

### 3 DESCRIPTION OF PROPOSED DEVELOPMENT

#### 3.1 Introduction

This Chapter of the EIAR provides a Description of the Proposed Development that requires planning consent and is being assessed as part of the EIA process.

In line with the EIA Directive we provide a description of the location of the project and its physical and environmental characteristics, including the application sites and the design, size and scale of development. Consideration is also given to all relevant phases of development, from construction through to operation.

This chapter provides a broad summary description of the Proposed Development. The environmental impacts of the Proposed Development are then examined for each of the prescribed environmental topics in turn under Chapters 5 – 17. A summary of the proposed mitigation measures is set out in Chapter 19: Summary of Mitigation Measures. The residual impacts of the Proposed Development are summarised under Chapter 20: Summary of Residual Impacts and Cumulative Impacts.

This chapter has been prepared by Eleanor MacPartlin, EIAR Manager, with assistance from Conor Owens, EIAR Co-ordinator and Ryan Cowan, EIAR Assistant, at Stephen Little & Associates.

#### 3.2 Site Description & Context

Kellystown is located approximately 2km south west of Blanchardstown town centre. It is approximately 10km north west of Dublin city centre (O'Connell Bridge). Luttrellstown Gate Phase 2 (Plot 1) has been traditionally been in agricultural use and is a greenfield site whilst St Mochta's LRD (Plot 2) is currently in use as football pitches and associated facilities by St Mochta's Football Club.

Luttrellstown Castle Resort and associated golf course are located south of the existing Luttrellstown Road. However, the Kellystown lands form a logical, sequential western extension of established urban development at Porterstown/Diswellstown/Carpenterstown, to the south of Clonsilla.

The sites forms part of a wider area subject of the Kellystown Local Area Plan objective of the County Development Plan, for a planned new residential neighbourhood. The Kellystown LAP 2021 was adopted in January 2021. The proposed developments lie within the 'Eastern Development Area' (DA1) for early phase development within the Kellystown LAP lands.

The application sites are generally bounded by Diswellstown Road/ Dr. Troy Bridge to the east, the Royal Canal and the Dublin-Maynooth Railway Line to the north, development consented under An Bord Pleanála Reg. Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3 to the south and residential zoned lands within the Eastern Development Area (DA1) of the Kellystown Local Area Plan to the west.

East of Diswellstown Road Overpass is the built up housing area of Porterstown / Diswellstown. Building height at Porterstown / Diswellstown to the east ranges from 2-3 storey houses and 4-5 storey apartment buildings.

The Royal Canal and Dublin- Maynooth(-Sligo) rail line lies to the north of the application site. The site is located within approximately 1.5km of both Coolmine and Clonsilla commuter rail stations, to the east and west respectively. The NTA and Iarnród Eireann are seeking to upgrade this rail line, which includes the electrification of the line to allow for DART trains and more frequent and higher capacity services as part of the DART+ West Programme. The preferred option includes the closure of the level crossing and construction of a pedestrian and cyclist bridge over the rail line at Porterstown Road, to the north of the application site. No provision is made for a new train station at Porterstown.

To the north of the rail line are Clonsilla and Blanchardstown. Clonsilla village, which includes a range of neighbourhood scale shops, is located approximately 500m to the north. Blanchardstown major town centre is approximately 2km to the north.

Scoil Choilm National School, Luttrellstown Community College and Porterstown Scout Den are located in a campus style layout to the south-east of the application site, at lands provided by Castlethorn Construction. This campus is bounded by the Diswellstown Road Overpass to the east and Luttrellstown Road to the south. Castlethorn Construction has also provided lands for the associated roads, the burial grounds and the Beechpark public park, which will serve the new residential community at Kellystown.

A short spur road (i.e. the initial section of the 'Kellystown Link Road') has been extended west from the junction of Diswellstown Road to serve the school campus, the cemetery access road and to connect with the existing Porterstown Road.

The application sites are located in the townlands of Kellystown and Porterstown, in the suburb of Clonsilla, Dublin 15. It lies within the administrative boundaries of Fingal County Council.

Luttrellstown Gate Phase 2 consists of greenfield lands whilst the St. Mochta's LRD site is currently occupied by St. Mochta's FC. The residential development area of the site is zoned for residential use in the Fingal County Development Plan. That part of the site to the south of the existing and permitted 'Kellystown Link Road' is zoned 'open space', where alterations to the permitted attenuation pond within the larger public park is proposed.

We refer the Planning Authority to the Architect's Design Statement prepared by O'Mahony Pike Architects, that provides an illustrative description of the site and its surrounding context.



**Figure 1:** Extracts from Plot 1 & 2 Layout Plans, prepared by O'Mahony Pike Architects showing the outline of Plot 1 (Luttrellstown Gate Phase 2) and Plot 2 (St Mochta's LRD) combined in the context of the overall masterplan site.

### 3.3 General Description of Proposed Development

#### 3.3.1 Luttrellstown Gate Phase 2 (Plot 1)

Castlethorn Developments Luttrellstown Limited intends to apply for Permission for a development at a site (c. 3.72ha) at lands in the Townland of Kellystown.

The proposed development comprises 99no. residential units in a mix of houses and duplex units consisting of 71no. 2 storey houses (66no. 3-bedroom and 5no. 4-bedroom), 16no. 3 storey houses (16no. 4-bedroom), 4no. 1-bedroom duplex units and 8no. 2-bedroom duplex units and all associated and ancillary site development and infrastructural works, hard and soft landscaping and

boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores.

The proposed development includes a minor amendment to development permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3, with minor adjustment proposed to the permitted surface water attenuation pond. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

### 3.3.2 St Mochta's LRD (Plot 2)

Castlethorn Developments Luttrellstown Limited intends to apply for Permission for a development at a site (c. 4.38ha) at lands in the Townland of Porterstown.

The proposed development comprises 302no. residential units in a mix of houses, duplex and apartment units consisting of 62no. 2 storey, 3-bedroom houses and 35no. 3 storey, 4-bedroom houses; 205no. Duplex / Apartment Units (98no. 1-bed, 88no. 2-bed and 19no. 3-bed) across 4no. blocks comprising: Block D ranging in height from 5-7 storeys accommodating 57no. apartment units; Block E ranging in height from 5-7 storeys accommodating 77no. apartment units; Block F ranging in height from 4-5 storeys accommodating 39no. apartment and duplex units; Duplex Blocks G1, G2, G3 & G4 3 storeys in height accommodating 32no. apartment units; and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

### 3.4 Cumulative Development

This EIAR also considers the development proposed in the context of the cumulative development arising. We refer the Planning Authority to Section 3.9 of this Chapter for information on cumulative development.

### 3.5 Statutory Planning Context

The planned development of the Kellystown Local Area Plan and proposed development at the application lands are subject to national, regional, sub-regional, county and local planning policy. The following outlines the high level planning policy of relevance to the future development of the subject lands.

Whilst the EPA's Guidelines suggest that assessment of planning policy should not form part of an EIAR, it is considered that the strategic planning policy context is itself an important aspect to understanding whether development of this nature and extent proposed at this location is in accordance with proper and sustainable development. It is appropriate to refer to same in that context.

This Chapter does not address in detail all of the relevant planning policies, objectives and development standards contained in the statutory development plan of relevance to the proposed development at this location. The relevant planning policy context is addressed in greater detail, separately in the Planning Application Report, prepared by Stephen Little & Associates, Chartered Town Planners & Development Consultants, which accompanies the Planning Application to the Board.

### 3.5.1 National Planning Framework – Ireland 2040

The Government approved the Draft Final Revised National Planning Framework on 8 April 2025 which was subsequently approved by the Seanad and the Dáil in the following weeks. National Planning Framework (NPF) First Revision (2025) Project Ireland 2040 establishes the Government's strategic plan for Ireland's future growth and development up to the year 2040. It is a top priority of the NPF to focus on developing existing settlements and avoiding the urban sprawl of towns and cities, with a National Policy Objective (NPO) of at least 40% of all new housing to be delivered within the existing built up areas (NPO 7, p22).

The **National Strategic Outcome (NSO)** for Compact Growth aims to realise the potential of cities, towns, and villages by prioritising the sustainable growth of strategic areas. This NSO relates to the proposed development and is stated as follows:

**COMPACT GROWTH** - *Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority. (p6)*

Compact and sustainable growth requires consideration on the liveability of an urban space and in doing so, reduces the harmful environmental impacts by utilising the existing infrastructure and improving the viability of public transport. NPO 12 is as follows:

*Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being. (p49)*

The NPF identifies Dublin as one of the five cities in which 50% of all new homes will be delivered within their existing built up footprint, as set out in NPO 8 (p22).

The proposed scheme will deliver a high quality residentially led development within the Kellystown Local Area Plan. The proposed development is consistent with the revised NPF which continues to promote the overarching strategic policy objectives and outcomes for compact, sustainable, planned growth.

### 3.5.2 Eastern and Midlands Regional Spatial & Economic Strategy

The Regional Spatial and Economic Strategy (RSES) (2019-2031) is a strategic plan which provides a framework for regional spatial planning, informed by the NPF. The growth targets of the RSES will be adjusted on foot of the approval of the revised NPF in April 2025,

The Region is divided into 3 subregions of Strategic Planning Areas (SPAs). The Dublin SPA is relevant to this development.

The 3 Key Principles of the RSES are as follows (p23):

**Healthy Placemaking:** *To promote people's quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in.*

**Climate Action:** *The need to enhance climate resilience and to accelerate a transition to a low carbon society recognising the role of natural capital and ecosystem services in achieving this.*

**Economic Opportunity:** *To create the right conditions and opportunities for the Region to realise sustainable economic growth and quality jobs that ensure a good living standard for all.*

NPF strategic policy objectives and outcomes for compact growth are addressed through the following principles, strategic outcomes and policy objectives of the RSES.

Each Key Principle encompasses a set of Regional Strategic Outcomes (RSOs). Under Healthy Placemaking, RSO 2, “Compact Growth and Urban Regeneration”, in reference to NPF NSO 1, is relevant to the development and is set out as follows:

*Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region’s citizens. (p25)*

Regional Policy Objective (RPO) 4.3 aims to:

*Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.(p52)*

The Guiding Principles for the growth of the Dublin Metropolitan area aim to achieve the vision of the Dublin Metropolitan Area Strategic Plan (MASP) for sustainable development. The delivery of compact sustainable growth and accelerated housing, as a guiding principle, is promoted as follows:

*To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport. (p101)*

### 3.5.3 Fingal County Development Plan 2023-2029

The Fingal County Development Plan 2023-2029 was adopted on 22 February 2023 and officially came into effect on 05 April 2023.

The County Development Plan provides a statutory planning policy framework for the growth and development of the County during its lifetime. The underlying and cross cutting themes promote the creation of sustainable, healthy communities where people can access jobs, housing, and services, and enjoy a high quality of life.

#### 3.5.3.1 Core Strategy

Kellystown is located within the development boundary of Blanchardstown, identified as being within the Metropolitan Area within Dublin City and Suburbs. The Development Plan identifies that there is a projected housing demand for 1,761no. units.

The proposed development (401no. dwellings) will make a positive and timely contribution to addressing the projected housing need identified by the Council, at zoned development lands within the Kellystown Local Area Plan, where there has been significant investment in infrastructure to support the projected population growth.

The proposed development, in combination with development permitted and concurrent planning applications at these lands is in accordance with Table 2.14 of the Development Plan.

The following Objectives of the Core Strategy are also noted: -

**Objective CSP1:** *Promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of Fingal..*

**Objective CSP3:** *Support the economic development of Fingal in line with the policies and objectives stipulated in the National Planning Framework and the Regional Spatial and Economic Strategy and utilise active land measures such as provision of LAPs and masterplans across the County as part of the development approach for Strategic Development Areas and Corridors.*

**Objective CSP12:** *Promote compact growth in line with the NPF and RSES through the inclusion of specific policies and targeted and measurable implementation measures that: “ Encourage infill / brownfield development, ” Focus growth on the County’s designated strategic development areas*

identified in the Metropolitan Area Strategic Plan (MASP), "Promote increased densities along public transport corridors.

**Objective CSP15:** Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in the RSES.

**Objective CSP16:** Ensure that the Housing Strategy insofar as is feasible, addresses the diverse needs of all of Fingal's citizens meeting, where possible, their diverse accommodation needs.

**Objective CSP18:** Promote residential development addressing the current shortfall in housing provision and meeting target guidance figures, through a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, and vacant and underutilised sites.

**Objective CSO17:** Promote high quality residential development which meets the needs of all stages of the life cycle through an appropriate mix of house type and local amenities.

**3.5.3.2 Land Use Zoning Objectives**

The application sites and immediately surrounding area is zoned: -

To the north of this road alignment are lands zoned '**RA - Residential Area**' and to the south of the road the lands are zoned '**OS - Open Space**'.

The core residential sites are subject to the Zoning Objective "RA – Residential Area," to:

*"Provide for new residential community subject to the provision of the necessary social and physical infrastructure"*

The vision of this zoning objective seeks to:

*"Ensure the provision of high quality environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities."*

Permitted in Principle		
Bed and Breakfast	Childcare Facilities	Community Facility
Education	Funeral Home/Mortuary <sup>9</sup>	Guest House
Health Centre	Health Practitioner	Hospital
Office Ancillary to Permitted Use	Office ≤ 100 sqm <sup>9</sup>	Office > 100 sqm and < 1,000 sqm <sup>11</sup>
Open Space	Place of Worship	Public House <sup>9</sup>
Public Transport Station	Recreational/Sports Facility	Residential
Residential Care Home/ Retirement Home	Restaurant/Café <sup>9</sup>	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa <sup>9</sup>	Retail – Comparison ≤ 500 sqm nfa <sup>9</sup>	Retail – Supermarket ≤ 2,500 sqm nfa <sup>9</sup>
Retirement Village	Sheltered Accommodation	Sustainable Energy Installation <sup>35</sup>
Taxi Office	Traveller Community Accommodation	Utility Installations
Veterinary Clinic		

**Figure 5.** Extract From The Fingal Development Plan Identifying Uses Permitted In Principle Under The 'RA' Zoning Objective.

The proposed development of a new residential community, including residential development, is acceptable in principle at the application site, which is located within the 'RA' zoned land to the north of the now permitted 'Kellystown Link Road' alignment.

For Luttrellstown Gate Phase 2 (Plot 1), due to the need to alter the attenuation pond permitted as part of the adjacent Kellystown SHD scheme (ABP-312318-21, as amended by LRD0034-S3), the red line site boundary extends southwest, encompassing lands zoned Objective "OS – Open Space," to:

*"Preserve and provide for open space and recreational amenities."*

The vision of this OS zoning objective seeks to:

*"Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority."*

Permitted in Principle		
Community Facility	Golf Course	Open Space
Recreational/Sports Facility		

**Figure 6.** Extract From The Fingal Development Plan Identifying Uses Permitted In Principle Under The 'OS' Zoning Objective.

The consented Kellystown SHD scheme (ABP-312318-21, as amended by LRD0034-S3), includes a significant public park within the lands zoned 'OS - Open Space', which will also serve the Class 2 public open space requirements of the proposed residential development at the application site.

The permitted attenuation pond (ABP-312318-21, as amended by LRD0034-S3), ancillary to the residential-led development at Kellystown, is proposed to be amended as part of this current application to cater for the surface water quantities for the subject development. We note the attenuation pond has already been determined by An Bord Pleanála and Fingal County Council that the location of the attenuation pond in this area does not conflict with the land use zoning and is consistent with the Blue and Green Infrastructure Strategy of the Kellystown LAP.

### 3.6 Characteristics of the Proposed Development

The proposed development is contained in 2 no. application sites (Plots 1 & 2).

Each Planning Application is accompanied by detailed planning drawings and a detailed Architectural Design Statement, prepared O'Mahony Pike Architects, which provides a rationale for the design of the proposed scheme and the dwelling types proposed.

#### 3.6.1 Luttrellstown Gate Phase 2 (Plot 1)

Castlethorn Developments Luttrellstown Limited intends to apply for Permission for a development at a site (c. 3.72ha) at lands in the Townland of Kellystown.

The proposed development comprises 99no. residential units in a mix of houses and duplex units consisting of 71no. 2 storey houses (66no. 3-bedroom and 5no. 4-bedroom), 16no. 3 storey houses (16no. 4-bedroom), 4no. 1-bedroom duplex units and 8no. 2-bedroom duplex units and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores.

The proposed development includes a minor amendment to development permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3, with minor adjustment proposed to the permitted surface water attenuation pond. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

An Architectural Design Statement has been prepared by O'Mahony Pike Architects, providing a detailed site analysis and urban design rationale for the proposed development. The Architectural Design Statement provides further illustration and analysis of the proposed design and layout for

this site, on its own and in the context of the applicants wide landholding. We refer the Planning Authority to this document and to the Site Layout Plan and related planning drawings, prepared by O'Mahony Pike Architects.

### Layout & Design

The strategy for the subject site is led by the Kellystown LAP diagrams and text, and the key moves are as follows:

- Green spaces located along the southern and eastern site boundaries, so as to facilitate retention of Hedgerow 8;
- Green space located along the northern boundary of the subject site, facilitating a 4.0m wide cycle and pedestrian pathway, which connects with the permitted movement network of ABP-312318-21;
- Pocket park in a central location within the subject site;
- The continuation of the Local Distributor Road through the Kellystown Eastern Development Area, connecting with the permitted movement network of ABP-312318-21;
- A simple, permeable, urban block pattern, aligning with the Kellystown LAP diagram, and with activity along all edges of each urban block;

The proposed application will focus on medium density own-door housing, to complement the overall residential mix proposed within the Eastern Development Area, having due regard to the overall density requirements there-in.

### Materials Strategy

We refer the Planning Authority to the accompanying elevational drawings, prepared by O'Mahony Pike Architects, for details of materials and finishes of the Proposed Development. A palate of materials and colours has been chosen to provide a robust, quality finish to the scheme while referencing the existing developments in the area.

### Density

The site can be best described as an outer suburban greenfield site, located within 1km – 1.5km of high capacity commuter rail stations at Clonsilla and Coolmine, which are also planned to be electrified as part of DART+ West project.

As confirmed above, the proposed development of 99no. dwellings comprising house and duplex units provides a net residential density of 40no. dwellings per hectare.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) sets national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. The 2024 Guidelines replace the Sustainable Residential Developments in Urban Areas-Guidelines for Planning Authorities (2009).

Under the 2024 Guidelines, the application site can be reasonably categorised as a 'Metropolitan Town – Suburban / Urban Extension' noting the site is located just outside the boundary of the Dublin City and Suburbs area. Within a Metropolitan Town – Suburban / Urban Extension' area, it is a policy and objective that residential densities in the range of 35-50 dwellings per hectare (net) shall generally be applied. This is not stated as a Specific Planning Policy Requirement (SPPR).

The Guidelines' recommended density range, not being an SPPR, therefore provides a degree of flexibility. The proposed development delivers a residential density of 40 dph, which is consistent with the range recommended in the Guidelines. We refer the Planning Authority to Appendix A of this report for further detail on compliance with the Sustainable Residential Development and

Compact Settlements Guidelines for Planning Authorities as well as the enclosed Architectural Design Statement prepared by O'Mahony Pike Architects demonstrating compliance with density ranges within the Kellystown Area Plan.

The Kellystown LAP identifies density ranges for Development Areas as opposed to per application / plot. When the proposed development is considered in combination with permitted developments to date in the Kellystown Eastern Development Area, a net density of 64no. units per hectare is achieved. This falls comfortably within the range of 50-75 dwellings per hectare required for the Eastern Development Area, and is thus consistent with the density objectives of the Kellystown LAP. We note the importance of providing a viable and sustainable overall mix within the Eastern Development Area and consider that this has been provided through the permitted and proposed applications.

### **Residential Unit Mix**

The following residential mix is proposed:

- 21no. 4 bed houses,
- 66no. 3bed houses
- 8no. 2-bed duplex units
- 4no. 1-bed duplex units

The proposed houses range from 2 to 3-storeys, with varied typology from deep plan, wide frontage, detached, semi-detached and terraced formats

Further details of the proposed unit mix and housetype and duplex design can be found in the Architects Design Statement, Schedule of Accommodation, Housing Quality Assessment, and House / Duplex Type drawings, all prepared by O'Mahony Pike Architects, as part of this application.

Public open space is provided within the application site, for the benefit of all prospective residents and the wider residential community.

### **Water Services**

We refer the Planning Authority to the enclosed Engineering Drawings, Engineering Assessment Report and Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers.

#### Surface Water Drainage

We refer the Planning Authority to Section 3 of the enclosed Engineering Assessment Report and Drainage Drawings, prepared by Waterman Moylan Consulting Engineers for details of surface water drainage.

#### Foul Water Drainage

We refer the Planning Authority to Section 2 of the enclosed Engineering Assessment Report and Drainage Drawings, prepared by Waterman Moylan Consulting Engineers for details of foul water drainage.

#### Water Supply

We refer the Planning Authority to Section 4 of the enclosed Engineering Assessment Report and Drainage Drawings, prepared by Waterman Moylan Consulting Engineers for details of water supply.

### Flood Risk Assessment

We refer the Planning Authority to the Site-Specific Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers in accordance with the Planning System and Flood Risk Management Guidelines for Local Government (2009) accompanies this Planning Application.

Within the assessment, Fluvial, Pluvial and Tidal Flooding are concluded to present a low risk, where mitigation measures are implemented. Furthermore, it is noted that there is a low risk of groundwater flooding as well as a low residual risk of overland flooding from human / mechanical error.

### **Landscape Proposal**

The proposed development includes areas of public amenity open space for the benefit of future residents and local community, and to integrate the scheme into the existing landscape.

Approximately 4,644sqm of public open space will be provided, which equates to c. 18.7% of the net development site.

At the heart of the development lies a 655.72 m<sup>2</sup> central pocket park designed to be a focal social and recreational hub. The park integrates rain gardens, swales, a looping path, seating, and diverse planting (trees, hedges, bulbs, and ornamental species). It's meant to promote sustainability and passive supervision, serving as a safe and welcoming space for residents to meet, relax, and interact

This linear park is a continuation of the landscape vision initiated in Phase 1, forming part of the Kellystown LAP. It features a series of interconnected pocket parks set along a retained hedgerow, which acts as the ecological and visual spine of the park. Each pocket is accessible via a meandering pathway and includes amenities such as sunken lawns, a boules court, play areas, social seating, and an urban orchard. SuDS features are embedded within the lawn design, enabling stormwater attenuation while doubling as informal play arenas.

The northern boundary includes an east-West pedestrian and cycleway designed in collaboration with Fingal County Council. It is flanked buffer planting that strengthens screening from the adjacent rail line. Pockets of planting are arranged to create permeability and connectivity while ensuring appropriate tree setbacks to avoid infrastructure conflicts. The western edge is less developed in terms of access, with the infrastructure set back and no plan connections to the West the existing hedgerow along this boundary is retained and protected preserving the sites natural edge

Streets Throughout the development feature regular tree planting and pollinator friendly planting pockets. These green islands break up car parking areas, promote diversity, and visually knit together the built and natural elements of the site, contributing to a cohesive streetscape and ecological connectivity

Collectively, these landscape zones reflect a commitment to ecological enhancement, aesthetic appeal, and functional use, creating a liveable and community-focused environment that supports year-round enjoyment for residents of all ages.

We refer the Planning Authority to the enclosed Landscape Report and Drawings, prepared by Doyle O'Troithigh Landscape Architecture.

### **Access & Transportation**

We refer the Planning Authority to the enclosed Engineering Assessment Report and Traffic and Transport Assessment, prepared by Waterman Moylan Consulting Engineers. These documents address how the proposed development considers traffic and transportation issues, including, traffic generation, pedestrian and cyclist linkages and safety, public transport availability and capacity.

### Access/Road Layout

As confirmed within the enclosed Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers, vehicular access to the proposed development is provided via the permitted western extension of the Kellystown Link Road and the associated site entrance and internal road network permitted as part of the Kellystown SHD scheme (ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

The proposed road, bicycle and footpath network within the application site makes connections to the permitted development to the south and east, in accordance with the Kellystown LAP diagram.

### Bicycle and Car Parking

We refer the Planning Authority to the Architects Design Statement and Schedule of Accommodation, prepared by OMP Architects, for further details on bicycle and car parking.

RESIDENTIAL CAR PARKING ALLOCATION	No. Residential Units	No. of on-street car parking spaces (allocated)	No. of disabled on-street car parking spaces	No. of on curtilage car parking spaces	Visitor (On-street)		Total no. of car parking spaces	Car Parking Ratio
Houses	87	39	2	68	17		126	1.4
Block H	6	2	1				3	0.5
Block J	6	2	1				3	0.5
<b>Totals</b>	<b>99</b>	<b>43</b>	<b>4</b>	<b>68</b>	<b>17</b>		<b>132</b>	<b>1.3</b>

\*20% of all on-street residential parking spaces are EV spaces

BICYCLE PARKING (RESIDENTIAL)	No. Residential Units	Bicycle Parking Requirement FCC Development Plan (Long Stay)	Bicycle Parking Requirement FCC Development Plan (Short Stay)	Bicycle Parking Proposed (Long Stay)	Bicycle Parking Proposed (Short Stay)	Motorbike Parking Requirement FCC Development Plan	Motorbike Parking Proposed
Block J	6	16	3	16	6		
Block H	6	16	3	16	10		
Mid-terrace Houses (4 bedroom)							
Mid-terrace Houses (3 bedroom)	22	110		110			
<b>TOTALS</b>	<b>34</b>	<b>142</b>	<b>6</b>	<b>142</b>	<b>16</b>	<b>13</b>	<b>12</b>

**Figure 4.** Extract from the Schedule of Accommodation prepared by O'Mahony Pike Architects providing detail on Car and Bicycle Parking Provision

The proposed development provides long stay and short stay bicycle parking in line with the Fingal Development Plan, with a total of 158no. spaces proposed.

For houses with side or rear access to their rear gardens, it is assumed that those residents will store their bicycles in their rear gardens. For mid-terrace houses with no side or rear access to their rear gardens, secure bicycle lockers are provided. The lockers are generally located onstreet, near the house, and are surrounded with a brick wall of c. 1100mm height, so as to create a unified streetscape. Locker types that open to the side and to the end are both used throughout the scheme. Parking for these units is provided in line with the Fingal Development Plan, i.e. two spaces per 3+ bedroom unit, plus one space per bedroom.

For the duplex units, each block contains a bicycle storage room, for long-stay parking. Bicycle parking for these units is provided in line with the Fingal Development Plan, i.e. one space per unit plus one space per bedroom.

A total of 132no. surface level car parking spaces are proposed, providing a ratio of 1.3 spaces per unit in accordance with the requirements of the Compact Settlement Guidelines. We refer the Planning Authority to Appendix A of this report in respect to compliance with parking standards for Section 28 Ministerial Guidelines and also Section 9 for Development Plan compliance.

### Taking in Charge

We refer the Planning Authority to the enclosed "Taking in Charge Plan Drawing prepared by O'Mahony Pike Architects.

### Refuse Strategy

We refer the Planning Authority to the enclosed Operational Waste Management Plan, prepared by Enviorguide Consulting included as Appendix 15.2 of this EIAR which outlines details of waste management at operational stage of the development. We also refer the Planning Authority to Chapter 15 (Waste) prepared by Enviorguide Consulting for further details of the refuse strategy for the proposed development.

### Construction Management

We refer the Planning Authority to the enclosed Preliminary Construction Environmental Management Plan, prepared by Enviorguide Consulting which sets out typical arrangements and measures which may be undertaken during the construction phase of the project in order to mitigate and minimise disruption / disturbance to the area around the site. The Preliminary Construction Environmental Management Plan will be treated as a live document and communicated to all relevant personnel on site should the scheme be permitted.

#### 3.6.2 St. Mochta's LRD (Plot 2)

Castlethorn Developments Luttrellstown Limited intends to apply for Permission for a development at a site (c. 4.38ha) at lands in the Townland of Porterstown.

The proposed development comprises 302no. residential units in a mix of houses, duplex and apartment units consisting of 62no. 2 storey, 3-bedroom houses and 35no. 3 storey, 4-bedroom houses; 205no. Duplex / Apartment Units (98no. 1-bed, 88no. 2-bed and 19no. 3-bed) across 4no. blocks comprising: Block D ranging in height from 5-7 storeys accommodating 57no. apartment units; Block E ranging in height from 5-7 storeys accommodating 77no. apartment units; Block F ranging in height from 4-5 storeys accommodating 39no. apartment and duplex units; Duplex Blocks G1, G2, G3 & G4 3 storeys in height accommodating 32no. apartment units; and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

### Layout & Design

The strategy for the subject site is led by the Kellystown LAP diagrams and text, and the key moves are as follows:

- The provision of a generous green area along the eastern site boundary of the residential area, which varies in width from c. 16m to c. 44m. This creates a buffer area between the residential units and the Diswellstown Overpass, which can be planted to provide screening and amenity;
- A simple, robust urban block pattern, which creates homezones which generally have a view towards the public open space;
- The proposed road network connects with the permitted looped access road in the Kellystown development to the west, as indicated by the LAP;
- The eastern and northern green areas facilitate a continuation of the c. 4m wide cycle and pedestrian route that was permitted under ABP-312318-21, as amended by LRD0034/S3, which accords with the LAP;
- The provision of green areas along the western site boundary of the residential area, which when combined with the permitted green spaces on the eastern side of the Porterstown Road under ABP-312318-21, as amended by LRD0034/S3, have the potential to create a

green corridor, 25-30m in width, along the route of the Porterstown Road, which may become a primarily pedestrian/cycle route when DART+West is implemented;

- Pedestrian & cycle connectivity to Riverwood Square, to the east of the subject site.

We refer the Planning Authority to the enclosed Architectural Design Statement, prepared by O'Mahony Pike Architects.

### Materials Strategy

We refer the Planning Authority to the accompanying elevational drawings, prepared by O'Mahony Pike Architects for details of materials and finishes of the Proposed Development. A palate of materials and colours has been chosen to provide a robust, quality finish to the scheme while referencing the existing developments in the area.

### Density

The site can be best described as an outer suburban site, located within 1km – 1.5km of high capacity commuter rail stations at Clonsilla and Coolmine, which are also planned to be electrified as part of DART+ West project.

As confirmed above, the proposed development of 302no. dwellings comprising house, duplex and apartment units provides a net residential density of 76no. dwellings per hectare.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) sets national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. The 2024 Guidelines replace the Sustainable Residential Developments in Urban Areas-Guidelines for Planning Authorities (2009).

Under the 2024 Guidelines, the application site can be reasonably categorised as a 'City – Suburban / Urban Extension'. Within these areas, the guidelines note,

*"Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the **range 40 dph to 80 dph (net)** shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that **densities of up to 150 dph (net)** shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)."*

The Guidelines' recommended density range, not being an SPPR, therefore provides a degree of flexibility. The proposed development delivers a residential density of 76no. dph, which is consistent with the range recommended in the Guidelines. We refer the Planning Authority to Appendix A of this report for further detail on compliance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities as well as the enclosed Architectural Design Statement prepared by O'Mahony Pike Architects demonstrating compliance with density ranges within the Kellystown Area Plan.

The Kellystown LAP identifies density ranges for Development Areas as opposed to per application / plot. When the proposed development is considered in combination with permitted developments to date in the Kellystown Eastern Development Area, a net density of 64no. units per hectare is achieved. This falls comfortably within the range of 50-75 dwellings per hectare required for the Eastern Development Area, and is thus consistent with the density objectives of the Kellystown LAP. We note the importance of providing a viable and sustainable overall mix within the Eastern Development Area and consider that this has been provided through the permitted and proposed applications.

### **Unit Mix**

The proposed development comprises a total 302no. overall. The proposed units are broken down as follows:

- 35no. 4 bed houses,
- 62no. 3bed houses
- 19no. 3bed apartments
- 88no. 2bed apartments
- 98no. 1bed apartments

Further details of the proposed unit mix and housetype and duplex design can be found in the Architects Design Statement, Schedule of Accommodation, Housing Quality Assessment, and House / Duplex Type drawings, all prepared by O'Mahony Pike Architects, as part of this application.

Public open space is provided within the application site, for the benefit of all prospective residents and the wider residential community.

### **Water Service**

We refer the Planning Authority to the enclosed Engineering Drawings, Engineering Assessment Report and Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers.

### **Surface Water Drainage**

We refer the Planning Authority to Section 3 of the enclosed Engineering Assessment Report and Drainage Drawings, prepared by Waterman Moylan Consulting Engineers for details of surface water drainage.

### **Foul Water Drainage**

We refer the Planning Authority to Section 2 of the enclosed Engineering Assessment Report and Drainage Drawings, prepared by Waterman Moylan Consulting Engineers for details of foul water drainage.

### **Water Supply**

We refer the Planning Authority to Section 4 of the enclosed Engineering Assessment Report and Drainage Drawings, prepared by Waterman Moylan Consulting Engineers for details of water supply.

### **Flood Risk Assessment**

We refer the Planning Authority to the Site-Specific Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers in accordance with the Planning System and Flood Risk Management Guidelines for Local Government (2009) accompanies this Planning Application.

Within the assessment, Fluvial, Pluvial and Tidal Flooding are concluded to present a low risk, where mitigation measures are implemented. Furthermore, it is noted that there is a low risk of groundwater flooding as well as a low residual risk of overland flooding from human / mechanical error.

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## **Landscape Proposal**

The proposed development includes areas of public amenity open space for the benefit of future residents and local community, and to integrate the scheme into the existing landscape.

Approximately 6,455sqm of public open space will be provided, which equates to c. 16.3% of the net site area.

### Public Open Space

- A linear park along the eastern boundary serves as the main public open space.
- It includes four lawn pockets for active and passive recreation, two of which are sunken for surface water attenuation (SUDS) and can function as informal ball game arenas.
- Woodland planting and social seating areas provide visual framing and passive supervision from paths and surrounding residences.
- Amenities include ping pong tables and diverse planting.

### Dr Troy Bridge Underpass

This previously unused space is transformed into a sheltered recreational area with three distinct zones:

- Street basketball court, leveraging the urban trend of 3v3 basketball, with seating for spectators.
- Children's play area (ages 4–12), with inclusive equipment and safe surfacing.
- Climbing wall for young teens, complete with fall-protection surfacing.

The area also includes seating, bike parking, and connects to the nearby Riverwood development.

### Communal Open Space

- Located near apartment blocks, these spaces mimic private garden designs.
- Focused on passive recreation and social connection.
- Designed with colourful, ornate planting and low-impact play features for residents.

Streets incorporate planting islands and street trees to enhance visual appeal and promote biodiversity. Emphasis is placed on green infrastructure, with pollinator-friendly planting creating habitat links across the development.

We refer the Planning Authority to the enclosed Landscape Report and Drawings, prepared by Doyle O'Troithigh Landscape Architecture.

## **Access & Transportation**

We refer the Planning Authority to the enclosed Engineering Assessment Report and Traffic and Transport Assessment, prepared by Waterman Moylan Consulting Engineers. These documents address how the proposed development considers traffic and transportation issues, including, traffic generation, pedestrian and cyclist linkages and safety, public transport availability and capacity.

### Access

We refer the Planning Authority to the enclosed Drawing No. 'Roads Layout', prepared by Waterman Moylan Consulting Engineers.

The enclosed Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers confirms that vehicular access is provided off the existing Kellystown Link Road via the internal roads of the permitted Kellystown development (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

In terms of the internal road network, the Traffic and Transport Assessment confirms,

*"The internal roads have been designed to comply with DMURS as required by the County Development Plan. The internal roads generally vary between 4.8m and 5.5m in width. All footpaths are 2.0m wide and connect the internal spaces.*

*The proposed development includes "home-zones" (also called shared surfaces), which have been designed primarily to meet the needs of pedestrians, cyclists, children, and residents. The aim is to reduce the speed and dominance of cars."*

Calming measures throughout the site are proposed, inclusive of reduced width carriageways within homezones and segregated roads.

In terms of pedestrian and cyclist infrastructure, the proposal has been designed with a well-interconnected footpath network providing permeability through the site, to the adjacent Kellystown Development. 2m wide footpaths throughout the site are proposed with a cycle path bordering the site to the north and east

### Car Parking

A total number of 241 no. car parking spaces are proposed.

The houses are generally provided with 1 no. allocated, on street car parking space. A small number of the larger houses (6 no.) are provided with 2 no. on curtilage car parking spaces. This provides a ratio of 1.1 car spaces per house. The apartments and duplexes are provided with on-street car parking, at a ratio of 0.5 car spaces per unit. All parking for apartments and duplexes is provided at surface, with no podium or basement parking so as to ensure financial viability.

A "mobility hub" has been provided, as requested by Fingal County Council. The mobility hub comprises 2 no. Go-Car spaces, visitor & EV car spaces, 6 no. short stay bicycle spaces and a bicycle repair station.

We refer the Planning Authority to the Architect's Design Statement and Schedule of Accommodation, prepared by OMP Architects as well as the Traffic and Transport Plan prepared by Waterman Moylan Consulting Engineers for further details on car parking.

The proposed car parking provision is compliant with local and national policy as demonstrated within this report.

### Bicycle Parking

A total of 993no. cycle parking spaces are proposed as part of the development, with 889no. long stay and 104no. short stay cycle spaces proposed. In terms of cycle storage, we note the following:

- **Houses** - Where a house has side or rear access to its private rear garden from the street, it is presumed that the residents of that house will store their bicycles in the private rear gardens. Where a house is terraced, and access to its private rear garden involves going through the internal ground floor of the house, secure bicycle parking is provided to the front of the dwelling, or within the streetscape in the vicinity of the dwelling.

Each terraced 3 bedroom house is provided with 5 no. secure long-stay bicycle spaces, and each 4 bedroom house is provided with 6 no. secure long-stay bicycle spaces. Generally,

each terraced house is provided with 1 no. horizontal bicycle locker, which stores 2 bicycles, adjacent to its front door, and the balance of the long-stay bicycle parking is provided in on-street, gated bicycle stores.

- **Apartments** - In Blocks D, E & F, most long-stay bicycle parking is provided within dedicated bicycle stores located on the ground floor of those buildings. A combination of semi-vertical spaces and sheffield stand spaces is provided for each building. A bicycle repair station is provided within the internal bicycle stores in both Blocks E & D. Some longstay bicycle parking is also provided by external secure lockers, which are generally located in the narrow or shady parts of the communal open spaces. Please note that the area of the lockers is excluded from the communal open space quantum. 5% of all long-stay bicycle spaces are cargo-bicycle spaces, in line with the National Cycle Manual recommendations.

For the Block G1, G2, G3 & G4 duplexes, long-stay bicycle parking is provided in single storey bicycle store buildings that are located within their communal area.

We refer the Planning Authority to the Architect's Design Statement and Schedule of Accommodation, prepared by OMP Architects as well as the Traffic and Transport Plan prepared by Waterman Moylan Consulting Engineers for further details on bicycle parking.

The proposed cycle parking provision is compliant with local and national policy as demonstrated within this report.

#### **Taking in Charge**

We refer the Planning Authority to the enclosed "Taking in Charge Plan)", prepared by O'Mahony Pike Architects.

#### **Refuse Strategy**

We refer the Planning Authority to the enclosed Operational Waste Management Plan, prepared by Enviorguide Consulting included as Appendix 15.2 of this EIAR which outlines details of waste management at operational stage of the development. We also refer the Planning Authority to Chapter 15 (Waste) prepared by Enviorguide Consulting for further details of the refuse strategy for the proposed development.

#### **Construction Management**

We refer the Planning Authority to the enclosed Preliminary Construction Environmental Management Plan, prepared by Enviorguide Consulting which sets out typical arrangements and measures which may be undertaken during the construction phase of the project in order to mitigate and minimise disruption / disturbance to the area around the site. The Preliminary Construction Environmental Management Plan will be treated as a live document and communicated to all relevant personnel on site should the scheme be permitted.

### **3.7 Project Life Cycle**

The purpose of this section is to provide a description of the Proposed Development and consider all relevant aspects of the project life cycle both during construction and post construction. These include the following: -

- Construction Phase (Land Use Requirements, Construction Activity & Significant Effects).
- Operation Phase (Processes, Activities, Materials Used).
- Secondary and Off-Site Developments.

### 3.7.1 Luttrellstown Gate Phase 2 (Plot 1)

#### Construction Phase

It is proposed to deliver the proposed Luttrellstown Gate Phase 2 (Plot 1) development in one single phase.

#### Construction Activities

There are a number of construction activities involved in a project such as this. The activities (independent of phasing) can be divided into five general categories: -

- **Excavation:** This includes site clearing and earthworks – soil / rock removal – required to prepare the site for the foundations and residential floorspace above.
- **Structure:** Structure includes the foundations and the physical frame of the residential units.
- **Enclosures:** The enclosures for the buildings will be formed, block work, brick, timber, and glass, with slate roofs and flat roofs, all with the required levels of insulation and waterproof membranes.
- **Services:** The requisite services will be provided including drainage and lightning.
- **Landscaping:** The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, bed and tree planting, and significant open spaces. In addition, there are a number of existing trees to be protected on site and incorporated into the new scheme.

#### Construction Access

Access to the construction site is provided via the permitted western extension of the Kellystown Link Road and the associated site entrance and internal road network permitted as part of the Kellystown SHD scheme (ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

Due regard will be paid to minimising any impacts by construction vehicles on the existing developments in the area. Should an issue arise in respect of construction traffic, then the position will be reviewed by the Project Team and changes made.

#### Air Quality – Dust & Dirt

The appointed Contractor shall put in place a regime for monitoring dust levels in the vicinity of the Site during the Construction Phase. The level of monitoring and adoptions of mitigation measures will vary throughout the Construction Phase depending on the type of activities being undertaken and the prevailing weather conditions at the time

The potential impacts associated with air quality during the Construction Phase are addressed in Chapter 9: Climate (Air Quality).

#### Noise & Vibration

It is not envisaged that any significant prolonged noise producing activities will be carried out onsite during daytime periods.

The potential impacts associated with noise and vibration during the Construction Phase, are addressed in Chapter 12: Air (Noise & Vibration).

#### Waste

An Operational Waste Management Plan and Resource and Waste Management Plan have been prepared and are included with the Planning Application. In addition, Chapter 15: Material Assets

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(Waste) of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts.

In summary, all waste generated during the construction and operational periods is proposed to be appropriately disposed of in accordance with the Waste Management Plans.

#### Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential health and safety risks will be mitigated to prevent or minimise issues arising during construction phase.

#### **Operational Phase**

The Proposed Development at Luttrellstown Gate Phase 2 (Plot 2) is a residential development consisting of 99no. residential units in a mix of houses and duplex units consisting of 71no. 2 storey houses (66no. 3-bedroom and 5no. 4-bedroom), 16no. 3 storey houses (16no. 4-bedroom), 4no. 1-bedroom duplex units and 8no. 2-bedroom duplex units and all associated ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works.

The primary direct significant environmental effects will arise during the Construction Phase. The Operational Phase of the Proposed Development is relatively benign and not likely to give rise to any significant additional environmental effects in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on human beings, flora and fauna, soils, water, air and climate.

The primary likely significant environmental effects of the Operational Phase as a result of the Proposed Development are fully addressed in the relevant specialist chapters of this EIAR. These impacts relate to Population & Human Health, Landscape & Visual, Climate (Noise & Vibration), Climate (Air Quality ) and Climate (climate change) associated with the traffic generation.

The Proposed Development also has the potential for cumulative, secondary and indirect impacts (i.e. traffic) that can be difficult to quantify due to complex inter-relationships.

However, all interactions and cumulative impacts are unlikely to be significant, as have been identified in Chapter 20 (residual impacts) and Chapter 21 (interactions) of this EIAR.

### **3.7.2 St. Mochta's LRD (Plot 2)**

#### **Construction Phase**

It is proposed to deliver the proposed St. Mochta's LRD (Plot 2) development across 3 phases.

#### Construction Activities

There are a number of construction activities involved in a project such as this. The activities (independent of phasing) can be divided into five general categories: -

- **Excavation:** This includes site clearing and earthworks – soil / rock removal – required to prepare the site for the foundations and residential floorspace above.
- **Structure:** Structure includes the foundations and the physical frame of the residential units.
- **Enclosures:** The enclosures for the buildings will be formed, block work, brick, timber, and glass, with slate roofs and flat roofs, all with the required levels of insulation and waterproof membranes.
- **Services:** The requisite services will be provided including drainage and lightning.

- **Landscaping:** The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, bed and tree planting, and significant open spaces. In addition, there are a number of existing trees to be protected on site and incorporated into the new scheme.

#### Construction Access

Access to the construction site is provided off the existing Kellystown Link Road via the internal roads of the permitted Kellystown development (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

Due regard will be paid to minimising any impacts by construction vehicles on the existing developments in the area. Should an issue arise in respect of construction traffic, then the position will be reviewed by the Project Team and changes made.

#### Air Quality – Dust & Dirt

The appointed Contractor shall put in place a regime for monitoring dust levels in the vicinity of the Site during the Construction Phase. The level of monitoring and adoption of mitigation measures will vary throughout the Construction Phase depending on the type of activities being undertaken and the prevailing weather conditions at the time.

The potential impacts associated with air quality during the Construction Phase are addressed in Chapter 9: Climate (Air Quality).

#### Noise & Vibration

It is not envisaged that any significant prolonged noise producing activities will be carried out onsite during daytime periods.

The potential impacts associated with noise and vibration during the Construction Phase, are addressed in Chapter 12: Air (Noise & Vibration).

#### Waste

An Operational Waste Management Plan and Resource and Waste Management Plan have been prepared and are included with the Planning Application. In addition, Chapter 15: Material Assets (Waste) of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts.

In summary, all waste generated during the construction and operational periods is proposed to be appropriately disposed of in accordance with the Waste Management Plans.

#### Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential for health and safety risks at construction phase will be mitigated or eliminated.

#### **Operational Phase**

The Proposed Development St. Mochta's LRD (Plot 2) is a residential development consisting 302no. residential units in a mix of houses, duplex and apartment units consisting of 62no. 2 storey, 3-bedroom houses and 35no. 3 storey, 4-bedroom houses; 205no. Duplex / Apartment Units (98no. 1-bed, 88no. 2-bed and 19no. 3-bed) across 4no. blocks comprising: Block D ranging in height from 5-7 storeys accommodating 57no. apartment units; Block E ranging in height from 5-7 storeys

accommodating 77no. apartment units; Block F ranging in height from 4-5 storeys accommodating 39no. apartment and duplex units; Duplex Blocks G1, G2, G3 & G4 3 storeys in height accommodating 32no. apartment units; and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works.

The primary direct significant environmental effects will arise during the Construction Phase. The Operational Phase of the Proposed Development is relatively benign and not likely to give rise to any significant additional environmental effects in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on human beings, flora and fauna, soils, water, air and climate.

The primary likely significant environmental impacts of the Operational Phase as a result of the Proposed Development are fully addressed in the relevant specialist chapters of this EIAR. These impacts relate to Population & Human Health, Landscape & Visual, Climate (Noise & Vibration), Climate (Air Quality) and Climate (climate change) associated with the traffic generated.

The Proposed Development also has the potential for cumulative, secondary and indirect impacts (i.e. traffic) that can be difficult to quantify due to complex inter-relationships.

However, all interactions and cumulative impacts are unlikely to be significant, as have been identified in Chapter 20 (residual impacts) and Chapter 21 (cumulative impacts and interactions) of this EIAR.

### 3.8 Related Development and Cumulative Impacts

Each Chapter of the EIAR includes a cumulative impact assessment of the Proposed Development with other planned projects in the immediate area.

For the purposes of this EIAR, we have examined proposals within 0.5km of the proposed development at Plot 1 & 2. The cumulative assessment considered as part of this EIAR are as follows:

The application sites for Luttrellstown Gate Phase 2 (Plot 1) and St Mochta's LRD (Large Scale Residential Development) (Plot 2) form part of a larger landholding in the townlands of Kellystown, Porterstown and Diswellstown, Clonsilla, Dublin 15, which has been subject to a number of recent planning permissions, summarised below.

The consented Kellystown SHD scheme **ABP-312318-21** was granted (with 27no. conditions) on 2 March 2023, under section 9(4) of the Planning and Development (Housing) and Residential Tenancies Act 2016 for a Strategic Housing Development. The consented scheme includes 346no. dwellings (123no. houses and 3no. apartment buildings accommodating 223no. apartment units)<sup>1</sup>, 1no. childcare facility (c. 528 sq m) and 1no. retail unit (c. 236 sq m), in buildings ranging from 2 to 8-storeys, and associated site works and 2.1ha public park amenity. The overall gross site area of the entire consented scheme amounts to c. 9.73 ha, at land zoned 'RS' residential, in Eastern Development Area 1 and land zoned 'OS' open space to the south of permitted Kellystown Link Road. The site is otherwise generally bounded by the existing Kellystown Link Road and schools to the south; the Old Porterstown Road and existing St Mochta's FC grounds to the east; Dr Troy Bridge/L3036 Porterstown Link Road also to the east; the Dublin Maynooth rail line and Grand Canal to the north and undeveloped (Luttrellstown Gate) lands to the west.

Amendments to the consented SHD scheme **ABP-312318-21** was granted on 21 August 2024 under **Reg. Ref. LRD0034-S3** for development comprising of the reconfiguration of Block A, located in the eastern corner of the site, to accommodate 193no. dwellings in total (an increase of 28no. dwellings) in buildings ranging between 2 and 8 storeys in height, with the following residential unit mix: 82no. 1-bed apartment units, 108no. 2-bed apartment units, and 3no. 2-bed duplex units. Associated reconfiguration of internal floor plans to accommodate an increase from 31no. to 34no. apartment units per floor. Reduced floor area of the internal residential amenity area (from c.405.7 sq m to c.120.9 sqm). Reduced floor area of the retail unit (from c.236 sq m to c.200.6 sq m). And

<sup>1</sup> Note that this takes account of **Condition 2(a) of ABP-312318-21** requiring omission of 3no. 1-bed units and the absorption of their floor area into the adjoining 2-bed units in Block A.

all associated and ancillary site development, infrastructural, hard and soft landscaping and boundary treatment works.

A live planning application, currently at Further Information Stage under **FW25A/0033E** seeks the relocation of St. Mochta's Football Club grounds, to 'OS' zoned lands to the south of Kellystown Link Road and north of the Cemetery lands and Luttrellstown Road, within the new emergent residential neighbourhood of Kellystown, Dublin 15. This is in accordance with Key Objective DA 1.1 for the Eastern Development Area of the Kellystown Local Area Plan.

In November 2020, Fingal County Council published proposals for the development of a link road through the Kellystown lands for public consultation, under the **Part 8 development process**. Note that the consented Kellystown SHD scheme **ABP-312318-21** includes the extension of the 'Kellystown Link Road' west from its existing section serving the school campus and cemetery lands. A single new vehicular access point to residential development in the Kellystown Eastern Development Area extends north from the 'Kellystown Link Road', under SHD ABP-312318-21. Upgrade works to the existing segment of the 'Kellystown Link Road' and its junctions with Porterstown Road and Diswellstown Road/Overbridge are also included in the Kellystown SHD permission.

In the wider surrounding area, the following developments are subject of live planning permissions:

- **ABP Reg. Ref. 320886-24 (FCC Reg. Ref. LRD0021/S3E)** (north of the Dublin-Maynooth Railway Line) issued with a Grant of Permission on 21 January 2025 for the construction of 170 residential units, a café, and a childcare facility, and all associated development works including the demolition of structures, site clearance, and ground levelling.
- **ABP Reg. Ref. 315707-23 (FCC Reg. Ref. FW22A/0152)** (north of the Dublin-Maynooth Railway Line) issued with a Grant of Permission on 19 December 2023 comprises the construction of a mixed use retail and residential development comprising 1no. food store (2,500sqm GFA), 3 no. retail units (611.8sqm GFA) and 67 no. residential units.<sup>2</sup>

The relevance of the above list of cumulative projects may differ as between the environmental topics contained in this Environmental Impact Assessment Report when considering cumulative impact.

The potential cumulative impacts primarily relate to traffic, dust, noise and other nuisances from the construction of the development, with other planned or existing projects, and each of the following EIAR chapters has regard to these in the assessment and mitigation measures proposed.

As such, with the necessary mitigation for each environmental aspect as identified, the predicted cumulative impact of the proposed development in conjunction with the other planned developments is expected to be minimal.

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<sup>2</sup> Note that this takes account of **Condition 2(a) of ABP-315707-23** requiring omission of apartment block and three adjoining house type units at the south-east corner of the site.