

**ENVIRONMENTAL IMPACT
ASSESSMENT
SCREENING REPORT FOR
A PROPOSED MIXED USE
DEVELOPMENT AT
FINGLAS BUSINESS
CENTRE, JAMESTOWN
ROAD, FINGLAS, DUBLIN
11**

Report Prepared For
Jamestown Village Limited

Report Prepared By
Conor McGrath & Jonathan Gauntlett
Environmental Consultant

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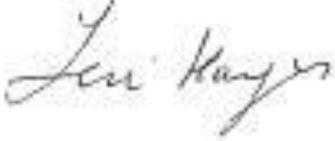
Details	Written by	Approved by
Signature		
Name	Jonathan Gauntlett	Teri Hayes
Title	Environmental Consultant	Director
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1.0 INTRODUCTION

On behalf of Jamestown Village Limited (the Applicant), AWN Consulting Limited (AWN) has prepared the following Environmental Impact Assessment (EIA) Screening Report to accompany the planning application for a proposed mixed-use development at Finglas Business Centre, Jamestown Road, Finglas, Dublin 11.

The proposal comprises the redevelopment of a vacant former factory site (c. 1.76 ha) Finglas Business Centre, Jamestown Road, Finglas, Dublin 11 and construction of a mixed use development across 5 no. Blocks (A-E) providing 321 no. Build to Rent apartments 110 no. 1-bed and 211 no. 2-bed units (each with balcony or terrace) and c. 3,684 sqm of commercial floor area.

The proposed development site is outlined in red on Figure 1.1. The development is described in further detail in Section 2 below.



Figure 1.1. Proposed development site (indicative in red) (source: Google Earth)

The purpose of this report is twofold, to provide the planning authority with the information required under Schedule 7A to demonstrate the likely effects on the environment, having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This information will enable planning authority to undertake a screening determination in accordance with Article 299B(2) of the Planning and Development Regulations 2001 (as amended) in respect of the need for an Environmental Impact Assessment Report (EIAR) for the proposed

development. The second reason for this report is to document the studies undertaken by the Applicant, and the design team, which demonstrate 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 EIA Report 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 EIA Report will be required.

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.

AWN Consulting, the design team, and specialist subconsultants 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, Geology, Hydrogeology, and Hydrology; Air Quality and Climate; Noise and Vibration; Landscape and Visual Impact; Cultural Heritage, and Archaeology; Traffic and Transportation; Material Assets, and Waste.

1.1 EIA SCREENING LEGISLATION AND GUIDANCE

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

- 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.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. (August 2018). Department of Housing, Planning and Local Government.
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports. (Draft, August 2017). Environment Protection Agency.
- 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.
- European Union Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU.
- 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 legislation there are requirements set out in the EIA Directive (Directive 2011/92/EU as amended by 2014/52/EU); the EIA Directive has been transposed into Irish planning legislation through amendments to the Act and the Regulations.

There is a mandatory requirement for an EIA Report under Section 172(1)(a) of the Act 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 and a requirement under Section 172(1)(b) of the Act 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 and/or the Board..

Articles 299B and 299C of the Regulations set out the requirements in relation screening for environmental impact assessment for applications for sub-threshold strategic housing development pursuant to the Planning and Development (Housing) and Residential Tenancies Act 2016 (as amended) (the "2016 Act").

Article 299B(2)(b) requires the Board to carry out a screening exercise for sub-threshold SHD applications to determine whether or not there is a real likelihood of significant effects on the environment arising from the proposed development. If the Board determines that there is no real likelihood of significant effects on the environment, the Board must determine that no EIA is required for the proposed development. If the Board determines that there is a real likelihood of significant effects on the environment, the Board may decide to refuse to deal with the application pursuant to Section 8(3)(a) of the 2016 Act.

Article 299C specifies the information to which the Board must have regard to in carrying out its screening. This includes: the criteria set out Schedule 7 of the Regulations; the information set out at Schedule 7A; any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the applicant; any mitigation measures proposed by the applicant; the available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account, and; the likely significant effects on certain sensitive ecological sites.

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 as transposed by the Act and the Regulations and follows the format as per Section 3.2 of the Draft EPA Guidelines (August 2017). The potential for significant effects of the proposed Project has been considered against the criteria under Schedule 7 of the *Planning and Development Regulations, 2001 as amended*.

In producing this report due regard has been paid to other EIA guidance including the European Union’s 2017 *EIA Guidance on Screening and Guidance on the preparation of the Environmental Impact Assessment Report* as well as the published *Guidelines*

for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment and the OPR Practice Note PN02 Environmental Impact Assessment Screening.

It is important for the Planning Authority to note that Article 27 of the EU Directive states that “*The screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment*”. This screening exercise is used to establish whether the proposed Project is likely to have significant effects on the environment and if an EIA Report is required.

As required by Regulation 299B(1)(b)(ii)(II)(C), the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been considered within this EIA Screening Report. A standalone Regulation 299B(1)(b)(ii)(II)(C) Statement has been included as part of this application. Further, and in addition to the information included in this report relevant to Article 299C(1)(v), an AA Screening report has been prepared in relation to the likely significant effects on European sites.

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.”

While it is a matter for the Board 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 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 Draft EPA Guidelines (August 2017). The potential for significant effects of the proposed Project has been considered against Schedule 7 of the *Planning and Development Regulations, 2001 as amended*.

The key steps to screen for an EIA is set out in Section 3.2 of the EPA Guidelines 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?

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 Regulations of 2001 (see also Annex IIA of the EIA 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.*' Having regard to this for the purposes of compiling the relevant information on the likely effects of the proposed development and in order to address points 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 of 2001 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;*
 - 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, which transposes 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

This EIA Screening Report and the proposed development has been informed by the accompanying documents submitted with the application (and the relevant listed mitigation measures as included therein). The preparation and co-ordination of this screening report has been completed by AWN Consulting and has relied on specialist input from the project design team and applicant, as per Table 1.1.

Table 1.1 *Project team and Contributors to this Report*

Role	Contributor
Applicant.	Jamestown Village Limited
Architectural Design.	John Fleming Architects
Civil Engineering, and Flood Risk Assessment.	Lohan and Donnelly Consulting Engineers

Role	Contributor
Landscape Architecture.	Park Hood Chartered Landscape Architects
Population and Human Health; Land Soils, Geology, Hydrogeology, and Hydrology; Air Quality and Climate; Noise and Vibration and Material Assets.	AWN Consulting Limited
Construction and Environmental Management Plan, Waste Management	Bryne Environmental
Biodiversity, including Appropriate Assessment Screening.	Enviroguide Consulting

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.

Best practice mitigation measures for the proposed development during the construction and operational phase are set out in various reports including but not limited to the Construction & Environmental Management Plan (CEMP), Construction & Demolition Waste and By-Product Management Plan prepared by Byrne Environmental. These 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 BSocSc (Environmental Planning), BBA (Economics), Senior Environmental Consultant with AWN Consulting Limited; with assistance from Marcelo Allende (Land Soils, Geology, Hydrogeology, and Hydrology), Damian Kelly (Noise and Vibration), Ciara Nolan (Air Quality and Climate). Jonathan is an Environmental Consultant in AWN Consulting with ongoing roles in impact assessment, licencing, environmental compliance and project management. Jonathan has over 10 years' experience in environmental compliance, environmental licencing, and urban planning. With experience working in the environmental consultancy, planning, and regulatory fields in 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.

The EPA Guidance (2017) states that if a proposed project is not of a type covered by the Directive, there is no statutory requirement for it to be subject to environmental impact assessment. In determining if the proposed project is of a type covered by the

Directive it may be necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

If any such parts or processes are significant and, in their own right, fall within a class of development covered by the Directive, the proposed Project as a whole may fall within the requirements of the Directive.

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 (i.e., is the proposed development of a project type in which a threshold do not exist). The types of projects to which thresholds do not apply are types that are considered to always be likely to have significant effects.

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. An EIA is deemed mandatory under Section 172 of the Act to accompany a planning application for development for the types of projects set out in Schedule 5. This list was developed from Annex I and Annex II of the EIA Directive. The EPA Guidance (2017) 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 the thresholds of relevance to the proposal from Part 2 of Schedule 5 are set out below:

10. Infrastructure projects –

(b)(i) Construction of more than 500 dwelling units;

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

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

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.

For the project types Class 10 (a) to (m) an EIA is mandatory only if the project equals or exceeds, as the case may be, a limit, quantity or threshold set out. Project Class 15 does not set out any thresholds and a case-by-case assessment is required to be undertaken.

2.3 IS THE PROJECT ABOVE THE THRESHOLD FOR EIA

An EIAR is required to accompany an application for permission of a class set out in the Schedule 5 Part 1 and Part 2 of the Regulations which equals or exceeds, as the case may be, a limit, quantity or threshold set for that class of development. A development that does not exceed a limit, quantity or threshold set for that class of

development in Schedule 5 of the Regulations is known as a 'sub-threshold 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 are Class 10 (b)(i) and Class 10 (b)(iv) noted in Section 2.2 above.

Under Class 10 (b) (i) the threshold is '*more than 500 dwelling units*'. Under Class 10 (b) (iv) the appropriate threshold is considered to be '*2 hectares in the case of a business district*'. The site location is on the edge of the transition between residential and industrial; the pragmatic approach is to consider the area to be predominant land use is retail or commercial use.

The total site area for the proposed works is c. 1.69 hectares (ha), and the proposed development comprises 321 no. dwelling units. The site location is not within a business district but is within a built-up area. The proposed development site is not equal to nor does it exceed the limit, quantity or threshold set out in Class 10(b) (i) and (iv); therefore, an EIA is not mandatory.

2.4 CONCLUSION – SUB THRESHOLD DEVELOPMENT

The proposed development is '*of a type set out in Part 2 of Schedule 5 [in the Planning and Development Regulations, 2001 (as amended)] which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development*'. The development is outside the mandatory requirements for EIA, and is considered to be sub-threshold for the relevant project type.

An EIA Report is still required by Section 172 of the Act, and Schedule 5, Part 2, Class 15 of the Regulations to accompany a planning application for sub-threshold development which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7. Therefore, the final step in the screening process is to consider the need for an EIA on a discretionary basis.

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 information required is set out in Annex II A of the Directive and transposed Schedule 7A of the Regulations.

Article 299B(1)(b) requires the Board to be satisfied that the developer has furnished the information Schedule 7A of the Regulations to enable it to carry out an EIA screening to the information. In carrying out an EIA screening the Board is required under Article 299C to take into account: the information furnished by the developer for the purposes of Schedule 7A; the criteria referred to under Schedule 7; any design or mitigation measures envisaged to avoid or prevent significant adverse effects on the environment; the statement provided by the developer in relation to available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive; and the likely significant effect of the development on sites with certain environmental designations, including European Sites. The remainder of this report is to form the basis of the application made for sub-threshold screening for EIA under Article 299B(2)(b) of the 2016 Act 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.

3.0 CHARACTERISTICS OF PROPOSED DEVELOPMENT

This section addresses the characteristics of proposed development by describing the physical characteristics of the whole proposed development and, where relevant, of demolition works; and a description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.

3.1 SIZE AND DESIGN OF THE PROPOSED DEVELOPMENT

The proposal comprises the redevelopment of a vacant former factory site (c. 1.76 ha) Finglas Business Centre, Jamestown Road, Finglas, Dublin 11 and construction of a mixed-use development across 5 no. Blocks (A-E) providing 321 no. Build to Rent apartments 110 no. 1-bed and 211 no. 2-bed units (each with balcony or terrace) and c. 4,497 sqm gfa. of commercial uses.

The development will consist of:

1. Demolition of existing ESB substation and boundary treatments.
2. Block A (6 storeys) comprises a c. 195 sqm café, bike and bin storage, ESB substation, meter room and switch room at ground floor level with 79 apartments (28 no. 1-bed and 51 no. 2-bed units) at ground to fifth floor level.
3. Block B (6 storeys) comprises 47 apartments (23 no. 1-bed and 24 no. 2-bed units) with bike storage and meter room at ground floor level.
4. Block C (6 storeys) comprises a c. 290 sqm crèche, bin and bike storage, ESB substation, meter rooms and switch room at ground floor and 90 no. apartments (34 no. 1-bed and 56 no. 2-bed units) at ground to fifth floor level.
5. Block D (6 storeys) comprises a c. 450 sqm public gymnasium, ESB substation, switch room, meter room, bin and bike storage at ground floor alongside residential amenity space (c. 841.6 sqm) at ground floor including gym, study area, library/ quiet room, lounge, games area, kids play room, shared kitchen and cinema room with 105 apartments (25 no. 1-bed and 80 no. 2-bed units) at first to fifth floor level and external roof terrace (c. 469 sqm).
6. Block E (5 storeys) comprises c. 125 sqm of retail, c. 262 sqm of flexible office space, ESB substation, switch room, WCs, reception and bin store at ground floor with c. 2,176 sqm of flexible office space at first to fourth floor level, with c. 686.8 sqm basement below providing 56 no. bicycle parking spaces, plant, storage and shower facilities associated with the office building.
7. Provision of external communal open space in a landscaped garden courtyard extending to c. 1,891 sqm with children's play area, open air stairs and lift

- providing access to basement parking and c. 168 sqm of communal open space at residents' allotments at the southern elevation of Block A, with c. 2,017 sqm of public open space provided, bicycle parking areas provided throughout the surface level of the site.
8. Shared vehicular and bicycle access is taken from a new secondary access road branching west from Jamestown Road at the northeast corner of the site (extending to the western boundary), with 17 surface car parking spaces (including 8 no. visitor [3 accessible], 4 no. crèche, 5 no. Go Car [1 accessible] spaces) in the northern part of site, with ramp access to a basement level (c. 6,386 sqm) providing 175 car parking spaces (163 no. residential [5 no. accessible], 5 no. Go Car, 7 no. office [1 accessible]) and 12 motorbike parking spaces, with a total of 907 no. bicycle parking spaces (171 at ground floor and 736 at basement).
 9. A total of c. 1,049.2 sqm of residential support facilities in the form of laundry, management suite, reception, WCs, bin and bike storage.
 10. All circulation and ancillary uses, associated infrastructure and enabling works associated with the development, green/blue roofs, telecommunications equipment (radio antennas and microwave link dishes at Block D roof level) landscaping, pedestrian access, set down area at southern perimeter, boundary treatments and ESB substation at northern perimeter.

The proposed development is not an excessively large project and the proposed design is sympathetic to the surrounding context. The development has been designed to have its own identity and integrates with the surrounding buildings. The site is located along the Jamestown Rd becoming a buffer between Finglas Business Centre to the west and the existing suburban houses to the east.

A detailed description of the architectural rationale and characteristics of the proposals is provided within the Architectural Design Statement prepared by John Fleming Architects. The Landscape Design and Access statement, prepared by Park Hood Chartered Landscape Architects, provides a rationale for the landscape proposals.



Figure 3.1 Proposed Site Layout Plan (Source JFA Drawing Sheet TR-SP-00-DR-JFA-A-P1003)

There are no landscape designations on the subject site and the site is not located within a designated area of landscape character. It is not considered that there will be likely significant environment effects in relation to landscape.

The subject site is zoned 'Z14' as Strategic Development & Regeneration Area, as set out in the Dublin City Development Plan 2016-2022 (as varied). To provide for more varied and intense mixed uses for these existing low-density mono use brownfield urban lands within the Dublin Metropolitan Area.

There are no landscape designations on the subject site and the site is not located within a designated area of landscape character. The visual impact of the proposed development on the surrounding area has been separately assessed in a Townscape & Visual Impact Report prepared by Parkhood Landscape Architects which is submitted with the application documentation. This provides a comprehensive assessment of the proposal from a number viewpoints in the surrounding area.

The proposed landscaping design will add positively to the public realm at Jamestown Road by the implementation of a landscaping buffer at the eastern edge of the site which will invite footfall and enhance permeability through the site linking to lands to the west. The proposals include a generous quantum of communal and public open space for residents and visitors through a series of two internal courtyards which benefit from a sense of enclosure owing to the presence of surrounding blocks, providing an element of passive surveillance enhancing safe use.

The proposed development will provide high quality residential and commercial use at a town centre location which can support new population. The development is typically

expected to cater for young professionals and families seeking a well-connected urban lifestyle near high-capacity public transport links. The future population of the site will provide compact growth in an accessible location near a range of services and facilities, with additional facilities included within the proposals to promote sustainable development at the location.

3.2 CUMULATION WITH OTHER EXISTING OR PERMITTED DEVELOPMENT

This section outlines the potential cumulation with other existing or permitted development. As part of the assessment of the impact of the proposed development, account has been taken of any relevant developments that are currently permitted, or under construction and substantial projects for which planning has been submitted within the surrounding areas, as well as existing local land uses.

The subject site is located in an urban area zoned for uses including residential and commercial development as proposed, in close proximity to good public transport links.

The subject site is zoned 'Z14' as Strategic Development & Regeneration Area, as set out in the Dublin City Development Plan 2016-2022 (as varied). In zoning the site, the Planning Authority will have thoroughly assessed the nature of the site to ascertain its capacity to accommodate such development. The site is brownfield in nature and is currently vacant, following demolition of a former factory in 2013.

The proposed development on a vacant, brownfield site is compatible with its surrounding land uses and compliant with the site's zoning.

The National Planning Application Map was consulted for the previous 5 years to identify notable or applications granted permission 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 permissions is shown in Appendix A at the end of this report. The review of the online planning tool noted a large number of insignificant small extensions, changes of use, retention and other minor alterations in the vicinity of the proposed development. These permissions have been, where relevant, considered as a part of the overall project impact.

3.3 NATURE OF ANY ASSOCIATED DEMOLITION WORKS

The proposed development will require the demolition of the existing ESB Substation, with an existing c. 3m wall at the eastern perimeter, as well as the clearance and 'grubbing up' of the existing hardstanding surfaces on the site. The site was previously in use for manufacturing purposes with a factory demolished in 2013.

The accompanying Construction & Environmental Management Plan (CEMP), Construction & Demolition (C&D) Waste and By-Product Management Plan and prepared by Byrne Environmental provides details on the disposal of soil and stones, concrete, tiles, ceramics and bricks and other waste.

3.4 USE OF NATURAL RESOURCES (LAND, SOIL, WATER, BIODIVERSITY)

This section describes the proposed development in terms of the use of natural resources, in particular land, soil, water, biodiversity. The proposed development will consume minimal amounts of natural resources during construction and operation.

There will be no large-scale use of natural resources. The main use of natural resources will be land. The subject site extending to 1.69 ha is a previously developed brownfield site which is zoned for enterprise and commercial uses including residential and commercial purpose.

Other resources used will be construction materials which will be typical raw materials used in construction of residential developments. The scale and quantity of the materials used will not be such that would cause concern in relation to significant effects on the environment.

Land and Soil

The proposed land use is acceptable within the context of the existing and planned land uses and the wider residential land uses in the surrounding area. The development of existing brownfield sites is a conservative use of land as contrasted with the use of an undeveloped greenfield site. The infill development is an effective use of the land, due to the existing availability of critical infrastructure, such as sewage, roads, and public transportation systems.

Excavated soil will arise during the construction period and will be stored (if required) on site prior to being removed by a specialist contractor as detailed within the accompanying Construction & Demolition By-Product Waste Management Plan prepared by Byrne Environmental.

Ground Investigations Ireland (GII) in May 2019 undertook trial pits at the site for the purposes of Waste Classification. Made Ground deposits were encountered at six (6 No.) locations and were present to a depth of between 0.4m and 1.1m BGL. Cohesive deposits were encountered beneath the Made Ground at all locations. The depth to the grey clay ranged from 1.1m to 2.5m BGL. A selection of samples collected were analysed for a suite of parameters which allows for the assessment of the soils in terms of total pollutant content for classification of materials as hazardous or non-hazardous (RILTA Suite).

A Waste Classification Report using HazWasteOnline waste classification reported on the results from the samples undertaken. The Waste Classification Report (GII, June 2019) is included with the application documentation. The report notes that 'the material sampled across the site has been classified as non-hazardous' with some trace of asbestos 'at a level of <0.001%' which is noted to be 'below the hazardous limit for asbestos'. The report recommends the safe removal of waste from the site 'under the waste categories and List of Waste codes'

The proposed development will require the excavation and removal of soils and materials for the purposes of levelling, excavation for foundations, basement level, landscaping, access and services. It is estimated that c. 39,900 tonnes of soils will be excavated to facilitate the development. All waste soils prior to being exported off-site, shall be classified as inert, non-hazardous or hazardous in accordance with the EPA's Waste Classification Guidance – List of Waste & Determining if Waste is Hazardous or Non-Hazardous document dated 1st June 2015 to ensure that the waste material is transferred by an appropriately permitted waste collection permit holder and brought to an appropriately permitted or licensed waste facility.

There will be a requirement for deliveries of imported engineering fill, and other construction materials. Other construction activities will include site storage of cement and concrete materials, fuels for construction vehicles.

Water Consumption

The construction or operation of the scheme would not use such a quantity of water to cause concern in relation to significant effects on the environment.

During construction of the scheme, water will be required for offices and welfare facilities, this will be provided by either tanker or temporary connection to the public main by agreement between the Main Contractor and Irish Water. The construction phase would not use such a quantity of water to cause concern in relation to significant effects on the environment.

Once the development is completed and the development is occupied there will be a water primary demand domestic and commercial consumption for usage for showers, toilets, cooking and gardening. Irish Water has issued a Confirmation of Feasibility which is submitted within the accompanying Infrastructure Drainage Report prepared by Lohan & Donnelly Consulting Engineers.

The existing water infrastructure within the area has been confirmed with Irish Water to have adequate capacity to cater for the proposed development subject to upgrade works (a new 200mm (ID) pipe) that would be carried out by Irish Water. The applicant would provide a contribution of a relevant portion of the costs for the required upgrades. There is no proposed extraction of groundwater at the site for drinking water purposes.

Biodiversity

Investigations into the implications on existing biodiversity including species and habitats has been undertaken through the Appropriate Assessment (AA) Screening Report and Ecological Statement prepared by Enviroguide and included with the planning documentation.

The Ecological Statement (Enviroguide, 2021) notes that the site habitats consist mainly of Buildings and Artificial Surfaces with areas of scrub (WS1)/Recolonising Bare Ground (ED3) and the occasional tree. The development of existing brownfield sites is a conservative use of land, and protects biodiversity, as contrasted with the use of an undeveloped greenfield site.

Enviroguide Senior Ecologist Liam Gaffney carried out a walkover ecological survey of the Site on 11th May 2021. A limited number of bird species were recorded at the Site during the Site survey. Little suitable habitat exists for mammals at the Site. An inspection of the existing substation structure onsite provided no evidence of bat emergence or bat signs, and this structure was therefore classified as 'Low/Negligible' (for bat roosting features). Overall, the Site of the Proposed Development supported low levels of bat activity. No other species of note were recorded at the Site of the Proposed Development.

The accompanying AA Screening Report (Enviroguide, 2021) has assessed the potential for significant impacts of the construction and operational phases of the proposed development on Natura 2000 sites and habitat loss/alteration, habitat/species fragmentation, disturbance and/or displacement of species, change in population density and changes in water quality. The accompanying AA Screening Report (Enviroguide, 2021) concludes that:

In conclusion, upon the examination, analysis, and evaluation of the relevant information, and n applying the precautionary principle; it is concluded by the authors of this report that, on the basis of objective

scientific information, **the possibility may be excluded** that the Proposed Development will have any significant effect on the following four European sites (or any other European Site for that matter) noted to be linked by a Source-Pathway-Receptor impact pathway, due to the nature of the development and the insignificant nature of the indirect hydrological connection with the Site of the Proposed Development:

- North Dublin Bay SAC [000206]
- South Dublin Bay SAC [000210]
- South Dublin Bay and River Tolka Estuary SPA [004024]
- North Bull Island SPA [004006]

These complete, precise, and definitive findings, based on the best available scientific evidence, remove all reasonable scientific doubt that the Proposed Development will have any significant impacts on the European sites detailed above. It is also noted that, pursuant to the judgement in C-323/17 People Over Wind and Peter Sweetman v Coillte, no measures intended to avoid or reduce the potential harmful effects of the project on any European site have been taken into account in this Appropriate Assessment Screening Report and its conclusions.

Further, as noted above and as supported by the Hydrological Risk Assessment prepared by AWN Consulting and submitted with this application, while best practice drainage and SuDS measures have been incorporated into the project design, these measures have no impact on the screening assessment and determination offered herein. It is our professional assessment that even if these measures weren't embedded in the project design, and the project proceeded without these best practice design measures, given the nature of the development and the weak hydrological connection to Dublin Bay the screening determination herein would not be affected.

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.

During the construction phase there may be a surplus of building materials, such as timber off-cuts, broken concrete blocks, plastics, metals and tiles generated. There may also be excess concrete during construction which will need to be disposed of. Plastic and cardboard waste from packaging and oversupply of materials will also be generated.

Waste will also be generated from construction workers e.g., organic/food waste, dry mixed recyclables (wastepaper, newspaper, plastic bottles, packaging, aluminium cans, tins and Tetra Pak cartons), mixed non-recyclables and potentially sewage sludge from temporary welfare facilities provided onsite during the construction phase.

Waste printer/toner cartridges, waste electrical and electronic equipment (WEEE) and waste batteries may also be generated infrequently from site offices.

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 the worst-case scenario.

Operational Phase

The proposed development will give rise to a variety of everyday waste and recycling from the development during the operational phase, i.e. when the project is completed, and fully operational. The typical non-hazardous and hazardous wastes that will be generated at the proposed Development will include the following:

- Dry Mixed Recyclables (DMR) - includes wastepaper (including newspapers, magazines, brochures, catalogues, leaflets), cardboard and plastic packaging, metal cans, plastic bottles, aluminium cans, tins and Tetra Pak cartons;
- Organic waste – food waste and green waste generated from internal plants / flowers;
- Glass; and
- Mixed Non-Recyclable (MNR)/General Waste.

In addition to the typical waste materials that will be generated at the development on a daily basis, there will be some additional waste types generated less frequently / in smaller quantities which will need to be managed separately including:

- Green / garden waste may be generated from external landscaping;
- Batteries (both hazardous and non-hazardous);
- WEEE (both hazardous and non-hazardous);
- Printer cartridges / toners;
- Chemicals (paints, adhesives, resins, detergents, etc.);
- Light bulbs;
- Textiles;
- Waste cooking oil (if any generated by the residents and tenants);
- Furniture (and, from time to time, other bulky wastes); and
- Abandoned bicycles.

Wastes should be segregated into the above waste types to ensure compliance with waste legislation and guidance while maximising the re-use, recycling and recovery of waste with diversion from landfill wherever possible.

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 associated with construction activities. These construction activities shall only take place in accordance with standard construction times or permitted times as conditioned as follows: 7am – 7pm Monday to Friday; 7am – 2pm Saturdays, with no works Sundays or on Public Holidays. No activity, which would reasonable be expected to cause annoyance to residents in the vicinity will take place outside of these hours. If there is any occasion when work must be complete outside these hours advance notice will be provided to the local authority, businesses and residents in the vicinity.

A Construction & Environmental Management Plan (CEMP) (Byrne Environmental, 2021) has been prepared by and submitted with the planning documentation. The CEMP outlines construction phase mitigation and management of; air quality control (dust), noise and vibration, fuel and chemical handling groundwater and surface water, and erosion and sediment control during the construction phase.

In advance of work starting on site, the works contractor will prepare a detailed CEMP. The detailed CEMP will set out the overarching vision of how the construction of the proposed development will be managed in a safe and organised manner by the Contractor. The CEMP minimisation measures will be developed to ensure that pollution and nuisances arising from 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. These 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 CEMP will be maintained by the contractors during the construction and operational phases and covers all potentially polluting activities and include an emergency response procedure. All personnel working on the site will be trained in the implementation of the procedures.

After the implementation of a robust CEMP, pollution and nuisances during construction are not considered likely to have the potential to cause significant effects on the environment.

3.7 RISK OF MAJOR ACCIDENTS AND/OR DISASTERS

Landslides, Seismic Activity and Volcanic Activity

There have been no recorded landslide events at the site. Due to the local topography and the underlying strata, there is a negligible risk of a landslide event occurring at the site. There is a very low risk of seismic activity to the proposed development 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 (FRA) has been completed for the proposed development by Lohan & Donnelly Consulting Engineers (2021). 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.

The FRA concludes that the proposed development is classed as a highly vulnerable development and is located in a Flood Zone type C region. The FRA references the OPW flooding on floodinfo.ie there is little or no risk of Tidal/Coastal, Fluvial or Groundwater flooding. The development may be susceptible to pluvial flooding. The proposed drainage system designed for a 1:100 year storm event with a 20% allowance for climate change. Along with the additional Sustainable Drainage System (SuDS) measures, should mitigate any risk highlighted by OPW pluvial flood maps. The SUDS features associated with the proposed development are not included within the design to avoid or reduce any potential harmful effects to any European sites.

The site is located within an area considered to be at risk of pluvial flooding as noted within the relevant OPW maps. The accompanying Lohan & Donnelly Flood Risk Assessment notes that in the context of this mapping tool 'parts of the proposed development are expected to flood during a 1:100 flood event'. In response to this, it is proposed to install a concrete attenuation tank under Block A and discharged at a rate of 3.1 l/s to a new manhole and by gravity to the existing public drainage system on Jamestown Road. This provision allows the restriction on the volume of rainwater leaving the site during storm events, reducing the strain on the public sewer in relation to capacity in storm events.

It is the opinion of Lohan & Donnelley (2020) that the risk of flooding at this site and the risk of flooding to the surrounding developments due to the development of this site in a flood event is minimal.

Major Accidents/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 purpose of the COMAH Regulations is to transpose the Seveso Directive into Irish law and lay down rules for the prevention of major accidents involving dangerous substances, and to seek to limit as far as possible the consequences for human health and the environment of such accidents, with the overall objective of providing a high level of protection in a consistent and effective manner.

The closest SEVESO site to the proposed development is the Lower combined cycle gas turbine power plant operated by Gensys Power Limited; the Huntstown Power Station campus located 2.7 km away. The proposed development site is not located within the consultation zones; therefore, this site does not form a constraint to the proposed development at this location.

The proposed development has been designed in accordance with the Safety, Health and Welfare at Work Act 2005 (S.I. 10 of 2005) as amended and the Safety, Health and Welfare at Work (General Application) Regulations 2007 to 2016 (S.I. 299 of 2007, S.I. 445 of 2012, S.I. 36 of 2016) as amended and associated regulations.

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 Construction Environmental Management Plan will ensure that the residual effect on the environment is imperceptible.

3.8 RISKS TO HUMAN HEALTH

The characteristics of the proposed development, in terms of the risks to human health (for example, due to water contamination or air pollution) have been considered. The primary potential impacts of the proposed development on human health would be increased air pollution, noise, or pollution of groundwater/watercourses as a result of the proposed development. Visual impact and traffic are also potential but perhaps lesser significant impacts (based on the location of the proposed development).

The proposed development site is bounded to the north by Mygan Park Industrial Estate, to the west by Finglas Business Centre, to the south by Jamestown Business Park, and to the east by Jamestown Road. In terms of prevailing land uses, the lands to the west of Jamestown Road are predominantly industrial, while the lands to the east are predominantly residential.

The proposed development by way of a considered architectural approach, combined with due regard to the zoning of the site, will have a minimal impact on the local landscape amenity.

There will be no impact on local parks. It is not anticipated that the proposed development will not have any impact on local tourism or shopping amenities.

The Geological Survey Ireland (GSI) data indicates that the site does not lie within a drinking water protection area. The area is serviced by mains water supply therefore it is unlikely that any wells are used for potable water supply. The proposed mitigation measures during the construction phase, including the implementation of a CEMP will ensure that there are no impacts on groundwater or the stormwater mains.

The proposed development will include an appropriately designed stormwater network 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 CEMP will incorporate and best practice construction methodologies for the control of dust generation, traffic, and noise, as well as the management of impacts on groundwater or the existing drainage ditches during the construction phase. Any impacts associated with dust generation, traffic, and noise will be short term. These 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.

4.0 LOCATION AND CONTEXT OF THE PROPOSED DEVELOPMENT

4.1 EXISTING AND APPROVED LAND USE

The subject site is rectangular in shape and brownfield in form, having previously been occupied by a factory which has recently been demolished. The site extends to c. 1.69 ha and forms part of the eastern edge of Finglas Business Centre which occupies lands located west of Jamestown Road and east of the R135 Finglas Road. A c. 3 metre concrete wall forms the site's eastern perimeter to Jamestown Road, with metal palisade fencing forming the remainder of the site perimeter. The site is currently occupied by an ESB substation and sections of hard standing concrete. There is no notable vegetation or habitat potential on site.

The subject site is zoned 'Z14' as Strategic Development & Regeneration Area, as set out in the Dublin City Development Plan 2016-2022 (as varied).

An extensive neighbourhood of typically 1 and 2 storey residential dwellings occupies lands to the east of Jamestown Road, with additional residential development a short distance north, beyond Melville Road, as well as to the northeast at Poppintree Park, ranging in height from 3 to 4 storeys.

In terms of local services, a Freshways Food store is located approximately 450m to the northeast at Poppintree, with a Eurospar at Meakstown approximately 550m northwest. Additional retail in the form of an Aldi and Lidl, is found approximately 800m west, beyond Finglas Business Centre. Finglas Village District Centre is located circa 650m south of the subject site, which provides a range of services.

In terms of recreation, Poppintree Park is conveniently located approximately 350m northeast, Lanesborough Park approximately 450m north and Ballymun United's soccer ground found c. 1.2km to the north. Mellows Park is located c. 900 metres west, with Finglas Area Office and Sports Centre approximately 1km southwest. Fit4Less Finglas is located approximately 850m west.

The site benefits from good public transport links, with Dublin Bus routes 9, 83, 83a, 220 and 220a serving a bus stop located directly adjacent to the site on Jamestown Road. These provide links to Charlestown, Harristown, Limekiln Avenue, Kimmage and DCU, with the route no. 140 from Melville Road to the north connecting to Rathmines. Additional routes 23 and 24 as part of the Core Bus Network are proposed to serve the adjacent stops at Jamestown Road, with the orbital route N6 connecting Finglas, Santry and Donaghmede stopping at Mygan Park, c. 300 metres north providing a service every 10 minutes. The proposed Bus Connects Corridor 4 route terminates at Finglas Road, c. 900 metres to the southwest, with the proposed Luas Green Line extension to Charlestown located c. 850 metres west of the site, with proposed stops at Mellows Park and Charlestown c. 850 metres from the site respectively. The Metrolink stop at Ballymun is located c. 1.9km east. In this respect, the site is considered to be well served by both existing and proposed public transport links.

4.2 RELATIVE ABUNDANCE, AVAILABILITY, QUALITY AND REGENERATIVE CAPACITY OF NATURAL RESOURCES IN THE AREA AND ITS UNDERGROUND

4.2.1 Hydrogeology

The general vicinity of the Site is part of the Dublin Groundwater Body (GWB) (EU Code: IE_EA_G_008). The Dublin GWB is classified under the Water Framework

Directive (WFD) Directive 2000/60/EC Risk Score system as having an overall 'good' water quality status for the period 2013-2018. The risk status assigned to the Dublin GWB is identified as 'not at risk' (EPA, 2021) meaning the GWB has achieved its objectives and has either no significant trends or improving trends.

The Teagasc soil beneath the Proposed Development Site has been mapped by the GSI (GSI, 2021) as Made- Man made (GSI, 2021). The quaternary sediments beneath the site are mapped by the GSI (GSI, 2021) as Till derived from limestones (TLs), and the bedrock geology underlying the site is Dark limestone & shale (Calp) derived from Lucan Formation (LU).

The bedrock aquifers underlying the development according to the Geological Survey of Ireland (GSI) National Draft Bedrock Aquifer Map is Locally Important aquifer-Bedrock which is Moderately Productive only in Local Zones. There are no gravel aquifers mapped within a 2.0km radius of the Proposed Development Site (GSI, 2021). The GSI have assigned a groundwater vulnerability rating of 'Low' (L) to groundwater in the bedrock aquifer beneath Proposed Development Site (GSI, 2021). Based on the groundwater vulnerability rating for the Site (GSI, 2021), it is considered that the groundwater body underlying the Site would be at a low risk from potential contamination at surface.

The GSI Well Card Index is a record of wells drilled in Ireland, water supply and site investigation boreholes. It is noted that this record is not comprehensive as licensing of wells is not currently a requirement in the Republic of Ireland. This current index does not show any wells drilled or springs at the site or surrounding area. The area is serviced by Local Authority mains therefore it is unlikely that any wells are used for potable supply. The site is not located near any public groundwater supplies or group schemes. There are no groundwater source protection zones in the immediate vicinity of the site.

There are no sensitive soil receptors, no identified areas of geological heritage or groundwater supplies in the vicinity of the site boundary.

4.2.2 Hydrology

The Proposed Development site is within the Liffey and Dublin Bay Water Framework Directive (WFD) catchment (ID: 09), the Liffey and Dublin Bay Hydrometric Area (HA09), the Tolka_SC_020 Sub-Catchment (ID: 09_4), and the Tolka_050 WFD River Sub Basin (EU Code: IE_EA_09T011100).

There are no waterbodies within the Site of the Proposed Development. The closest surface water features to the Proposed Development Site are recorded on the GSI database (GSI, 2021) and the EPA database (EPA, 2021) as the Bachelors Stream (River Waterbody Code: IE_EA_09T0111000 located 0.7km south west of the Proposed Development, which flows downstream in a southwards direction for 2.5km before joining the River Tolka (River Waterbody Code: IE_EA_09T011100), located 2.1km south of the Proposed Development. The River Tolka then flows in a south east direction for a further 4.8km before entering South Dublin Bay and River Tolka Estuary SPA. The Ballymun river (River Waterbody Code: IE_EA_09S0103000 is located 2.2km north east from the Site of the Proposed Development.

This watercourse flows north for 0.7km before joining the Santry River (River Waterbody Code: IE_EA_09S010300), located 2.1km north east of the Site. The Santry River then flows in an eastern direction for 7.5km before entering North Dublin Bay SAC and North Bull Island SPA. There are a large number of EPA monitoring

stations on the waterbodies discussed above, with the nearest most up to date operational EPA monitoring station, located on the Tolka River; 'Violet Hill Drive Finglas' (Station ID: RS09T011100). This scored Q3 Poor status in 2016.

4.2.3 Biodiversity and Areas of Conservation

The potential ecological impacts of proposed development have been considered in terms of the sensitivity of the location through the Ecological Statement and AA Screening Report (Enviroguide, 2021) included with the planning documentation.

The site habitats consist mainly of Buildings and Artificial Surfaces with areas of scrub (WS1)/Recolonising Bare Ground (ED3) and the occasional tree.

There is a total of 8 no. SACs and 6 no. SPAs located within the Zone of Influence (ZOI), with no Natura 2000 sites within 5 km. The closest site is the South Dublin Bay and River Tolka Estuary SPA (site code 004024) 6.1km from the site and the North Bull Island SPA South Dublin Bay SAC (site code 004006) located 8.4km from the site.

The AA Screening (Enviroguide, 2021) state that there is only a a weak indirect hydrological connection exists between the Site and the South Dublin Bay SAC, North Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA, and the North Bull Island SPA via the receiving surface water network, which drains via the Bachelors Stream along Jamestown Road to the River Tolka (GDSDS, 2005), which eventually outflows into Dublin Bay ca.6km to the southeast of the Proposed Development.

4.3 ABSORPTION CAPACITY OF THE NATURAL ENVIRONMENT

The proposed development due to its size and localised nature will not have any effect on wetlands, riparian areas, river mouths, coastal zones and the marine environment, mountain and forest areas, nature reserves and parks, or densely populated areas.

The development site is not located within or adjoining an Architectural or General Conservation Area; is not located within or adjoining a Native Woodland Trust; and is not covered by protected views, scenic routes or viewpoints.

The environmental sensitivity of the proposed location in respect of Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive has been addressed in the AA Screening Report.

5.0 TYPES AND CHARACTERISTICS 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).

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, 2017).

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 as increased air pollution (dust), noise, traffic, and visual impact during construction and demolitions phase. These short-term impacts during the construction will be mitigated in accordance with the CEMP, and by 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 CEMP will set out requirements and standards in relation to construction noise, traffic, and dust generation that must be met during the construction stage and any subsequent planning conditions relevant to the proposed development. The accompanying outline CEMP prepared by Byrne Environmental notes that development will be undertaken in accordance with current European and British industrial standards, with all mitigation and safety measures put in place to ensure a responsibly managed construction process.

The potential impact of the proposed development with respect to population human health during the construction phase after the implementation of mitigation measures is **negative, not significant** and **short-term**. There are no likely significant effects in terms of the population and human health during the construction phase and it would not warrant preparation of an EIA on these grounds.

5.1.2 Operational Phase

Upon completion, the operational phase will provide an important material asset for the area in terms of high-quality residential build to rent units with an element of social housing and public accessibility. The inclusion of the site on the Dublin City Council Vacant Site Register acknowledges that the site is located in an area which is in need of housing.

The development also includes commercial aspects in the form of a publicly accessible café, gym, retail unit, crèche and coworking/office space which will complement the range of uses located at Finglas Village to the south. The proposed landscaping strategy promotes public use of the site and promotes permeability, contributing to the public realm and integrating appropriately with the established residential area extending from Jamestown Road to the east.

The proposed development will not result in any off-site exceedance of the relevant ambient air quality standards. The proposed development is not a noise sensitive use. 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 5.6.

The potential impact of the proposed development with respect to populations and human health during the operational phase is **positive, not significant** and **long-term**. There are no likely significant effects in terms of the populations and human health as during the operational phase, and it would not warrant preparation of an EIA on these grounds.

5.2 LAND, SOILS, GEOLOGY, HYDROGEOLOGY, HYDROLOGY

5.2.1 Construction Phase

Soil handling, Removal and Compaction

Site preparation, excavations and levelling works required to facilitate construction of foundations, access roads and the installation of services will require excavation of material. Suitable soils will be reused on site as backfill in the grassed areas, where possible.

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.

Although based on the GII site investigation there is no evidence of historical contamination in the proposed development area, 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.

Excavated soil will arise during the construction period and will be stored (if required) on site prior to being removed by a specialist contractor as detailed within the accompanying Construction & Demolition By-Product Waste Management Plan prepared by Byrne Environmental.

It is estimated that c. 28,500m³ of soils will be excavated to facilitate the development, with all excavated soils tested to determine classification as hazardous or non-hazardous in accordance with EPA Waste Classification. The Plan notes that records of all tests will be maintained in the site's waste file including the destination of the facility and the details of the haulier's waste collection permit.

Stockpiles 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.

Accidental Spills and Leaks

As with all construction projects 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 contamination of runoff into surface 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.

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).

The project specific CEMP will set out best practice construction methodology to manage the risk of accidental spills and leaks. These 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.

The separation distances, and dilution factors means that there is no likelihood of significant effects on water quality in the in Dublin Bay and the SAC / SPA located there, as a result of the proposed development.

Dewatering, Run-off and Sediment Loading

There is the potential for surface water run-off from site preparation, levelling, landscape contouring and excavations during the construction phase may contain increased silt levels or become polluted from construction activities. Silt water can arise from excavations, exposed ground, stockpiles, and access roads.

A Construction Environmental Management Plan (CEMP) has been prepared by Byrne Environmental Consulting LTD. (BEC) and sets out a framework of measures to address the implications of the construction works. The Contractor appointed to undertake the works will be required to develop this framework document as part of their overall Construction Management Plan in line with their obligations under the Safety, Health and Welfare at Work (Construction) Regulations 2013.

The CEMP details measures to help ensure that the receiving surface water drainage network is sufficiently protected for the duration of the proposed works. It is noted that these are standard construction best-practise procedures and are in no way included as mitigation to protect any European Sites. Where dewatering is required during the construction phase, dirty water will be fully and appropriately attenuated, through silt bags, before being appropriately discharged to vegetation or surface water drainage feature.

Wastewater

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.

Conclusions

The predicted impact on land, soils, geology, hydrogeology, and hydrology during operation is considered to be **negative, imperceptible** and **short-term**. There are no likely significant effects in terms of the land, soils, geology, hydrogeology, and hydrology during the construction phase and it would not warrant preparation of an EIA on these grounds.

5.2.2 Operational Phase

Direct and Indirect Discharges Management

Surface water will be attenuated and on site prior to controlled release to the surface water sewer on Jamestown Road. The design of the surface water drainage network for the Proposed Development has taken cognisance of the objectives and guidance contained in the Greater Dublin Strategic Drainage Study (GDSDS). The proposed SuDS method of water disposal at the site will ensure that no negative impacts to surface water or stormwater leaving the site will arise due to the attenuation measures planned, with the proposal improving the water environment at the location. The SuDS features associated with the proposed development are not included within the design to avoid or reduce any potential harmful effects to any European sites.

The proposed SuDS measures ensures the proposed development has been designed to cater for a 1:100-year storm event, mitigating the risk of flooding to the 1:100 year flood event within the confines of the site. A Justification Test is not deemed necessary as the site is located within a Flood Zone Type C area. The Lohan & Donnelley FRA concludes that it is 'our opinion that the risk of flooding at this site and the risk of flooding to the surrounding developments due to the development of this site in a flood event is minimal'.

The disposal of foul water from the site is separated from that of surface water and Irish Water have confirmed a connection is feasible. Foul water from the proposed development will flow to the Ringsend Wastewater Treatment Plant via the public sewer system.

The surface water drainage and disposal of foul water is detailed further within the accompanying Drainage Infrastructure Report prepared by Lohan & Donnelly.

A weak indirect hydrological connection exists between the Site and the and the South Dublin Bay SAC, North Dublin Bay SAC, and the South Dublin Bay and River Tolka Estuary SPA. The nature of the proposed development, separation distances, and dilution factors means that there is no likelihood of significant effects on water quality in the in Dublin Bay and the SAC / SPA located there, as a result of the proposed development.

Accidental Spill and Leaks

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.

Conclusions

The predicted impact on land, soils, geology, hydrogeology, and hydrology during operation is considered to be **neutral, imperceptible** and **long term**. There are no likely significant effects in terms of land, soils, geology, hydrogeology, and hydrology and it would not warrant preparation of an EIA on these grounds.

5.3 BIODIVERSITY

5.3.1 Construction Phase

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 Ecological Statement and AA Screening Report by Enviroguide provided with the planning documentation.

The site is brownfield and vacant, following the demolition of a former factory at the location. Other than an ESB substation, metal palisade fencing and boundary walls to the east, there are no structures present on site. There are no notable areas of trees or woodland, with some low level scrub lining the northern perimeter. The AA Screening Report for the site has confirmed that the site is not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected species are known to occur on the site

After the implementation of a robust CEMP, pollution and nuisances during construction are not considered likely to have the potential to cause significant effects on the environment. These 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.

On the basis of the above with regard to the evidence set out within the Ecological Statement and AA Screening Report the potential effects on local biodiversity and ecology are **neutral, imperceptible**, and **short term** for the construction phase. There are no likely significant effects in terms of biodiversity and ecology, and it would not warrant preparation of an EIA on these grounds.

5.3.2 Operational Phase

The accompanying Ecological Statement and AA Screening Report by Enviroguide has assessed the potential for significant impacts of the operational phases of the proposed development on Natura 2000 sites and habitat loss/alteration, habitat/species fragmentation, disturbance and/or displacement of species, change in population density and changes in water quality.

The development is considered to enhance the biodiversity in the area due to the introduction of a high-quality landscaping and planting scheme which will create habitats. This will add significantly to the quality of the environment at the location, due to the current vacant status of the site.

Ecological Statement Considers that:

It is noted that overall, the proposed landscaping at the Site will be urban in nature, however, based on the existing condition of the land i.e., largely

covered in hardstanding, the significant increase in vegetated habitats and tree planting the Proposed Development will entail, along with extensive green-roofing across the various blocks; will increase the provision of habitats for breeding birds and bats at the Site, and contribute to the limited network of green spaces in a largely commercial area.

As such it is deemed that, based on the existing nature of the Site, and what is proposed as part of the Proposed Development, the overall impact of said Development will be a slight/moderate positive one, and that no significant adverse impacts will occur as a result.

The lighting design measures for the protection of bat and nocturnal wildlife from light spill will be implemented during the operational phase.

On the basis of the above with regard to the evidence set out within the Ecological Statement and AA Screening Report the potential effects on local biodiversity and ecology are **positive, slight, and long term** for the operational phase. There are no likely significant effects in terms of biodiversity and ecology, and it would not warrant preparation of an EIA on these grounds.

5.4 AIR QUALITY AND CLIMATE

5.4.1 Construction Phase

The accompanying Air Quality Impact Assessment considers the potential for air quality impacts. The greatest potential for air quality impacts during construction is from fugitive dust emissions impacting nearby sensitive receptors.

In terms of construction dust impacts, the concern from a health perspective is focussed on particles of dust which are less than 10 microns (PM10) and less than 2.5 microns (PM2.5). With regards to larger dust particles that can give rise to nuisance dust, there are no statutory guidelines regarding the maximum dust deposition levels that may be generated during the construction phase of a development in Ireland.

The Air Quality Impact Assessment includes a dust minimisation plan, the CEMP will set out these minimisation measures to ensure nuisance dust 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 Air Quality Impact Assessment states that there is a medium risk of dust soiling impacts and a low risk of human health impacts during construction. The predicted impact of the construction works on air quality as a result of dust emissions will therefore be **negative, short-term and imperceptible**.

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

5.4.2 Operational Phase

The accompanying Air Quality Impact Assessment considers the potential for air quality impacts. The greatest potential for air quality impacts during operation will be as a result of traffic emissions due to an increased number of vehicles and a change

in traffic flows on nearby roads as a result of the proposed development. However, the proposed development is not predicted to significantly changes the existing traffic on the nearby road links. Therefore, the impact to air quality from the operational phase of the proposed Project is expected to be long-term, neutral and imperceptible.

The proposal development will promote sustainable methods of transports within the development such as walking and cycling, with shared car parking also included. The site is located adjacent to and within 300m of bus stops providing high frequency services, with high-capacity public transport in the form of Bus Connects and the proposed Luas Green Line located within 950 metres of the site. Therefore, the development is designed to promote sustainable forms of travel and reduce the reliance on the private car.

Based on the above the potential effects on Air Quality are **neutral, imperceptible, and long term** for the operational phase. There are no likely significant effects in terms of Air Quality and Climate, and it would not warrant preparation of an EIA on these grounds.

5.5 NOISE AND VIBRATION

5.5.1 Construction Phase

During the construction phase it is expected that there will be some temporary impact on the nearest residential 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, as well as the location of the development in an established industrial area, 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.

The CEMP will set 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 any subsequent planning conditions relevant to the proposed development.

The relevant mitigation measures are set out in the CEMP.

- Restricting high noise activities
- Use of enclosures and noise screens to control noise from plant
- Locating plant away from closest noise sensitive receptors
- Turning off vehicles when not in use
- Vibration sources (compressors, pumps, generators) to be isolated and placed on anti-vibrate pads
- Sound attenuated generated shall be used
- Insulated pneumatic hammers to be used
- Any complaints will be subject to review by management and liaise with complainant

Noise and vibration effects on the environment following the implementation of standard construction mitigation measures can be characterised as **negative, not significant, and short term** for the construction phase. There are no likely significant effects in terms of noise and vibration, and it would not warrant preparation of an EIA on these grounds.

5.5.2 Operational Phase

The operation of the proposed development will remain consistent with the type of activity and buildings the vicinity of the proposed development site. The proposed development will be subject to compliance with any relevant noise criteria outlined in any relative planning conditions.

The potential effects on noise and vibration are **neutral, imperceptible, and long term** for the operational phase. There are no likely significant effects in terms of Noise and Vibration, and it would not warrant preparation of an EIA on these grounds.

5.6 LANDSCAPE AND VISUAL IMPACT

5.6.1 Construction Phase

The change of use of the site from its existing use to that of a construction site will give rise to short term and substantially localised effects on landscape character. The initial construction operations created by the clearance of the site and the construction of the buildings and plant will give rise to short-term impacts on the landscape character, through the introduction of new structures, machinery, ancillary works etc. There will also be a change to the landscape character as a result of a land-use change.

Cranes will be visible from the site during construction. This will have a temporary slight negative impact. The overall landscape effect of the proposed development is considered to be positive, moderate and long term in nature.

The predicted impact on landscape and visual impact during construction will be **short term** and will range from **slight to moderate** and **neutral to negative**. There are no likely significant effects in terms of the Landscape and Visual Impact during construction, and it would not warrant preparation of an EIA on these grounds.

5.6.2 Operational Phase

The visual impact of the proposed development on the surrounding area has been separately assessed in a Townscape & Visual Impact Report (TVIA) prepared by Parkhood Landscape Architects. This provides a comprehensive assessment of the proposal from a number viewpoints in the surrounding area.

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 proposed development will contribute positively to the nature of the landscape and streetscape in the Jamestown Road area and significantly enhance the setting and appearance of the site as well as the public realm. The development will seek to invite users to utilise and pass through the site via attractive points of entry at the eastern perimeter, increasing permeability and improving future links to the lands to the west.

The TVIA notes the low sensitivity of the inner-city area and considers that whilst the proposals may be more significant in visual terms when viewed in close proximity, the overall impact of the development is 'slight to moderate' in magnitude, contributing positively to the setting of the environment and enhancing the site's public realm to Jamestown Road.

With reference to the TIVA produced by Parkhood Landscape Architects the landscape and visual impacts during operation will be **long term, slight to moderate** and **positive**. There are no likely significant effects in terms of the Landscape and Visual Impact during operation and it would not warrant preparation of an EIA on these grounds.

5.7 CULTURAL HERITAGE, AND ARCHAEOLOGY

5.7.1 Construction Phase

A review of the Heritage Council's online database (<https://heritagemaps.ie/>) determined that there are no recorded archaeological sites or monuments within the proposed development lands. The application site is not located within an area or zone of archaeological significance as identified by the Dublin City Development Plan 2016-2022. There are no features of cultural heritage on or adjacent to the site. In this regard, any impacts upon cultural heritage are considered to be neutral, imperceptible and long term in nature. 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. As the site has been previously developed it is extremely unlikely that the proposed developed will uncover potential as yet unknown sub-surface archaeological features on the site.

There are no likely significant effects in terms of the Cultural Heritage during construction, and it would not warrant preparation of an EIA on these grounds.

5.7.2 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.

There are no likely significant effects in terms of the Cultural Heritage during operation and it would not warrant preparation of an EIA on these grounds.

5.8 TRAFFIC AND TRANSPORTATION

5.8.1 Construction Phase

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).

The frequency of vehicles accessing the site will vary throughout the construction phase. A site-specific construction traffic management plan incorporating the mitigation measures set out under the CEMP will be prepared by the contractor and submitted to the planning authority prior to the commencement of construction.

After the implementation of mitigation measures the potential impact 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.

5.8.2 Operational Phase

The proposal includes cycle spaces for residents and visitors, encouraging cycling as the main method of transport to and from the site, with consequent benefits for human health. The site is located adjacent to high frequency bus services on Jamestown Road, with additional high frequency services existing and proposed on Melville Road/Mygan Park c. 300 metres to the north. The proposed Bus Connects Corridor 4 route terminates on Finglas Road c. 950m southwest, with the proposed stops at Mellows Park and Charlestown on the proposed Luas Green Line extension both located c. 850 metres of the site. The site also benefits from proximity to the national road network, with the M50 and N2 located within approximately 1.5km of the site.

Additional bus services and the N05 secondary cycle route are proposed along Jamestown Road as part of improvements to the Dublin Area Bus Network Redesign Project and the Planned Greater Dublin Area Cycle Network respectively, enhancing the site's connectivity further.

The accompanying TTA prepared by Transport Insights concludes that the proposals are 'aligned with national policy guidance regarding car and cycle parking provision, has been determined using CSO Census data to have adequate car parking provision, and has been demonstrated to have no material impact on the operation of the local road network'.

Further detail is presented in the Traffic & Transportation Assessment has been undertaken by Transport Insights and accompanies this request. The report considers the potential impacts of the development upon the surrounding road network.

On the basis of the above the potential effects on Traffic and Transportation are **neutral, imperceptible**, and **long term** for the operational 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.

5.9 MATERIAL ASSETS, INCLUDING WASTE MANAGEMENT

5.9.1 Construction Phase

Utilities: Foul Sewer, Stormwater and Potable Water

The proposed development will have an impact upon other material assets such as 'built services and infrastructure' (set out in the draft EPA Guidelines 2017) such as electricity, telecommunications, gas and water supply. The likely impact is considered to be consistent with the site's zoning objective as set out in the City Development Plan and typical of a development at an urban location. Pre-request consultation with Irish Water has confirmed that a connection to existing networks is feasible with Irish Water, as set out in the accompanying Drainage Infrastructure Report by Lohan & Donnelly.

The proposals will have an impact on servicing and utilities infrastructure in the area, requiring connections to water, electricity, and gas supplies, as well as connecting to the existing road network. Due to the brownfield nature of the site, the development is well placed to benefit from in-situ infrastructure provision and will therefore constitute

a sustainable use at the location. The requirements on the current infrastructure are considered to be consistent with the site's zoning objective and the proportionate proposed car parking provision will ensure sustainable modes of transport are promoted through a mixed use development which promotes a 'live / work' lifestyle at the site, reducing commuting.

Welfare facilities (canteens, toilets etc.) will be required for the construction phase.

Measures to contain run-off water containing silt will be detailed in the CEMP, this will include using temporary on-site settlement ponds/tanks/silt busters to ensure adequate silt removal.

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

Waste and Waste Management

There will be some waste materials produced in the construction of the proposed scheme which will be disposed of using licensed waste disposal facilities and contractors. The scale of the waste production in conjunction with the use of licensed waste disposal facilities and contractors does not cause concern for likely significant effects on the environment. The accompanying Construction & Demolition Waste By-Product Management Plan prepared by Byrne Environmental details the methodologies employed for the control, management, monitoring and disposal of waste from the site. The plan sets out the measures used to maximise the quantity of waste recycled by providing sufficient waste recycling infrastructure, waste reduction initiatives and waste collection and waste management information to the residents of the development.

Other than 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 the provisions of the Waste Management Act 1996 and associated amendments and regulations and the Waste Management Plan. In the event, there is excess material with no defined purpose, it will be transported to an authorised soil recovery site.

Waste during construction will be managed in accordance with a project specific Construction and Demolition Waste Management Plan.

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 as set out in Section 3.5 will ensure that the impact on the environment will be **short-term, neutral and imperceptible**.

Conclusion

There are no likely significant environmental effects in terms of the material assets, for the proposed development and considering the existing environment and proposed future environment which would warrant preparation of an EIA.

5.9.2 Operational Phase

Utilities: Foul Sewer, Stormwater and Potable Water

The proposed development will have an impact upon other material assets such as 'built services and infrastructure' (set out in the draft EPA Guidelines 2017) such as electricity, telecommunications, gas and water supply. The likely impact is considered to be consistent with the site's zoning objective as set out in the City Development Plan and typical of a development at an urban location. Pre-request consultation with Irish Water has confirmed that a connection to existing networks is feasible with Irish Water, as set out in the accompanying Drainage Infrastructure Report by Lohan & Donnelly.

The proposals will have an impact on servicing and utilities infrastructure in the area, requiring connections to water, electricity, and gas supplies, as well as connecting to the existing road network. Due to the brownfield nature of the site, the development is well placed to benefit from in-situ infrastructure provision and will therefore constitute a sustainable use at the location. The requirements on the current infrastructure are considered to be consistent with the site's zoning objective and the proportionate proposed car parking provision will ensure sustainable modes of transport are promoted through a mixed use development which promotes a 'live / work' lifestyle at the site, reducing commuting.

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 will be separated from that of surface water.

There is no predicted impact 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.

An Operational Waste Management Plan will be prepared prior to commencement of the development, this will maximise the quantity of waste recycled by providing sufficient waste recycling infrastructure, waste reduction initiatives and waste collection and waste management information to the residents of the development.

During the operational phase, a structured approach to waste management as set out will promote resource efficiency and waste minimisation. 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**.

Conclusion

There are no likely significant environmental effects in terms of the material assets, for the proposed development and considering the existing environment and proposed future environment which would warrant preparation of an EIA.

5.10 ASSESSMENT OF POTENTIAL IMPACTS FROM INTERACTIONS AND CUMULATIVE IMPACTS

5.10.1 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 CEMP minimisation measures to 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.

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

5.10.2 Cumulative Impacts

As part of the assessment of the proposed development, the likelihood of potential cumulative impact of the proposed development has been considered with any future development (as far as practically possible) and the cumulative impacts with developments in the locality (including planned and permitted developments).

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.

Mitigation is included in the project design to minimise impacts on the receiving environment. 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.

As part of the Screening for an Appropriate Assessment (AA), in addition to the proposed development, other relevant projects and plans in the region must also be considered at this stage. This step aims to identify at this early stage any possible significant cumulative effects / impacts of the proposed development with other such plans and projects.

The report also considers 'in-combination effects' and notes relatively large-scale projects which have been granted permission in the area. The report considers that 'there are no means for the Proposed Development to act in-combination with any project that would cause any likely significant effects on any Natura 2000 sites'.

The Dublin City Development Plan (2016-2022) in complying with the requirements of the Habitats Directive requires that all Projects and Plans that could affect the Natura 2000 sites in the same zone of impact of the proposed development site would be initially screened for Appropriate Assessment (AA) and if requiring Stage 2 AA, that appropriate employable mitigation measures would be put in place to avoid, reduce or ameliorate negative impacts. In this way any, in-combination impacts with Plans or Projects for the proposed development area and surrounding townlands in which the proposed development site is located, would be avoided.

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.

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 cumulative environmental impacts which would warrant preparation of an EIA.

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 Strategic Housing Development application to An Bord Pleanála, and to provide ABP with the information required under Schedule 7A of the Planning and Development Regulations 2001, as amended, to enable the Board to determine in light of the criteria set out under Schedule 7 of those regulations whether the proposed development is likely to have significant effects on the environment. If the Board determines that the proposed development is not likely to have significant effects on the environment, the request can be determined without an Environmental Impact Assessment Report (EIAR) having been submitted.

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 (b) (i) and (iv);

10. Infrastructure projects

- (b) (i) Construction of more than 500 dwelling units

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

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, the Board is required to assess whether the proposed development is likely to have significant effects on the environment in order to determine whether the submission of an EIAR is required. The information necessary to enable this screening assessment has been provided in this report and the methodology used has been informed by the available guidance, legislation and directives.

It is concluded having regard to the nature, scale and location of the subject site, that the proposed development is not considered to have likely significant effects on the environment (direct, indirect or cumulatively with other development) and therefore it is considered that an environmental impact assessment report is not required in this instance.

AWN has considered the proposed development and assessed the potential for significant environmental effects and the need for an EIAR is documented Sections 3.0, 4.0 and 5.0. It is considered that:

- Compliance with the CEMP will prevent potential short-term nuisances (such as dust, noise and vibration, and traffic) and risks from the storage of any hazardous substances (fuels, chemicals and other construction materials that may pose a risk to the environment). These 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.
- The accompanying Construction & Demolition Waste By-Product Management Plan prepared by Byrne Environmental details the methodologies employed for the control, management, monitoring and disposal of waste from the site.
- The proposed drainage and flood risk strategy will contribute to improved retention of surface water on site and controlled discharge. The SUDS features associated with the proposed development are not included within the design to avoid or reduce any potential harmful effects to any European sites.
- The AA Screening concluded that the possibility may be excluded that the Proposed Development will have any significant effect on the following four European sites (or any other European Site for that matter) noted to be linked by a Source-Pathway-Receptor impact pathway, due to the nature of the development and the insignificant nature of the indirect hydrological connection with the Site of the Proposed Development:.

The site makes optimum and sustainable use of a vacant, brownfield infill site adjacent to other residential and commercial uses and will use existing servicing provision as well as being directly adjacent to high frequency public transport links and will have a positive long term impact on material assets.

The urban location of the site in an established residential and commercial area served by public infrastructure and that the development will be connected to existing public services such as foul and surface water sewers located on Jamestown Road.

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 not a requirement for an EIAR to be submitted with this planning application.

As required by Regulation 299B(1)(b)(ii)(II)(C), the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account within this EIA Screening Report. A standalone Regulation 299B(1)(b)(ii)(II)(C) Statement has been provided as part of this application.

7.0 REFERENCES

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APPENDIX A - RELEVANT PLANNING HISTORY

Application Number	Development Description	Development Address	Decision	Grant Date
2497/14	Permission for attic conversion with two number dormer windows at side two number windows at attic level one to front and one to rear with porch, bay window and canopy to front and associated site works.	30, Cedarwood Park, Glasnevin North, Dublin 11	GRANT PERMISSION	2014-07-08
2660/14	RETENTION: Retention permission of the existing 20 metre high, free standing communications structure, carrying antennae and communications dishes together with associated ground-mounted equipment within a 2.4 metre palisade fenced compound as previously granted under planning ref (2461/00).	Sigma Wireless Communications Ltd, McKee Avenue, Finglas, Dublin 11.	GRANT RETENTION PERMISSION	2014-08-15
2702/14	To remove garage and construct 1x detached 2 storey house to the side garden with new vehicular entrance & 1 x detached single storey house with new vehicular and associated works.	1, Sycamore Park, Dublin 11	GRANT PERMISSION	2014-11-21
2192/15	Widening of pedestrian access to create a vehicular access to front garden.	79, McKee Road, Dublin 11	GRANT PERMISSION	2015-05-08
2229/15	The works shall consist of the widening of the existing pedestrian entrance to the front garden to create vehicular access to the proposed front driveway and all associates site works.	45, Oakwood Road, Glasnevin, Dublin 11	GRANT PERMISSION	2015-05-15
2239/15	Single storey extension to gable end of house consisting of two bedrooms and a bathroom also all associated site works at 1 Oakwood Close.	1, Oakwood Close, Finglas East, Dublin 11	GRANT PERMISSION	2015-05-15
2261/15	Retention permission for vehicular access and off street parking to front and all associated site works.	102, Sycamore Road, Dublin 11	GRANT RETENTION PERMISSION	2015-05-25

WEB1204/15	Planning Permission to construct a New External Pedestrian Access Ramp plus Retention Planning Permission for the Existing External Door to Proposed New Service Office and Existing External Pedestrian Ramp at Main Entrance all on Southern façade and to include all necessary site works plus consequential internal and external alterations.	Unit 46, Jamestown Business Park, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION AND RETENTION PERMISSION	2015-09-25
3810/15	RETENTION: Permission for retention of existing single storey domestic garage to the side and rear of two storey semi-detached house.	23 Oakwood Road,, Finglas East,, Dublin 11.	GRANT RETENTION PERMISSION	2016-01-19
WEB1011/16	Conversion of existing attic area to storage/home office area with new dormer type window to rear elevation, New Extension to front of dwelling, including extended lounge area and new porch area, all with internal modifications and associated site works.	22, Grovewood, Finglas Park, Dublin 11	GRANT PERMISSION	2016-04-25
2143/16	Demolition of existing single storey extension to the side of existing dwelling (18 sq m), construction of a 45.5 sq m two-storey extension to the side, construction of a 10 sq m single-storey extension to the rear of existing two-storey house and all internal modifications & external first floor rear window alterations.	124, Finglas Park, Finglas, Dublin 11	GRANT PERMISSION	2016-05-03
2194/16	Permission for new vehicular entrance and off street car parking to front garden.	112, Mckee Road, Dublin 11	GRANT PERMISSION	2016-05-03
2281/16	Permission to demolish existing single storey extension to rear and construct new single storey dormer extensions to rear. New velux roof window at front in original roof and all associated site works.	121, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2016-05-20
2715/16	Planning permission for proposed new first floor extension to side incorporating bedroom and bathroom also to extend existing hipped roof to new gable with 1 velux window.	91 McKee Road, Finglas, Dublin 11	GRANT PERMISSION	2016-07-28

2723/16	Permission was granted on the site under 2702/14 for a detached single storey dwelling & 2 storey detached dwelling. Permission sought for change of house type for 2 storey dwelling including removal of chimney, internal alterations, minor adjustment to site layout including relocation of pedestrian side gate to Sycamore Park and associated works.	1, Sycamore Park, Glasnevin, Dublin 11	GRANT PERMISSION	2016-07-21
2863/16	The development will consist of the construction of additional internal floor space at first floor level, alterations to the existing internal layout and the construction of 4no. new window and 1no. new door openings to the West elevation at ground and first floor levels.	Unit 22, Finglas Business Centre, Jamestown Road, Dublin 11	GRANT PERMISSION	2016-08-08
3011/16	RETENTION: Permission for existing 28m telecommunications support structure, carrying associated antennas and dishes, associated equipment, including associated equipment cabin located in security compound, existing security fence, and access route at Sigma Wireless Technologies Ltd, McKee Avenue, Finglas, Dublin 11. The development will continue to form part of Vodafone Ireland Ltd's existing GSM/3G and 4G Broadband telecommunications networks	Sigma Wireless Technologies Ltd., McKee Avenue, Finglas, Dublin 11	GRANT RETENTION PERMISSION	2016-09-02
WEB1374/16	New ground floor extension to rear, with new mezzanine floor with internal modifications to existing dwelling, new tiled roof porch area to front with associated site works.	147, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2016-12-19
4377/16	Permission to demolish existing single storey extension at side and porch to front and construct new porch to front and single storey extension at side and all associated site works.	89, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2017-03-30
2339/17	Planning permission for demolition of the existing rear kitchen extension and construction of new extensions and alterations to the existing two storey semi-detached house comprising of a single storey extension to the rear and side, alterations to the front elevation comprising of relocation of front door, window and steps and associated site development works. Additional floor area 32sq.m.	116, McKee Road, Finglas East, Dublin 11	GRANT PERMISSION	2017-07-20

2424/17	Planning permission is sought for the construction of two storey extension to the side, including a new gable end to the main roof and a single storey extension to the rear.	26, Cedarwood Green, Glasnevin, Dublin 11	GRANT PERMISSION	2017-06-07
2773/17	The development will consist of 1. The sub division of the existing site for the provision of a new one and a half storey, four bedroom dormer bungalow to be constructed to the rear garden of the existing dwelling. 2. Connections for the proposed dwellings to the public mains sewers. 3. New site boundary treatments and all associated site works to be implemented.	102, Cedarwood Road, Glasnevin, Dublin 11	GRANT PERMISSION	2017-10-11
WEB1486/17	Conversion & extension of existing garage area with new part ground, part 2 storey extension to side / rear of existing dwelling with new ground floor extension to front, including new entrance porch area, with internal modifications and associated site works.	98, Clancy Road, Dublin 11	GRANT PERMISSION	2017-12-15
WEB1554/17	Conversion of attic space to office/playroom/storage area with new dormer type window extensions to side & rear, with internal modifications and associated site works.	42, Sycamore Road, Finglas East, Dublin 11	GRANT PERMISSION	2018-02-16
4351/17	Single storey extension to the rear and all associated site works	78, Cedarwood Road, Glasnevin, Dublin 11	GRANT PERMISSION	2018-03-05
2071/18	Permission for single storey extension at side and all associated site works.	36, Grove Wood, Finglas, Dublin 11	GRANT PERMISSION	2018-04-23
2403/18	Proposed construction of a first floor extension at rear, internal alterations to existing dwelling and associated site works	119 Jamestown Road,, Finglas,, Dublin 11	GRANT PERMISSION	2018-06-06
2813/18	RETENTION PERMISSION; Alterations to the original two storey semi-detached house comprising of a single storey extension to the rear, a single storey extension to the side and front, and associated elevational alterations and site development works	116, Mckee Road, Finglas East, Dublin 11	GRANT RETENTION PERMISSION	2018-07-20

2905/18	Planning Permission for modifications to 69 Sycamore Road, Finglas East, Dublin 11. These modifications include works associated with the conversion of the existing garage to a bedroom, en-suite and a new single storey kitchen extension to the rear of the house. The works to include the change of the existing flat roof to a new pitched tiled roof with 4 no. rooflights. The existing rear kitchen will be demolished.	69, Sycamore Road, Finglas East, Dublin 11	GRANT PERMISSION	2018-08-01
2972/18	PERMISSION & RETENTION: Planning Permission for (i) conversion of existing side garage to include the replacement of the garage door with a window, (ii) conversion of existing attic space of the main house to include a dormer style roof window to both the side and rear of the roof of the main house, and retention permission for an existing single storey pitched roof extension at the rear of the house.	83, Sycamore Road, Finglas, Dublin 11	GRANT PERMISSION AND RETENTION PERMISSION	2018-08-10
2990/18	Loft conversion including removal of hipped end of roof and the construction of an apex roof with dormer structure to rear roof profile & velux windows to front roof profile, also windows to gable end at loft level.	68, Clancy Avenue, Finglas East, Dublin 11	GRANT PERMISSION	2018-10-09
3107/18	Convert existing garage at ground floor to side of existing dwelling, incorporating new bedroom and bathroom and to replace existing flat roof with new pitched roof.	77, Mc Kee Road, Finglas East, Dublin 11	GRANT PERMISSION	2018-08-23
3114/18	Conversion of existing attic space comprising of modification of existing roof structure, raising of existing gable c/w window, new access stairs and dormer to the rear.	74, Sycamore Road, Finglas East, Dublin 11	GRANT PERMISSION	2018-08-28
3208/18	Permission sought to demolish part of an existing single storey building at side, erect new single storey extension at side and front porch, erect wheelchair accessible ramp in front garden.	89, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2018-09-04
3683/18	The development will consist of Permission for a new vehicular entrance to off street car parking and all associated site works to front garden.	39, Oakwood Road, Finglas East, Dublin 11	GRANT PERMISSION	2018-11-01
4119/18	Development will consist of a proposed new ground floor only extension to the front & side of the existing house and all ancillary works.	76, Clancy Avenue, Finglas, Dublin 11	GRANT PERMISSION	2019-01-17

WEB1520/18	Demolition of existing single storey extensions to the rear, construction of single storey extension to the rear, loft conversion with dormer roof to the main rear roof and a new driveway with vehicular dishing for a single car parking space to the front of the house with cross over from Sycamore Road.	97, Sycamore Road, Finglas, Dublin 11, D11 E284	GRANT PERMISSION	2019-01-22
4398/18	Planning permission for new vehicular entrance and off street parking and all associated site work to front garden.	140, Cedarwood Road, Glasnevin, Dublin 11	GRANT PERMISSION	2019-02-19
WEB1011/19	Proposed formation of vehicular access driveway to front garden with associated site development works.	32, Oakwood Avenue, Glasnevin, Dublin 11, D11 EK64	GRANT PERMISSION	2019-04-23
2203/19	Permission for new vehicular entrance and off street car parking and all associated site works to front garden at 41 Oakwood Road, Finglas East, Dublin 11.	41, Oakwood Road, Finglas East, Dublin 11	GRANT PERMISSION	2019-06-11
2268/19	The proposed development comprises: Part demolition of existing west boundary wall; and construction of a two storey extension to side (west) of dwelling with gable roof tying into existing roof, single storey extension to rear (south) of dwelling, loft conversion with box dormer window and velux window to rear (south) roof hip, internal alterations to existing dwelling, and associated elevation changes and site works.	26, Cedarwood Green, Glasnevin, Dublin 11	GRANT PERMISSION	2019-05-14
2372/19	Planning permission for new vehicular entrance to off street car parking and all associated site works to front garden.	38, Oakwood Road, Dublin 11	GRANT PERMISSION	2019-06-06
2598/19	The development consists of the removal of existing walls and railings and provision of matching gates and railings to provide vehicular entrance and driveway for parking 2 no. cars including dropped kerb and all associated site development works.	9, Sycamore Road, Finglas East, Dublin 11	GRANT PERMISSION	2019-09-02
2763/19	Planning permission for conversion of existing attic space comprising of modification of existing roof structure, raising of existing gable c/w window, new access stairs and construction of flat roof dormer to the rear.	33 Clancy Avenue, Finglas, Dublin 11.	GRANT PERMISSION	2019-07-18

WEB1316/19	Attic conversion with new dormer type extension to rear roof profile, to use as study / storage area, with new vehicular access, new piers & gates, footpath dishing to proposed access and associated site works,	81, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2019-08-30
WEB1543/19	The development will consist of a first floor side extension and a ground floor rear extension.	58, Clancy Avenue, Finglas, Dublin 11	GRANT PERMISSION	2019-12-12
4675/19	Planning permission is being sought to demolish an existing single storey garage to the rear and construct a single storey living room extension to the rear including internal modification works to the existing dwelling and construct a single storey Granny Flat unit to the rear comprising of 2 bedrooms, bathroom, utility, kitchen, dining and living area.	12 Oakwood Road, Finglas, Dublin 11	GRANT PERMISSION	2020-06-08
WEB1069/20	The development consists of removal of existing hedging and gating to front of the property and the construction of a proposed new vehicular entrance with proposed gates and brick pillars to form access for vehicular access to front garden. The works will also include landscaping and all ancillary site works to the front of the property to accommodate these works. Permission is also sought for the dishing of the pavement area to the front of the property to accommodate the new vehicular entrance to the front. The works will also consist of the paving of the garden to the front of the house and the reconfiguration of the stepped entrance to the front of the house.	91, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2020-07-09
WEB1077/20	The development consists of new pitched roof dormer to the side of existing dwelling at roof level to allow for additional attic storage space along with new vehicular entrance driveway to allow for off street parking along with all associated siteworks.	36, Oakwood Road, Glasnevin, Dublin 11	GRANT PERMISSION	2020-07-09
2786/20	The development will consist of the construction of a 228 sq.m single storey canopy structure over the existing raised loading platform on the western side of the building.	Unit 5/6, Jamestown Business Park, Finglas, Dublin 11	GRANT PERMISSION	2020-09-09

2820/20	Planning Permission for a single storey granny flat to rear (South East) with flat roof, velux windows and solar panels, a single storey extension to front with pitched roof (West) and associated works at 22 Oakwood Park, Finglas East, Ballymun, Dublin 11, D11 C196.	22, Oakwood Park, Finglas East, Ballymun, Dublin 11	GRANT PERMISSION	2020-12-24
WEB1343/20	<p>PERMISSION & RETENTION permission is sought by Carl Kellegher for</p> <p>a.) retention of the opening up works to the boundary wall for the provision of off street parking,</p> <p>b.) permission for the construction of a new vehicular entrance of 3.6m wide with new pillar and boundary wall to match the existing, and</p> <p>c) dishing of the public pavement, installation of permeable paving and all associated site works to no. 22 Sycamore Road, Finglas East, Dublin 11, D11 RK10.</p>	22, Sycamore Road, Finglas East, Dublin 11	GRANT PERMISSION AND RETENTION PERMISSION	2020-09-24
WEB1394/20	Construction of single storey garage in rear garden	21, Sycamore Road, Dublin 11	GRANT PERMISSION	2020-10-02
WEB1412/20	Permission is sought to form new vehicular access and driveway at 1, Sycamore Park, Finglas, Dublin 11, for Shane & Aoife Quinn	1, Sycamore Park, Finglas, Dublin 11	GRANT PERMISSION	2020-10-08
WEB1576/20	The proposed development will consist of the change of use and renovation of existing single-storey shed to the rear of the site for use as an office space by the resident of the main dwelling including all associated site works to facilitate the development.	167, Finglas Park, Finglas East, Dublin 11	GRANT PERMISSION	2020-10-28
3236/20	Permission to demolish front wall and railings to construct a new vehicular entrance and dishing of the public pavement and all associated site works.	17 Sycamore Road, Finglas East, Dublin 11, D11 F443	GRANT PERMISSION	2020-11-23

3329/20	Permission for development at a c. 2.83 hectare site at former Georgia Pacific Facility at McKee Avenue, Finglas, Dublin 11. The proposed development will consist of the demolition of a c. 1,732 sq.m. part single storey part two storey office building facing McKee Avenue which was formally part of the Georgia Pacific facility. The proposed development will also provide for a reconfiguration of car parking spaces at the entire former Georgia Pacific facility resulting in a revised provision of 44 car parking spaces overall. Permission is also sought for all ancillary site services and landscape works necessary to facilitate the proposed development.	Former Georgia Pacific facility, at McKee Avenue, Finglas, Dublin 11	GRANT PERMISSION	2021-09-24
WEB1631/20	The demolition of existing single storey garage to the rear of existing property.	26, Oakwood Park, Finglas East, Dublin 11	GRANT PERMISSION	2020-12-17
2211/21	RETENTION PERMISSION: The development will consist of alterations to existing garage including new hipped roof structure at rear of main dwelling. Material change of use to home office.	187 Jamestown Road, Finglas, Dublin 11	GRANT RETENTION PERMISSION	2021-07-08
WEB1235/21	RETENTION: Retention of existing single storey shed to rear of house for use as garden office/ studio ancillary to the house.	125, Jamestown Road, Finglas, Dublin 11	GRANT RETENTION PERMISSION	2021-06-21
2353/21	Permission for a) dormer window within roof space to front (south) of single storey semi-detached dwelling and b) single storey extension to rear (north) of property.	12, Cedarwood Avenue, Finglas East, Dublin 11	GRANT PERMISSION	2021-06-15
WEB1347/21	New vehicular access, new piers & gates, new footpath dishing to proposed access and associated site works.	77, Jamestown Road, Finglas, Dublin 11	GRANT PERMISSION	2021-07-13
2694/21	Permission for the following: Erection of a single truck loading bay (dock leveller) of appx. 35 sqm to the southern (rear) facade.	Unit 38, Jamestown Business Park,, Finglas,, Dublin 11.	GRANT PERMISSION	2021-08-16
2764/21	The development will consist of the demolition of an out-building and porch and the construction of a two storey dormer style dwelling house, a garden boundary wall, vehicular access and associated site works in rear and side garden.	32 Cedarwood Park, Finglas, Dublin 11, D11 AH99	GRANT PERMISSION	2021-08-25

WEB1588/21	The development consists of the construction of a new pitched roof dormer to the side of existing dwelling at roof level to allow for access to converted attic space. Also the construction of new metal garden shed to the rear of the site with laneway access. The development is to include internal alterations & upgrades, landscaping and all ancillary site works and drainage.	29, Sycamore Road, Finglas East, Dublin 11	GRANT PERMISSION	2021-09-01
2869/21	Planning permission for conversion of existing attic space comprising of modification of existing roof structure, new access stairs and flat roof dormer to the rear.	74, Clancy Road, Finglas East, Dublin 11, D11 AW94	GRANT PERMISSION	2021-09-06
2950/21	Planning permission for the proposed development comprises demolition of existing single storey garage and external store and construction of a single storey extension set back from south west boundary to provide a new side passage and a single storey glazed enclosure to rear of existing dwelling, internal alterations to existing dwelling and associated elevation changes, alterations to existing drainage to rear of dwelling and associated site works.	102 McKee Road, Finglas East, Dublin 11, D11 R230	GRANT PERMISSION	2021-09-21