain a dark corridor along these boundaries, using suitably located, cowled and directional lighting of a lux level appropriate to bat usage.

As required by Condition 3 of the Permitted Development and set out in the NM Eclogy Bat Report, five bat boxes will be installed at locations agreed and supervised by a qualified bat specialist. A three-year bat monitoring programme shall also be undertaken by a qualified and experienced bat expert with yearly reports submitted to the Council's Heritage Officer.

Based on the separation distance from the facility to the nearest ecologically sensitive area and European site it is highly unlikely that noise or vibration, or direct emissions to air arising from the facility under any scenario would have any impact on these sites. Therefore, the noise impact on ecologically sensitive area has been scoped out of any further assessment.

The site or surrounding lands are not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected species are known to occur on the Site.

On the basis of the above with regard to the evidence set out within the AA Screening and EclA the residual effects on local biodiversity and ecology are ***neutral***, ***imperceptible,*** and ***long term*** for the operational phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on biodiversity, with particular attention to species and habitats protected under the habitats directive and the birds directive arising from the proposed development during the operational phase.

5.3 LAND, SOILS, AND WATER

5.3.1 Construction Phase

Potential for increased sediment and runoff from excavation, soil handling, removal and compaction

Land clearing, earthworks and excavations will be required for construction phase operations to facilitate site clearance, construction of new building, foundations and installation of services. This will include site levelling, construction, and building foundation excavation, this will necessitate the removal of vegetation cover and the excavation of soil and subsoils.

The site preparation, excavations and levelling works required to facilitate construction of foundations, access roads and the installation of services will require excavation of soil, stones, and bedrock (if encountered). Any material, which is exported from site, if not correctly managed or handled, could impact negatively on human beings (onsite and offsite) as well as water and soil environments.

The construction works will alter the current drainage regime from the Site, and the rate and volume of direct surface run-off. The potential impact of this is a possible increase in surface water run-off and sediment loading, which could potentially impact local drainage if not adequately mitigated.

Any run-off water containing silt during construction will be contained on-site via settlement tanks and treated to ensure adequate silt removal. Silt reduction measures on site will include a combination of silt fencing, settlement measures (silt traps, silt sacks and settlement tanks / ponds).

Movement of material will be minimised to reduce the degradation of soil structure and generation of dust. Excavations will remain open for as little time as possible before the placement of fill. This will help to minimise the potential for water ingress into excavations. Soil from works will be stored away from existing drainage features to avoid any potential impact.

All excavated materials will be visually assessed for signs of possible contamination such as staining or strong odours. Should any unusual staining or odour be noticed, samples of this soil will be analysed for the presence of possible contaminants in order to ensure that historical pollution of the soil has not occurred. Should it be determined

that any of the soil excavated is contaminated, this will be disposed of by a licensed waste disposal contractor.

Stockpiles of soil and construction aggregate can have the potential to cause negative impacts on air and water quality. The effects of soil stripping and stockpiling will be mitigated against through the implementation of appropriate earthworks handling protocol during construction. It is anticipated that any stockpiles will be formed within the boundary of the site and there will be no direct link or pathway from this area to any surface water body. Overburden material will be protected from exposure to wind by storing the material in sheltered parts of the site, where possible.

No construction shall take place within 30m of the Kingswood Stream (which is located 100 m east of the Site) and there shall no abstractions from the water course.

In respect of the foregoing, and the measures set out in the CEMP prepared by CSEA, the residual impact as a result of the potential for increased sediment and runoff from excavation works on, land, soils, and water during the construction phase is considered to be ***negative, imperceptible*** and **short-term**. Therefore, there will be no significant effects on land, soils, and water.

Potential for contamination from Accidental Spills and Leaks

There is potential for water (rainfall and/or discontinuous perched groundwater) to become contaminated with pollutants associated with construction activity. Contaminated water which arises from construction sites can pose a significant short-term risk to water quality for the duration of the construction if contaminated water is allowed percolate to the aquifer or accidental discharges into surface water.

Machinery activities on site during the construction phase may result in run off of contaminated waters into surface water networks or ground water. Potential impacts could arise from accidental spillage of fuels, oils, paints, cement, etc. which could impact surface water if allowed to runoff into surface water systems and/or receiving watercourses or groundwaters.

The potential impacts during the construction phase are required to be mitigated by ensuring best practice construction with respect to storage of any hazardous substances (fuels, chemicals and other construction materials that may pose a risk to the environment).

Given scale and localised nature of the proposed development, and the lack of impact pathways between the site and surface water bodies here is no likelihood of significant effects on water quality.

In respect of the foregoing, the residual impact in respect of the potential for impacts related to contamination from accidental spills on, land, soils, and water during the construction phase is considered to be ***negative, imperceptible*** and **short-term.** Therefore, there will be no significant effects on land, soils, and water.

Foul Water During Construction

Welfare facilities will be provided for the contractors on site during the construction works. During construction, portable sanitary facilities will be provided with waste collected and disposed of appropriately. There are no predicted adverse impacts on wastewater during construction.

No silty or contaminated water from the construction works will be discharged to any stormwater network but should any discharge of contaminated construction water be required during the construction phase, the discharge will be to foul sewer following agreement with the Local Authority / Irish Water.

The foul water during construction (if required) will be pumped to Ringsend Waste Water Treatment Plant (WWTP) where it will be treated to EU standards and discharged to the Liffey Estuary Lower.

With due consideration to the characteristics of the proposed development and the site location, there are no likely significant negative impacts of the proposed development in relation to foul water during construction, under the environmental factor of land, soils, geology, hydrogeology, and hydrology.

Conclusions

On the basis of the above the residual effects on land, soils, and water ***negative, imperceptible,*** and ***short-term*** for the construction phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on land, soils, and water arising from the proposed development during the construction phase.

5.3.2 Operational Phase

Stormwater

Surface water from the proposed development site shall discharge to the existing 525mm diameter pipe located in the centre of the existing Citywest Business Park Estate Road which runs along the eastern boundary of the site. The 525mm diameter pipe flows in a easterly direction from the north east corner of the site before out falling to the Kingswood Stream to the east of the site.

There is no direct hydrological connection from the site to the Carmac River or Kingswood Stream. The Kingswood Stream ultimately outfalls to the Liffey Estuary, which is hydrologically connected to the South Dublin Bay SAC, North Dublin Bay SAC, North Bull Island SPA and South Dublin Bay and River Tolka Estuary SPA. There is, therefore, an indirect pathway from the proposed development to these designated European sites.

Any accidental petrol emissions during storage, transfer, or delivery or leakage in the car parks could cause localised contamination if the emissions enter the soil and groundwater environment without adequate mitigation. However, it is noted that any accidental discharge will more likely impact stormwater drainage due to the hardstand and drainage infrastructure proposed and any releases to drainage will be mitigated through petrol interceptors.

There will be a total of 5 no. diesel generators on site. The diesel storage for the generators will be in either double skinned belly tanks or stored within a bund 110% of the capacity of the largest tank or drum within the bunded area in line with the EPA Guidance Note on Storage and Transfer of Materials for Scheduled Activities[15].

[15] Environmental Protection Agency. IPC Guidance Note on Storage and Transfer of Materials for Scheduled Activities. EPA: 2013.

The design of the stormwater drainage network for the proposed development has taken cognisance of the requirements set out by the SDCC Drainage Division, which requires all new developments to incorporate the principles of Sustainable Urban Drainage Systems (SuDS). The proposed SuDS method of water disposal at the site will ensure that no negative impacts to stormwater leaving the site will arise due to the attenuation measures planned, with the proposal improving the water environment at the location.

The proposed development design includes, Class 1 full retention separators downstream of any used in high risk spillage areas, Class 1 bypass interceptor downstream of the main car park, Class 1 bypass interceptor upstream of the attenuation tank, and two hydrodynamic solid separators are provided upstream of the connections to the attenuation tank to screen rubbish, debris and sediment from the surface water runoff before it enters the attenuation tank. The drainage of stormwater and disposal of foul water is detailed further within the accompanying Engineering Services Report prepared by CSEA Consulting.

The residual impact on land, soils, and water during operation is considered to be ***neutral, imperceptible*** and ***long term.***

Foul Water

The foul water from the site be directed to Ringsend Waste Water Treatment Plant (WWTP) where it will be treated to EU standards and discharged to the Liffey Estuary Lower. There is, therefore, an indirect pathway from the proposed development to the designated European sites at Dublin Bay (South Dublin Bay SAC, North Dublin Bay SAC, North Bull Island SPA and South Dublin Bay and River Tolka Estuary SPA).

The residual impact on land, soils, and water during operation is considered to be ***neutral, imperceptible*** and ***long term.***

Conclusions

On the basis of the above the residual effects on land, soils, and water are ***neutral***, ***imperceptible,*** and ***long-term*** for the operational phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on land, soils, and water arising from the proposed development during the operational phase.

5.4 AIR QUALITY AND CLIMATE

5.4.1 Construction Phase

There is the potential for a number of greenhouse gas emissions to atmosphere during the construction of the development. Construction vehicles, generators etc., may give rise to CO_2 and N_2O emissions. The Institute of Air Quality Management document *Guidance on the Assessment of Dust from Demolition and Construction* (IAQM, 2014) states that site traffic and plant is unlikely to make a significant impact on climate. Therefore, the impact on climate is considered to be ***imperceptible*** and ***short term.***

Nevertheless, some site-specific mitigation measures will be implemented during the construction phase of the proposed development to ensure emissions are reduced further. In particular the prevention of on-site or delivery vehicles from leaving engines

idling, even over short periods. Minimising waste of materials due to poor timing or over ordering on site will aid to minimise the embodied carbon footprint of the site.

The greatest potential impact on air quality during the construction phase of the proposed development is from construction dust emissions and the potential for nuisance dust and PM10/PM2.5 emissions. While construction dust tends to be deposited within 200 m of a construction site, the majority of the deposition occurs within the first 50 m based on Transport Infrastructure Ireland (TII) guidance (2011).

Due to the separation distance between the site and the nearest sensitive receptors, which are located approximately 400 metres to the south and north of the site, there is limited potential for dust impacts on these sensitive receptors which would be considered, in the absence of mitigation ***negative, imperceptible*** and ***short-term.***

The pro-active control of fugitive dust will ensure the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released.

The main contractor will be responsible for the coordination, implementation and ongoing monitoring of Air Quality. Section 7.3 of the outline CEMP prepared by CSEA describes the site policy with regard to dust management and the specific mitigation measures which will be put in place during construction works. The objective of dust control at the site is to ensure that no significant nuisance occurs at nearby sensitive receptors. In order to develop a workable and transparent dust control strategy, the following measures have been formulated by drawing on best practice guidance from Ireland, the UK and the US, such as:

On the basis of the above, the residual effects on air quality and climate after the implementation of mitigation set out and the CEMP prepared by CSEA will be ***negative, not significant*** and ***short term*** during the construction phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on air quality and climate arising from the proposed development during the operational phase.

5.4.2 Operational Phase

An Air Quality Impact Assessment has been undertaken by AWN Consulting and included with the application documentation. The assessment was carried out to determine the potential air quality impacts for the Proposed Development. There will be a total of 5 no. proposed diesel generators which will provide power to the Site when power from the grid is not available or there is a requirement to reduce the load on the grid.

A number of modelling scenarios were investigated within the accompanying Air Quality Impact Assessment for the purposes of this assessment. Both normal day-to-day testing operations were considered as well as emergency operations, and cumulative assessment including nearby operational data storage facilities.

The modelling study has concluded that the impacts on ambient air quality associated with the standby generators at the Proposed Development site will be in compliance with the ambient air quality standards which are based on the protection of the environment and human health.

The climate assessment determined that based on the proposed development consuming a maximum of 10 MW of electricity, it will indirectly generate 25,912 tonnes of CO_2eq per year. However, electricity providers form part of the EU-wide Emission Trading Scheme (ETS) and thus greenhouse gas emission from these electricity generators are not included when determining compliance with the targeted 42% reduction in the non-ETS sector. Thus, emissions from electricity generators will not affect the EU 2030 target of a 42% reduction in non-Emission Trading Scheme (non-ETS) greenhouse gas emissions by 2030. Consequently, the proposed development will have no impact on whether Ireland meets the targets set for 2030. Given that the use of electricity to power the facility will achieve net zero by 2050 and the commitment to offset all interim fossil fuel derived GHG emissions by the purchase of renewable electricity from SSE Airtricity the predicted impact to climate is deemed to be indirect, long-term, negative and slight.

On the basis of the above with regard to the evidence set out within the Air Quality Impact Assessment, no significant impacts to either air quality or climate are predicted for the operational phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects Air Quality and Climate arising from the proposed development during the operational phase.

5.5 NOISE AND VIBRATION

A site-specific Noise and Vibration Report has been prepared by AWN Consulting, this is provided with the planning documentation. This report has included the following:

- Review appropriate guidance and standard documents relating to environmental noise, typical local authority planning conditions, etc. in order to identify appropriate noise criteria for the construction phase of the development and site operations;
- A description of the existing noise climate captured through environmental noise surveys at locations representative of the nearest noise sensitive locations to the development site;
- Description of noise modelling assessment relating to operational phase;
- Assessment of predicted levels against the appropriate criteria and existing noise levels and the required mitigation measures.
- A review of typical construction noise and vibration limits

5.5.1 Construction Phase

During the construction phase it is expected that there may be some short term impact on the nearest commercial properties due to noise emissions from the plant equipment required for construction. However, given that the construction phase of the development is ***short term*** in duration, it is expected that the various noise sources will not be excessively intrusive. Furthermore, the application of binding hours of construction, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact is kept to a minimum.

As required by Condition 13 of the Permitted Development: To control, limit and prevent the generation of unacceptable levels of Environmental Noise Pollution from occurring during construction activity, no Equipment or Machinery (to include pneumatic drills, on-site construction vehicles, generators, etc.) that could give rise to unacceptable levels of noise pollution as set out generally for evening and night-time

in S.I. No. 140/2006 - Environmental Noise Regulations 2006 shall be operated on the site before 7.00 hours on weekdays and 9.00 hours on Saturdays nor after 19.00 hours on weekdays and 13.00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays. Any construction work outside these hours that could give rise to unacceptable levels of noise pollution shall only be permitted following a written request to the Planning Authority and the subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unacceptable noise outside the hours stated above. In this respect, the applicant or developer shall also comply with BS 5228:2009 Noise and Vibration Control on Construction and Open Sites, and have regard to the World Health Organisation (WHO) - Guidelines for Community Noise (1999).

The following Construction Noise Threshold (CNT) levels are proposed for the construction stage of this development:

- For residential NSLs it is considered appropriate to adopt 65 - 75 dB(A) CNT depending on existing noise level. Given the baseline monitoring carried out, it would indicate that Category A and C values are appropriate using the ABC method.
- For non-residential NSLs it is considered appropriate to adopt the 70 dB(A) CNT, given the urban environment in which the community centre resides, in line with BS 5228-1:2009+A1:2014 Annex E2.

The CEMP sets out minimisation measures to ensure nuisance noise arising from demolition, site clearance and construction activities is prevented where possible and managed in accordance with best practice and will be updated to include any subsequent planning conditions relevant to the Proposed Development.

On the basis of the above with regard to the evidence set out within the Noise and Vibration Report the potential effects on noise and vibration are ***negative***, ***minor,*** and ***short term*** for the construction phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects from Noise and Vibration arising from the proposed development during the construction phase.

5.5.2 Operational Phase

The existing noise environment in the vicinity of the nearest noise sensitive locations is dictated by road traffic noise.

The primary noise during the operational phase is associated electrical and mechanical plant equipment particularity the standby generator testing, and emergency operations. The Noise and Vibration Report reviewed the following scenarios and concluded:

- *Scenario A: Day to Day Operations* - The figures presented in this report indicate that the predicted noise levels at the various noise sensitive locations identified in the vicinity of the Site satisfy the adopted criteria outlined in the relevant sections of this assessment, i.e. of 55dB $L_{Aeq,T}$ for commercial locations and 45dB $L_{Aeq,T}$ for residential locations.
- *Scenario B: Emergency Operations* - The modelling has indicated that noise emissions associated with the standby generators providing emergency
- power to the site are within the relevant adopted emergency operation limit of 55dB $L_{Aeq,T}$, in the rare event that a power loss to the site occurs.

- *Scenario C: Generator Testing* - The modelling has indicated that noise emissions associated with generator testing is within the adopted daytime criterion when these activities will take place.

On the basis of the above with regard to the evidence set out within the Noise and Vibration Impact Assessment the potential effects on noise and vibration are ***negative***, ***not-significant - slight*** and ***long term*** for the operational phase.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects from Noise and Vibration arising from the proposed development during the operational phase.

5.6 CULTURAL HERITAGE AND THE LANDSCAPE

5.6.1 Construction Phase

There are no recorded archaeological sites or monuments within the Proposed Development lands, as listed in the Record of Monuments and Places. The construction phase of the development, due to its temporary nature, does not give rise to any impact on cultural heritage.

The Archaeology and Cultural Heritage prepared by CRDS Limited (2022) and included with the application documents notes that "*As the site has been significantly disturbed in the past, there will be no predicted impacts on the archaeological, architectural or cultural heritage relating to the proposed development, and therefore no mitigation measures are required.*"

Construction of the Proposed Development will give rise to short term and substantially localised effects on landscape character. Construction activity including site clearance, movement of construction vehicles and gradual emergence of structures will give to localised alterations in existing landscape character. The predicted impact on landscape and visual impact during construction will be ***short term*** and will range from ***moderate*** and ***neutral to negative***.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on cultural heritage and the landscape arising from the proposed development during the construction phase.

5.6.2 Operational Phase

The operational phase of the Proposed Development is not predicted to have any impact on archaeological, architectural and cultural heritage.

The Proposed Development is consistent with the land use zoning designation and with the wider emerging industrial setting and will not give rise to any significant landscape and visual effects.

The application site comprises a commercial-industrial site that contributes little to the character and visual quality of this part of Dublin. The proposed development is consistent with the wider urban setting and will not give rise to any significant landscape and visual effects. Landscape and visual impacts during operation will be, ***negative, slight to moderate*** and ***long term***.

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on cultural heritage and the landscape arising from the proposed development during the operational phase.

5.7 MATERIAL ASSETS

5.7.1 Construction Phase

Utilities: Foul Sewer, Stormwater and Potable Water

Welfare facilities will be provided for the contractors on site during the construction works. Portable sanitary facilities will be provided with waste disposed of via exiting connections to the mains networks. There are no predicted adverse impacts on wastewater during construction.

A site compound will be set up within the site prior to commencement of works. The compound area will be located within the site boundary.

No significant dewatering and minimal excavation works is anticipated to be required for construction. Where dewatering is required, dirty water will be fully and appropriately attenuated, through temporary on-site silt bags/tanks/silt busters, before being appropriately discharged to storm or foul sewer after appropriate consultation with the asset owner as described in the outline CEMP.

The power and electrical supply requirements during construction are relatively minor, and there is no potential impact anticipated on existing users.

There are known electrical, gas, water, storm, and fibre routes in the locality. The construction contractor will ensure that a full survey of all existing services is carried out and made available prior to commencing work. Where deemed necessary, all work on or close to these services shall be undertaken using the guidelines for working under and in close proximity to identified services. Method statements shall be developed and communicated to all parties involved in the works.

When the required excavations and connections are undertaken with consultation with the utility operators, there is no potential impact anticipated on electrical infrastructure to existing users.

Waste and Waste Management

Other than excavated soils/stone and materials necessary for the construction of the building the Proposed Development will not produce significant volumes of waste.

All waste arising during the construction phase will be managed and disposed of in a way that ensures compliance with the provisions of the Waste Management Act 1996 and associated amendments and regulations and the Eastern-Midlands Region Waste Management Plan 2015 – 2021.

A collection permit to transport waste must be held by each waste contractor which is issued by the National Waste Collection Permit Office (NWCPO). Waste receiving facilities must also be appropriately permitted or licensed. The COR/permit/licence held will specify the type and quantity of waste able to be received, stored, sorted, recycled, recovered and/or disposed of at the specified site.

Waste during construction will be managed in accordance with a project specific Resource and Waste Management Plan (RWMP). This RWMP will be refined and updated in advance of the works to ensure best practice is followed in the management of waste from the proposed development. Copies will be made available to all personnel on site. All site personnel and sub-contractors will be instructed about the objectives of the Waste Management Plan and informed of the responsibilities which fall upon them as a consequence of its provisions.

It is considered that the Proposed Development will not have any significant impact in terms of resources or waste generation.

A carefully planned approach to waste management and adherence to the RWMP during the construction phase will ensure that the impact on the environment will be ***short term, neutral*** and ***imperceptible***.

Traffic and Transportation

During the construction phase of the Proposed Development, there will be additional traffic movements to/from the Site from construction personnel, security staff, professional staff (i.e. design team, utility companies), excavation plant, dumper trucks and deliveries/removal of materials (waste/spoil).

Traffic Management directional and warning signage will be erected at the Site entrance and at intervals of 25m and 50m approaching the Site entrance. The signage will indicate construction traffic and general warnings to the passing public.

Section 6.0 (Construction Traffic and Site Access) of the outline CEMP details the traffic management measures that will be put in place for the construction phase which are as follows:

- The contractor will be required to provide wheel cleaning facilities, and regular cleaning of the main access road;
- Temporary car parking facilities for the construction workforce (c. 100 - 150 no. spaces) will be provided.
- Monitoring and control of construction traffic will be ongoing during construction works. Construction Traffic Management will minimise movements during peak hours.
- Construction Traffic routes minimising traffic impact on surrounding residential development will be used by construction vehicles.
- Material deliveries and collections from site will be planned, scheduled and staggered to avoid any unnecessary build-up of construction works related traffic.

On the basis of the above the potential effects on Traffic and Transportation are ***negative***, ***not significant***, and ***short term*** for the construction phase. There are no likely significant effects in terms of Traffic and Transportation, and it would not warrant preparation of an EIA on these grounds.

Conclusion

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on material assets arising from the proposed development during the construction phase.

5.7.2 Operational Phase

Utilities: Foul Sewer, Stormwater and Potable Water

Water supply and wastewater will be provided via the existing public mains network adjacent to the Site. The disposal of foul water from the Site is separated from that of surface water. There is no real likelihood of significant effects in respect of foul sewer, stormwater and potable water, that would warrant the preparation of an EIA report.

Waste and Waste Management

The Proposed Development will give rise to a variety of waste streams during the operational phase, i.e. when the project is completed, and fully operational. The majority of waste will be generated from packaging for equipment deliveries to the facility which is likely to be at its peak in the early months of operation.

During the operational phase, a structured approach to waste management will promote resource efficiency and waste prevention and minimisation. Waste will be managed in accordance with the current legal and industry standards including the Waste Management Act 1996 as amended and associated Regulations, Environmental Protection Agency Act 1992 as amended, Litter Pollution Act 1997 as amended and the Eastern-Midlands Region Waste Management Plan 2015 – 2021.

A collection permit to transport waste must be held by each waste contractor which is issued by the NWCPO. Waste receiving facilities must also be appropriately permitted or licensed.

Provided the mitigation measures are implemented and a high rate of reuse, recycling and recovery is achieved, the predicted impact of the operational phase on the environment will be ***long-term, neutral*** and ***imperceptible***.

Traffic and Transportation

The Permitted Development was accompanied by a Traffic and Transport Assessment (TTA) prepared by Pinnacle Consulting Engineers that considered the potential impacts of the proposed development upon the existing road infrastructure. The proposed amendments will not materially alter the predicted traffic flows to and from the site. The TTA concluded that the proposed development can be supported by the existing and surrounding road infrastructure, and therefore will not have an adverse impact on the surrounding road network.

The parking provision for the proposed development conforms to Local Authority standards, and that the development access design and internal layout are fit for purpose and comply with the Design Manual for Urban Roads and Streets'.

A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be agreed with the roads department and the agreed plan, along with the written agreement of the roads department shall be lodged to the Local Authority.

On the basis of the above with regard to the evidence set out within the Traffic and Transportation Assessment the potential effects on Traffic and Transportation are ***neutral***, ***imperceptible***, and ***long term*** for the operational phase.

Conclusion

Having regard to the characteristics of the proposed development and the sensitivities of the site location, there is no real likelihood of significant effects on material assets arising from the proposed development during the operational phase.

5.8 ASSESSMENT OF POTENTIAL IMPACTS FROM INTERACTIONS

This section discusses the potential interactions and inter-relationships between the environmental factors discussed in the preceding sections. This section covers both the construction and operational phase of the Proposed Development.

In accordance with the guidance not only are the individual significant impacts required to be considered when assessing the impact of a development on the environment, but so must the interrelationships between these factors be identified and assessed.

The majority of the interactions that are considered to have a neutral effect (i.e., no effects or effects that are imperceptible, within the normal bounds of variation or within the margin of forecasting error).

There is a potential interaction between land, soil geology, hydrogeology and hydrology through poorly managed surface water run-off during the construction phase of the Proposed Development. There is a potential for the construction activity in terms of air quality and of dust generated to impact on human health and biodiversity. The potential impact of noise and vibration on human health.

However, these are potential ***short term*** interactions associated with the construction phase. The outline CEMP prepared by CSEA sets out minimisation measures ensure that pollution and nuisances arising from demolition, site clearance and construction activities is prevented where possible and managed in accordance with best practice and will be updated to include any subsequent planning conditions relevant to the Proposed Development. The CEMP will be required to be maintained by the contractors during the construction and covers all potentially polluting activities. All personnel working on the Site will be trained in the implementation of the procedures.

It is considered that there will be no likely significant interactions which would warrant preparation of an EIAR.

5.9 ASSESSMENT OF POTENTIAL IMPACTS FROM CUMULATIVE IMPACTS

As part of the assessment of the Proposed Development, account has been taken of permitted developments in the area as stated in Section 3.2 and listed in Appendix A, as well as existing local land uses.

Cumulative impacts are those impacts that relate to incremental / additive impacts of the planned development in addition to historical, present or foreseeable future actions. Cumulative impacts can be thought of as occurring through two main pathways: first, through persistent additions or losses of the same materials or resource, and second, through the compounding effects as a result of the coming together of two or more effects.

5.9.1 Construction Phase

A review of the existing projects within the vicinity of the site and the projects set out in Appendix A has not identified any construction projects capable of combining with the Proposed Development that is likely to give rise to significant cumulative effects during the construction phase.

Mitigation is included in the project design as set out in Sections 5.1 through 5.7 to minimise impacts on the receiving environment.

In the event that there is any overlap between the construction phase of the Proposed Development and the construction phase of an offsite project, each project currently permitted in the wider area is subject to planning conditions which include appropriate mitigation measures to minimise environmental impacts. Provided that mitigation measures for other developments are implemented as permitted, there will be no significant cumulative effects.

Any future development will be required to incorporate appropriate mitigation measures (e.g. noise management, dust management, traffic management, management of water quality in run-off water, landscape, etc) during the construction phase as such any cumulative development will not have a significant effect on human health, material assets, land, soils, geology, hydrogeology, and hydrology.

Based on the assessment of the environmental sensitivities in the existing environment and consideration of potential cumulative impacts, it is concluded that there are no likely significant cumulative environmental impacts during the construction phase which would warrant preparation of an EIAR.

5.9.2 Operational Phase

A review of the existing projects within the vicinity of the site and the projects set out in has not identified any projects capable of combining with the Proposed Development that is likely to give rise to significant cumulative effects during the operational phase.

Mitigation is included in the project design as set out in Sections 5.1 through 5.7 to minimise impacts on the receiving environment.

According to Appendix E of the EPA guidance note AG4, cumulative assessments are only required for facilities that will emit over 100 tonnes of a regulated pollutant per annum. There are no facilities within 1 km of the proposed development which meet this criterion for NOx, therefore a cumulative air quality impact assessment is not required, and its considered that there are no likely cumulative impacts in terms of air quality.

Any future development proposed on the surrounding lands should be cognisant with the zoning and will be subject to EIA and/or planning conditions which include appropriate mitigation measures to minimise environmental impacts in relation to air quality.

Based on the assessment of the environmental sensitivities in the existing environment and consideration of potential cumulative impacts, it is concluded that there are no likely significant cumulative environmental impacts during the operational phase which would warrant preparation of an EIA.

5.10 TRANSBOUNDARY EFFECTS

The site is remote from any transboundary location and the nature of the development is such that any impact would not affect a large geographical area.

6.0 FINDINGS AND CONCLUSIONS

The purpose of this EIA Screening Report has been to consider whether there is a requirement for the preparation of an Environmental Impact Assessment Report (EIAR) to accompany the planning application to South Dublin County Council ('SDCC') for the Proposed Development.

The Proposed Development and component parts have been considered against the thresholds outlined in Schedule 5, Part 2 Class 10 (a) to (m). The most relevant project type in the context of the Proposed Development is Class 10 (a) and Class 10 (iv):

10. Infrastructure projects

(a) Industrial estate development projects, where the area would exceed 15 hectares.

(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.

On the basis of the evaluation set out in Section 2.0 an EIA for the proposed Project is not mandatory; the proposed project is considered to be a sub-threshold development and therefore there is discretion over the submission of an EIAR with the planning application.

AWN has considered the Proposed Development and assessed the potential for significant environmental effects and the need for an EIAR on a discretionary basis; this evaluation is documented Sections 3.0, 4.0 and 5.0.

- The Appropriate Assessment Screening concluded that due to the scale and nature of the planned works it is considered that the developments within the wider environs will have no likelihood of direct or indirect effects on European sites considered in this assessment in view of their conservation objectives.
- A detailed Air Quality Report was completed to assess the impact of the development with reference to the protection of the environment and human health. This report concluded, on conservative assumptions, that the Proposed Development will not result in any off-site exceedances of the applicable ambient air quality standards (including at the nearest residential receptors).
- The Noise and Vibration Report has assessed the potential noise impact of the development and concluded that the Proposed Development, will comply with the relevant noise criteria at noise sensitive locations.
- It is anticipated that compliance with the outline Construction Environmental Management Plan (CEMP) prepared by CSEA will address potential *short term* nuisances (such as dust and noise etc.) and risks from the storage of any hazardous substances (fuels, chemicals and other construction materials that may pose a risk to the environment) are avoided and minimised. The CEMP will ensure potential nuisances during the construction of the facility are avoided and minimised.

AWN has concluded, there are no likely significant environmental effects on the receiving environment for the Proposed Development, which would warrant preparation of an EIA.

A mandatory EIA is not required for the Proposed Development, and as the potential effects are not significant it is submitted by AWN that there is no requirement for an EIAR to be submitted with this planning application.

APPENDIX A

LIST OF CONSENTED DEVELOPMENTS

Planning Reference	Description	Applicant	Location	Decision	Date
SD22A/0109	Retention of the generator compound (391sq.m) consisting of three generators along with three transformers and ancillary 3 diesel tanks and perimeter treatment on a permanent basis on the southern perimeter of the site with Orchard Avenue; The development also consists of the retention of 3 signs (10.94sq.m) as follows: retention of 1 sign (0.57sq.m) on plinth at the corner of Bianconi Avenue and the N82/Citywest Road; retention of 1 sign (4.58sq.m) on the eastern elevation of Block D facing the N82/Citywest Road and retention of 1 sign (5.79sq.m) on the northern elevation of Block M facing Bianconi Avenue. The development will include retention of all revisions to the permitted landscaping and site development works required.	Xilinx Ireland Unlimited Company	Bianconi Avenue, Citywest Business Campus, Saggart, Co. Dublin	DECISION DUE	13/06/2022
SD21A/0327	A residential development of 77 dwellings comprised of 63 two storey houses and 14 apartments & duplex units accommodated in one 3 storey building. The proposed houses are comprised of 8 two bed houses & 55 three bed houses; the proposed apartments & duplex units are comprised of 7 one bed apartments at ground floor & 7 three bed duplex units overhead. The proposed development also provides for all associated site development & infrastructural works, car & bicycle parking, open spaces, hard & soft landscaping, boundary treatments and bin & bicycle storage; access to the development will be via a new vehicular entrance at the south-west corner of the site off the Old Naas Road. Permission is also sought to demolish the existing building on site approximately 455sq.m. all on a site area of 2.28Ha, at Gordon Park, Old Naas Road, Kingswood, Dublin 22 bounded to the west by the Old Nass Road, to the south by the Silken Park development and is located in the townland of Brownsbarn.	Greenwalk Development Ltd.	Gordon Park, Old Naas Road, Kingswood, Dublin 22	GRANT PERMISSION	19/05/2022

SD22A/0013	The installation of an energy storage unit at an existing data centre facility. The development involves the placement of three ISO 40ft. shipping containers containing back up storage units at Keppel Data Centre, Citywest Avenue, Citywest Business Park, Dublin 24	Energy Optimisation Solutions Limited	4033, Citywest Avenue, Citywest Business Park, Dublin 24	APPEALED	17/05/2022
SD21A/0199	10-year planning permission for Phase 2 development (Unit 4); the construction of 1 industrial/warehousing unit of approximately 14,730sq.m gross floor area (including ancillary offices and operational facilities) and up to approximately 17m in height, with rear service yard; 155 car parking spaces; 72 cycle parking spaces; water services infrastructure and sustainable urban drainage system features; 2 entrances and internal road network, which will connect to Citywest Avenue and the R136 Outer Ring Road via the internal estate road network proposed under Reg. Ref. SD21A/0150; pedestrian/cycle entrance to the south-east at Citywest Avenue; public lighting; landscaping, planting and boundary treatments throughout the development; external sprinkler tank and pumphouse; and all other necessary site and infrastructural works to facilitate the development on a site generally bound to the east by the R136 Outer Ring Road, to the south by Citywest Avenue and to the west and north by undeveloped lands subject to a Phase 1 industrial/warehousing development planning application (Reg. Ref. SD21A/0150) and having been granted planning permission for infrastructural and enabling works under Reg. Refs. SD15A/0391 (extended by SD15A/0391/EP) and SD16A/0400, and with the Phase 1 industrial/warehousing development planning application (Reg. Ref. SD21A/01.50) currently being assessed by South Dublin County Council.	Rohan Project Management Ltd.	Cheeverstown, Tallaght, Dublin 24	GRANT PERMISSION	14/10/2021

SD21A/0150	Construction of 4 warehouse/industrial units in 3 buildings of c.13,611sq.m total gross floor area (including ancillary offices and operational facilities) and up to 15m in height, with rear service yards; 155 car parking spaces; 72 cycle parking spaces; water services infrastructure and sustainable urban drainage system features, including relocation and resizing of a pump station permitted under SD15A/0391; internal road network accessed via 2 site entrances established in the previous planning applications on the Eastern and Southern sides of the site, via the roundabout at Citywest Avenue and the R136 outer ring road; amendments to the proposed tree pits along the green-link permitted under SD15A/0391; public lighting, landscaping, planting and boundary treatments throughout the development; all other necessary site and infrastructural works to facilitate the development.	Rohan Project Management Ltd.	Cheeverstown, Tallaght, Dublin 24	GRANT PERMISSION	07/10/2021
SD16A/0420/EP	Construction of two 4 storey office buildings, with a total floor area of 13,250sq.m. The proposed development also provides for plant rooms at roof level (125sq.m each), all associated site development works, landscaping, basement and surface car parking, bike sheds, 2 service buildings (70sq.m each), and 2 new vehicular entrances off Bianconi Avenue, all on a site area of 2.2ha.	Citywest Ltd.	Bianconi Avenue, Citywest Business Campus, Naas Road, Dublin 24	REFUSE EXTENSION OF DURATION OF PERMISSION	30/08/2021

SD21A/0164	20 dwellings comprised of 14 two storey detached and terraced houses and 6 apartments & duplex units accommodated in 1 three storey building, comprised of 6 two bed houses, 7 three bed houses & 1 four bed house; apartments & duplex units are comprised of 3 one bed ground floor units, 3 three bed units overhead; all associated site development works, car & bicycle parking, open spaces & landscaping, bin & bicycle storage; access to the proposed development will be via the permitted new vehicular entrance (under Ref. SD20A/0219) on the western boundary of the site, off the existing access road (known as The Walk) to the Luas park & ride facility; development site is adjacent to a permitted residential development under Ref. SD20A/0219 which is bounded to the north by Citywest Avenue, is located east of a permitted residential development known as Citywest Village & existing ESB sub-station, and is north of the Luas red line; the effect of the proposed development will also be a modification to an extant permission under Reg. Ref. SD20A/0219.	Citywest Ltd.	Citywest, Tallaght, Dublin 24	REQUEST ADDITIONAL INFORMATION	17/08/2021
SD21A/0039	Installation of 2 x 3 meter high extract flues from proposed laboratories; construction of a covered boat storage compound within a secured parking area formed with a new 3 metre high security fence with access gates to the rear (north-west) side of the site, internal alteration within the existing building and all associated site works.	The Commissioners of Public Works in Ire	4036 Kingswood Avenue, Citywest Business Campus, Dublin 24	GRANT PERMISSION	07/07/2021

SD16A/0302/EP	Construction of three 3 storey office buildings, with a total floor area of approx. 16,732sq.m. The proposed development also provides for plant rooms at roof level, all associated site development works, landscaping, café (57sq.m), bicycle parking, car parking at surface level, basement level & a two level podium car park in the north-east corner of the site incorporating shower & changing facilities (152sq.m), ESB substations & service plant, and bin storage, all on a site area of 3.74ha. The effect of the proposed development will be a modification to part of an extant permission under Reg.Ref. SD06A/0737 & SD06A/0737/EP. The proposed development also provides for 2 vehicular access points off Kingswood Road (Old Naas Road) and 2 vehicular access points of Kingswood Avenue.	DI Waterside Co-Ownership	Waterside Business & Technology Park, Citywest Business Campus, Naas Road, Dublin 24	GRANT EXTENSION OF DURATION OF PERMISSION	22/06/2021
SD20A/0219	Residential development consisting of 99 dwellings comprised of 84 two storey houses, 15 apartments and duplex units accommodated in 2 three storey blocks; the proposed houses are comprised of 9 two bed houses, 71 three bed houses, 4 four bed houses; the proposed apartments & duplex units are comprised of 6 one bed units, 3 two bed units and 6 three bed units, also providing for all associated site development and infrastructural works, car and bicycle parking, ESB sub-station, open spaces and landscaping, bin and bicycle storage; access to the development via a new vehicular entrance on the western boundary of the site, off the existing access road to the Luas park & ride facility on a site area of 3.14ha bounded to the north by Citywest Avenue, located east of a permitted residential development known as Citywest Village and existing ESB sub-station and is north of the Luas red line.	Citywest Ltd.	Citywest, Tallaght, Dublin 24	GRANT PERMISSION	06/05/2021

SD21A/0040	Retention of modifications to the permitted ground floor layout to include a reduction in the area of the permitted hot food deli, the inclusion of a second deli/servery, both selling hot and cold food for consumption on and off the premises, and changes to the associated seating areas, all remaining subsidiary to the overall use of the premises as a service station.	Circle K House	Circle K, City Avenue Service Station, Citywest Road, Citywest Business Campus, Dublin 24	GRANT PERMISSION FOR RETENTION	19/04/2021
SD21A/0012	Deepening of part (c. 43ha.) of the existing and permitted quarry (An Bord Pleanala refs. 301177 & QD0026) to a quarry floor level of -10mOD using conventional blasting techniques; use of mobile processing plant; product stockpiles; final restoration scheme and all ancillary works within a planning application area of 49.4ha and within the overall landholding of 241.6ha and will be accompanied by an Environmental Impact Assessment Report (EIAR).	Roadstone Limited	Buckandhounds, Bedlesshill, Kingswood, Brownsbarn, Cheeverstown & Belgard, Fortunestown, Tallaght, Dublin 24	GRANT PERMISSION	23/03/2021
SD20A/0311	Installation of a new access door and canopy to the south east elevation at ground floor level, the replacement of 4 spandrel panels with louvred vents below first floor level slab, and a new air handling unit with louvred enclosure and access doors at roof level.	FISC Ireland Ltd.	1, Waterside, Citywest Business Campus, Kingswood Avenue, Dublin 24	GRANT PERMISSION	02/02/2021
SD15A/0391/EP	Installation of site services including the construction of a new gravity foul sewer, foul pumping station and rising main discharging to the public sewer, connection to the public watermain, boundary landscaping and planting treatments including removal of central hedgerow, provision of 'green link' path. Installation of a sub-surface collector drain and infilling of central dry drainage channel. Vehicular and pedestrian/cyclist access points, internal road commencement (details as marked on submitted plans) and all ancillary development works as necessary to facilitate future development at this site.	Rohan Holdings Ltd.	Cheeverstown, Tallaght, Dublin 24	GRANT EXTENSION OF DURATION OF PERMISSION	14/12/2020

SD15A/0127/EP	A residential/mixed use development on a site area of 12.45ha consisting of 400 dwellings comprised of 340 no. 2 storey detached, semi-detached and terraced houses, i.e. 3 no. 2 bed houses, 323 no. 3 bed houses & 14 no. 4 bed houses along with 60 no. 1 and 2 bed apartments in 4 no. 3 & 4/5 storey buildings. The development also provides for a creche (615sq.m), kiosk (56.6sq.m) and retail unit (237sq.m). The proposed development includes all associated site development and infrastructural works, car parking, open spaces and landscaping, ESB substation and 4 associated kiosks. Access to the development will by via two proposed new vehicular entrances from Citywest Avenue and Fortunestown Lane respectively and will also provide for two new vehicular crossing points over the Luas line. The development also includes for the demolition of an existing dwelling in the southwest corner of the site at the junction of Citywest Road and Fortunestown Lane. The site is bounded to the north by Citywest Avenue, to the west by the N82 Citywest Road, to the south by Fortunestown Lane, to the east by Ard Mor residential estate and is adjacent to the Luas Red Line.	Talarive Ltd.	Citywest, Tallaght, Dublin 24	GRANT EXTENSION OF DURATION OF PERMISSION	01/07/2020
SD14A/0123/EP	6 two storey, 3 bedroom semi-detached houses and all associated site works on a 0.19 hectare site bound by Silken Park to the north, an existing office development to the south, undeveloped residential zoned lands to the east and Kingswood Road to the west.	Citywest Ltd.	Silken Park, Brownsbarn, Dublin 24.	GRANT EXTENSION OF DURATION OF PERMISSION	22/01/2020
SD19A/0084	(A) Change of use from laboratories to office accommodation; (B) provision of 803.2sq.m additional office accommodation at first floor with new fenestration on north east and south west facades and the addition of 5 car parking spaces; (C) alterations to internal layouts and additional connections to underground drainage; (D) retention of existing signage on facade and entrance to site.	PlanNet21 Communications Ltd.	3200, Lake Drive, Citywest Business Campus, Co. Dublin	GRANT PERMISSION & GRANT RETENTION	05/06/2019

SD19A/0086	An extension (600sq.m) to a storage shed (1805sq.m) (Ref.SD12A/0156); cover for 3 existing ground level aggregate storage bays (c.651sq.m); 2 storage containers at quarry garage (c.28.8sq.m); 1 storage container at quarry void (c.28.8sq.m); removal of 2 storage containers (c.59sq.m); extension to storage shed within the retail shop yard (172.5sq.m) (Ref. SD16A/0239) on a site of 0.1822 hectares.	Roadstone Limited	Belgard and Cheeverstown Townlands, Fortunestown, Tallaght, Dublin 24	GRANT PERMISSION	08/05/2019
SD18A/0394	(a) Installation of two 18m high lighting columns on the northern (clubhouse) side of Pitch 1 and modern directional floodlighting for Pitch 1 from these poles and the existing 18m poles between Pitch No's 1 and 2 previously granted permission and (b) ball stop netting along the southern boundary with the Silken Park Housing Development.	Clondalkin Rugby Football Club	Gordon Park, Kingswood, Dublin 22	GRANT PERMISSION	04/01/2019
SD18A/0392	Replacement of approximately 260m of existing 2.4m high chain-link fencing and installation of approximately 217m of additional fencing with 3m high security fencing, including associated access/emergency gates and all associated site works at an existing above ground Natural Gas Installation.	Gas Networks Ireland	Cheeverstown, Brownsbarn, Dublin 24	INVALID - SITE NOTICE	19/12/2018
SD18A/0301	Construction of a 2 storey data centre (including associated office space) of 10,622sq.m, associated generators, sprinkler tank and sprinkler pump, and 10kV electricity substation. The proposed development also provides for associated plant at roof level, all associated site development works, landscaping, car parking, and 2 vehicular entrances off Kingswood Drive and Kingswood Road, all on a site area of 1.9ha.	Citywest Ltd.	Site at the junction of Kingswood Drive and Kingswood Road within Citywest Business Campus, Naas Road, Dublin 24	GRANT PERMISSION	18/12/2018
SD18A/0308	Variations to previously approved planning permission Reg. Ref. SD17A/0285 to include the following: (a) removal of existing steps and ramps to the front of the existing hotel reception; (b) construction of a new single storey glazed extension to the existing hotel reception (approx. 250sq.m) to provide a new entrance lobby with feature canopy, coffee dock area, meeting room, enlarged foyer area and link access	Sienna Star Ltd.	Kingswood Hotel City West, Naas Road, Dublin 22.	GRANT PERMISSION	17/12/2018

	to existing Cookhouse Bar & Restaurant; (c) construction of a new single storey, glazed conservatory extension to the existing breakfast room (approx. 72sq.m); (d) construction of a 2 storey extension to the existing Cookhouse Bar & Restaurant to provide extended ground floor bar/restaurant facilities with an external terrace and extended first floor function room facilities over with an external terrace and landscaped roof garden; (e) conversion of the existing Kingswood Country House (a Protected Structure) from bar/restaurant use to a conference centre to include the construction of a new single storey glazed entrance lobby; (f) closing up of the existing external access stair to basement to the rear of Kingswood Country House; (g) associated ancillary site works including hard and soft landscaping and drainage works; (h) provision of new external signage to include the hotel reception and Cookhouse entrance.				
SD18A/0303	Construction of two cable interface masts and associated works, the laying of underground cable through existing ducting through Citywest Avenue to the existing Citywest 110kV substation and the removal of two double circuit intermediate towers and two single circuit end masts.	Electricity Supply Board	Lands south of Citywest Avenue, Brownsbarn, Citywest Business Park, Saggart, Co. Dublin	GRANT PERMISSION	26/11/2018
SD18A/0244	11 new car parking spaces to the front of the existing building with an enlargement to the surface water attenuation tank previously granted under Reg. Ref. SD17A/0112 together with associated site works.	Microhydraulics Ltd.	Unit 2003, Orchard Avenue, Citywest Business Campus, Naas Road, Dublin 24	GRANT PERMISSION	18/10/2018
SD18A/0253	New external plant and equipment zone to the side of the existing building & include some louvre screening plus associated site development works, all on a site of 1.892Ha.	KDCR (Ireland) Ltd.	4033, Citywest Avenue, Citywest Business Park, Dublin 24	GRANT PERMISSION	10/09/2018

SD18A/0060	Residential development consisting of ten 2 storey houses, comprised of two 4 bed semi-detached houses, one 3 bed detached house and seven 3 bed terraced houses, including all associated site development works, car parking, landscaping and open spaces, on a site area of 0.55 ha, with vehicular access from the Old Naas Road via an adjoining permitted development to the west (under Ref. SD13A/0268).	Citywest Ltd.	South of the Old Naas Road in the townland of Brownsbarn, Dublin 24.	GRANT PERMISSION	01/08/2018
SD18A/0139	Installation of a pre-fabricated, 23.25m long concrete hurling wall, a 3G playing surface, the relocation of a section of existing gravel track and associated site works.	Board of Management	St. Aidans National School, Brookfield Road, Jobstown, Tallaght, Dublin 24	GRANT PERMISSION	27/07/2018
SD18A/0014	Residential development on a site area of 2.27ha at Citywest bounded to the north by Fortunestown Lane, to the west by the N82 Citywest Road, with Scoil Aoife to the east. The proposed development consists of 78 dwellings comprised of 58 No.2 storey houses, i.e. 2 No. 3 bed detached houses & 56 No. 3 bed terraced houses, along with 20 No. 1 and 2 bed apartments in a 4 storey building. The proposed development includes all associated site development and infrastructural works, car & bicycle parking, ESB sub-station, open spaces and landscaping. Access to the development will be via two vehicular entrances, i.e. the creation of a new entrance from Citywest Road and an extension to an existing entrance from Fortunestown Lane.	Citywest Homes Developments Ltd.	Fortunestown Lane, Citywest, Dublin 24	GRANT PERMISSION	10/07/2018
SD17A/0315	(a) Installation of an external generator within a 2.7m high metal caged enclosure beside the loading bay at the south-east side of the building; (b) the erection of company signage to the north-west, north-east and south-west elevations of the building (3 signs in total) along with a podium sign at the entrance to the site; (c) the installation of two 40-foot storage containers in the carpark to the south-east corner of the site.	AVID Technoloy International B.V.	Unit 4051, Kingswood Drive, Citywest Business Campus, Dublin 24	DECLARED WITHDRAWN	16/05/2018

SD13A/0025/EP	Demolition of the fire damaged, derelict structure and construction of 4 2-bed apartments at 2 storeys in the same general location as the derelict structure with minor modifications to the existing boundaries including parking to the front of the site and associated site development works.	Respond Housing Association	15, Ardmore Court, Brookview, Tallaght, Dublin 24	GRANT EXTENSION OF DURATION OF PERMISSION	09/04/2018
SD17A/0336	Construction of a 4 storey residential building accommodating 24 no. 1 bedroom apartments and all associated site development and infrastructural works, car parking & landscaping, on a site area of 0.11 ha. The effect of the proposed development will be a modification to an extant permission under Reg. Ref. SD15A/0127, replacing a permitted apartment building (i.e. Block B) with the proposed building at site south of Citywest Avenue, east of Citywest Road and north of Fortunestown Lane and the proposed building is adjacent to (south of) the Luas Red Line and Citywest Campus passenger stop.	Talarive Ltd.	Citywest Village	GRANT PERMISSION	26/02/2018
SD17A/0275	Demolition of the existing single storey residential building and provision of three new, 3 storey, 4 bedroom detached dwelling houses, all with private entrances from the existing road and all ancillary site development works and services connections.	Brendagh & John Russell	'Rikoli', Kingswood Village, Old Naas Road, Dublin 22.	WITHDRAW THE APPLICATION	19/02/2018
SD17A/0442	Extension to an existing vehicle service facility (extension floor area: 290sq.m), to include all ancillary site works.	Ballinlough Refrigeration Ltd.	Kingswood Road, Brownsbarn, Dublin 22.	GRANT PERMISSION	14/02/2018
SD17A/0441	New secure fencing & gates to perimeter of the site plus internal alterations to car park & service road plus associated site development works. All of the above on a site of 1.89HA.	KDCR (Ireland) Ltd.	4033, Citywest Avenue, Citywest Business Park, Dublin 24	GRANT PERMISSION	12/02/2018

SD17A/0369	Construction of a single storey kiosk (45.5 sqm), including the sale of hot and cold food for consumption on and off the premises and associated site development works, on a site area of 0.02 ha, south of Citywest Avenue, east of Citywest Road and north of Fortunestown Lane, adjacent to Luas Red line and Citywest Campus Passenger Stop. The effect of the proposed development will be a modification to an extant permission under Reg. Ref. SD15A/0127.	Talarive Ltd.	Site at, Citywest Village, Dublin 24.	GRANT PERMISSION	06/12/2017
SD17A/0285	Construction of a part single, part two storey extension situated on top of the existing Kingswood Hotel to provide 65 new bedrooms and new 4 storey extension to the west of the site to provide 24 new bedrooms comprising a total of 89 bedrooms and all associated services, access and fire escape routes. The proposed development is adjacent to Kingswood Country House & Restaurant, a Protected Structure, no works are proposed to these structures.	Sienna Star Ltd.	Kingswood Hotel City West, Naas Road, Dublin 22.	GRANT PERMISSION	05/10/2017
SD17A/0112	Extension comprising 461sq.m at ground floor and 134.7sq.m at first floor to the side of the existing building providing additional warehousing and staff facilities together with associated site works.	Microhydraulics Ltd.	Unit 2003, Orchard Avenue, Citywest Business Campus, Naas Road, Dublin 24	GRANT PERMISSION	20/09/2017
SD17A/0058	Residential development of 10 dwellings consisting of 7 townhouses, 2 semi-detached houses and 1 detached house, including all associated site development works, car parking, landscaping, open spaces with piped and wired services on a site area of approx. 0.56ha with vehicular access from adjoining land to the Old Naas Road.	Citywest Ltd.	Site to the south and rear of Old Naas Road, Brownsbarn, Dublin 24	REFUSE PERMISSION	15/09/2017
SD17A/0049	Construction of an extension and alterations to the existing sports centre building which will include alterations to part of the existing ground floor plan and the construction of a new single storey flat roof extension measuring 303sq.m to the rear and side of existing building. Accommodation will include 4	Roadstone Group Sports Club	Roadstone Group Sports Club, Kingswood Cross, Clondalkin, Dublin 22	GRANT PERMISSION	13/09/2017

	changing rooms, physio room, gym, refs room, coaching room, TV lounge, store all other associated facilities and site works.				
SD17A/0052	(1) The demolition of existing single storey licensed discount food store with ancillary off-licence sales measuring 1,396sq.m gross floor space with a net retail sales area of 1,005sq.m; (2) The construction of a two storey mono-pitch licenced discount food store with ancillary off-licence sales measuring 2,718sq.m gross floor space with a net retail sales area of 1,690sq.m; (3) Redevelopment and extension of existing car park to provide 145 car parking spaces, and extension of overall site area from 0.4538 to 0.9 ha. The proposed development will supersede an adjacent planning permission (Reg. Ref. SD15A/0127 as amended by SD16A/0266) insofar as it relates to the extended site area of the proposed development; (4) The proposed development is to be serviced via existing infrastructure connections and will be accessed via a relocated vehicular access and new pedestrian access; (5) Provision of associated free standing and building mounted signage, free standing trolley bay and enclosure, refrigeration and air conditioning plant and equipment, hard and soft landscaping, public lighting, surface water attenuation, cycle parking, boundary treatments, relocation of substation and all other associated and ancillary development and works above and below ground level.	Lidl Ireland GMBH	Lidl Store, Fortunestown Lane, Saggart, Dublin 24, D24 XR74	GRANT PERMISSION	11/09/2017
SD17A/0236	Communications tower to house radio antenna and equipment for mobile telephony services, area 18sq.m., height 20.6m and new screen wall to external plant area on north eastern elevation.	Meteor Mobile Communications Limited	Unit 4030 Citywest Business Campus, Brownsbarn, Naas Road, Co. Dublin.	GRANT PERMISSION FOR RETENTION	04/09/2017

SD17A/0054	Residential development of 21 houses consisting of 10 3-bed, semi-detached houses and 11 3-bed, terraced houses on a site of 0.658ha adjoining revised boundary with Lidl Store to the east and Fortunestown Lane to the south, including all associated site development works, piped and wired services with access off a permitted entrance to Fortunestown Lane being part of an overall site of 12.45ha which has the benefit of an existing permission for 399 dwellings, Reg. Ref. SD15A/0127 (as amended by Reg. Ref. SD16A/0266).	Talarive Ltd.	Fortunestown Lane, Citywest, Dublin 24	GRANT PERMISSION	20/06/2017