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**Irish Water**  
**Greater Dublin Drainage**

**Cumulative Impacts - Additional Information**

**Sarah Kiernan**

<b>AN BORD PLEANÁLA</b>	
TIME <u>14:40</u>	BY _____
<b>22 MAR 2019</b>	
LTR DATED _____	FROM _____
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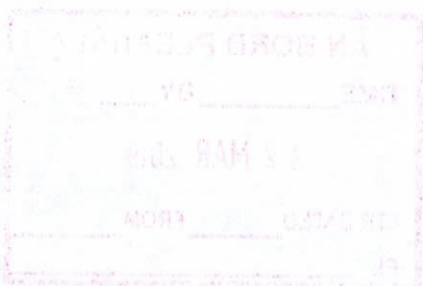
## **ADDITIONAL INFORMATION – CUMULATIVE IMPACTS**

An appraisal of other developments entered into in the planning systems since the submission of the planning application for the Proposed Project in June 2018 to An Bord Pleanála has been undertaken. The following planning resources were reviewed.

The following planning resources were reviewed:

- Fingal County Council website
- National Planning website
- An Bord Pleanála website
  - SID Lists
  - Strategic Housing Developments list
- Department of Housing, Planning and Local Government website
  - Foreshore Licence Applications
  - EIA Portal

The results of the appraisal are presented below;



'Other Development' Details						Stage 1		Stage 2		
ID	Application Reference	Applicant for 'Other Development' and Brief Description	Approximate Distance from Proposed Development Infrastructure	Status	Tier	Within Zone of Influence?	Progress to Stage 2?	Overlap in Temporal Scope?	Scale and Nature of Development Likely to Have a Significant Effect?	Progress to Stage 3/4?
1	N/A	National Transport Authority: BusConnects - Overhaul of current bus system in Dublin region	Proposed Route 2 (Swords to City Centre) and Route 5 (Blanchardstown to City Centre) will cross or be close to GDD infrastructure	Undergoing public consultation, no planning application expected until 2020	2	Yes	Yes	Potentially as construction is likely to take place from 2021 with an estimated completion date of 2027 (estimated 2 years per route corridor)	Potential for cumulative impacts if construction phases coincided; however, no planning permissions granted. There is insufficient information available to allow further assessment and identify potential for cumulative impacts.	No
2	Various	daa: Number of potential projects to be undertaken at the airport over the coming years including: - Application for retention of existing car parks - Landside facility and snow base - Thermal storage facility - Taxiways and associated infrastructure - Provision of ancillary sub-station for North Apron - Increase in passenger capacity - Upgrade to baggage screening - Airfield substation replacement - Additional airfield maintenance and operational facilities	Approx. 0-1km north of proposed Orbital Sewer Route	Generally only in pre-application consultation with the board  Application for retention of car parks granted with conditions	2	Yes	Yes	Potentially	No – generally small scale projects or upgrades to existing infrastructure within airport lands	No

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3	N/A  Part 8 (Appears on ABP website under ref PLO6F.303174 as a Compulsory Acquisition Housing Act case)	Hole in the Wall Road Realignment and Junction Upgrade:  Construction of a new road linking Hole in the Wall Road, within the administrative area of Dublin City Council, to a new four-arm signalised junction with the Drumnigh Road (R124) and Mayne Road (R123). Also included is the upgrading of portions of the Mayne Road (R123) and Drumnigh Road (R124)	Corner of proposed Construction Compound No. 8	No current implementation date  (Status on ABP website was “Objections withdrawn” in January 2019)	2	Yes	Yes	Unknown	Potential for cumulative impacts if construction phases coincided; however, no indication of proposed timeline for any construction to commence. Insufficient information to allow for further assessment.	No
4	FS006731 (Foresore Licence)	Malahide Marina Village Ltd:  Dredging of accumulated sediments in marina to maintain navigability. Dredging to take place over 7 years in 3 separate campaigns each lasting approximately 20 days. Dredging via water injection dredging methodology.	Approx. 4km north of proposed Outfall Pipeline Route	Licence granted January 2019	1	Yes	Yes	Potentially – dredging to take place on 3 occasions between December 2018 and January 2025 with each dredging campaign to last approximately 20 days.	No - The material will be dredged and dumped within the marina area (Dumping at Sea Permit granted). Cumulative impacts would be unlikely due to the distance from the outfall pipeline route and the relative size of the Malahide Marina dredging	No
5	FS006842 (Foresore Licence)	DeepSea Fibre Networks Ltd:  Pre-installation survey, localised site investigations and installation of a subsea fibre optic cable.	Approx. 8.5km north of proposed Outfall Pipeline Route	Application lodged in June 2018 – no licence granted yet	1	Yes	Yes	Unlikely – works proposed to be undertaken in 2019	All foreshore works should be completed well in advance of the proposed GDD start date of 2022 so no significant cumulative effects	No



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	N/A	Dublin Array: Offshore wind farm (145 turbines) on Kish and Bray Banks, 10km off Dublin and Wicklow coasts	Approx. 13km from the proposed Outfall Pipeline (marine section) at its nearest	No planning received yet, no proposed time for commencement of construction	2	Yes	Yes	Unknown – no timeline for construction	No planning received yet, no proposed time for commencement of construction.  At its most northerly point, the project will be approximately 13km from the proposed outfall pipeline (marine section). On assessment of the available information and at this distance from the Proposed project, there is no potential for significant cumulative impacts.	No
6	F18A/0074	Department of Agriculture, Food & Marine:  130m long quay wall; associated deck area, road access, hard standing; localised dredging to facilitate works, dredging to -4m Chart Datum along the front of new quay wall to provide berthing depth and land reclamation of approximate 0.30 Ha on the east side of middle pier.	Approx. 3km south of the proposed Outfall Pipeline (marine section)	Permission granted 10 July 2018	1	Yes	Yes	During construction – construction due to last 18 months ending 2022	Both projects involve dredging, potential for minor cumulative impacts.  If both construction phases occurred in the same time frame, there would be the potential for a minor cumulative impact in terms of vessel management issues i.e. assuming that the smaller support vessels for the GDD dredging campaign were mobbing/demobbing from Howth, there would likely be a reduction in available berthing spaces in Howth due to the middle pier construction work.	No

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7	FW13A/0089 FW18A/0159	Huntstown Bioenergy  Renewable Bioenergy Plant to generate up to 3.8 MW of electricity from 99,000 tonnes of non-hazardous biodegradable waste per annum utilising Anaerobic Digestion (AD) technology	Approximately 1km to the south of the site	Grant of Permission. Due to Commence construction	1	Yes	Yes	During construction and operation	Emissions such as dust and noise from the site are regulated by the IPC License W0277-02, with thresholds applied at the site boundary.  Odour emissions from the Bioenergy plant are to be considered as part of the baseline for the proposed RBSF.  Potential cumulative impacts from traffic generation at operational phase.  Potential cumulative impacts arising from traffic will not give rise to cumulative effects.	No
8	FW14A/0162 FW18A/0038	The Peter McVerry Trust	Located adjacent to the eastern boundary of the site	Grant of Permission	1	Yes	Yes	Not expected.	Construction activities may give rise to cumulative impacts on traffic, noise dust and air. However these are not expected to be significant or result in a significant cumulative effect  Potential cumulative impacts arising from traffic will not give rise to cumulative effects.	No
9	F18A/0139	Development of 2 plots generally for industrial, warehouse, storage and logistic use and ancillary works at Plots 2 and 9, Dublin Inland Port, South of Dublin  Airport Logistics Park, Off Maple Avenue, Coldwinters, St. Margarets, Co. Dublin.	This site is located east of the R135 and east of the N2 and c. 500 m southeast of the Proposed RBSF Component site.	Grant of Permission, due to commence construction	1	Yes	Yes	During Construction and Operation	Potential cumulative impacts from traffic generation during construction and operation phase. However these are not expected to be significant or result in a significant cumulative effect  Potential cumulative impacts arising from traffic will not give rise to cumulative effects.	No