

**ENVIRONMENTAL IMPACT  
ASSESSMENT  
SCREENING REPORT FOR  
A PROPOSED STUDENT  
ACCOMMODATION  
DEVELOPMENT AT THE  
FORMER VICTOR  
MOTORS SITE,  
GOATSTOWN ROAD,  
DUBLIN 14**

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**Report Prepared For**  
Orchid Residential Ltd

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**TABLE OF CONTENTS**

	<b>Page</b>
<b>List of Appendices .....</b>	<b>3</b>
<b>1.0 Introduction .....</b>	<b>4</b>
1.1 Purpose of this Report .....	5
1.2 EIA Screening Legislation And Guidance .....	5
1.3 Screening Methodology .....	6
1.4 Contributors To The EIA Screening Report .....	8
<b>2.0 Screening Evaluation .....</b>	<b>9</b>
2.1 Conclusion – Sub Threshold Development .....	9
<b>3.0 Characteristics Of The Proposed Development .....</b>	<b>10</b>
3.1 Size And Design Of The Proposed Development .....	10
3.2 Cumulation With Other Existing Or Permitted Development .....	12
3.3 Nature Of Any Associated Demolition Works .....	13
3.4 Use Of Natural Resources (Land, Soil, Water, Biodiversity) .....	13
3.5 Production of Waste .....	16
3.6 Pollution And Nuisances .....	19
3.7 Risk Of Major Accidents And/Or Disasters .....	19
3.8 Risks To Human Health .....	21
<b>4.0 Location and Context of the Proposed Development .....</b>	<b>22</b>
4.1 Existing And Approved Land Use .....	22
4.2 Relative Abundance, Availability, Quality And Regenerative Capacity Of Natural Resources In The Area And Its Underground .....	22
4.3 Absorption Capacity Of The Natural Environment .....	24
<b>5.0 Types and Characteristics of Potential Impacts .....</b>	<b>24</b>
5.1 Population And Human Health .....	25
5.2 Land, Soils, Geology, Hydrogeology, Hydrology .....	27
5.3 Biodiversity .....	31
5.4 Air Quality And Climate .....	32
5.5 Noise & Vibration .....	34
5.6 Landscape And Visual Impact .....	36
5.7 Archaeology, Architecture and Cultural Heritage .....	37
5.8 Traffic and Transportation .....	38
5.9 Material Assets, And Waste .....	39
5.10 Assessment Of Potential Impacts From Interactions And Cumulative Impacts .....	42
<b>6.0 Findings and Conclusions .....</b>	<b>43</b>
<b>7.0 References .....</b>	<b>44</b>

## **LIST OF APPENDICES**

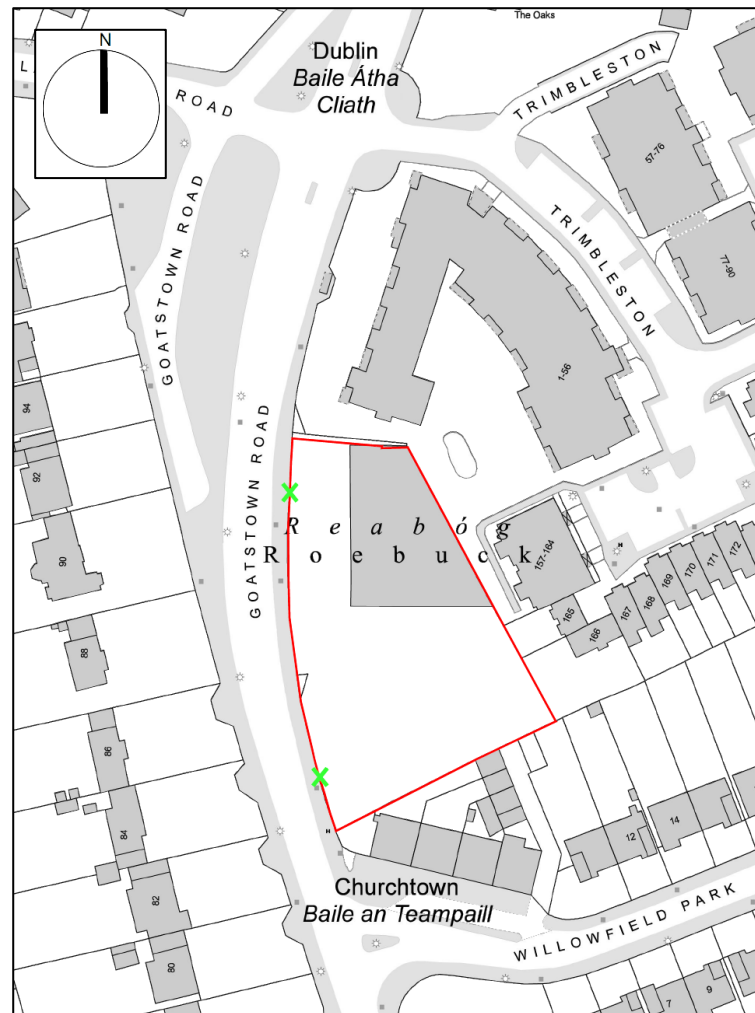
### **Appendix A - Relevant Planning History**

## 1.0 INTRODUCTION

On behalf of Orchid Residential Limited ('the Applicant'), AWN Consulting Limited ('AWN') has prepared the following Environmental Impact Assessment (EIA) Screening Report as part of a Largescale Residential Development Application to Dún Laoghaire-Rathdown County Council (DLRCC) in relation to a proposed student accommodation development at The Former Victor Motors Site, Goatstown Road, Dublin 14.

The proposals consist of demolition of the existing structures on site and construction of a purpose-built student accommodation scheme (PBSA) comprising approximately 221 no. bed spaces, indoor and outdoor student amenity space and site wide landscaping

The proposed development is located on Goatstown Road, Dublin, and is 0.34 hectares. The indicative site is outlined in red on Figure 1.1 (hereafter referred to as 'the site'). The development is described in further detail in Section 2 below.



**Figure 1.1** Proposed development Site Location (indicative in red) (Source: Extract from 19-181D-RAU-ZZ-XX-DR-A-MPL-001)

## 1.1 PURPOSE OF THIS REPORT

The purpose of this report is twofold, to provide DLRCC 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 DLRCC to undertake a screening determination 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 DLRCC without an EIAR having been submitted.

There is a mandatory requirement for an EIAR to accompany a planning application for some types of development that meet or exceed the “thresholds” as outlined in the Planning and Development Regulations 2001, as amended. 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.

AWN, along with the project team, have undertaken an assessment of the effects on the environment from the proposed development and has concluded that there is no real likely significant environmental effects on the receiving environment for the proposed development, therefore a subthreshold EIA is not required. 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, Climate; Noise and Vibration; Landscape and Visual Impact; Cultural Heritage, and Archaeology; Traffic and Transportation; Material Assets, and Waste.

The information presented in this report will enable the competent authority (DLRCC) to undertake a screening determination in respect of the need for an EIAR for the proposed development.

## 1.2 EIA SCREENING LEGISLATION AND GUIDANCE

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

- European Union (Planning & Development) (Environmental Impact Assessment) Regulations 2018;
- Environmental Impact Assessment of Projects – Guidance on Screening. (2022). European Commission.
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports. (2022). Environment Protection Agency.
- Environmental Impact Assessment of Projects - Guidance on the preparation of the Environmental Impact Assessment Report. (2022) European Commission.
- European Union Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. (August 2018). Department of Housing, Planning and Local Government.

- Planning and Development Act, 2000 (as amended)
- Planning and Development Regulations 2001 (as amended)
- Guidance for Consent Authorities regarding Sub-threshold Development (2003; DoEHLG).

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 EPA Guidelines (2022). The potential for significant effects of the proposed Project has been considered against the criteria under Annex II A of the EIA Directive 2011/92/EU as amended by 2014/52/EU and Schedule 7 of the *Planning and Development Regulations, 2001* as amended.

### 1.3 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 EPA Guidelines (2022).

The key steps to screen for an EIA is set out in Section 3.2 of the EPA Guidelines are as follows:

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

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 are 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.*

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 in the screening assessment.

## 1.4 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 and has relied on specialist input from the project design team and applicant, as per Table 1.1.

**Table 1.1** Applicants project team

Role	Contributor
Applicant	Orchid Residential Limited
Architectural Design	Reddy Architecture and Urbanism
Civil Engineering including Flood Risk Assessment	Barrett Mahony Consulting Engineers
Landscape Architecture	Ronan Mac Diarmada & Associates
Townscape and Visual Impact Assessment	Park Hood
Population and Human Health; Land Soils, Geology, Hydrogeology, and Hydrology; Air Quality and Climate; Material Assets; Waste Management; Construction and Environmental Management Plan, Noise and Vibration (construction)	AWN Consulting Limited
Biodiversity, including Appropriate Assessment Screening	Malone O'Regan Environmental
Inward Noise Assessment	RSK Ireland Limited

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

This EIA Screening report was prepared by David Doran and Jonathan Gauntlett. David is a Senior Environmental Consultant with AWN Consulting. David has a MSc in Environmental and Energy Management (Hons). Recent projects include; project management of commercial and infrastructural EIARs, EIA Screening Reports, various EIAR Chapters, Operational and Resource Waste Management Plans for residential developments, office developments, logistics park developments and other, commercial, and industrial developments. David also works in the area of construction environmental compliance. Jonathan is a Principal Environmental Consultant in AWN Consulting with expertise in impact assessment, licensing, environmental compliance, and project management. Jonathan has a BSocSc (Environmental Planning) and BBA (Economics) from the Waikato University in New Zealand and has experience working

in the environmental consultancy, planning, and regulatory fields from Ireland, the UK and New Zealand.

## 2.0 SCREENING EVALUATION

Schedule 5 of the Planning & Development Regulations 2001, as amended, sets out a number of classes and scales of development that require EIA. In considering the wider context and the component parts of the project the proposed development the thresholds of relevance to the proposal from Part 1 and Part 2, respectively of Schedule 5 are set out in Table 2.1 and Table 2.2 below.

**Table 2.1** Relevant Part 1 Schedule 5 Thresholds for EIA and determination of requirement of EIA

Development for the Purposes of:	Related Development Details	Exceeds Threshold?
10. Infrastructure projects - (b)(i) Construction of more than 500 dwelling units	The development will consist of 221 no. dwelling units which is below the threshold of 500 dwelling.	No
10. Infrastructure projects - (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.	The proposed development is deemed to be conservatively located within 'other parts of a built-up area' and hence 10 hectares is the applicable threshold.  The proposed development site is 0.34 hectares which is below the stated threshold.	No.
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.	The following Sections 3.0, 4.0 and 5.0 of this report will provide information on the characteristics of the proposed development; in order to provide information on the likelihood of the project to have significant effects on the environment from these works, having regard to the criteria set out in Schedule 7	Determined by this EIA Screening Report.

## 2.1 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 EIAR is still required by 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, it is also necessary to consider whether an EIAR is required because the development will be likely to have significant effects on the environment, even though it does not meet nor exceed the relevant thresholds in Schedule 5 to the Planning and Development Regulations.

The remainder of this report presents the information required by Schedule 7A and Annex II A of the Directive to demonstrate the likely effects on the environment, having regard to the criteria set out in Schedule 7 and Annex II A of the Directive.

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. These sub sections also include in accordance with Article 299B(1)(c) a description of any features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.

These sections present the information required under Schedule 7A of the Regulations, to ensure that each aspect for consideration is robustly addressed and to enable a screening to be carried out in accordance with the criteria in Schedule 7 to the Regulations.

### 3.0 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

This section addresses the characteristics of proposed development by describing the physical characteristics of the whole proposed development and, where relevant 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

This EIA Screening Report should be read in conjunction with the plans and particulars submitted with the planning application. The overall site area is 0.34 ha.

The Proposed Development is presented in Figure 3.1 below.



**Figure 3.1** Proposed Development Layout (source: Reddy Architecture + Urbanism)

The proposals consist of demolition of the existing structures on site and construction of a purpose-built student accommodation scheme (PBSA) comprising approximately 220 no. bed spaces, indoor and outdoor student amenity space and site wide landscaping.

The scheme will provide studios and individual ensuite study bedroom accommodation, in clustered groupings, generally of 5-8 bedrooms with associated shared living / kitchen / dining areas, providing a model of high quality student accommodation.

Amenity space equating to c. 1,785 sqm is provided across the site consisting of c. 1,247 sqm of external amenity in the form of a central courtyard at ground level and roof terraces at 4<sup>th</sup> and 5<sup>th</sup> floor levels. Internal amenity space equating to c. 538 sqm is provided in the form of 2 no. ground floor lounge/study areas, kitchen/tearoom, laundry, and concierge/office space.

Provision of 218 no. bicycle parking spaces distributed within the central courtyard (stacked parking with glass roof cover) and adjacent to the front boundary (north) and provision for 6 no. carparking spaces comprising 2 no. disabled parking spaces and 4 no. setdown parking spaces adjacent to the front entrance to the site. Vehicular access to the site is via Goatstown Road from 2 no. entrance points.

The proposed development is sympathetic to the surrounding context. The development has been designed to have its own identity and integrates with the surrounding buildings.

A detailed description of the architectural rationale and characteristics of the proposals is provided within the Urban Design Report prepared by Reddy Architecture and Urbanism. The Landscape Rationale Report, prepared by Ronan Mac Diarmada and Associates, provides a rationale for the landscape proposals.

There are no landscape designations on the subject site and the site is not located within a designated area of landscape character.

The proposed development on a brownfield site is compatible with its surrounding land uses and compliant with the site's zoning 'Objective A' within the Dún Laoghaire-Rathdown County Development Plan 2022-2028, which seeks *'to provide residential development and improve residential amenity while protecting the existing residential amenities'*.

It is considered that the proposed development will enhance the landscape in the area, replacing a brownfield site which currently exists as a hard standing surface car park, with a residential scheme which incorporates high quality hard and soft landscaping. These proposals are detailed within the accompanying Landscaping Design Rationale and Drawings prepared by Ronan MacDiarmada Landscape Architects.

The proposed development will provide high quality housing specifically for students, relieving rental properties in the immediate area specifically for families.

The proposed development will be served primarily by the variety of public transport options available to visitors and residents at the subject site. There are pedestrian routes, bus routes, cycling paths, and Luas facilities within reach of the development, providing significant connectivity to major destinations such as UCD, Dundrum Shopping Centre, and the City Centre area. The site is served directly by the no. 11 Bus route operated by Dublin Bus.

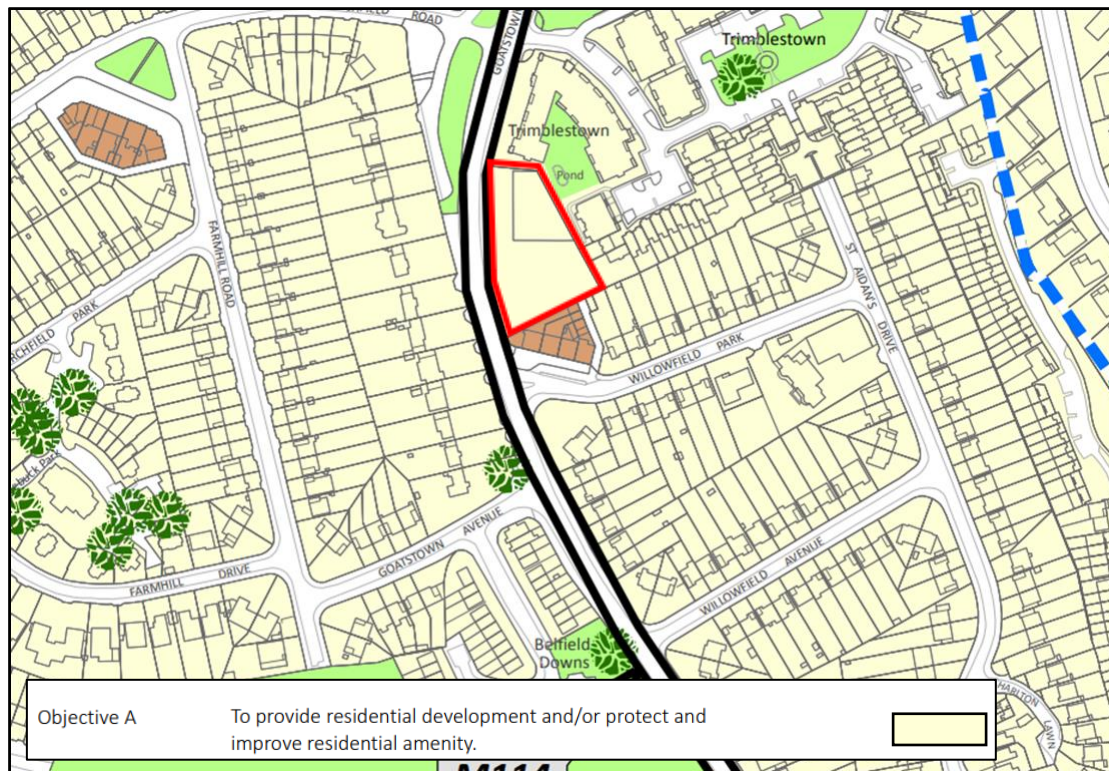


### 3.2 CUMULATION WITH OTHER EXISTING OR PERMITTED DEVELOPMENT

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 development as proposed, in close proximity to good public transport links.

The subject lands are zoned Dun Laoghaire Rathdown County Development Plan 2022-2028 Objective 'A' *"to provide residential development and improve residential amenity while protecting the existing residential amenities"* (See Figure 3.2 below). Student Accommodation is an 'open for consideration' use under the 'Objective A' land use zoning. In zoning the site, the Planning Authority will have thoroughly assessed the nature of the site to ascertain its capacity to accommodate such development.



**Figure 3.2** Site Zoning (Indicative Proposed Development site outlined in red; Source: Dún Laoghaire-Rathdown Development Plan 2022-2028)

The National Planning Application Map was consulted for the previous 5 years to identify notable applications (proposed developments), or applications granted permission (permitted developments) within that period within 500m of the development site. The National Planning Application Map includes planning application data sourced from the 31 individual local authorities across Ireland. This list of consented development is shown in Appendix A at the end of this report. The 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 proposed and consented developments have been, where relevant, considered as a part of the overall project impact.

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

Each environmental discipline who has contributed to this report has considered relevant permitted or proposed projects and assessed the potential for cumulative impact due to these projects. This is further discussed in section 5.10.

### **3.3 NATURE OF ANY ASSOCIATED DEMOLITION WORKS**

The proposals include the demolition of the existing part one, part 2 storey building (c. 960sqm) and the excavation of the existing hard standing surface car park. Estimates on the generation of waste from the demolition works are set out in Section 3.5 below.

The existing structures on site will be demolished as an enabling works contract prior to the construction of the proposed development. As the existing building was constructed and in use over a period when asbestos was widely used in buildings, a detailed asbestos survey will be carried out prior to the commencement of demolition works.

The accompanying Construction Environmental Management Plan (CEMP) and Resource and Waste Management Plan (RWMP) prepared by AWN provide 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)**

The proposals include the demolition of the existing part one, part 2 storey building (c. 960sqm) and the excavation of the existing hard standing surface car park. Estimates on the generation of waste from the demolition works are set out in Section 3.5 below.

The existing structures on site will be demolished as an enabling works contract prior to the construction of the proposed development. As the existing building was constructed and in use over a period when asbestos was widely used in buildings, a detailed asbestos survey will be carried out prior to the commencement of demolition works.

The accompanying CEMP and Resource and Waste Management Plan (RWMP) prepared by AWN provide details on the disposal of soil and stones, concrete, tiles, ceramics and bricks and other waste.

#### **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 site is brownfield which currently exists as a car showroom and associated hard standing surface car park. The proposed 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.

It is considered that the proposed development will enhance the landscape in the area, replacing a brownfield site which currently exists as a car showroom and associated hard standing surface car park, with a residential scheme which incorporates high

quality hard and soft landscaping. These proposals are detailed within the accompanying Landscaping Design Rationale and Drawings prepared by Ronan MacDiarmada Landscape Architects.

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 by the project engineers, Barrett Mahony Consulting Engineers, that c. 3,300 m<sup>3</sup> of soils will be excavated to facilitate the development.

Site investigations were undertaken by Causeway Geotech in March 2020. This report will be submitted with the planning application under separate cover. Made ground deposits were encountered in the exploratory holes, to a maximum depth of 1.60 m in BH01. Fragments of red brick were encountered in the made ground in BH01, BH02 and WS01. Glacial till deposits, comprising sandy gravelly clay, were encountered beneath the made ground deposits at all locations.

Twelve (12 no.) samples were collected and submitted for environmental testing. The assessment of soil contaminant concentrations undertaken by WYG Environment has identified no outstanding contaminants present within the soils which are considered to present a potential risk to health when assuming a residential land use.

For consideration of material to be removed from site, a Waste Acceptance Criteria Test Suite of the solid soil samples was completed in line with European Council Directive 1999 131/EC Article 16 Annex II, "Criteria and procedures for the acceptance of waste at landfills". Results of the Waste Acceptance Criteria Test Suite classified all samples as non-hazardous and below inert limits. Non-hazardous soils from the site are suitable for disposal as inert waste to an appropriate licensed facility.

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.

For further detail on the physical characteristics of the Proposed Development please refer to the architectural and engineering drawings, engineering and planning report, and the landscape drawings which accompany this planning application.

#### Water Consumption and Wastewater Requirement

The construction or operation of the scheme will 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 Uisce Éireann. The construction phase will 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 and cooking. A Pre-connection Enquiry (reference CDS24002392) was submitted to Uisce Éireann on the 15<sup>th</sup> March 2024 to determine the feasibility of connecting to the public water supply and drainage infrastructure. A response was received from Uisce Éireann on 7<sup>th</sup> May 2024 confirming feasibility without infrastructure upgrade by Uisce Éireann. Further information is set out in the accompanying Civil Engineering Infrastructure Report (Barrett Mahony 2024).

The existing water infrastructure within the area has been confirmed with Uisce Éireann to have adequate capacity to cater for the proposed development. 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 Ecological Impact Assessment (EclA), Bat Survey Report, and Appropriate Assessment (AA) Screening Report that have been prepared by Malone O'Regan and included with the planning documentation.

A Habitat Survey was carried out by two (2 no.) suitably qualified and experienced Malone O'Regan ecologists on September 23<sup>rd</sup>, 2022, to identify the extent and quality of habitats present on the site.

A follow up survey was conducted on 12<sup>th</sup> March 2024 to ensure any changes to the habitats within or adjacent to the Site were recorded and reflected in this assessment.

The on-site habitats were considered to be of low ecological value for bird species and bat species. No other species were recorded at the site of the proposed development.

The EclA (Malone O'Regan, 2024) defines the site habitats using the Fossitt's Guide to Habitats in Ireland as mainly of Buildings and Artificial Surfaces (BL3) with one (1 no.) area of Ornamental / Non-native Shrub (WS3) and an area of Recolonising Ground (ED3). The site is bound by Stonewalls (BL1). The EclA defines the site as having low local value. A specialist bat survey, included as an Appendix to the EclA of 2022 (Malone O'Regan 2022), has been undertaken for the proposed development and included a walkover of the lands within the survey area, external building inspection and a dusk emergence survey. The survey area was then subject to a dusk emergence survey; however, no bats were observed to be roosting within the building. Overall, the survey area is considered to be of Low Importance for roosting, commuting and foraging bats within the local area as the majority of the Site is heavily illuminated at night and the Site is located within an urban environment (Malone O'Regan, 2022).

An updated bat survey will be prepared in 2024 and will form Appendix A of the EclA for the full planning application.

The accompanying AA Screening Report (Malone O'Regan, 2024) 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 concludes that:



*The screening process has examined the details of the Proposed Development and has considered the potential for causing adverse effects on European sites and their qualifying features of interests within a 15km radius of the Site.*

*16 designated sites - the Baldoyle Bay SAC, the Howth Head SAC, the North Dublin Bay SAC, the Rockabill to Dalkey Island SAC, the South Dublin Bay SAC, the Glensmole Valley SAC, the Wicklow Mountains SAC, the Knocksink Wood SAC, the Ballyman Glen SAC, the Bray Head SAC, the Baldoyle Bay SPA, the Howth Head Coast SPA, the North Bull Island SPA, the Dalkey Island SPA, the South Dublin Bay and River Tolka Estuary SPA and the Wicklow Mountains SPA - are located within a 15km radius of the Site. However, given the scale and localised nature of the Proposed Development, and the lack of impact pathways between the Site and European sites, as described in Section 4 and Section 5 [of the AA Screening], it can be concluded that the Proposed Development will not result in any significant impacts either directly or indirectly on the conservation objectives or status of the listed European sites and will not result in the direct loss or disturbance of any Annex I habitats and / or Annex II species for which the European sites are designated.*

*It has been objectively concluded, following an examination, analysis, and evaluation of the relevant information, that the Developments either alone, or in combination with other plans, projects or land uses, have not had and will not have any direct or indirect significant effects on any European sites in light of the site's conservation objectives and best scientific knowledge, and no reasonable scientific doubt exists in relation to this conclusion.*

*Accordingly, the progression to Stage 2 of Appropriate Assessment process (i.e., preparation of a Natura Impact Statement) is not considered necessary.*

In respect of the foregoing; the low local ecological value for the Site; the low Importance for roosting, commuting and foraging bats; the lack of impact pathways between the Site and Natura 2000 sites; and brownfield / developed nature of the site sites; the proposed development is not considered to consume/use biodiversity resources.

### **3.5 PRODUCTION OF WASTE**

#### Demolition Phase

Demolition works at the site will involve the demolition of the existing structure and hardstanding areas. Demolition figures published by the EPA in the National Waste Reports and data from previous projects have been used to estimate the approximate break-down for indicative reuse (offsite), recycling and disposal targets of demolition waste. This breakdown is shown in Table 3.1.

For more information on demolition waste, see the Resource and Waste Management Plan (247501.0135WMR01) prepared by AWN Consulting, as part of the planning documentation.

**Table 3.1** Estimated reuse, recycle/recovery and disposal rates for demolition waste

Waste Types	Total Waste	Reuse		Recycle/Recovery		Disposal	
	Tonnes	%	Tonnes	%	Tonnes	%	Tonnes
Glass	18.7	0	0.0	85	15.9	15	1.3
Concrete, Bricks, Tiles, Ceramics	112.1	30	33.6	65	72.9	5	2.4
Plasterboard	8.8	0	2.6	80	5.3	20	0.8
Asphalts	127.2	0	0.0	25	63.6	75	0.7
Metals	50.6	5	2.5	80	40.5	15	2.2
Timber	26.4	10	0.0	40	15.8	50	5.7
<b>Total</b>	<b>344.9</b>		<b>41.5</b>		<b>214.0</b>		<b>89.5</b>

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.

The estimated waste generation, off-site reuse, recycle and disposal rates for construction waste for the proposed developments are presented in Table 3.2.

**Table 3.2** Estimated off-site reuse, recycle and disposal rates for construction waste

Waste Type	Tonnes	Reuse		Recycle/Recovery		Disposal	
		%	Tonnes	%	Tonnes	%	Tonnes
Mixed C&D	135.6	10	13.6	80	108.5	10	13.6
Timber	115.1	40	46.0	55	63.3	5	5.8
Plasterboard	41.1	30	12.3	60	24.7	10	4.1
Metals	32.9	5	1.6	90	29.6	5	1.6
Concrete	24.7	30	7.4	65	16.0	5	1.2
Other	61.6	20	12.3	60	37.0	20	12.3
<b>Total</b>	<b>411.0</b>		<b>93.3</b>		<b>279.0</b>		<b>38.6</b>

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);
- 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.

The estimated waste generation for the development for the main waste types is presented in Table 3.3.

**Table 3.3** *Estimated waste generation for the proposed development for the main waste types*

Waste type	Waste Volume (m <sup>3</sup> /week)
Organic Waste	1.15
Dry Mixed Recyclables	7.86
Glass	0.22
Mixed Non-Recyclables	4.57
<b>Total</b>	<b>13.81</b>

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/permited/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 *National Waste Management Plan for a Circular Economy 2024 – 2030* (2024). It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved.

### 3.6 POLLUTION AND NUISANCES

There are potential short-term nuisances such as dust, noise, as well as the potential for pollution of groundwater or storm drains associated with, excavations and construction. In advance of work starting on site, the works contractor will prepare a detailed CEMP. This 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 includes mitigation measures to ensure that pollution and nuisances arising from site clearance and construction activities are prevented where possible and managed in accordance with best practice and any subsequent planning conditions relevant to the Proposed Development.

This CEMP will be maintained by the contractors during the construction 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.

### 3.7 RISK OF MAJOR ACCIDENTS AND/OR DISASTERS

#### *Landslides, Seismic Activity and Volcanic Activity*

The Geological Survey Ireland (GSI) landslide database was consulted landslide in closest proximity to the Proposed Development was approximately 3.1 km to the south of the site. The Slide was caused by artificial slope at edge of carriageway on ramp (GSI\_LS04-0053) which occurred in the year 2001. There have been no recorded landslide events at the subject site. Due to the local topography and the underlying strata there is a negligible risk of a landslide event occurring at the site.

In Ireland, seismic activity is recorded by the Irish National Seismic Network. The Geophysics Section of the School of Cosmic Physics at the Dublin Institute for Advanced Studies (DIAS) has been recording seismic events in Ireland since 1978. The station configuration has varied over the years. Currently there are five permanent broadband seismic recording stations in Ireland and operated by DIAS. The seismic data from the stations comes into DIAS in real-time and are studied for local and regional events. Records since 1980 show that the nearest seismic activity to the Proposed Development was in the Irish sea (1.0 – 2.0 Ml magnitude) and to the south in the Wicklow Mountains. 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) and is included as Section 3 to the Civil Engineering Infrastructure Report prepared by Barrett Mahony Consulting Engineers (2024). 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 notes that the site would be considered an area of low risk of fluvial or coastal flooding. No flood incidents have been recorded on the site or in any area adjacent to the site. The FRA concludes that there is no significant risk of flooding due to the development and that given the SuDS measures incorporated in the proposed development, there will be a reduction in both volume and rate of surface water discharge from the site which will reduce the risk of flooding to public infrastructure post development.

It is the opinion of Barrett Mahony (2024) that the risk of flooding at this site and the risk of flooding to the surrounding developments due to the development of this site 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.

There are no 'Seveso' sites (defined within the 'COMAH Regulations as 'locations where significant quantities of dangerous substances are stored') within the Dún Laoghaire-Rathdown region.

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 as set out in the Appendices included with this report and to be included in the CEMP will ensure that the residual effect on the environment is imperceptible.

### 3.8 RISKS TO HUMAN HEALTH

The EPA Guidance (2022) explains that the scope of population and human health is project dependant but should consider significant impacts likely to affect aspects such as: convenience (expanded range of transport options); nuisance/ disturbance from lighting; displaced settlement patterns (residential); employment opportunities; settlement patterns; land use patterns; access for tourism, amenity, health impacts and/or nuisance due to noise, dust or water pollution; and health and safety.

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 the potential for increased air pollution, noise, or pollution of groundwater as a result of the proposed development during the construction phase. Once the proposed development is operational there are potential impacts in respect of visual impact and traffic are also potential but perhaps lesser significant impacts (based on the location and the nature of the proposed development).

The CEMP will include the measures set out within this EIA Screening report and accompanying appendices, as well as best practice construction measures for the mitigation and management for the control of dust generation, traffic and noise, as well as the management of impacts on groundwater during the construction phase. Any impacts associated with construction dust generation, traffic, and noise will be temporary.

The proposed development is small in scale and mass, by way of a considered architectural approach, combined with due regard to the zoning of the Site (*Objective A - Residential* – See Figure 3.2), and the surrounding residential properties, will have an insignificant 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.

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 design includes 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 construction 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 comprises the car sales premises currently known as Vector Motors (formerly known as Victor Motors) and is located on Goatstown Road, Dublin 14, D14FD23 and falls within the administrative area of Dún Laoghaire Rathdown County Council. The site exists at present as a car showroom and associated hard standing surface car park. The site accommodates a part one, part two storey car sales building located in the north-east portion of the site. There is no landscaping or planting on the site with the exception of a small strip of landscaping forming a boundary between the footpath and cycle lane on Goatstown Road. This portion of the application site is under the ownership of DLR County Council and a letter of consent is included to this effect within the application.

The boundary of the site comprises block and stone walls to the east and south respectively. Screen planting existing on the adjoining sites on the opposite side of the walls. A low stone clad wall with fence above provides the boundary line to the north adjacent to the existing well-established Trimbleston residential scheme. 3 no. vehicular access points are currently available to the site from Goatstown Road. The site extends to approximately 0.34 hectares.

The site is bound by residential buildings to the north and east with a two storey neighbourhood centre located adjacent to the southern boundary of the site. The neighbourhood centre comprises ground floor retail spaces, a café, bike repair shop and clothing shop. The upper level comprises two (2 no.) residential apartments (nos. 4 and 8 Willowfield Avenue), office space and a real estate office.

Adjoining development to the north comprises a 5 no. storey apartment building known as Trimbleston. The Trimbleston development further extends to the east of the site including two and three storey houses and duplex units.

There are a variety of public transport options available to visitors and residents at the subject site. There are pedestrian routes, bus routes, cycling paths, and Luas facilities within reach of the development, providing significant connectivity to major destinations such as UCD, Dundrum Shopping Centre, and the City Centre area.

Nearby recreational facilities include numerous facilities within UCD's Belfield campus including the sports centre, playing pitches, swimming pool, the National Hockey Stadium. Deer Park and Mill Town Golf Club are also in close proximity to the site (c. 2.5km).

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

#### **4.2.1 Hydrogeology**

Presently, from the GSI (2024) National Bedrock Aquifer Map, the GSI classifies the bedrock aquifer beneath the subject site as a 'Locally Important Aquifer – Bedrock which is Moderately Productive only in Local Zones'. The proposed development is within the 'Dublin' groundwater body and is classified as 'Poorly productive bedrock'. The most recent WFD groundwater status for this water body (2013-2018) is 'Good' with a current WFD risk score of 'Not at risk'.

The GSI/ Teagasc (2024) mapping database of the quaternary sediments in the area of the subject site indicates the principal subsoil type in the residential area comprises Limestone till Carboniferous (TGr, i.e. Till derived from granites). This has been confirmed by local site investigations carried out by Barrett Mahony (2024) and Causeway Geotech (2024).

Mapping from the GSI (2024) indicates the bedrock underlying the site is part of the Lucan Formation (code CDLUCN) and made up of dark limestone and shale (Calp).

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 lies within the Liffey and Dublin Bay catchment (Hydrometric Area 09) and River Dodder sub-catchment (WFD name: Dodder\_SC\_010, Id 09\_16) (EPA, 2020).

There are no waterbodies within the site of the proposed development. The closest surface water feature to the proposed development is the Elm Park Stream, which rises in Goatstown c. 550m from the site, is culverted for part of its course and discharges through UCD before emerging in Elm Park Golf Course, from where the water course finally discharges to Dublin Bay just south at Merrion Gates. The River Slang (Figure 1.2) - a tributary of the River Dodder - is located approx. 930m west of the subject development site. From here the River Slang flows for approx. 1.2km in a northerly direction before converging with the River Dodder which then flows north for a further ~4.9km before discharging into the Liffey Estuary lower transitional waterbody which in turn discharges into Dublin Bay coastal waterbody which includes Special Area of Conservation (SAC)/proposed Natural Heritage Area (pNHA).

#### **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 Impact Assessment (Malone O'Regan 2022a) and AA Screening Report (Malone O'Regan 2022b) included with the planning documentation.

The site habitats consist mainly of Buildings and Artificial Surfaces with areas of Ornamental / Non-native Shrub (WS3).

There is a total of 10 no. SACs and 6 no. SPAs located within the Zone of Influence (ZOI), with no Natura 2000 sites within 5 km. The closest sites are the South Dublin Bay and River Tolka Estuary SPA (site code 004024) located 2.7km from the site and the North Bull Island SPA (site code 004006) located 6.1km from the site.



The AA Screening (Malone O'Regan 2022b) states that there is no potential hydrological connection between the site and any Natura 2000 sites or SACs or SPAs located within the Zone of Influence.

### 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 2022) this criteria is duplicated in Table 5.1.

**Table 5.1** Schedule of Impacts following EPA Guidelines

Characteristic	Term	Description
Quality of Effects	Positive	A change which improves the quality of the environment
	Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative/Adverse	A change which reduces the quality of the environment
Describing the Significance of Effects	Imperceptible	An effect capable of measurement but without significant consequences
	Not significant	An effect which causes noticeable changes in the character of the environment but without significant consequences
	Slight Effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities
	Moderate Effects	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends
	Significant Effects	An effect, which by its character, magnitude, duration or intensity alters a sensitive aspect of the environment
	Very Significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
	Profound Effects	An effect which obliterates sensitive characteristics
	Extent	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.

Describing the Extent and Context of Effects	Context	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
Describing the Probability of Effects	Likely Effects	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effects	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Describing the Duration and Frequency of Effects	Momentary Effects	Effects lasting from seconds to minutes
	Brief Effects	Effects lasting less than a day
	Temporary Effects	Effects lasting less than a year
	Short-term Effects	Effects lasting one to seven years.
	Medium-term Effects	Effects lasting seven to fifteen years
	Long-term Effects	Effects lasting fifteen to sixty years
	Permanent Effects	Effects lasting over sixty years
	Reversible Effects	Effects that can be undone, for example through remediation or restoration
	Frequency of Effects	Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)
Describing the Type of Effects	Indirect Effects (a.k.a secondary or Off-site effects)	Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.
	Cumulative Effects	The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.
	'Do Nothing' Effects	The environment as it would be in the future should the subject project not be carried out
	'Worst case' Effects	The effects arising from a project in the case where mitigation measures substantially fail
	Indeterminable Effects	When the full consequences of a change in the environment cannot be described
	Irreversible Effects	When the character, distinctiveness, diversity, or reproductive capacity of an environment is permanently lost
	Residual Effects	The degree of environmental change that will occur after the proposed mitigation measures have taken effect
	Synergistic Effects	Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of SO <sub>x</sub> and NO <sub>x</sub> to produce smog)

## 5.1 POPULATION AND HUMAN HEALTH

### 5.1.1 Construction Phase

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

These potential short-term impacts during the construction phase 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 existing structures on site will be demolished as an enabling works contract prior to the construction of the proposed development. As the existing building was constructed and in use over a period when asbestos was widely used in buildings, a detailed asbestos survey will be carried out prior to the commencement of demolition works.

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

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

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of population and human health impacts during the construction phase. Therefore, a requirement for subthreshold EIA does not arise.

### 5.1.2 Operational Phase

Upon completion, the operational phase will provide an important material asset for the area in terms of high-quality student accommodation, easing the pressure on the rental market.

The proposed development will not result in any off-site exceedance of the relevant ambient air quality standards.

There are no planned direct discharges to water or land, although the risk of accidental discharge or spills exists. A number of design measures are proposed 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, and is not likely to adversely impact on local populations. Landscape and Visual impacts are discussed further in Section 5.6.

RSK Ireland Limited (RSK) has prepared an inward noise impact assessment and Acoustic Design Statement (ADS). This report has been prepared to address the impact of traffic noise on the proposed development to accompany the planning application.

The objective of this study is to assess the suitability of the site for residential development, and to provide recommendations for noise mitigation measures, where necessary, to ameliorate potential impacts.

Noise control recommendations have been outlined in the Acoustic Assessment Report prepared by RSK (2022) including, provision of glazing with minimum sound insulation properties, and the provision of acoustic ventilators to dwellings exposed to the highest levels of road traffic noise. The Acoustic Assessment Report concludes that with the implementation of the noise control recommendations that the site is suitable for student accommodation development'.

The residual impact of the proposed development with respect to populations and human health during the operational phase is **positive, not significant and long-term**.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of population and human health impacts during the operational phase. Therefore, a requirement for subthreshold EIA does not arise.

## 5.2 LAND, SOILS, GEOLOGY, HYDROGEOLOGY, HYDROLOGY

### 5.2.1 Construction Phase

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

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

The gradual introduction of impermeable surfaces and the compaction of soils across the construction site will reduce the infiltration capacity and increase the rate and volume of direct surface run-off. The potential impact of this is a possible increase in surface water run-off and sediment loading, which could potentially impact local drainage if not adequately mitigated.

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

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

The site preparation, excavations and levelling works required to facilitate construction of foundations, access roads and the installation of services will require excavation of soil, stones, and bedrock (if encountered). It has been estimated by the project engineers, Barret Mahony Consulting Engineers, that c. 3,300 m<sup>3</sup> of soils will be

excavated to facilitate the development. 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 Resource and Waste Management Plan (RWMP) prepared by AWN.

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.

In respect of the foregoing, and the measures set out in the project CEMP, the residual impact as a result of the potential for increased sediment and runoff from excavation works on, land, soils, geology, hydrogeology, and hydrology during operation is considered to be **negative, imperceptible** and **short-term**

#### Potential for contamination from 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 run off of contaminated waters into surface water networks or ground water. Potential impacts could arise from accidental spillage of fuels, oils, paints, cement, etc. which could impact surface water if allowed to runoff into surface water systems and/or receiving watercourses or groundwaters.

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

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

In respect of the foregoing, and the measures set out in the project CEMP, the residual impact in respect of the potential for impacts related to contamination from accidental spills on, soils, geology, hydrogeology, and hydrology during operation is considered to be **negative, imperceptible** and **short-term**.

#### Dewatering, Run-off and Sediment Loading

There is the potential for contaminated 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.

Construction water containing large amounts of silt or other contaminants such as hydrocarbons has the potential to cause negative, and short-term impacts receiving surface water bodies, or surface water networks, if not adequately mitigated.

A CEMP has been prepared by AWN 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. No silty or contaminated water from the construction works will be discharged to any stormwater network.

In respect of the foregoing, and the measures set out in the project CEMP, the residual impact in respect of the potential for impacts related to dewatering on, soils, geology, hydrogeology, and hydrology during operation is considered to be **negative, imperceptible** and **short-term**.

#### Foul Water during construction

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

No silty or contaminated water from the construction works will be discharged to any stormwater network but should any discharge of contaminated construction water be required during the construction phase, the discharge will be to foul sewer following agreement with Dún Laoghaire Rathdown County Council / Uisce Éireann.

With due consideration to the characteristics of the proposed development and the site location, there are no likely potential impacts of the proposed development in relation

to foul water during construction, under the environmental factor of land, soils, geology, hydrogeology, and hydrology.

### Conclusions

Having regard to the foregoing, there is no real likelihood of significant effects on the environment arising from the proposed development in respect of land, soils, geology, hydrogeology and hydrology impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

## **5.2.2 Operational Phase**

### Direct and Indirect Discharges Management

Surface water will drain via a series of gullies and surface drains to the existing public sewer under the Goatstown Road to the west of the site. 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 surface water drainage and disposal of foul water is detailed further within the accompanying Civil Engineering Infrastructure Report prepared by Barrett Mahony.

No hydrological connection exists between the site and any Natura 2000 sites or SACs or SPAs located within the Zone of Influence. The nature of the proposed development, separation distances, and dilution factors means that there is no likelihood of significant effects on water quality in Dublin Bay and the SAC / SPA located there, as a result of the proposed development.

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

### Flood Risk

The proposed SuDS measures ensures the proposed development has been designed to cater for 1:30-year and 1:100-year storm events, mitigating the risk of flooding 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<sup>1</sup>. The Barrett Mahony FRA concludes that *'it has been shown that there is no significant risk of flooding due to the development. Indeed, given the SuDS measures incorporated in the proposed development, there will be a reduction in both volume and rate of Surface water discharge from the site which will reduce the risk of flooding to public infrastructure post development'*.

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

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<sup>1</sup> Flood Zone C means an area where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding).

### Conclusions

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of land, soils, geology, hydrogeology, and hydrology during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## **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 Impact Assessment and AA Screening Report by Malone O'Regan provided with the planning documentation.

The site is brownfield in nature and exists as a car showroom and associated car park. The site is urban in nature and has little value in terms of biodiversity. 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.

The following mitigation measures will be incorporated and adhered to during the construction and operational phases of the Proposed Development to ensure that the works do not result in contravention of wildlife legislation:

1. All activities will comply with all relevant legislation and best practice to reduce any potential environmental impacts. The mitigation measures detailed within this EclA will be fully adhered to;
2. The Site manager shall ensure that all personnel working on-site are trained and aware of the mitigation measures detailed within the EclA; and,
3. If protected or notable species are encountered during operations at the Site the ECoW or NPWS will be contacted for advice.

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 foregoing, and with regard to the evidence set out within the Ecological Impact Assessment and AA Screening Report the potential effects on local biodiversity and ecology are **neutral**, **imperceptible**, and **short term** for the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of biodiversity during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

### **5.3.2 Operational Phase**

The accompanying Ecological Impact Assessment and AA Screening Report by Malone O'Regan 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 during operation 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, as noted by the accompanying drawings and rationale prepared by Ronan MacDiarmada Landscape Architects. In this regard, biodiversity is not likely to be significantly affected by the proposed development.

The Ecological Impact Assessment (Malone O'Regan) concludes *'that the Proposed Development will not result in any significant impacts on ecological receptors identified both onsite and in the surrounding area following the implementation of appropriate mitigation measures'*.

The following mitigation measures will be incorporated and adhered to during the construction and operational phases of the Proposed Development to ensure that the works do not result in contravention of wildlife legislation:

1. All activities will comply with all relevant legislation and best practice to reduce any potential environmental impacts. The mitigation measures detailed within this EclA will be fully adhered to;
2. The Site manager shall ensure that all personnel working on-site are trained and aware of the mitigation measures detailed within the EclA; and,
3. If protected or notable species are encountered during operations at the Site the ECoW or NPWS will be contacted for advice.

Lighting design measures for the protection of bat and nocturnal wildlife from light spill will be implemented during the operational phase. These measures are outlined in the Bat Survey Report prepared by Malone O'Regan (2022).

On the basis of the above with regard to the evidence set out within the Ecological Impact Assessment, Bat Survey Report and AA Screening Report, the potential effects on local biodiversity and ecology are **positive, slight, and long term** for the operational phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of biodiversity during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 5.4 AIR QUALITY AND CLIMATE

### 5.4.1 Construction Phase

Construction stage traffic and embodied energy of construction materials are expected to be the dominant source of greenhouse gas emissions as a result of the construction phase of the development. Construction vehicles, generators etc., may give rise to some CO<sub>2</sub> and N<sub>2</sub>O emissions. However, due to short-term nature of these works, the impact on climate will not be significant.

Nevertheless, some site-specific mitigation measures can be implemented during the construction phase of the proposed development to ensure emissions are reduced further. In particular the prevention of on-site or delivery vehicles from leaving engines idling, even over short periods. Minimising waste of materials due to poor timing or over ordering on site will aid to minimise the embodied carbon footprint of the site.

The pro-active control of fugitive dust will ensure the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released. The main contractor will be responsible for the coordination, implementation and ongoing monitoring of the Dust Management Plan. The key aspects of controlling dust are listed below. These measures will be incorporated into the CEMP prepared for the site.

In summary the measures which will be implemented will include:

- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Any road that has the potential to give rise to fugitive dust will be regularly watered, as appropriate, during dry and/or windy conditions.
- Vehicles exiting the site will make use of a wheel wash facility where appropriate, prior to entering onto public roads.
- Vehicles using site roads will have their speed restricted, and this speed restriction must be enforced rigidly. On any un-surfaced site road, this will be 20 kph, and on hard surfaced roads as site management dictates.
- Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.

At all times, these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

During construction, the proposed development will give rise to dust in the short term. Mitigation measures proposed in the accompanying construction management plan will ensure dust suppression techniques so as to remain within acceptable levels. These include road sweeping, wheels washing and covered vehicles.

The residual effects on air quality and climate will be **short term, slight** and **negative** during the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of air quality impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

#### 5.4.2 Operational Phase

In relation to the operational phase of the proposed development, the proposed development will not result in any significant emissions of air quality pollutants or greenhouse gases once operational. Therefore, the potential impact to air quality from the operational phase of the proposed development is expected to be imperceptible. Therefore, no site specific mitigation measures are required.

Current EPA guidance states that a development may have an influence on global climate where it represents “a significant proportion of the national contribution to greenhouse gases” (EPA, 2003). The “*Guidelines On The Information To Be Contained In Environmental Impact Assessment Reports*” (EPA 2022) states that impacts relevant to adaptation to climate change should be assessed and that projects should be assessed in terms of their vulnerability to climate change. Therefore, the impact to climate from the operational phase of the proposed Project is expected to be imperceptible in terms of national CO<sub>2</sub> emissions and Ireland’s agreed limit under the Kyoto Protocol (Framework Convention on Climate Change, 1997, 1999) and the EU Effort Sharing Agreement (“20-20-20” Targets). The proposed Project will not result in any impacts relevant to adaptation therefore the project will not be vulnerable to climate change.

On the basis of the above the potential effects on Air Quality are **neutral**, **imperceptible**, and **long term** for the operational phase. Therefore, the residual impact of the proposed Project on ambient air quality is deemed to be **imperceptible**.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of air quality impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 5.5 NOISE & 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. The magnitude of noise generated will be dependent on a number of factors including the proximity of noise sensitive receptors, construction methods employed, the selection of plant and the construction programming. A variety of items of construction methods and plant items will be required during the various phases of the construction project. Noise will be generated primarily from the onsite construction activity however noise can be generated during haulage of construction and waste materials to and from site.

The potential for noise and vibration effects in the absence of mitigation on the can be characterised as negative, moderate to significant, and short term for the construction phase.

There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project.

The application of avoidance measures, such as binding hours of construction, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact will not be excessively intrusive. Any impacts will be short term in duration for the construction phase. The CEMP sets out minimisation measures to ensure nuisance noise arising from demolition, site clearance and construction activities is prevented where possible and managed in accordance with best practice and any subsequent planning conditions relevant to the proposed development.

The relevant mitigation measures are set out in the CEMP including:

- 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, as set out in the CEMP, the residual impact can be characterised as **negative, slight to moderate, and short term** for the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of noise and vibration impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

### 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. A range of mechanical plant items will be required to service the development. While the specific details of the plant items would normally be confirmed at the detail design stage of a project, typically for residential and commercial developments, there will be a requirement to provide mechanical plant for ventilation, heating and cooling purposes. Mechanical plant serving these purposes may include air handling units, chillers, condensers, boilers and fans of various types and sizes. Whilst there is potential for these plant items to generate moderate to significant noise levels, mitigation at the design stage can effectively eliminate potential noise impacts associated with these plant items.

The best practice method for measuring and assessing building services plant noise emissions is outlined in the British Standard BS4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound. BS4142:2014+A1:2019 describes methods for rating and assessing sound of an industrial and/or commercial nature. The methods described in this British Standard use outdoor sound levels to assess the likely effects of sound on people who might be inside or outside a dwelling or premises used for residential purposes upon which sound is incident.

It will be necessary that the cumulative noise levels from all plant associated with the proposed development be specified and designed to ensure that specific plant noise levels do not exceed 10 dB above the prevailing background noise levels at the nearest noise sensitive location, as well as any additional measures required pursuant to planning conditions which may be imposed. In addition, due care should be taken to ensure that the selected mechanical plant does not generate any potential tonal or impulsive noise.

RSK Ireland Limited (RSK) has prepared an inward noise impact assessment and Acoustic Design Statement (ADS). This report has been prepared to address the impact of traffic noise on the proposed development to accompany the planning application. The objective of this study is to assess the suitability of the site for

residential development, and to provide recommendations for noise mitigation measures, where necessary, to ameliorate potential impacts.

Noise control recommendations have been outlined in the Acoustic Assessment Report prepared by RSK (2020) including, provision of glazing with minimum sound insulation properties, and the provision of acoustic ventilators to dwellings exposed to the highest levels of road traffic noise. The Acoustic Assessment Report concludes that with the implementation of the noise control recommendations that the site is suitable for student accommodation development.

The proposed development will give rise to additional road traffic on public roads., additional traffic from residential developments can give rise to slight to moderate impacts in respect of noise.

The residual effects on noise and vibration are **neutral, imperceptible, and long term** for the operational phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of noise and vibration impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 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.

It is likely that 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 residual impact on landscape and visual impact during construction will be **short term** and will be **moderate** and **neutral to negative**.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of landscape and visual impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

### 5.6.2 Operational Phase

The visual impact of the proposed development on the surrounding area has been separately assessed in a Townscape and Visual Impact Assessment 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 residential setting and will not give rise to any significant landscape and visual effects.

The Application Site comprises a commercial site that contributes little to the character and visual quality of this part of Dublin. The proposed development, while more substantial, would result in a positive contribution to the townscape character and urban fabric of Goatstown.

The TVIA notes a medium sensitivity of the surrounding Goatstown area and considers that while there are some significant local impacts, the proposed development has no unacceptable townscape / landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.

The Application Site comprises a commercial site that contributes little to the character and visual quality of this part of Dublin. The proposed development, while more substantial, would result in a positive contribution to the townscape character and urban fabric of Goatstown. While recognising a high magnitude of impact to the Application Site itself, this report concludes that this proposal, on balance, has no unacceptable townscape / landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.

The residual impact on landscape and visual impact is **not significant**.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of landscape and visual impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 5.7 ARCHAEOLOGY, ARCHITECTURE AND CULTURAL HERITAGE

### 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. In addition, a review of the Dún Laoghaire County Development Plan 2016-2022 confirms that there are no protected structures within the proposed development lands.

The Archaeology Assessment prepared by Irish Archaeological Consultancy Limited (2020) and included with the application notes that '*There are no known archaeological sites within the proposed development boundary and given the lack of archaeological evidence in the surrounding area, it is unlikely that the proposed development will have an impact on any archaeological deposits*'.

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 development will uncover potential as yet unknown sub-surface archaeological features on the site.

In this regard any impacts upon cultural heritage and archaeological are considered to be **neutral, imperceptible** and **long term** in nature.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of cultural heritage and archaeology during the construction phase. The residual effect is not significant, and therefore a requirement for sub-threshold EIA does not arise.

### 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.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of cultural heritage and archaeology impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 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.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of traffic and transportation impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

### 5.8.2 Operational Phase

The proposed scheme will see a reduced level of traffic coming to and from the site when compared to the existing situation and will see a shift towards more sustainable methods of transport such as walking or cycling.

As set out in the accompanying Civil Engineering Infrastructure Report (Barrett Mahony, 2024), this planning application proposes that zero standard car parking spaces be provided on the basis that such provision is consistent with the excellent site connectivity and the criteria relating to reduced parking provision set out in Section 8.2.4.5 of the DLRCC Development Plan, and the overarching Sustainable Travel and Transportation policies detailed in Section 2.2 of that document.

Two disabled parking spaces and four set-down parking bays (6 no. spaces total) will be provided to facilitate arrivals and departures of students at term time, or for use by service vehicles or taxis.

Cycle parking will be provided within the development in compliance with Table 4.1 of DL RCC “Standards for Cycle Parking and associated cycling Facilities for New Development (January 2018).

Following the occupation of the development a Mobility Management Plan (MMP) Co-ordinator be appointed by the facility Management Company to administer, implement, monitor and review mobility management issues relevant to the development. The co-ordinator will also liaise with the Local Authority and Public Transport Companies on issues relevant to the reduction of private car-based journeys to and from the development.

The requirements on the current infrastructure are considered to be consistent with the site’s zoning objective and the proportionate proposed bicycle parking provision will ensure sustainable modes of transport are promoted.

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

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of traffic and transport impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 5.9 MATERIAL ASSETS, AND WASTE

### 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 EPA Guidelines 2022) such as electricity, telecommunications, and water supply.

Welfare facilities (canteens, toilets etc.) will be available within the construction compound and this will remain in place for the construction of the proposed development. The offices and site amenities will initially need to have their own power supply (generator), water deliveries and foul water collection until connections are made to the mains networks.

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. High voltage connections will be established for heavy duty equipment and site facilities, as required. All electrical works, including connection to the ESB network will be carried out by a suitably qualified contractor. The power and electrical supply requirements during construction are relatively minor, and there is no potential impact anticipated on existing users

Water supply required for welfare facilities, dust suppression and general construction activities will be sourced from the existing public piped supplies running into the site. Although before connections are established to the water supply it may need to be



trucked onto site. As with electrical works, this will be carried out by a suitably qualified contractor. It will be necessary to service the site with a reliable and safe water supply.

Site welfare facilities will be established to provide sanitary facilities for construction workers on site. The main contractor will ensure that sufficient facilities are available at all times to accommodate the number of employees on site. Foul water from the offices and welfare facilities on the site will discharge into the existing sewer on site (the cabins may initially need to have the foul water collected by a licensed waste sewerage contractor before connection to the sewer line can be made).

### 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 Resource and Waste Management Plan prepared by AWN details the methodologies employed for the control, management, monitoring and disposal of waste from the site. The plan sets out the measures used is 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 as amended 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 Resource and 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

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of material assets impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

## 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 EPA Guidelines 2022) 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 DL RCC Development Plan 2022-2028 and is typical of a development at an urban location.

A Pre-connection Enquiry (reference CDS24002392) was submitted to Uisce Éireann on the 15<sup>th</sup> March 2024 to determine the feasibility of connecting to the public water supply and drainage infrastructure. A response was received from Uisce Éireann on 7<sup>th</sup> May 2024 confirming feasibility without infrastructure upgrade by Uisce Éireann. Further information is set out in the accompanying Civil Engineering Infrastructure Report (Barrett Mahony 2024).

The proposal 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.

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 has been prepared by AWN, which will outline measures 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.

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

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of material assets

impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

## **5.10 ASSESSMENT OF POTENTIAL IMPACTS FROM INTERACTIONS AND CUMULATIVE IMPACTS**

### 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 has outlined 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 require preparation of an EIAR.

### 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).

The National Planning Application Map was consulted for the previous 5 years to identify notable applications (proposed development), or applications granted permission (permitted development) within that period within 500m of the development site. The National Planning Application Map includes planning application data sourced from the 31 individual local authorities across Ireland. This list of consented development is shown in Appendix A at the end of this report. The 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 proposed and consented development have been, where relevant, considered as a part of the overall project impact.

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.

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**

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 it 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, there is no real likelihood of significant effects on the environment arising from the proposed development on the environment (direct, indirect or cumulatively with other development) and therefore it is considered that the requirement for sub-threshold EIA does not arise.

The EIA Screening prepared by AWN Consulting has been reviewed and based on the information provided in this report the Commissioner of Public Works, as the competent authority, have determined that EIA is not required for the Proposed Development.

## 7.0 REFERENCES

European Union. Environmental Impact Assessment of Projects Guidance on Screening. EU Luxembourg: 2017.

European Union. Guidance on the preparation of the Environmental Impact Assessment Report. EU Luxembourg: 2017.

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

Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report, European Commission, 2017

Environmental Impact Assessment Screening, OPR Practice Note PN02 (Office of the Planning Regulator, 2021).

Environmental Protection Agency. Guidelines on the Information to be contained in Environmental Impact Assessment Reports. EPA 2022.

Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes. Transport Infrastructure Ireland (2011).

### APPENDIX A - RELEVANT PLANNING HISTORY

Application Number	Development Description	Development Address	Decision	Grant Date
ABP31323522	<p>Permission for a strategic housing development consisting of demolition of the existing building (c.960sqm) and hard surface parking area on site and construction of a purpose built student accommodation development (including use as tourist or visitor accommodation outside the academic term) comprising: 221 no. student bedspaces (including 10 no. studios), all within a part single storey, part 4 no. storey and part 6 no. storey 'U'-Shaped building; The building is single to 4 no. storeys along the southern boundary (with roof terraces at 4th floor level) and part 5 and 6 storeys along Goatstown Road (with set backs) and boundary to the north (with roof terrace at 5th floor level fronting onto Goatstown Road); Amenity space equating to c. 2,025 sqm is provided across the site consisting of c. 1,516 sqm of external amenity in the form of a central courtyard at ground level and roof terraces at 4th and 5th floor levels; Internal amenity space equating to c. 509 sqm is provided in the form of 2 no. ground floor lounge/study areas, kitchen/tearoom, laundry, and concierge/office space; Provision of 210 no. bicycle parking spaces distributed within the central courtyard (stacked parking with glass roof cover) and adjacent to the front boundary (north); Provision for 6 no. carparking spaces comprising 2 no. disabled parking spaces and 4 no. setdown parking spaces adjacent to the front entrance to the site; Vehicular access to the site is via Goatstown Road from 2 no. entrance points [reduction from 3 no. entrances currently]; Ancillary single storey ESB substation and switch room and refuse store are provided at ground level; Provision of surface water and underground attenuation and all ancillary site development works including site wide landscaping works, lighting, planting and boundary treatments. The application contains a statement setting out how the proposal will be consistent with the objectives of the relevant development plan and local area plan. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dun Laoghaire Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: <a href="http://www.goatstownroadshd2.ie">www.goatstownroadshd2.ie</a></p>	0.34 hectares comprising the car sales premises currently known as Vector Motors (formerly known as Victor Motors), Goatstown Road, Dublin 14, D14FD23	Registered application	TBD

ABP31317622	<p>10 year permission for a Strategic Housing Development, with a total application site area of c.9.6 ha, on lands at the Central Mental Hospital, Dundrum Road, Dundrum, Dublin The subject site is in the immediate setting and curtilage of a number of proposed protected structures, namely the 'Asylum' (RPS No. 2072), the 'Catholic Chapel' (RPS No. 2071) and the 'Hospital Building' (RPS No. 2073). The development will consist of the demolition of existing structures associated with the existing use (3,736 sq m), including: Single storey former swimming pool / sports hall and admissions unit (2,750 sq m); Two storey redbrick building (305 sq m); Single storey ancillary and temporary structures including portacabins (677 sq m); Removal of existing internal sub-divisions/ fencing, including removal of security fence at Dundrum Road entrance; Demolition of section of porch and glazed screens at Gate Lodge building (4 sq m); Removal of walls adjacent to Main Hospital Building; Alterations and removal of section of wall to Walled Garden. The development will also consist of alterations and partial demolition of the perimeter wall, including: Alterations and removal of section of perimeter wall adjacent to Rosemount Green (south); Formation of a new opening in perimeter wall at Annville Grove to provide a pedestrian and cyclist access; Alterations and removal of sections of wall adjacent to Dundrum Road (including removal of existing gates and entrance canopy), including reduction in height of section, widening of existing vehicular access, provision of a new vehicular, cyclist and pedestrian access; Alterations and removal of section of perimeter wall adjacent to Mulvey Park to provide a pedestrian and cyclist access. The development with a total gross floor area of c. 106,770 sq m (c. 106,692 sq m excluding retained existing buildings), will consist of 977 no. residential units comprising: 940 no. apartments (consisting of 53 no. studio units; 423 no. one bedroom units; 37 no. two bedroom (3 person) units; 317 no. two bedroom (4 person) units; and 110 no. three bedroom units) arranged in 9 blocks (Blocks 02-10) ranging between 2 and 6 storeys in height (with a lower ground floor to Block 03 and Block 10, resulting in part 7 storey), together with private (balconies and private terraces) and communal amenity open space provision (including courtyards and roof gardens) and ancillary residential facilities; 17 no. duplex apartments (consisting of 3 no. two bedroom units and 14 no. three bedrooms units located at Blocks 02, 08 and 09), together with private balconies and terraces. 20 no. two and three storey houses (consisting of 7 no. three bedroom units and 13 no. four bedroom units) and private rear gardens located at Blocks 02, 08 and 09). The development will also consist of 3,889 sq m of non-residential uses, comprising: Change of use and renovation of existing single storey Gate Lodge building (reception/staff area) to provide a café unit (78 sq m); 1 no restaurant unit (307 sq m) located at ground floor level at Block 03; 6 no. retail units (1,112 sq m) located at ground floor level at Blocks 03 and 07; 1 no. medical unit (245 sq m) located at ground floor level at Block 02; A new childcare facility (463 sq m) and associated outdoor play area located at ground floor level at Block 10; and A new community centre facility, including a multi-purpose hall, changing rooms, meeting rooms, storage and associated facilities (1,684 sq m) located at ground and first floor level at Block 06. Vehicular access to the site will be</p>	c.9.6 ha, on lands at the Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14	GRANT PERMISSION	25 May 2023
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	<p>from the existing access off Dundrum Road, as revised, and from a new access also off Dundrum Road to the south of the existing access. The development will also consist of the provision of public open space and related play areas; hard and soft landscaping including internal roads, cycle and pedestrian routes, pathways and boundary treatments, street furniture, wetland feature, part-basement, car parking (547 no. spaces in total, including car sharing and accessible spaces); motorcycle parking; electric vehicle charging points; bicycle parking (long and short stay spaces including stands); ESB substations, piped infrastructural services and connections (including connection into existing surface water sewer in St. Columbanus Road); ducting; plant (including external plant for district heating and pumping station); waste management provision; SuDS measures (including green roofs); attenuation tanks; sustainability measures (including solar panels); signage; public lighting; any making good works to perimeter wall and all site development and excavation works above and below ground. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022 and the Dún Laoghaire Rathdown Development Plan 2022-2028. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000, as amended, notwithstanding that the proposed development materially contravenes the Dún Laoghaire Rathdown County Development Plan 2016-2022 and the Dún Laoghaire Rathdown Development Plan 2022-2028 other than in relation to the zoning of the land. An Environmental Impact Assessment Report and Natura Impact Statement have been prepared in respect of the proposed development. The application, together with the Environmental Impact Assessment Report and Natura Impact Statement, may be inspected, or purchased, at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dun Laoghaire-Rathdown County Council. The application may also be inspected online at the following website set up by the Applicant: - <a href="http://www.dundrumcentralresidential.ie">www.dundrumcentralresidential.ie</a></p>			
ABP31293522	<p>Permission for development at this site (approximately 0.79 ha, or 7,944 sq.m in area) at Sommerville House, Dundrum Road, Dublin 14. The proposed development will consist of: Demolition of all structures on the site and site clearance works. The construction of 2 no. apartment blocks (Blocks A and B) providing 111 no. apartments in total (comprising 3 no. studios, 51 no. one bedroom units, 46 no. 2 bedroom / 4 person units and 11 no. 2 bedroom / 3 person units. Block A (Western block, fronting Dundrum Road) comprises a 6-storey block (5 levels over lower ground level / semi-basement) stepping down to the east to 4-storeys in height. Block B (Eastern block, towards the rear (east) of the site) is of part 2-, and part 3-storey height. The proposed development has a total gross floor area of 10,291 sq.m and provides; internal communal ancillary residential services / amenities to include a post room at lower ground floor level within Block A; a shared amenity / lounge (17.5 sq.m) and a storage</p>	0.79 ha at Sommerville House, Dundrum Road, Dublin 14	Registered application	TBD



	<p>room (11.8 sq.m) at second floor level within Block B. A semi-basement / lower ground floor level is provided in Block A that will be accessed via a vehicular ramped access/egress onto/off Sommerville Road to the north. This semi-basement provides two refuse stores; 39 no. car parking spaces (of which 10 no. spaces are fitted for Electric Vehicles and including 3 no. car club spaces); secure bicycle parking / storage in the form of 82 no. double stacked bicycle storage spaces providing 164 no. residents cycle parking spaces; 2 no. cargo bike storage areas; 3 no. motorcycle spaces; plant room (75 sq.m) and an ESB substation/switch room. At ground / surface level provision is made for 2 no. disabled car parking spaces (both fitted for Electric Vehicles) together with 56 no. short stay bicycle storage spaces in the form of 28 no. Sheffield stands and a further 3 no. Sheffield stands providing 6 no. long stay bicycle spaces plus 2 no cargo storage bike spaces. An enclosed bin store is also provided at surface level to the north of Block B. Communal Outdoor Amenity space is provided for residents in the form of rooftop terraces located at 2nd floor level within Block A and B, respectively (totalling 360 sq.m in area), and communal courtyard spaces at ground floor level between blocks (totalling 1,563 sq.m in area). Private amenity spaces are proposed in the form of patios / terraces at lower ground and ground floor levels with balconies serving apartments at the upper levels. Hard and soft landscaping works are proposed at ground floor level which includes the provision of footpaths; fire tender access and an informal play area for children. Provision of 4 no. rooftop telecommunications antennae (Block A) and an associated base station / cabinet that will be located within a designated comms room (approximately 13.6 sq.m) that is situated at lower ground floor level within Block A. Works proposed to the existing Sommerville and Dundrum Road junction include the provision of an uncontrolled pedestrian crossing (including dropped kerbs and tactile paving) and reduced junction radii to 6.0m. Works proposed at the site access road from Sommerville Road include the provision an uncontrolled pedestrian (to include dropped kerbs and tactile paving). The application, may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dún Laoghaire-Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: <a href="http://www.sommervilleshd.ie">www.sommervilleshd.ie</a></p>			
D22A/0506	<p>Planning permission for development on a 1.4 hectare site. The proposed development includes the demolition of an existing single-storey building and related structure (c.96.6 sq m) and the provision of a temporary one and two storey post-primary school comprising 15 no. classrooms (including 4 no. SEN units) and associated teacher and pupil facilities (c. 4,218 sq m gross floor area). The development will include a total of 10 no. car parking spaces; 80 no. bicycle/scooter parking spaces; and 5 no. vehicular drop-off spaces. Vehicular and pedestrian/cycle access to the development will be provided via 2 no. new access gates from Goatstown Road. An additional pedestrian/ cycle access will be facilitated via the existing access from Goatstown Road. The development will also include the</p>	<p>Former Irish Glass Bottle Social Club Site, Goatstown Road, Goatstown, Dublin 14</p>	<p>GRANT PERMISSION</p>	<p>15 Feb 2023</p>

	provision of a central courtyard play area; an outdoor play area; hard and soft landscaping; boundary treatments; internal roads and pathways; 1 no. external storeroom; 1 no. waste enclosure; piped infrastructure and ducting; ancillary ramps and stairs; changes in level; 1 no. attenuation tank; SuDS features; public lighting; signage; and all ancillary site development and excavation works above and below ground. Temporary permission for a period of 5 years is being sought.			
ABP31182621	<p>Permission for a Strategic Housing Development relates to Phase 2 of the development on the 'Knockrabo' lands. Phase 1 of 'Knockrabo' was granted under Dún Laoghaire- Rathdown County Council (DLRCC) Reg. Ref. D13A/0689/An Bord Pleanála (ABP) Ref. PL06D.243799 and DLRCC Reg. Ref. D16A/0821 (Phase 1) and DLRCC Reg. Ref. D16A/0960 (Phase 1A) and comprises a total of 125 no. units. The proposed development will consist of the amendment of the permitted 'Phase 2' residential development of 93 no. units, childcare facility and community/leisure uses (DLRCC Reg. Ref. D17A/1124) on a site of 2.75ha. The proposed development will provide for the reconfiguration and redesign of the approved residential development. The Knockrabo Way entrance road (constructed and unconstructed), the renovation of Cedar Mount House including childcare facility and community/leisure uses, the Coach House, Gate Lodge (West), the Gate House and all associated landscaping permitted under D17A/1124 which are outside the boundary of the current application are proposed to remain as previously granted. The site is bounded to the south-east by Mount Anville Road; to the south by 'Mount Anville Lodge' and by the rear boundaries of 'Thendara' (a Protected Structure – RPS Ref. 812), 'The Garth' (a Protected Structure – RPS Ref. 819), 'Chimes', 'Hollywood House' (a Protected Structure – RPS Ref. 829); to the south- west by existing allotments; to the north by the reservation corridor for the Dublin Eastern By-Pass (DEBP); and to the east by the site of residential development 'Knockrabo'. There are 3 no. Protected Structures located in the overall 'Knockrabo' landholding, but which are outside the application boundary. These include 'Cedar Mount' (a Protected Structure - RPS Ref. 783), 'Knockrabo Gate Lodge (West)' (a Protected Structure - RPS Ref. 796), including Entrance Gates and Piers, and 'Knockrabo Gate Lodge (East)' (a Protected Structure – RPS 740) including Entrance Gates and Piers. For clarity no works are proposed to any Protected Structures as part of this proposed development. The development, with a total gross internal area of c. 23,097.2 sqm, will consist of the construction of 227 no. residential units in 4 no. apartment blocks ranging in height from Part 2 – Part 8 storeys including semi-basement podium. The development will provide 76 no. 1 bed units, 145 no. 2 bed units and 6 no. 3 bed units as follows: Block E (c. 1015.3 sqm GIA) is a 5-storey including semi-basement podium apartment block comprising of 8 no. units (1 no. one bed unit and 7 no. 2 bed units). Block F (c. 8042.2 sqm GIA) is a Part 2 to Part 8 storeys including semi-basement podium apartment block comprising 84 no. units (53 no. 1 bed units and 31 no. 2 bed units). Block G (c. 8626.5 sqm GIA) is a Part 6 including semi-basement podium to Part 8 storey including semi-basement podium apartment block comprising of 82 no. units (37 no. 1 bed units, 40</p>	Lands at Knockrabo, Mount Anville Road,, Goatstown, Dublin 14	GRANT PERMISSION	08 Mar 2022

	<p>no. 2 bed units and 5 no. 3 bed units). Block H (c. 5413.7 sqm GIA) is a Part 6 to Part 7 storey apartment block including semi-basement podium comprising 53 no. units (7 no. 1 bed units, 45 no. 2 bed units and 1 no. 3 bed unit). Residential Tenant Amenities comprising c. 537.2 sqm are provided at Level 00 of Block G and H to serve all residential units within this application. Balconies/Wintergardens are provided on all elevations at all levels for the 4 no. apartment blocks, with (Private) Terraces provided at top floor levels and a communal Roof Terrace of c. 198 sqm to be provided on Block F. The development will also provide 178 no. car parking spaces, which comprises 125 no. residential podium parking spaces, 35 no. on-street parking spaces, 16 no. visitor/drop off parking and 2 no. car sharing on-street parking spaces are provided; Provision of 389 no. private residential bicycle parking spaces and 130 no. visitor bicycle parking spaces; Provision of 12 no. motorcycle parking spaces. All other ancillary site development works to facilitate construction, site services, piped infrastructure, 2 no. sub-stations, plant, public lighting, bin stores, bike stores, boundary treatments, provision of public, communal and private open space areas comprising hard and soft landscaping, site services all other associated site excavation, infrastructural and site development works above and below ground. The development will be served by the permitted access road 'Knockrabo Way' (DLRCC Reg. Ref. D13A/0689; ABP Ref. PL.06D.243799, DLRCC Reg. Ref. D16A/0821 and DLRCC Reg. Ref. D16A/0960). The application does not impact on the future access to the Reservation for the Dublin Eastern Bypass. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2016-2022, the Goatstown Local Area Plan 2012 and the Dún Laoghaire-Rathdown County Draft County Development Plan 2022 – 2028. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. The application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Dún Laoghaire-Rathdown County Council. The application may also be inspected online at the following website set up by the applicant: <a href="http://www.knockraboshd.com">www.knockraboshd.com</a></p>			
D21B/0592	Retention permission for minor alterations to previously granted planning permission (Reg Ref: D19A/1008). The development consists of; 1) change of existing garage door and fanlight to new window, to front elevation, and 2) omission of 1 no. Rooflight to front elevation.	63 Larchfield Road, Dublin 14, D14 FY93	GRANT PERMISSION FOR RETENTION	27/01/2022
D21A/0898	Permission for development. The development will consist of an extension to the existing dwelling as a modification to previously granted permission Ref. D19A/0813,	1 Roebuck Park, Goatstown, Dublin 14	GRANT PERMISSION	13/01/2022

	and will consist of: A) the relocation of existing front entrance doorway with new canopy over and removal of existing canopy; B) construction of new single storey 37.5 sq.m. extension to the side and rear of the existing dwelling with roof light; C) internal alterations to ground floor layout as well as existing fenestration; D) new pedestrian access gate and boundary realignment to the rear onto Farmhill Drive; E) as well as all associated site works & landscaping.			
D21B/0262	Permission for development. The development will consist of A) The demolition of derelict single panel timber shed. B) The erection of a 12.6sqm single storey flat roof garden Studio building, to the rear of the property consisting of an home gym/playroom.	9 Farmhill Park, Goatstown, D14 YV32	GRANT PERMISSION	26/08/2021
D21A/0420	Permission is sought for the construction of a part 2 storey hipped roof, part single storey flat roofed extension to the side and single storey flat roofed extension to the rear of existing 2 storey end of terrace house, including minor internal alteration and new side entrance gate together with all associated site works, services and landscaping.	64 Goatstown Close, Dublin 14, D14AH56	GRANT PERMISSION	12/08/2021
D20A/0268	Permission for development. The development will consist of the provision of a temporary post-primary school by way of construction of 4 No. prefabricated buildings (c 364 Sq. Mtrs, 185 Sq. Mtrs, 364 Sq. Mtrs, & 125 Sq. Mtrs) on a defined site area (c. 0.830Ha) to be enclosed within a 2 mtrs high welded mesh fencing and access gates with associated site works including provision of entrance to site, and hard surface play area. Temporary Permission for a period no longer than 5 years is being sought.	Lands at Goatstown Road, ( Area 4) Goatstown, Dublin 14	GRANT PERMISSION	04/08/2021
D21A/0340	Full permission for development. The proposed development will consist of a) removal of existing rear extension, b) construction of new bay window and single-storey extension to front under new lean-to roof, c) two-storey side extension to side and rear, extending existing hipped roof to maintain existing ridge height, d) single-storey extension to rear with rooflights, e) dormer window to rear roof slope to facilitate attic conversion, with rooflights to front and side, f) detached garden room to rear garden, g) widening of exiting vehicular entrance to 3.5m, and all associated site works.	5 Goatstown Avenue, Dublin 14, D14 E338	GRANT PERMISSION	22/07/2021
D21A/0003	Permission for development. The proposed development will consist of a) removal of existing chimney and ground floor additions to side and rear b) construction of new bay window and lean-to roof to front, with minor adjustments to fenestration at first floor, c) two-storey extension to side and rear, extending existing hipped roof to maintain existing ridge height, d) single-storey extension to rear with rooflight, e) dormer window to rear roof slope to facilitate attic conversion, with rooflights to front and side, f) detached garden room to rear garden, g) widening of existing vehicular entrance to 3.5m, and all associated site works.	28, Hollywood Drive, Dublin 14, D14AX50	GRANT PERMISSION	01/07/2021
D21B/0136	Permission for development. The development will consist of Ground floor extension (42.7m.sq.) and associated modifications to existing family room on south east side of dwelling, First floor extension (72.34m.sq.) on south east side of dwelling, 1no. first	40 Louvain, Ardilea, Dublin 14, D14 TW83	GRANT PERMISSION	17/06/2021

	flor dormer window on north west elevation to match existing dormer, Increase in width of first floor window over entrance door, Removal of chimney, Removal of canopy over living room front window, Alterations & enlargement of existing shed to accommodate a stand alone single storey gym & home office (42.7m.sq) abutting the northeast corner of the overall site and associated site works.			
ABP30943021	Permission for a strategic housing development will principally consist of: the construction of a Student Accommodation development containing 698 No. bedspaces with associated facilities located in 8 No blocks, which range in height from part 3 No. storeys to part 6 No. storeys over part lower ground floor level (7 No. storeys as viewed from a courtyard that will be internal to the scheme at lower ground floor level).	2.12 ha at Our Lady's Grove, Goatstown Road, Dublin 14	GRANT PERMISSION	03/06/2021
D20A/0898	Permission is sought for extension and conversion works comprising of a new selected material canopy over new entrance door and window system within existing entrance porch to the front, an extension to the existing hip roof accommodating an attic conversion with dormer roof and window to the rear, a first floor extension to the rear, side and front of the property and a ground floor flat roofed rear extension with new rooflights; including all associated internal alteration, removal works and ancillary site works.	27 Larchfield Rd, Dublin 14 D14 HH66	GRANT PERMISSION	04/03/2021
D20B/0333	Permission sought for demolition of existing chimney, double garage & shed to the side elevation. New 2 storey side extension with kitchen, utility, bathroom, dining area with bay widow & family area on the ground floor: master bedroom with ensuite bathroom, dressing room and extension to existing bedroom with enlarged window, 2 rooflights over landing areas on the first floor.	16 Farmhill Drive, Goatstown, Dublin 14, D14 ND82	GRANT PERMISSION	28/01/2021
D20B/0018	Permission & Retention Permission for A. Permission for a bay window and porch to front of house. B. Retention permission for Garden Room/Shed in rear garden. C. Retention permission for pitched roof extension to rear of dwelling.	81 Taney Crescent, Goatstown, Dublin 14	GRANT PERMISSION	18/11/2020
D20A/0240	The development will consist of: (i) demolition of the existing conservatory to the side (west) and utility to the rear (south); (ii) relocation of front entrance including construction of the new dormer windows to the front (north); (iii) construction of the two storey flat roof extension to the rear (south); construction of the shed to the side (east); (iv) widening of the existing vehicular entrance to 3.5m width; (v) alterations to all elevations and all associated ancillary works necessary to facilitate the development including SUDS drainage site works, boundary treatments and landscaping.	5, Salzburg, Ardilea, Dublin 14, D14YF75	GRANT PERMISSION	05/11/2020

D20A/0198	Permission for development at a site of c.1.7 hectares. The development will consist of: the removal of a single storey pre-fabricated building (102 sq.m) and a 10m length of wall to the west of the existing tennis courts; the construction of a 343 sq.m single storey pre-fabricated building for temporary use as a childcare facility for a period of up to 6 months, after which the structure will be reduced in area (by 181 sq.m) to 162 sq.m and will be in permanent use as a school changing room; and the provision of all hard and soft landscaping works; infrastructural and all other site development works above and below ground.	Our Lady's Grove Secondary School (Formerly known as Jesus and Mary College), Goatstown Road, Goatstown, Dublin 14, D14 AK75	GRANT PERMISSION	09/09/2020
D20A/0368	Permission is sought for the construction of a first floor extension to the side of the existing dwelling along with all associated ancillary site development works.	23 Farmhill Park, Goatstown, Dublin 14	GRANT PERMISSION	26/08/2020
D20B/0036	Permission for development. The development will consist of: conversion of existing side garage into habitable space. Construction of two storey front and side extension with roof hipped to match existing. 2sqm porch with canopy to entrance. Construction of single storey flat roof extension to rear with parapet detail and 1no. rooflight. Internal modifications with all ancillary works.	17 Willowfield Avenue, Goatstown, Dublin 14	GRANT PERMISSION	16/07/2020
D19B/0527	The development will consist of demolition of existing extension and construction of a single storey extension (69.5m <sup>2</sup> ) to rear of existing dwelling house, including all associated site works.	48 Farmhill Road Goatstown, Dublin 14 D14 T684	GRANT PERMISSION	16/07/2020
D19A/0962	Permission for part single storey, part two storey extension to the rear, porch and bay window to the front, widening of driving entrance to the front, and related works.	3 Roebuck Downs, Goatstown, Dublin 14 D14 X223	GRANT PERMISSION	18/03/2020
D19A/0779	Retention permission for alterations to the house at 7 Heidelberg to include changes to the main roof profile and dormer including new enlarged upper floor dormer to the rear (west), together with open covered patio area with new pitched roof at garden level	7, Heidelberg, Ardilea, Clonskeagh, Dublin 14	GRANT PERMISSION FOR RETENTION	22/01/2020

D19A/0648	Permission and retention permission. Permission for demolition of chimney and single storey extension to rear. Construction of new rear single storey extension with 2 rooflights, internal alterations, new window to playroom and utility room, widening of existing vehicular entrance gate to 3.6m wide and all associated works. Retention permission for single storey shed / home gym (39m <sup>2</sup> ) in rear garden.	32 Friarsland Road, Dublin 14, D14CK82	GRANT PERMISSION & GRANT RETENTION	01/01/2020
D19B/0205	Permission for new dormer to front, enlarging existing rear dormer, new rooflights, new ground floor bays and roofs, alterations to windows, external insulation, conversion of garage and boiler room to bedroom, alterations to front door, external insulation and associated ground works.	2 Salamanca, Ardilea, Clonskeagh, Dublin 14	GRANT PERMISSION	18/12/2019
D19B/0424	Permission for development. The development will consist of: A side extension over garage with hipped roof over for additional bedroom space. A change in roof profile to main dwelling house from hipped roof to gable end roof. A rear dormer window to roof profile. Two roof windows to rear roof. An attic conversion to storage space.	3 Mount Carmel Road, Dundrum, Dublin 14	GRANT PERMISSION	18/12/2019
D19A/0560	Permission for the demolition of an existing single storey, flat roofed, side and rear extension and construction of a single storey side and rear extension.	39 Farmhill Drive, Goatstown, Dublin 14	GRANT PERMISSION	27/11/2019
D19A/0435	Permission for the remodelling of the existing dwelling to comprise reconfiguration and extension of ground floor and provision of first floor accommodation together with the relocation of the vehicular entrance to dwelling and all associated site development works.	32 Louvain, Ardilea, Clonskeagh, Dublin 14	GRANT PERMISSION	30/10/2019
D19B/0231	Permission for alterations to the existing house on site, including: Demolition of side garage, storage and utility room and construction of a two-storey extension to side. Demolition of no. 1 chimney at the rear of the house and repairs to the existing roof. Construction of a single-storey extension to rear at ground floor level with 2 no. roof lights, a new patio and alterations to existing landscape. Changes to internal layout and associated site works.	13 Larchfield Road, Goatstown, Dublin 14	GRANT PERMISSION	16/10/2019

D19A/0036	Permission for demolition of existing single storey extension to rear of dormer bungalow and construction of new single storey extension to rear and side; changes to window openings to front elevation; new dormer windows; removal of chimney; widening of existing vehicular entrance and associated landscaping.	4 Sorbonne, Clonskeagh, Co Dublin	GRANT PERMISSION	11/04/2019
D18B/0496	Permission for Retention of alterations to previously granted planning permission (Ref. D17B/0453).	63 Goatstown Road, Goatstown, Dublin D14 HX06	GRANT PERMISSION FOR RENTENTION	20/02/2019
D13B/0241/E	Permission for development consisting of part single, part two storey extension to both front and rear of existing dwelling house and attic conversion to include replacement of hip roof with gable roof and all ancillary site works. Total area of new works is 53.9 sqm.	34 Roebuck Downs, Goatstown, Dublin D14 X2K7	GRANT EXTENSION OF DURATION OF PERM.	11/01/2019
D18B/0359	Permission to a) replace the existing roof, increasing the pitch with associated increase in ridge and gable wall height, and b) construct a 2 storey extension to the South-East; all finishes to match existing.	Belfield Lodge, Goatstown Road, Dublin 14, D14 X2Y7	GRANT PERMISSION	08/11/2018
D18B/0312	Permission to construct alternative design to previously granted ref. D17A/0103.	35 Louvain, Ardilea, Clonskeagh, Dublin D14 AX73	GRANT PERMISSION	11/10/2018
D18B/0309	Permission for conversion of the garage into a study, the provision of a 10.5sqm single-storey kitchen extension to the rear, a 22.5sqm extension at first-floor level over the garage, providing a new bedroom and study, the existing roof to be extended over the first-floor extension, the provision of a rear-facing zinc-clad dormer to the roof at attic level and a side-facing velux roof-window.	59 Larchfield Road, Goatstown, Dublin 14	GRANT PERMISSION	11/10/2018
D18B/0279	Permission for the removal of the existing single storey extension to the rear and the construction of a new single storey extension, with associated roof lights, to the rear of the existing two storey dwelling, together with all associated site works.	26 Willowfield Park, Friarland, Dublin D14 F380	GRANT PERMISSION	27/09/2018



D18A/0640	Permission sought to construct alterations and extensions to existing dwelling house including a new single storey porch entrance addition to the front, works to incorporate the existing open car port area into the ground floor plan (total 30.20sq.m) to provide a new study room. Reconstruct existing dual entrance gate piers with gates, new front boundary wall with a pedestrian gate together with new landscape paving and planting.	27, Heidelberg, Ardilea, Dublin 14	GRANT PERMISSION	20/09/2018
D18A/0490	Permission sought for (a) widening of existing entrance gate (b) extending hipped roof of main house over existing 2 storey flat roof to side with new velux type windows to rear and hip (c) alterations to existing lean-to garage to side to form new flat roof (d) new canopy and alteration to window openings and garage at front elevation (e) single storey flat roof extension to rear and side (f) alterations to first floor window openings to rear (g) associated internal alterations, drainage and external works.	43, Hollywood Drive, Goatstown, Dublin 14, D14 RP86	GRANT PERMISSION	16/08/2018
D18B/0067	Permission for the demolition of an existing single storey sunroom (c.9 sqm) and the construction of a part single storey part two storey pitched roof side extension and single storey flat roof rear extension including minor modifications to the front elevation of the existing dwelling and all associated site works and site services.	2 Roebuck Park, Goatstown, Dublin 14	GRANT PERMISSION	03/05/2018
D18A/0108	Permission for demolition of existing single storey family room, W.C. and kitchen to side and to construct a single and two storey extension to front side and rear incorporating new porch to front kitchen / dining / family room to side at ground floor level, 1 new bedroom with en suite at 1st floor level and attic conversion to study / store room also proposed widening of exiting vehicular entrance to 3.35m also new boundary timber fence and gates 1.8m high to front boundary and to boundary between No. 55 and adjoining / attached property at 1 Willowfield Avenue.	55, Goatstown Road, Goatstown, Dublin 14	GRANT PERMISSION	26/04/2018
D18A/0057	Permission for construction of a new detached two storey 4-bed house with attic. Proposals also provide for a dormer window at attic level to the rear, revised boundary treatments to sub-divide the site, including hard landscaping and connections to services and all associated site development works. Pedestrian access to the new dwelling house will be to the front and vehicular entrance at the end of rear garden with two car parking spaces.	Side of existing house at 40 Taney Avenue, Goatstown, Dublin D14 KC82	GRANT PERMISSION	19/04/2018
D17B/0489	Permission for works consisting of: A) Removal of front single storey porch. B) Construction of two storey front extension together with elevation changes. C) Removal of rear timber staircase together with elevational changes. D) Internal alterations.	98, Saint Aidan's Drive, Goatstown, Dublin 14, D14 YE82	GRANT PERMISSION	25/01/2018
D17A/0918	Permission for development. The development will consist of a safety enhancement to the gas network comprising of a free standing vent stack (overall height up to 3.5m to tip of vent stack) to an existing and associated underground district regulating installation (DRI) including site development works.	at a site located on the grass area on the south east side of the junction of Taney Avenue and Taney Crescent, to the south of no. 87, Taney Avenue and	GRANT PERMISSION	25/01/2018

		to the east of 86A Taney Crescent, Goatstown, Dublin 14		
D17A/0548	Permission. The development will consist of the construction of a new single storey extension to the rear, new first floor extension to the side, converting of attic space to include dormer window, new roof lights, amendments to all elevations, internal alterations, widening of existing vehicular entrance and all associated works.	6, Willowfield Avenue, Goatstown, Dublin 14	GRANT PERMISSION	14/09/2017
D11A/0595/E	Permission is sought for development to amend a previously permitted scheme (DLRCOCO Reg. Ref. D06A/0858) to provide residential, car parking and ancillary development on a site of 1.09 ha, approximately, forming part of the lands at Our Lady's Grove Primary & Secondary School (having an overall site area of 6.01 ha, approx.).	Our Lady's Grove Primary & Secondary School, Our Lady's Grove, Goatstown Road, Goatstown, Dublin 14	GRANT EXTENSION OF DURATION OF PERM.	08/09/2017
D17A/0424	Permission for development. The development will consist of alterations and additions consisting of a new single storey extension to the side of the main house, widening of existing vehicular access to 3.5 metres with new gate to provide an additional off-street parking space with permeable paving, new pedestrian gate 1.8 metres high to existing pedestrian entrance and associated site works.	56, Larchfield Road, Goatstown, Dublin 14	GRANT PERMISSION	03/08/2017
D17A/0366	Permission is sought for amendments to previously approved planning application D16A/0283 to include the following A; The conversion of the existing attic to provide one no. bedroom and ensuite with rooflights to front and rear, B; The construction of a dormer to the side elevation with associated rooflight and C; All associated internal modifications and ancillary works required in conjunction with these works.	7, Larchfield Road, Goatstown, Dublin 14	GRANT PERMISSION	12/07/2017
D17A/0305	Permission is sought for amendments to previously permitted development reg. ref. D06A/1510 (An Bord Pleanála reg. ref. PL06D.222755) for the addition of a 65 sqm private open space roof patio (in lieu of flat roof) to the fourth floor penthouse apartment No. 39 in Core 3 of Block 2 with associated minor elevational amendments on the east elevation to include a patio access door and window.	2.07 ha adjoining, Trimbleston, Goatstown Road, Dublin 14	GRANT PERMISSION	29/06/2017
D17A/0107	Planning permission for development. The development will consist of revision to a permitted development of 75 no. dwellings (permitted under planning reg. ref. D12A/0098 and as amended by D13A/0498; D15A/0850 and D16A/0487) and will comprise the replacement of the permitted 2 no. terraces of 6 no. 4 bedroom dwellings (3 storey to the front and 2 storey to the rear) in a 3+3 terrace configuration with 6 no. 4 bedroom semi-detached dwellings (3 storey to the front and 2 storey to the rear) in a 2+2+2 configuration as well as associated elevation and site	<b>Ardilea Crescent, Heidelberg, Ardilea, Clonskeagh, Dublin 14</b>	<b>GRANT PERMISSION</b>	<b>03/05/2017</b>

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	development works all located in the north western portion of site bounded by No.1 Heidelberg to the north and Hollywood Close to the west.			
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