MOORETOWN LANDS PHASE 2, SWORDS, CO. DUBLIN

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR) VOLUME 1: NON-TECHNICAL SUMMARY (NTS)

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Built. Environment.

Environmental Assessment **Built Environment**

Client: Fingal County Council

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1 Introduction

This Environmental Impact Assessment Report (EIAR) provides a statement of the effects that the proposed residential development at Mooretown Phase 2 lands, Swords, Co. Dublin (hereafter referred to as the 'Proposed Development'), if carried out, would have on the environment.

This EIAR has been prepared in accordance with the provisions of the Planning and Development Act 2000, as amended ('PDA 2000'), the Planning and Development Regulations 2001, as amended ('PDR 2001') and the relevant guidance documents, as detailed herein.

This document is a non-technical summary (NTS) of the Environmental Impact Assessment Report (EIAR), prepared to facilitate the dissemination of the information presented in the Environmental Impact Assessment Report to the general public. It shall endeavour, insofar as possible, to present a condensed summary of the Environmental Impact Assessment Report, using non-technical terms, but without omitting or understating any environmental effects of note.

1.1 Site of the Proposed Development

The site of the Proposed Development is located on the Mooretown lands in County Dublin, approximately 2.5 km west of Swords, as measured along the local road network. The site extends to approximately 14.75 hectares and is currently characterised by greenfield lands. Surrounding land uses include established residential developments and multiple permitted residential development schemes under construction. Dividing the site of the Proposed Development into two separate land parcels is Mooretown Phase 1 (Planning Ref. LADP/002/24) currently under construction. Swords Community College lies to the west of the site. Further to the west of the site (approximately 1 km) is agricultural land and several dispersed residential dwellings.

Main site access is via a link road from the permitted residential development of Mooretown Phase 1 (Planning Ref. LADP/002/24) located in the centre of the overall site, which is accessed via Rathbeale Road (R125). The R125 provides connectivity to the wider road network, including R132 and the M1 to the east. The location of the site within the wider context is illustrated in Figure 1.1.

The site is located within the administrative boundary of Fingal County Council (FCC), in the townlands of Mooretown. In the Fingal Development Plan 2023–2029, the Mooretown lands are zoned RA - Residential Area, with the zoning objective to *"provide for new residential communities subject to the provision of the necessary social and physical infrastructure"*.

A detailed description of the site and its characteristics is provided in Chapter 5 (Description of the Proposed Development).

Figure 1.1 Location of the site within the wider context.

1.2 Overview of the Proposed Development

The Proposed Development represents Phase 2 of the wider development on the Mooretown lands, Swords, Co. Dublin. The Proposed Development will provide for the construction of a residential scheme comprising a mix of house types, duplex units, and apartments, together with a crèche, associated infrastructure, services and ancillary works.

The principal components of the Proposed Development include:

- Construction of 360no. residential units (305no. houses and 55no. apartment/duplex)
- A crèche facility to serve the Proposed Development and the wider area.
- Landscaping, public open space and communal open space areas;
- Internal access roads, footpaths and cycle infrastructure;
- Car parking, including EV charging infrastructure;
- Surface water drainage infrastructure, attenuation and SuDS measures;
- Site access arrangements, utilities and associated site development works.

The proposed development has been designed having regard to the characteristics of the site, surrounding land uses, planning policy context, environmental constraints and relevant technical requirements.

A detailed description of the proposed development, including the layout, design, access arrangements, infrastructure, landscaping, drainage proposals, construction methodology and operational characteristics, is provided in Chapter 5 (Description of the Proposed Development).

Figure 1.2 Site of the Proposed Development (redline boundary).

1.3 Format and Structure of the Environmental Impact Assessment

This EIAR has been completed in accordance with the requirements as set out in the EIA Directive, (2011/92/EU), as amended by Directive 2014/52/EU and relevant guidelines and documentation. The composition of this EIAR is in accordance with EPA Guidelines (2022) which requires that information contained within an EIAR should be in accordance with Article 3(1), Article 5(1) and any additional information specified under Annex IV under the Directive 2014/52/EU. Refer Table 1.1 below for the structure of this EIAR.

Table 1.1 Structure of the EIAR

Section	Description
Volume 1:	**Non-technical Summary (NTS)**
A summary of the EIAR in non-technical language	
Volume 2:	**Main Report**
Chapter 1	Introduction
Chapter 2	The EIA Process
Chapter 3	Planning and Development Context
Chapter 4	Consideration of Alternatives
Chapter 5	Description of the Proposed Development
Chapter 6	Consultation
Chapter 7	Population and Human Health
Chapter 8	Biodiversity
Chapter 9	Land, Soils and Geology
Chapter 10	Hydrology and Hydrogeology
Chapter 11	Air Quality
Chapter 12	Climate
Chapter 13	Noise and Vibration
Chapter 14	Landscape and Visual
Chapter 15	Cultural Heritage, Archaeology and Architectural Heritage
Chapter 16	Microclimate – Daylight and Sunlight
Chapter 17	Microclimate – Wind
Chapter 18	Traffic and Transportation
Chapter 19	Material Assets – Waste
Chapter 20	Material Assets – Services
Chapter 21	Interactions
Chapter 22	Cumulative Impacts
Chapter 23	Mitigation Measures and Monitoring
Volume 3:	**Appendices**
Technical reference material supporting the EIAR chapters	

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1.3.1 The Environmental Impact Assessment Team

The EIAR was coordinated by Brady Shipman Martin (BSM). Various environmental specialists were commissioned to complete the specialist chapters of the EIAR, as required by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment:

> *"Experts involved in the preparation of environmental impact assessment reports should be qualified and competent. Sufficient expertise, in the relevant field of the project concerned, is required for the purpose of its examination by the competent authorities in order to ensure that the information provided by the developer is complete and of a high level of quality."*

A description of experts who have contributed to this EIAR, their qualifications, experience and any other relevant credentials is provided in Table 1.2.

Table 1.2 EIAR Contributors

Name	Company	Input	Qualifications
Thomas Burns	BSM	EIAR Technical Review	▪ B.Agr.Sc. (Land.) Dip. EIA Mgmt., Adv. Dip. Plan. and Env. Law ▪ Environmental Planner and Landscape Architect ▪ Member of Irish Landscape Institute and Irish Environmental Law Association ▪ Over 30 years of experience in EIA and LVIA
Pauline Byrne	BSM	Project Manager	▪ BSc Mgmt., Adv. Dip. Marketing, MA Regional and Urban Planning ▪ Head of Planning ▪ Member of Royal Town Planning Institute (MRTPI) ▪ Member of Irish Planning Institute (MIPI) ▪ Over 25 years of experience
Niamh Carey	BSM	EIAR Background chapters; Population and Human Health	▪ BSc Environmental Science, MScEng Env. Engineering ▪ Environmental Consultant ▪ One year experience.
Matthew Hague	BSM	Chapter 8 – Biodiversity;	▪ BSc, MSc, Adv. Dip. Plan. and Env. Law ▪ Associate and Senior Ecologist ▪ Chartered Environmentalist – CEnv

Name	Company	Input	Qualifications
		Appropriate Assessment Screening	▪ MCIEEM ▪ Member of Irish Environmental Law Association ▪ Over 20 years of experience
Sadye Goldfarb	BSM	Chapter 8 – Biodiversity; Appropriate Assessment Screening	▪ BSc Environmental Science and a MSc Biodiversity and Conservation from Trinity College Dublin. ▪ Ecologist ▪ Qualifying Member of the Chartered Institute of Ecology and Environmental Management ▪ Over 2 years of experience
Alan Wilson	AWN Consulting	Chapter 9 – Land, Soils and Geology Chapter 10 - Hydrology and Hydrogeology Water Framework Directive Assessment Hydrological and Hydrogeological Risk Assessment	▪ BSc (Hons) in Environmental Management in Agriculture and Environmental and Geographical Sciences ▪ Environmental Consultant ▪ Member of the International Association of Hydrogeologists (IAH), Irish Group, and holds Associate (AISEP) membership with the Institute of Sustainability and Environmental Professionals (ISEP). ▪ Over 5 years' experience in environmental assessment and consultancy
Denis Power	AWN Consulting	Water Framework Directive Assessment Hydrological and Hydrogeological Risk Assessment	▪ BSc in Environmental Management from Dublin Technical University (DTU), MSc Earth Surface and Water from Utrecht University ▪ Junior Environmental Consultant ▪ Member of International Association of Hydrogeologists (Irish Group). ▪ Graduate-level experience.

Name	Company	Input	Qualifications
Carl Ramskill	AWN Consulting	Chapter 11 – Air Quality	▪ BSc Chemistry, MSc Air Pollution Management and Control (University of Birmingham) ▪ Principal Air Quality Consultant ▪ Member of the Institution of Environmental Science (MIEnvSc), Member of the Institute of Air Quality Management (MIAQM) ▪ 9 years' experience in air quality consultancy
Dr. Jovanna Arndt	AWN Consulting	Chapter 11 – Air Quality	▪ BSc Environmental Science, PhD Atmospheric Chemistry and Climatology (University College Cork) ▪ Principal Air Quality Consultant ▪ Associate Member of the Institution of Environmental Science (AMIEnvSc), Associate Member of the Institute of Air Quality Management (AMIAQM) ▪ 9 years' experience in air quality consultancy
Lee Shelton	AWN Consulting	Chapter 12 – Climate	▪ BSc (Hons) Environmental Protection from Scotland's Rural College through the University of Edinburgh ▪ Principal Climate and Air Quality consultant ▪ CEnv, MIEnvSc, MIAQM ▪ 11 years' experience in environmental assessment
Dylan Floyd	AWN Consulting	Chapter 13 – Noise and Vibration	▪ BSc Agri-Environmental Science ▪ Acoustic Consultant ▪ Over 4 years' experience
Richard Butler	Model Works	Chapter 14 – Landscape and Visual	▪ BLarch (Hons) Landscape Architecture, MSc Spatial Planning ▪ Director ▪ Member of the Irish Landscape Instititute ▪ Member of the Irish Planning Institute ▪ 25 years

Name	Company	Input	Qualifications
Siobhán Deery	Courtney Deery Heritage Consultancy Ltd	Chapter 15 – Cultural Heritage, Archaeology and Architectural Heritage	▪ BA, MA, H-Dip (Ed.), H-Dip Planning and Env. Law, MIAI, Licence Eligible Archaeologist. ▪ Managing Director and Senior Heritage Consultant ▪ Institute of Archaeologists of Ireland (AIA), Member of ICOMOS ▪ A senior archaeological and cultural heritage specialist with over 30 years of professional experience, with a proven track record in the preparation of EIAR Archaeological and Cultural Heritage chapters for a wide range of developments. This experience encompasses all stages of assessment, from baseline studies and field evaluation (including test trenching and excavation and built heritage recording) through to impact assessment, mitigation design, and delivery of robust heritage reports to support planning and consent.
Barry Murphy	Model Works	Chapter 16 – Daylight/Sunlight	▪ B Eng (Hons) Mechanical Engineering ▪ Member of Institute at Engineers Ireland ▪ Over 20 years' of relevant experience.
Dr. Sadia Siddiqa	B-Fluid	Chapter 17 – Microclimate - Wind	▪ PhD. Mathematics, MS, BS ▪ PM, CFD Modelling Specialist ▪ MIEI Member
Dr. Cristina Paduano	B-Fluid	Chapter 17 – Microclimate - Wind	▪ PhD. Mech Eng., MS Aereospace Eng. ▪ Director, CFD Modelling Specialist ▪ CEng MIEI ▪ 20 years in construction industry
Lucrezia Vigo	B-Fluid	Chapter 17 – Microclimate - Wind	▪ Ms. Aeronautical Engineering ▪ CFD Modelling Specialist ▪ MIEI Member
Cillian O'Reilly	Transport Insights	Chapter 18 – Traffic and Transport	▪ BSc (Hons) Geography, Planning and Environmental Policy, University College Dublin. MSc Transport and Planning, Cardiff University ▪ Traffic consultant

Name	Company	Input	Qualifications
			▪ Over 10 years' experience of transport planning and engineering
Conor O'Brien	Transport Insights	Chapter 18 – Traffic and Transport	▪ BSc in Social Sciences (Geography and Politics), University College Dublin, 2023 ▪ MSc in Geographic Information Science (GIS), Technological University Dublin, 2025 ▪ Traffic consultant ▪ 1 years' experience
Chonaill Bradley	AWN Consulting	Chapter 19 – Material Assets – Waste Resource and Waste Management Plan Operational Waste Management Plan	▪ Bsc ENV, PG Dip Circ Econ ▪ Principal Environmental Consultant ▪ AssocCIWM ▪ Over 10 years' experience
Thomas Power	ENX	Chapter 20 – Material Assets - Services	▪ Mechanical Engineer ▪ Over 5 years experience
Cathal Kennedy	AKM Design Group	Chapter 20 – Material Assets - Services	▪ BA, BAI Civil, Structural & Environmental Engineering, Masters through research in Civil Engineering. ▪ Associate Director Civil Engineering ▪ Chartered Member of Engineers Ireland (MIEI) ▪ Civil Engineer with 20 years of experience in urban infrastructure and land development projects in both Design & Construction.

Name	Company	Input	Qualifications
Daniel Oliveira	AKM Design Group	Chapter 20 – Material Assets - Services	▪ BEng Civil Engineering, Master in Global BIM Management in Civil Engineering and GIS. ▪ Senior Civil Engineer ▪ Chartered Member of Engineers Ireland (MIEI) ▪ Over 14 years' experience in urban infrastructure and land development projects.

1.4 Impact Assessment Methodology

The impact assessment methodology is detailed in respect of the various environmental topics in the respective chapters herein. The assessment of impacts is based on the source-pathway-receptor model, which dictates that, for an environmental impact to occur, there must be a source, a receptor which is sensitive to the effect in question, and a pathway by which the effect can reach the receptor. Unless otherwise stated, effects/impacts will be described and characterised in accordance with the terminology and criteria set out in the EPA Guidance (as set out in Table 1.3). The significance of an impact is determined through comparison of the character of the predicted effect to the sensitivity of the environment / receptor in question (Figure 1.3).

Table 1.3 Description of effects (EPA, 2022)

Criteria	Definition
Quality of Effects	
Positive	A change that improves the quality of the environment (for example, by increasing species diversity, improving reproductive capacity of an ecosystem, removing nuisances or improving amenities).
Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
Negative / adverse	A change that reduces the quality of the environment (for example, lessening species diversity, diminishing the reproductive capacity of an ecosystem, damaging health / property or causing nuisance).
Significance of Effects	
Imperceptible	An effect capable of measurement but without significant consequences.
Not significant	An effect that causes noticeable changes in the character of the environment but without significant consequences.
Slight	An effect that causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant	An effect that, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
Very significant	An effect that, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	An effect that obliterates sensitive characteristics.
Extent and Context of Effects	
Extent	The size of the area, number of sites, or proportion of a population affected by an effect.
Context	Describes whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (i.e. *is it the biggest, longest effect ever?*)
Probability of Effects	
Likely	The effects that can reasonably be expected to occur because of a Proposed Development if all mitigation measures are properly implemented.
Unlikely	The effects that can reasonably be expected not to occur because of a Proposed Development if all mitigation measures are properly implemented.
Duration, Reversibility and Frequency	
Momentary	Effects lasting from seconds to minutes.
Brief	Effects lasting less than a day.

Criteria	Definition
Temporary	Effects lasting less than a year.
Short-term	Effects lasting one to seven years.
Medium-term	Effects lasting seven to fifteen years.
Long-term	Effects lasting fifteen to sixty years.
Permanent	Effects lasting over sixty years.
Reversible	Effects that can be undone (for example, through remediation or restoration).
Frequency	How often the effect will occur (e.g. once, rarely, occasionally, frequently, constantly, hourly, daily, weekly, monthly, annually, etc.).
Type of Effects	
Indirect / secondary	Impacts that are not a direct result of a Proposed Development, often produced away from the site or because of a complex pathway.
Cumulative	The addition of many minor or significant effects, including effects of other plans and / or projects, to create larger, more significant effects.
Do-nothing	The environment as it would be in the future should the Proposed Development not be carried out.
Worst-case	The effects arising from a Proposed Development in the case where mitigation measures substantially fail.
Indeterminable	When the full consequences of a change in the environment cannot be described.
Irreversible	When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
Residual	The effect that will occur after the proposed mitigation measures have been implemented.
Synergistic	Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of SO_x and NO_x to produce smog).

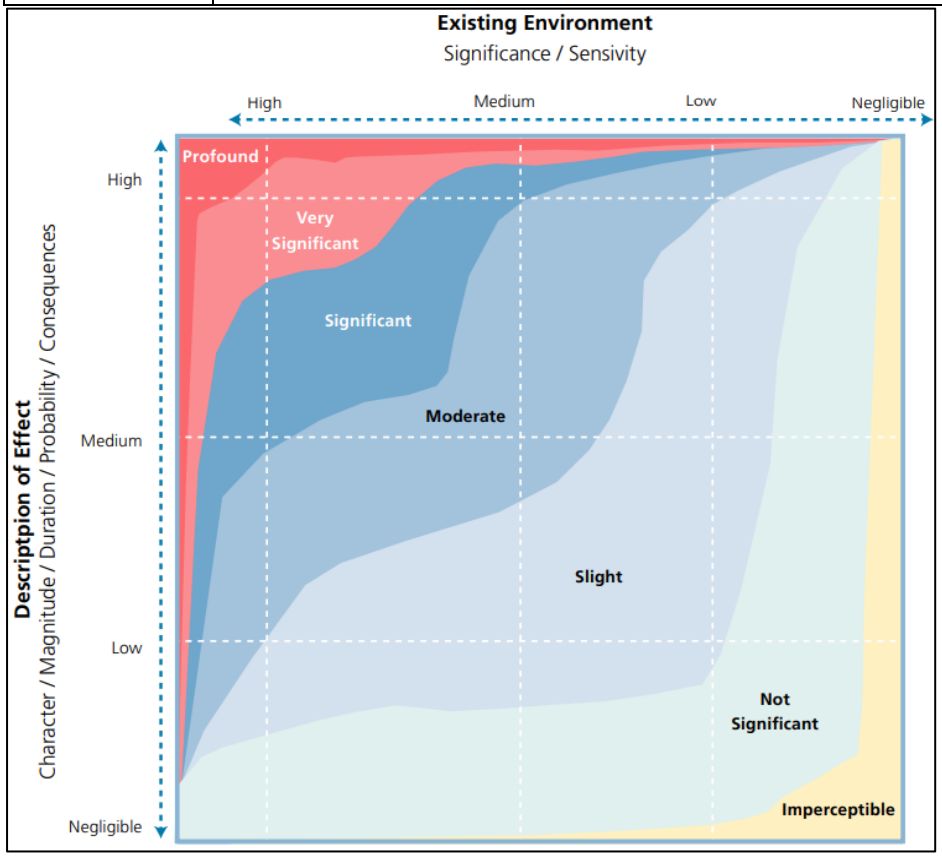


Figure 1.3 Determination of significance of effect (EPA, 2022)

2 The Environmental Impact Assessment Process

2.1 Legislation

The EIA Directive is the cornerstone of EIA legislation. It aims to ensure a high level of protection for the environment and human health and provides for public participation in relation to development consent and environmental matters. It requires that an assessment of the 'likely significant effects' a Proposed Development will have on the environment is carried out, where relevant, before development consent is given.

The EIA Directive entered into force in 1985 (Directive 85/337/EEC). It was amended three times (in 1997, 2003 and 2009) and subsequently replaced and codified by Directive 2011/92/EU, which was itself amended in 2014 by Directive 2014/52/EU ('the amending Directive'). The EIA Directive is transposed into Irish legislation by the PDA 2000, the PDR 2001 and the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

2.2 Guidelines

This EIAR has been prepared in accordance with the aforementioned legislative provisions and the following guidelines, among others, as specified in the various specialist EIAR chapters:

- EPA (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports;
- EC (2017). Environmental Impact Assessment of Projects. Guidance on the preparation of Environmental Impact Assessment Report;
- EC (2017). Environmental Impact Assessment of Projects. Guidance on Scoping;
- EC (2017). Environmental Impact Assessment of Projects. Guidance on Screening;
- Department of Housing, Planning and Local Government (DHPLG) (2019. Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment;
- DHPLG (2017). Circular letter PL 1/2017 – Advice on Administrative Provisions in Advance of Transposition;
- European Commission (EC) (1999). Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions;
- EC (2013). Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment.

2.3 Requirement for Environmental Impact Assessment

Parts 1 and 2 of Schedule 5 of the 2001 Regulations list the classes of development for which EIA is required. Project types listed in Part 1 comprise major developments (e.g. industrial, chemical, energy, waste, infrastructural and intensive agricultural projects) for which EIA and the preparation of the Environmental Impact Assessment Report (EIAR) is a mandatory requirement. Project types in Part 2,

include specific thresholds, which if met or exceeded, EIA and preparation of the Environmental Impact Assessment Report (EIAR) is also a mandatory requirement.

The proposed development is not of a class of development listed in Part 1 of Schedule 5 of the 2001 Regulations and, therefore, EIA is not required under this provision. In Part 2 of Schedule, the proposed development does correspond with classes of development listed under 'Infrastructure Projects' under paragraphs 10(b)(i) and 10(b)(iv) relating to urban developments. The two paragraphs and the associated threshold at or above which EIA is required are:

- *10(b)(i) Construction of more than 500 dwelling units;*
- *10(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 site is not located within a business district and as such 10 hectares is the applicable threshold under 10(b)(iv) for the subject development.

The Mooretown Phase 2 development comprises 360 no. residential units on a total site area of c.14.75 ha. While the net developable area is 8.77 ha., public open space related works are proposed across the full site. In addition, when combined with the Mooretown Phase 1 development (under construction and permitted under FCC Reg. Ref.: LADP/002/24) which comprises 274 no. residential units on a total site area of c. 9.35ha, (net developable area of c.7ha), the total development on this Mooretown landholding extends to 634 no. residential units on a total site area c. 24.1 ha. (net developable area 15.77ha.) in the Oldtown-Mooretown area, west of Swords Town Centre.

Therefore, taking the overall site area of the Phase 2 development (i.e. 14.75ha.) or the overall total Phase 1 and Phase 2 residential development (i.e. 634 no. units), the proposed development exceeds the stated thresholds under Project Type 10(b)(i) and 10(b)(iv), of Part 2 of Schedule 5 of the 2001 Regulations and therefore an EIA is required and an Environmental Impact Assessment Report (EIAR) has been prepared. Further shown in Table 2.1.

Table 2.1 Statutory requirement for EIA under Part 2 of Schedule 5 of the PDR 2001

Provision (Part 2 of Schedule 5 of PDR 2001)	Proposed Development
Paragraph 10(b)(i): *"Construction of more than 500 dwelling units."*	Mooretown Phase 1 (Planning Ref LADP/002/24) – 274 units and; Mooretown Phase 2 - 360 units Combined total **634 units**
Paragraph 10(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."*[1]	Mooretown Phase 1 (Planning Ref LADP/002/24) – 9.35 ha and; Mooretown Phase 2 – 14.75 ha Overall site area is **24.1 ha**

Therefore, under the provisions of the Section 176 PDA and Schedule 5 of PDR 2001, EIA is a statutory requirement for the Proposed Development, and the Applicant is required to prepare an Environmental Impact Assessment Report.

1 Where 'business district' refers to a district within a city or town in which the predominant land use is retail or commercial use.

2.4 Appropriate Assessment

European Sites, also known as 'Natura 2000' sites, include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These are a network of sites designated for nature conservation under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') and Directive 2009/147/EC on the conservation of wild birds (the 'Birds Directive'). The requirements for Appropriate Assessment (AA) are set out under Article 6 of the Habitats Directive, transposed into Irish law by the European Union (Birds and Natural Habitats) Regulations 2011 (as amended) (the 'Birds and Natural Habitats Regulations') and the PDA 2000.

Article 6(3) of the Habitats Directive states that:

> *"Any plan or project not directly connected with or necessary to the management of the site but likely to have significant effect thereon, either individually or in combination with other plans or projects, shall be subject to Appropriate Assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."*

The first test is to establish whether, in relation to a particular plan or project, AA is required. Sections 177U of the PDA 2000 requires that the AA screening test must be applied to a Proposed Development, as follows:

- To assess, in view of best scientific knowledge, if the development, individually or in combination with another plan or project is likely to have a significant effect on the European site; and
- AA is required if it cannot be excluded, on the basis of objective information, that the development, individually or in combination with other plans or projects, will have a significant effect on a European Site.

Please refer to the AA Screening Report prepared by Brady Shipman Martin (2026), submitted under separate cover as part of the Planning Application.

2.5 Flood Risk Assessment

AKM Design Group (2026) have prepared a Flood Risk Assessment in accordance with the OPW guidelines *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* (2009). The key findings and conclusions of the Flood Risk Assessment (FRA) are summarised as follows:

> *"The subject lands have been analysed for risks from flooding from the Irish Sea, fluvial flooding, pluvial flooding and ground water. Whilst residential developments are considered highly vulnerable to flooding it has been determined that the residual flood risk from any source is low"*

Please refer to the FRA located within the Infrastructure Report - Section 8 (AKM Design Group, 2026) submitted under separate cover as part of the planning application. Refer also to Chapter 10 (Hydrology and Hydrogeology) of this EIAR.

2.6 Water Framework Directive

A WFD Assessment has been undertaken by AWN Consulting Limited (2026), in respect of the Proposed Development in response to the requirements of the Water Framework Directive. Refer to Appendix 10.3, Volume 3 of the EIAR. The screening assessment concludes:

> *"The WFD assessment indicates that, based on the current understanding of the Proposed Development, there is no potential for adverse or minor temporary, long-term or localised effects on the Broadmeadow_040 WFD river waterbody [European code: IE_EA_08B020800], the Broadmeadow Water transitional waterbody [European code: IE_EA_060_0100] and the Malahide Bay coastal waterbody [European code: IE_EA_060_0000].*
>
> *Therefore, it has been assessed that the Proposed Development will not cause any significant deterioration or change in water body status or prevent attainment, or potential to achieve, future good status or to meet the requirements and/or objectives in the Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government and Heritage, Sept 2024).*
>
> *The WFD assessment indicates that there is no potential for adverse or minor temporary or localised effects on the Swords GWB (European Code: IE_EA_G_011). Therefore, it has been assessed that it is unlikely that the Proposed Development will cause any significant deterioration or change on its water body status or prevent attainment, or potential to achieve the WFD objectives or to meet the requirements and/or objectives in the Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government and Heritage, Sept 2024).*
>
> *No further assessment of WFD is recommended given that no significant deterioration or change in water body status is expected based on the current understanding of the Proposed Development during construction and operation."*

2.7 Hydrological and Hydrogeological Qualitative Risk Assessment

A Hydrological and Hydrogeological Qualitative Risk Assessment (HHQRA) has been prepared by AWN Consulting (2025). This report forms part of the planning submission and is appended to the AA Screening:

"Overall, the assessment concludes that there are no significant hydrological or hydrogeological pollutant linkages associated with the construction or operation of the Proposed Development which could result in a water quality impact which could alter the habitat requirements of the Natura 2000 sites located within the Broadmeadow Water transitional waterbody or Malahide Bay coastal waterbody.

No plausible scenario exists under which the Proposed Development would give rise to deterioration in groundwater or surface water quality, nor would it alter the hydrological or hydrogeological WFD status of the Broadmeadow_040 WFD river waterbody, Broadmeadow Water transitional waterbody, Malahide Bay coastal waterbody or the underlying 'PI - Poor Aquifer - Bedrock which is generally unproductive except for local zones' and Swords groundwater body (GWB)."

3 Planning and Development Context

This Chapter sets out the policy in relation to proper planning and sustainable development in the context of the Proposed Development. It has been prepared by Niamh Carey, Environmental Consultant at Brady Shipman Martin (BSM). The chapter has been reviewed by Pauline Byrne, Partner and Head of Planning, at Brady Shipman Martin (BSM). Additionally, a technical review was completed by Thomas Burns, Partner and Environmental Lead at BSM. Refer to Table 1.4 in Chapter 1 (Introduction) for qualifications of authors and reviewers.

The following policy documents of relevance are discussed in relation to the Proposed Development herein:

International

- United Nations Sustainable Development Goals (2015)

European

- Environmental Impact Assessment Directive (consolidated 2011/92/EU and 2014/52/EU);
- Birds (2009/147/EC) and Habitats Directive (92/43/EEC);
- EU Water Framework Directive (2000).

National

- Project Ireland 2040 – National Planning Framework and National Development Plan (2021-2030) including the First Revision to the NPF (April 2025);
- Delivering Homes, Building Communities 2025-2030 – An Action Plan on Housing Supply and Targeting Homelessness (2025)
- Planning Design Standards for Apartments – Guidelines for Planning Authorities (2025);
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018);
- Design Manual for Urban Roads and Streets (2019);
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2010);
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024);
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009);
- Climate Action Plan 2025;
- Childcare Facilities – Guidelines for Planning Authorities (2001);
- Cycle Design Manual (2023);
- National Sustainable Mobility Policy (2022).

Regional

- Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031;

- Fingal Development Plan 2023-2029 (as varied);
- Transport Strategy for the Greater Dublin Area 2022 – 2042.

Topic-specific policies are addressed, where appropriate, in the relevant specialist chapters of this EIAR.

The Proposed Development is supported by both national and regional policy and guidance documents. Please refer to the accompanying EIAR and the Planning Report & Statement of Consistency for the proposed development, prepared by BSM (2026) and submitted under separate cover as part of the planning application, which details the consistency of the proposed development with the above listed planning and policy documents.

4 Consideration of Alternatives

4.1 Introduction

Consideration of alternatives is an important step in the EIA process, which is necessary to evaluate the likely environmental consequences of a range of development strategies for the delivery of the Proposed Development. This chapter provides an overview of the alternatives that have been considered for the Proposed Development.

4.2 Legislation

Article 5(1) of the amended Directive requires the consideration of reasonable alternatives that are relevant to the Proposed Development, taking into account the effects of the Proposed Development on the environment. Article 5(1)(d) states that the information contained in the EIAR shall include:

> *"… a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment."*

Further, Annex IV (2) states that the information for the EIAR shall include:

> *''A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.''*

Part 1(d) of Schedule 6 of the PDR 2001 transposes this requirement, stating that an EIAR shall include:

> *"A description of the reasonable alternatives studied by the person or persons who prepared the EIAR, which are relevant to the Proposed Development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the Proposed Development on the environment."*

4.3 Method

In accordance with the EIAR guidelines, different classes of alternatives may be considered at key stages during the process. As environmental issues emerge during the preparation of the EIAR, alternative designs may need to be considered early on in the process, or alternative mitigation options may need to be considered towards the end of the process. The EPA guidelines state that:

"The objective is for the developer to present a representative range of the practicable alternatives considered. The alternatives should be described with 'an indication of the main reasons for selecting the chosen option'. It is generally sufficient to provide a broad description of each main alternative and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option. A detailed assessment (or 'mini-EIA') of each alternative is not required." (p. 33)

The EPA Guidelines indicate that alternatives should be considered under the following headings:

1. 'Do-Nothing' Alternative;

2. Alternative Locations;
3. Alternative Layouts;
4. Alternative Designs;
5. Alternative Processes; and
6. Alternative Mitigation Measures

4.4 Do-Nothing Alternative

The 'Do-Nothing' alternative considers the likely scenario that would arise, assuming the Proposed Development were not progressed, i.e. if nothing were done. Note that this chapter discusses the Do-Nothing scenario in terms of development (or lack thereof) in the absence of the Proposed Development. The likely impacts of a Do-Nothing scenario in relation to the various environmental topics (e.g. architectural heritage, biodiversity, traffic and so on) are discussed in the respective chapters of this EIAR.

In this case, the Do-Nothing scenario might feasibly entail:

(a) A continuation of the existing status and use of the lands (predominantly disused agricultural land); or

(b) Development (likely residential) under the scope of a separate proposal/ application at some point in the future.

The latter scenario (b) is considered somewhat more likely, taking into consideration the policy context (including the zoning and development objectives for the lands under the Fingal Development Plan 2023-2029 and significant demand for housing in the area.

In the context of the ongoing housing crisis in the Dublin Metropolitan Area, the former scenario (a) is considered to represent an inefficient, uneconomical and socially suboptimal use of the Mooretown development lands. The opportunity cost, in this scenario, would include the 360 no. residential units proposed and the accommodation that these would otherwise provide.

The site is zoned as 'RA – Residential Area' with a zoning objective to *"provide for new residential communities subject to the provision of the necessary social and physical structure"*. The elements of the Proposed Development are in accordance with the zoning objective and permitted uses.

A 'do-nothing' alternative for these zoned lands would mean that these residential zoned lands would not be developed in accordance with the objectives of the Fingal Development Plan and would be contrary to the Council's objective to promote residential land use at this site.

The cumulative projects which have been proposed, permitted and/or are under construction are detailed in Chapter 22 of this EIAR and have been taken into account as part of this assessment.

4.5 Alternative Locations

The site is zoned as 'RA – Residential Area' with a zoning objective to *"provide for new residential communities subject to the provision of the necessary social and physical structure*". The Proposed Development is in accordance with the Fingal zoning and development objectives, it is concluded that

the site is suitable for the Proposed Development, which has been tailored to deliver site specific development objectives.

As stated in the EPA guidelines:

"Some locations have more inherent environmental sensitivities than others. Depending on the type of project and the range of alternatives which the developer can realistically consider, it may be possible to avoid such sites in favour of sites which have fewer constraints and more capacity to sustainably assimilate the project. It can be useful to ensure that a range of options, that may reasonably be available, are included in the evaluation." (*p. 35*)

[…]

"Clearly in some instances some of the alternatives described below will not be applicable – e.g. there may be no relevant 'alternative location'…" (*p. 33*)

At this location, the Proposed Development will deliver additional dwellings in a range of house types along with public and private open spaces and links to existing community facilities. It is considered that the site is entirely suitable for the nature of the Proposed Development, and it is not necessary to consider alternative locations or sites.

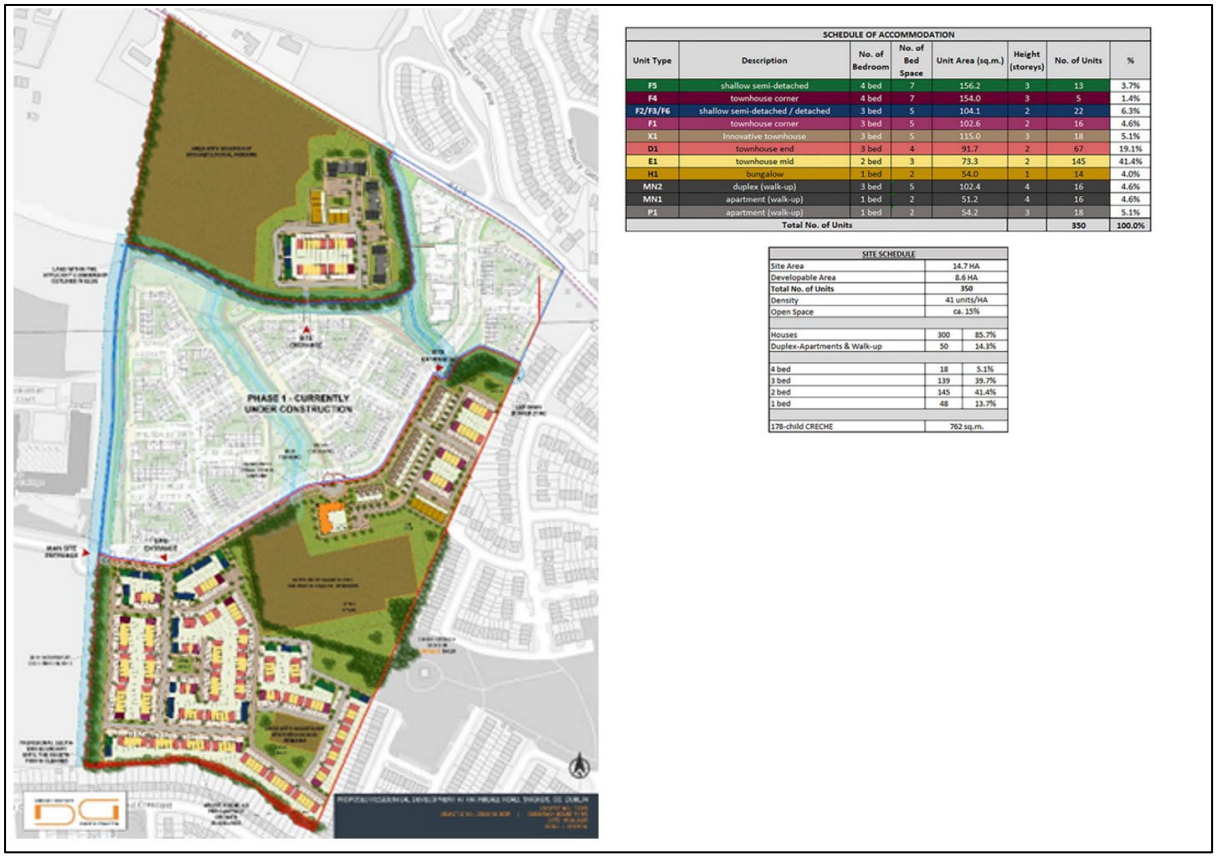
4.6 Alternative Layouts & Design

The evolution of the design and layout for the Proposed Development has been an iterative process which involved the entire design team. The design has undergone rigorous appraisal, which has led to a final layout that responds appropriately to the site characteristics, opportunities and constraints. The final layout, presented in the Architectural Drawings and the Architectural Design Statement (which have been submitted under separate cover and should be read in conjunction with this chapter), has evolved since the initial design stage, subsequent to a number of design team meetings, and in response to pre-planning meetings with Fingal County Council.

This section sets out the intermediate design progressions of the Proposed Development, includes figures showing the proposed layout at each stage of this process, and summarises the main considerations that have influenced the progression of the design.

4.6.1 Alternative A – Meeting with FCC post 09/06/2025

- 350 no. units @ 41.0 uph with 1 no. crèche
- Arranged to retain as many of the existing hedgerows and trees on the site as possible
- Provision to retain and incorporate the areas with significant archaeological remains within the open space strategy
- Urban edge in the form of 3-storey walk-up apartments to the north-east and innovative townhouses along a portion of the link street – stronger urban edge needed along full extent of link street
- Active travel routes proposed along the link street
- Dwellings orientated to passively survey public open spaces throughout the site and allowed for adequate distances between dwellings to limit overlooking
- Permeability within the scheme. Hierarchy of these routes needed further refinement and development
- Approximately 15% open space provided – minimum of 15% to be achieved
- Urban form and arrangement of site fragmented due to retention of all archaeological features – further investigation needed to determine if some may be recorded and removed to facilitate a more coherent urban design
- Consider locating higher scale apartment block along the link street to reflect Phase 1 currently under construction



SCHEDULE OF ACCOMMODATION

Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	Height (storeys)	No. of Units	%
F5	shallow semi-detached	4 bed	7	156.2	3	13	3.7%
F4	townhouse corner	4 bed	7	154.0	3	5	1.4%
F2/F3/F6	shallow semi-detached / detached	3 bed	5	104.1	2	22	6.3%
F1	townhouse corner	3 bed	5	102.6	2	16	4.6%
X1	Innovative townhouse	3 bed	5	115.0	3	18	5.1%
D1	townhouse end	3 bed	4	91.7	2	67	19.1%
E1	townhouse mid	2 bed	3	73.3	2	145	41.4%
H1	bungalow	1 bed	2	54.0	1	14	4.0%
MN2	duplex (walk-up)	3 bed	5	102.4	4	16	4.6%
MN1	apartment (walk-up)	1 bed	2	51.2	4	16	4.6%
P1	apartment (walk-up)	1 bed	2	54.2	3	18	5.1%
Total No. of Units						350	100.0%

SITE SCHEDULE

Site Area	14.7 HA	
Developable Area	8.6 HA	
Total No. of Units	350	
Density	41 units/HA	
Open Space	ca. 15%	
Houses	300	85.7%
Duplex-Apartments & Walk-up	50	14.3%
4 bed	18	5.1%
3 bed	139	39.7%
2 bed	145	41.4%
1 bed	48	13.7%
178-child CRECHE	762 sq.m.	

Figure 4.1 Site Layout Dwg no. 23068_SK_003E (DG Architects, 2026)

4.6.2 Alternative B – Meeting with FCC post 19/09/2025

- 360 no. units @ 41.7 uph with 1 no. crèche
- Three-storey crèche and apartment block proposed along the link street
- Density increased to 41.7 uph
- More coherent urban form created with the introduction of Phase 1-unit types – greater variety of unit types
- Stronger edge provided along the link street in the form of 3-storey houses & duplex units and a 5-storey apartment block
- Quantity of open space retained (15%) – additional open spaces not within open space quantum provided
- Total of 579 no. car parking spaces provided – 2 no. spaces per 3/4 bed unit & 1no. space per 1/2 bed unit
- A clear hierarchy of active travel routes now proposed
- Transport Infrastructure Ireland (TII) was introduced to the project and indicated the need for a bus turning circle and bus stops - further refinement of these areas needed

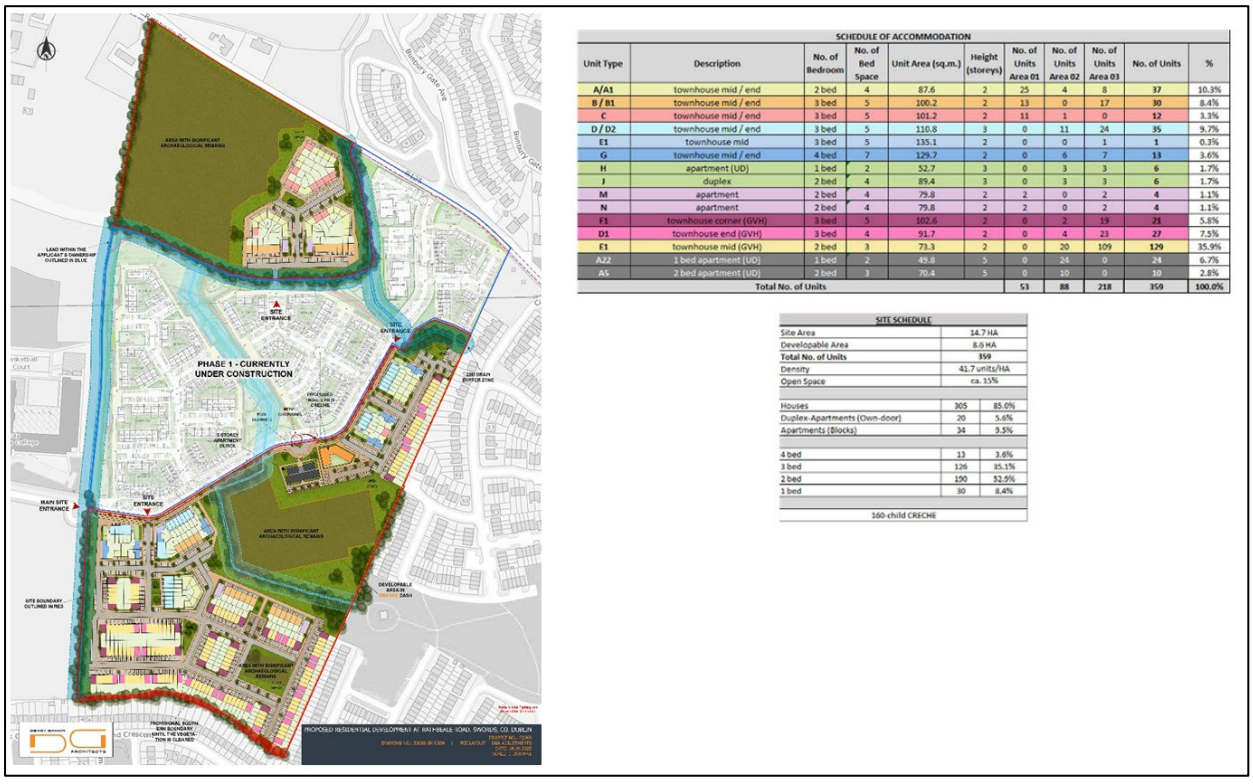
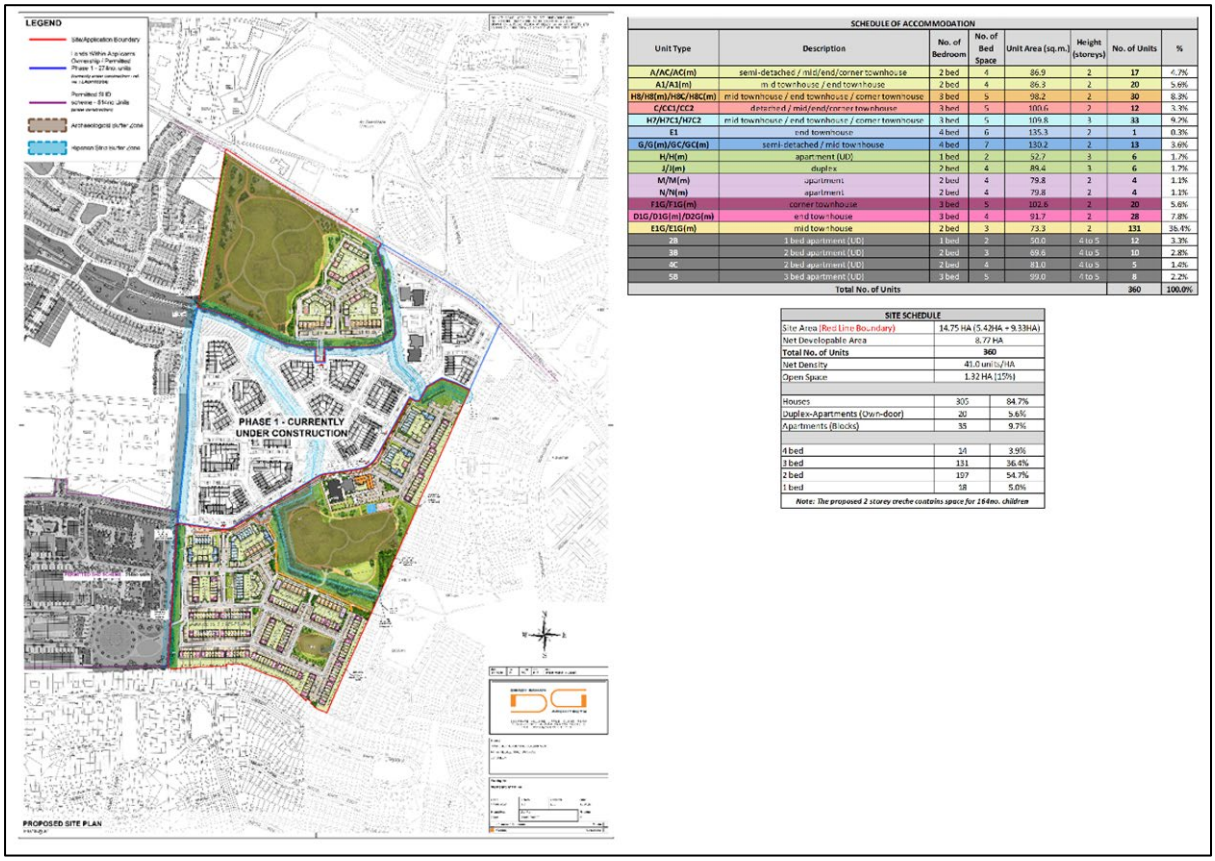


Figure 4.2 Site Layout Dwg no. 23068_SK_003H (DG Architects, 2026)

4.6.3 Alternative C – Meeting with FCC post 04/03/2026 – Final Layout

- 360 no. units @ 41.0 uph with 1 no. crèche;
- Paths shown within archaeological features redesigned to avoid any encroachment on the feature or buffer area;
- Overall cohesive arrangement of active travel routes between Phase 2 and Phase 1, and the adjacent developments;
- Further amendments to the urban edge made along the link street: 4- to 5-storey apartment block and 2-storey pitched roof creche proposed to tie into the scale along the link street from Phase 1
- Total of 580 no. car parking spaces provided – includes 72 no. visitor spaces, 19 no. accessible spaces and 17 no. EV spaces;
- The bus turning circle has been re-located further west along the link street – this provides a more receptive environment for cyclists and pedestrians within the community;
- Additional communal open spaces provided for the apartment block and duplex apartments – semi-private spaces;
- Further amendment of apartment block – larger quantum of bike parking spaces.



SCHEDULE OF ACCOMMODATION

Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	Height (storeys)	No. of Units	%
A/AC/AC(m)	semi-detached / mid/end/corner townhouse	2 bed	4	86.9	2	17	4.7%
A1/A1(m)	m d townhouse / end townhouse	2 bed	4	86.3	2	20	5.6%
H8/H8(m)/H9C/H8C(m)	mid townhouse / end townhouse / corner townhouse	3 bed	5	98.2	2	30	8.3%
C/CC1/CC2	detached / mid/end/corner townhouse	3 bed	5	100.6	2	12	3.3%
H7/H7C1/H7C2	mid townhouse / end townhouse / corner townhouse	3 bed	5	109.8	3	33	9.2%
E1	end townhouse	4 bed	6	135.3	2	1	0.3%
G/G(m)/GC/GC(m)	semi-detached / mid townhouse	4 bed	7	130.2	2	13	3.6%
H/H(m)	apartment (UD)	1 bed	2	52.7	3	6	1.7%
J/J(m)	duplex	2 bed	4	89.4	3	6	1.7%
M/M(m)	apartment	2 bed	4	79.8	2	4	1.1%
N/N(m)	apartment	2 bed	4	79.8	2	4	1.1%
F1G/F1G(m)	corner townhouse	3 bed	5	102.6	2	20	5.6%
D1G/D1G(m)/D2G(m)	end townhouse	3 bed	4	91.7	2	28	7.8%
E1G/E1G(m)	mid townhouse	2 bed	3	73.3	2	131	36.4%
2B	1 bed apartment (UD)	1 bed	2	50.0	4 to 5	12	3.3%
3B	2 bed apartment (UD)	2 bed	3	69.6	4 to 5	10	2.8%
4C	2 bed apartment (UD)	2 bed	4	81.0	4 to 5	5	1.4%
5B	3 bed apartment (UD)	3 bed	5	99.0	4 to 5	8	2.2%
Total No. of Units						360	100.0%

SITE SCHEDULE

Site Area (Red Line Boundary)	14.75 HA (5.42HA + 9.33HA)	
Net Developable Area	8.77 HA	
Total No. of Units	360	
Net Density	41.0 units/HA	
Open Space	1.92 HA (25%)	
Houses	305	84.7%
Duplex-Apartments (Own-door)	20	5.6%
Apartments (Blocks)	35	9.7%
4 bed	14	3.9%
3 bed	131	36.4%
2 bed	197	54.7%
1 bed	18	5.0%

Note: The proposed 2 storey creche contains space for 164no. children

Figure 4.3 Site Layout Dwg no. 23068_P_003E Proposed Site Plan (DG Architects, 2026)

4.7 Alternative Processes

Having regard to the nature of the Proposed Development, this is not considered a relevant class of alternatives in this case.

However, the development will be detailed designed to comply with building regulations framework and the requirement to achieve Nearly Zero Energy Building (NZEB) standard for new developments.

4.8 Alternative Mitigation Measures

Where appropriate, alternative mitigation measures will be considered by the relevant specialist contributors to the EIAR.

5 Description of the Proposed Development

This chapter provides a description of the Proposed Development in accordance with Article 5(1)(a) of the 2011 EIA Directive, as amended by Directive 2014/52/EU, the description should compromise "…information on the site, design, size and other relevant features". It provides the basis against which the specialist assessments are undertaken. Note that specific details of the Proposed Development that are of relevance to specialist topics are also set out, where relevant, in the corresponding EIAR chapters.

The Proposed Development has an overall area of c. 14.75 ha of land zoned for residential at Mooretown. Swords, Co. Dublin. The Proposed Development will be accessed via a link road from the permitted residential development of Mooretown Phase 1 (Planning Ref. LADP/002/24) located in the centre of the overall site, which is accessed via Rathbeale Road (R125) and further access to the west will be possible via the Mooretown Western Distributor Road.

The Proposed Development will consist of the construction of a residential development, which is a continuation of permitted Mooretown Phase 1 lands (FCC Planning Ref. LADP/002/24), and represents Phase 2 of the wider development of the Mooretown Lands, ranging in height from 2- to 5-storeys to accommodate 360 no. residential dwellings at 41 units/ha (305 no. houses and 55 no. apartments/duplex mix) and public open space. The site will accommodate 580 total no. car parking spaces, 1,009 total no. cycle parking spaces, pedestrian cycle links, road connectivity enhancements, storage, services and plant areas. Landscaping will include significant public open space. The Proposed Development will consist of:

- The construction of 360 no. new residential dwellings consisting of 305 no. houses and 20 no. own-door duplex units and 35 no. apartments set out as follows:
  - 305 no. 2- and 3-storey houses (168 no. 2 beds, 123 no. 3 beds, & 14 no. 4 beds);
  - 20 no. own-door duplex units (6 no. 2-storey 2-bed units over 6 no. 1-bed ground floor apartments, and 4 no. 2-bed apartments over 4 no. 2-bed apartments);
  - 35 no. apartment units arranged within 1 no. 4-5 storey block, with balconies on all elevations, green roofs and external amenity areas (12 no. 1-bed units, 15 no. 2-bed units, & 8 no. 3 bed units);
- Construction of a two-storey crèche (c. 670 sq.m) located at the centre of the Proposed Development;
- Provision of c. 15% open space to the north and through the site including playgrounds, Multi-Use Games Area (MUGA), and natural play areas in addition to ancillary open space areas.
- Provision of a total of 580 no. car parking spaces (combination of residential spaces, in-curtilage and on-street and visitor parking) including 17 no. EV charging spaces.
- Delivery of 1,009 no. cycle spaces (including 72 no. spaces for the proposed crèche)
- All site enabling and development works, landscaping works, PV panels, bins stores, plant, storage, boundary treatments, ESB substations, lighting, servicing, signage, and all site development works above and below ground.
- Associated site and infrastructural works including provision for water services, foul and surface water drainage and associated connections to the permitted Mooretown Phase 1 water & wastewater infrastructure (permitted under Planning Ref. LADP/002/24), and Sustainable Urban Drainage Systems (SuDS), including permeable paving, green roofs and swales.

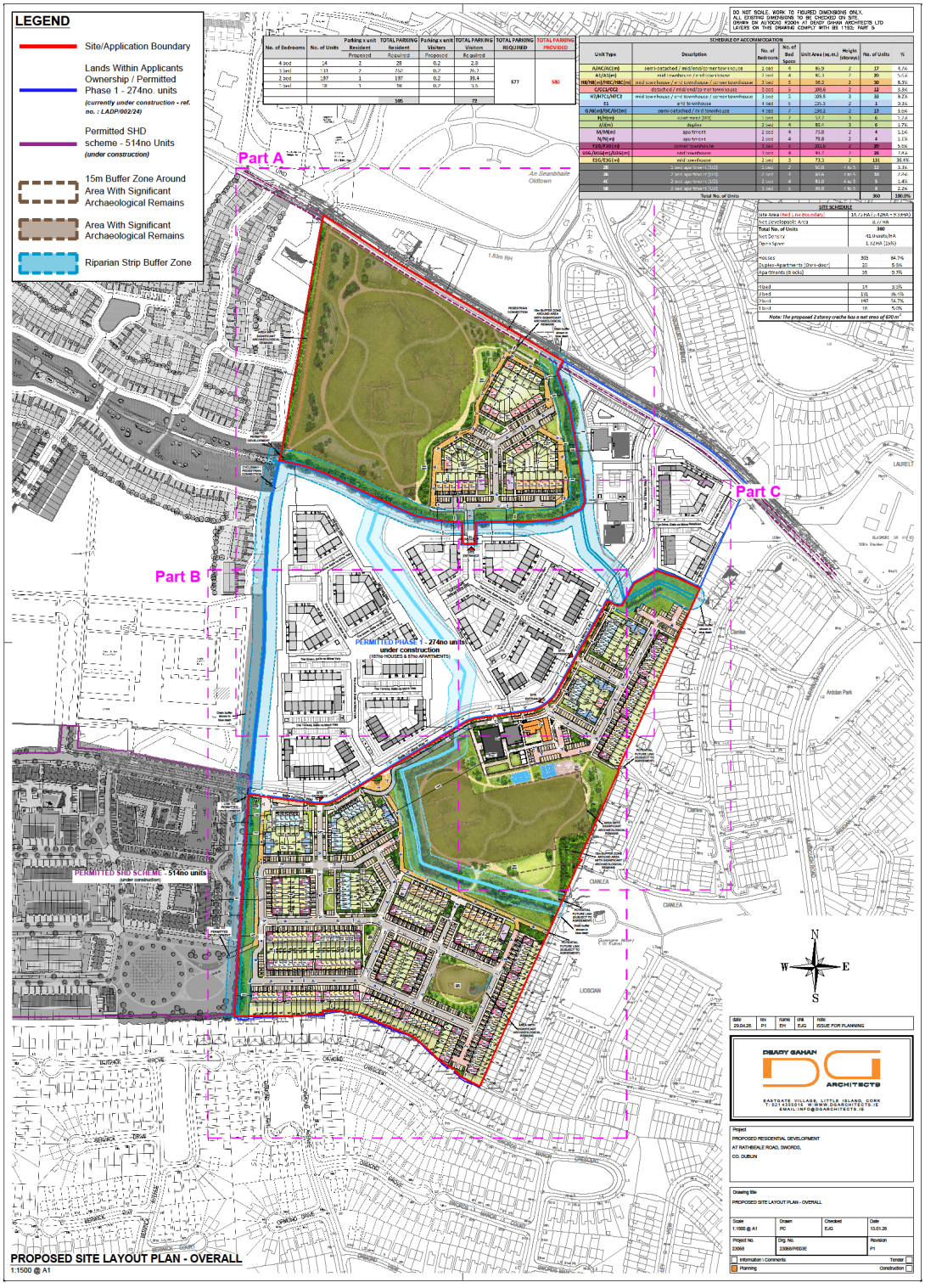


Figure 5.1 Proposed Site Layout – Drawing No. 23068/P/003E (Architectural Drawings prepared DG Architects, 2026)

Figure 5.2 Proposed Site Layout – Northern Parcel – Drawing No. 23068/P/003F (Architectural Drawings prepared DG Architects, 2026)

Figure 5.3 Proposed Site Layout – Southern Parcel – Drawing No. 23068/P/003G (Architectural Drawings prepared DG Architects, 2026)

5.1 Construction Phase

A Construction and Environmental Management Plan (CEMP) has been prepared in respect of the Proposed Development by AKM Design Group (2026) (refer to standalone document submitted under separate cover). It contains best practice measures and protocols to be implemented during the construction phase of the Proposed Development to avoid / minimise environmental impacts.

The appointed contractor will be responsible for the implementation of the CEMP. To ensure these documents remain fit for purpose, they will be maintained as live documents. The appointed contractor will be responsible for updating the CEMP, as required, e.g. to reflect the publication of relevant new or revised guidelines and / or new statutory requirements. The full schedule of environmental commitments (i.e. all mitigation measures set out in the CEMP, Environmental Impact Assessment Report submitted as part of the planning application, as well as any applicable conditions of development consent) will be included in the CEMP by the appointed contractor.

5.1.1 Construction Methodology

5.1.1.1 General Construction Measures

Initial works will include an archaeological watching brief, geotechnical investigations and ecological preparation works, including the establishment of tree protection measures and ecological mitigation measures where required. These activities will be followed by site clearance and enabling works.

Internal service infrastructure works will proceed in tandem or in phased sequence as appropriate. The main building works will comprise substructure works, followed by superstructure construction, and subsequently external works and finishing works to complete the development.

The construction phase of the Proposed Development will include the following elements:

- Site establishment and enabling works;
- Sub-structure and superstructure works;
- Fit-out and finishes

Standard best practice site management protocols, including good housekeeping and efficient materials management, will be implemented.

Site Establishment and Enabling Works

Site establishment and enabling works will include, but will not be limited to, the securing of the site boundary and the erection of appropriate fencing or hoarding to prevent unauthorised access. This will also include establishment of the main construction compound and welfare facilities. The compound will include welfare facilities, site offices, material storage areas and designated fuel storage zones.

Wheel wash facilities will be installed at the site entrance as required to maintain cleanliness of adjoining public roads. Security arrangements will include the provision of a gateman during daytime activities and appropriate security measures during out-of-hours periods.

It is envisaged that the site enabling works will include (but not necessarily be limited to) the following:

- Existing live services within the site will be identified, isolated and, where feasible, removed in consultation with the relevant utility providers. All service terminations will be carried out in accordance with statutory requirements and utility provider specifications

- Engagement with statutory service and utility providers will commence at an early stage of the detailed design process to facilitate appropriate planning and coordination of infrastructure connections. All works associated with service connections will be carried out in accordance with the requirements of the relevant utility providers and the Local Authority;
- Prior to the commencement of any works within the site or at its boundaries in relation to service connections, a desktop study will be undertaken to identify existing utility infrastructure. This will be followed by on-site investigations, which may include trial holes, slit trenching and CAT scanning to confirm the precise location and depth of existing services;
- Temporary power and water services will be arranged to facilitate site accommodation and welfare facilities. The site compound (as identified in the accompanying CEMP and also Section 5.5.2) will be established in a location that minimises interference with the progression of the main construction works and will generally be positioned in proximity to the site entrance;
- Protected trees identified for retention will be secured in advance of construction works. Appropriate protective fencing will be installed to safeguard both the tree canopy and root protection areas, in accordance with the recommendations of the appointed Arborist and Ecological specialist. Following the establishment of tree protection measures, trees identified for removal, together with associated scrub and vegetation, will be clearly marked and removed in accordance with the approved arboricultural strategy;
- The site perimeter will be secured with appropriate hoarding or fencing to prevent unauthorised access. Construction activities will be managed to control noise levels and to minimise disruption to adjoining properties and local residents;
- Establishment of temporary drainage and sediment control measures will also be undertaken;
- Where feasible, the use of shared service corridors and single trench installations for multiple utilities will be adopted in order to reduce excavation works and limit ground disturbance. Utility infrastructure will also be designed, where appropriate, to allow for future capacity and potential expansion of the development.
- All topsoil stripping associated with the Proposed Development area will be monitored by an archaeologist under licence from the National Monuments Service of the DoHLGH. If any features of archaeological potential are discovered during the course of the works further archaeological mitigation may be required, such as preservation in-situ or by record. Any further mitigation will require approval from the National Monuments Service of the DoHLGH.

Sub-structure and Superstructure Works

It is envisaged that the sub-structure and superstructure works will include (but not necessarily be limited to) the following:

- Overall substructure works will generally comprise the excavation of foundations to the required depth and width, followed by installation of concrete foundations in accordance with the structural design. Underground drainage and service ducting will be installed concurrently where practicable, including excavation, pipe laying, testing and backfilling to the required standards. Incoming services will be coordinated and installed in a structured sequence to minimise rework and to maintain site efficiency. Ground-bearing slabs and associated substructure elements will then be completed in preparation for commencement of superstructure works.
- Substructure works for apartment and duplex blocks will typically involve excavation to formation level and construction of foundations in accordance with the structural design parameters and

ground conditions confirmed by geotechnical investigation. Depending on the final design solution, this may include strip foundations, pad foundations and/or localised ground improvement measures where required. Underground drainage, attenuation infrastructure, service ducting and incoming utility connections will be coordinated with the substructure works, including testing and verification prior to commencement of superstructure construction.

- The superstructure of the house units is anticipated to utilise modern construction methods appropriate to residential delivery, which may include timber frame construction and/or traditional masonry construction, subject to final design and procurement. External wall construction will typically be completed in parallel with roof works, followed by installation of windows and doors to achieve weather-tightness as early as practicable. Once a unit is weather-tight, internal first-fix works will proceed, including electrical and mechanical installations, followed by internal finishes and fit-out works.
- The apartment and duplex superstructure is anticipated to comprise structural systems appropriate to the final design, which may include load-bearing masonry walls, precast concrete elements and reinforced concrete components as required. Floor structures may include precast systems such as hollow core slabs or equivalent, subject to detailed design. Cranes and lifting equipment may be utilised for superstructure construction, with lifting plans and temporary works designs prepared in advance. External envelope works will progress to achieve weather-tightness, enabling internal trades and fit-out works to commence efficiently.

Fit Out and Finishes

- Fit-out works will follow typical residential construction practice and will include internal partitions, services installation, plastering, joinery, painting, floor finishes and final fixtures and fittings. Works will be sequenced to minimise disturbance and maximise efficiency, particularly during later phases where parts of the development may be nearing completion.
- External works will include completion of roads, footpaths, kerbing, public lighting, boundary treatments, and landscaping in accordance with the approved drawings. Public open spaces and private gardens will be graded, topsoiled and planted in accordance with the landscape proposals. Final surfacing and snagging works will be completed prior to handover.

5.1.2 Site Compound

It is envisaged that one construction site compound will be required for the purposes of the Proposed Development. The existing compound for the Mooretown Phase 1 development, will be relocated to a suitable on-site location. The construction compound will contain facilities for construction personnel (including parking, welfare facilities and canteen) and a waste segregation area.

Surface water and foul water discharge from site will be managed and controlled for the duration of the construction works until the permanent drainage infrastructure is complete.

Please refer to the accompanying Construction Environmental Management Plan (CEMP) prepared by AKM Design Group (2026).

5.1.3 Construction Phasing and Duration

The envisaged duration of the construction phase is c. 3 years (36 months). The duration of the construction phase is, therefore, assumed to be ‘short-term’, as per the EPA criteria set out in Table 1.5

(EPA, 2022). The anticipated construction phasing for the Proposed Development is to be completed in three (3) no. sub-phases.

5.1.4 Construction Materials

The overall materiality for the Proposed Development will include standard construction material for any residential scheme (concrete, timber, stone etc).

5.1.5 Earthworks

The site of the Proposed Development is predominantly greenfield in nature. In order to facilitate the construction of the Proposed Development, soil stripping, earthworks and the storage and handling of excavated material will be required. Stockpiles will be located away from watercourses and drainage ditches and will be managed to prevent erosion, sediment runoff and dust generation.

In order to minimize the volume of material being exported off-site, excavated material will be reused on-site (e.g. as fill material) where feasible. All excavated soil is planned to be reused on-site, however where excess topsoil/subsoil arises it will be removed from site to a suitably licenced facility or where suitable to another site for reuse under Article 27. It is envisaged that a certain volume of excavated subsoil if unnecessary for on-site use will need to be disposed of at an appropriately licensed facility. If any of the material (topsoil and/or sub-soil) is to be reused at another site it will be treated as By-product (and not as a waste), this will be done in accordance with Regulation 27 (By-products), as amended, European Union (Waste Directive) Regulations 2011-2020. Site Investigation (SI), Waste Acceptance Criteria Testing (WAC testing) and Soil Analysis will be used to classify and determine the suitability of soil and EPA approval will be obtained prior to moving material as a By-product. If the site requires an importation of material (topsoil/sub-soil) this will be done under Article 27 (By-product) notification to the EPA. A log of all By-Product material movements in/out of site will be recorded and maintained. Any soil (topsoil and sub soil) identified as 'contaminated' or not equivalent to virgin greenfield for by-product soil and stone, will be treated as waste and will be segregated on-site, stored in skips or other suitable receptacles in designated areas and will be removed from site to a suitable waste facility by a registered waste contractor. All waste leaving the site will be transported by suitably permitted contractors and taken to suitably registered, permitted or licenced facilities. A log of all waste leaving site will be recorded and maintained.

Indicative earthworks figures are as follows:

- Estimated excavation volume: 21,860 m^3
- Volume reused on-site: 21,860 m^3
- Volume removed from site: 0 m^3
- Imported engineered fill: 35,000 m^3
- Maximum excavation depth: 3.93 m BGL

5.1.6 Hazardous Substances

During the construction phase, hazardous substances typical of construction sites of this nature and scale will be present on-site, including concrete / cementitious materials, oils, fuels, paints and other chemicals. Hydrocarbons, solvents and other such hazardous substances will be stored in secure, bunded hardstanding areas. Re-fuelling and servicing of construction plant and machinery will only be permitted at suitably located, designated hardstanding areas. Spill kits will be present on-site at all times.

5.1.7 Construction Traffic

The principal construction access to the site will be provided from the existing site access for Phase 1 via Rathbeale Road (R125). The haul route and access are presented below on Figure 5.4, prepared by Transport Insights (2026). The proposed route directs traffic towards the M1 and avoids Swords Town Centre. Movements of abnormal loads or oversized deliveries will be coordinated in advance with the relevant statutory authorities and will comply with applicable road traffic legislation.

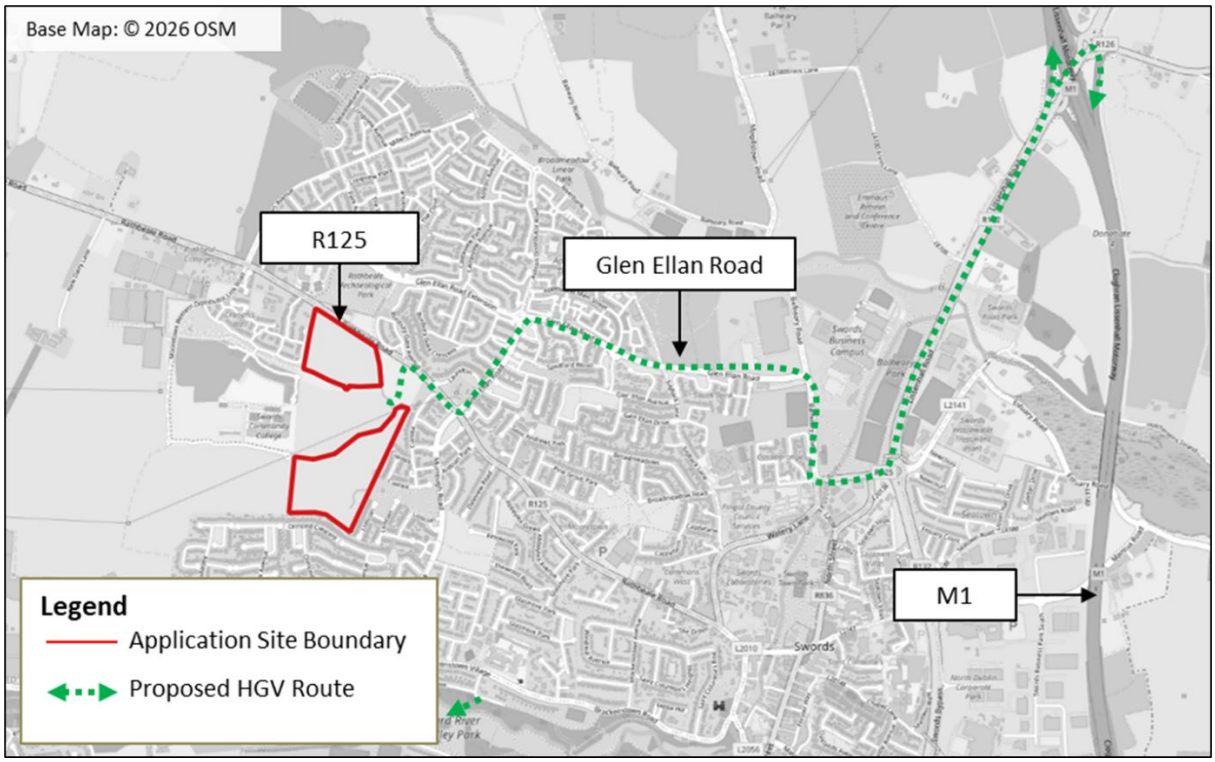


Figure 5.4 Indicative haul route (Source: Transport Insights, 2026)

During the peak period of construction works, construction personnel and construction delivery vehicles will be present on the surrounding road network. A maximum of 35 construction personnel and 30 HGVs per day are estimated to arrive and depart the site during peak construction periods. Working hours will be from 07:00-19:00 weekdays, and as such the arrival and departure times of construction personnel will be outside of the existing morning and evening peak periods on the surrounding road network.

All construction activities on-site will be governed by the traffic management measures outlined in the Construction and Environmental Management Plan (CEMP) prepared by AKM Design Group (2026) and submitted under a separate cover as part of the planning application. A construction phase Construction Traffic Management Plan (CTMP) will be prepared for the works in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Department of Transport Traffic Signs Manual 2019 – Chapter 8 Temporary Traffic Measures and Signs for Roadworks
- Department of Transport Guidance for the Control and Management of Traffic at Road Works (2010)

- Any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) and Design Manual for Urban Roads and Streets (DMURS)

5.1.8 Working Hours

Envisaged working hours are as follows:

- Monday – Friday: 07:00 – 19:00;
- Saturday: 08:00 – 14:00;
- Sunday/ Bank Holiday: No works.

Works (ex: water main connections, foul drainage connections, etc.) outside of these hours will be subject to prior agreement with Fingal County Council.

5.1.9 Construction Phase Plans

A suite of construction plans will also be implemented, including the following:

- Construction & Environmental Management Plan (CEMP);
- Arboricultural Method Statement;
- Resource & Waste Management Plan.

5.2 Operational Phase

5.2.1 Operational Phase Plans

The operation of the proposed development will entail the standard operation of a residential development incorporating houses, duplex units and apartment blocks. It will involve the daily activities of residents of the community; their activities in their homes and gardens, their movements to and from and within the site, and the operation of associated supporting infrastructure and services. There will be a new public realm, including a network of roads and streets, featuring a variety of road users, including pedestrians, cyclists and drivers. The specifics of the operational phase will be discussed, where relevant, in the various specialist chapters of the Environmental Impact Assessment Report (Volume 2).

During the operational phase, it is proposed to implement the following plans of pertinence to the Environmental Impact Assessment Report:

- Residential Travel Plan;
- Operational Waste Management Plan.

6 Consultation

This chapter of the Environmental Impact Assessment Report (EIAR) has been prepared by Pauline Byrne, Senior Planner / Partner, with Brady Shipman Martin (BSM), Planning, Landscape and Environmental Consultants. A technical review was completed by Thomas Burns, Partner at Brady Shipman Martin. Refer to Table 1.4 in Chapter 1 (Introduction) for qualifications of authors and reviewers.

This chapter describes the consultation process of the Proposed Development. Consultation is a key element in the EIA process. The "carrying out of consultations" is included in the definition of EIA as set out in Article 1(a) of the amended EIA Directive. Consultation at various stages of the EIA process provides for timely and proportionate consideration of potential significant effects, early identification of stakeholder concerns, and facilitates public participation in the development consent process. Consultations may be statutory (i.e. required by law) or non-statutory / informal. Consultations may be undertaken by the Applicant or the Competent Authority, as appropriate and as required.

The United Nations Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (the Aarhus Convention), which came into force in October 2001, establishes a number of rights of the public with regard to the environment, including the right to access to environmental information and the right to access to public participation in environmental decision-making.

The non-technical summary (NTS) (Volume 1) is particularly important in disseminating the information contained in the EIAR to the wider public and facilitating public participation in the development consent process. As stated in the EPA guidelines:

"Compliance with the Aarhus Convention requires that the structure, presentation and the non-technical summary of the EIAR, as well as the arrangements for public access, all facilitate the dissemination of the information contained in the EIAR. The core objective of public consultation is to ensure that the public is made as fully aware as possible of the likely environmental impacts of projects prior to a decision being made by the CA [Competent Authority]."

In addition, where required specialists have consulted relevant Departments and bodies in order to acquire additional information to undertake the assessment.

Informal scoping of potential environmental impacts was undertaken with the Fingal County Council through pre-application meetings. Direct and formal public participation in the EIA process will be through the statutory planning application process under the procedures for an application under Section 175 of PDA 2000. Section 175 of the PDA 2000 provides that an application for permission with an EIAR by a local authority shall be made directly to An Bord Pleanála.

6.1 Pre-Application Stage

A series of consultation meetings have been held with the relevant departments of Fingal County Council, including the following Departments:

- Planning;
- Roads and Transport;

- Environment;
- Housing;
- Heritage;
- Parks and Green Infrastructure;
- Water Services; and
- Architects.

In addition, consultation has been undertaken with Uisce Éireann and Design Acceptance, confirming availability for connection to existing infrastructure, has been received in relation to connection to the water supply and waste water infrastructure. Prior to lodging this application, information in relation to the EIAR was uploaded to the Department of Housing, Local Government, and Heritage (DHLGH) EIA Portal. The EIA Portal is an online map-based website that provides users with access to applications for development consent with an EIAR.

6.2 Application Stage

The planning application is being submitted directly to An Coimisiún Pleanála, and this stage allows for further consultation, including with prescribed bodies, stakeholders and the general public. The application and all accompanying documents will be available on public display for review, and the Project has a dedicated website on the Fingal County Council Website Consultation Portal as set out in the planning notices.

Details of the Proposed Development have been forwarded to the following prescribed bodies:

- Department of Housing, Local Government and Heritage
- Department of Climate, Energy and the Environment
- An Chomhairle Ealaíon
- Environmental Protection Agency
- Fáilte Ireland
- The Heritage Council
- Inland Fisheries Ireland
- An Taisce
- Uisce Éireann,
- Health and Safety Authority
- Irish Aviation Authority (IAA)
- Dublin Airport Authority (DAA)
- Transport Infrastructure Ireland (TII)
- National Transport Authority (NTA)
- Air Nav Ireland

Submissions / observations on any aspect of the proposed Project may be made to An Coimisiún Pleanála within the specific timeframe and such submissions / observations will be taken into account in the determination of the application by the Commission.

7 Population & Human Health

This chapter of the EIAR presents an assessment of the likely impacts on the local population during both the construction and operational phases of the Proposed Development at Mooretown lands, Swords, County Dublin. The Proposed Development is described in Chapter 5 (Description of the Proposed Development), and these details are reiterated in this chapter only insofar as is relevant to population and human health. This chapter has been prepared by Niamh Carey, Environmental Consultant at Brady Shipman Martin. A technical review was completed by Thomas Burns, Partner at Brady Shipman Martin. Refer to Table 1.4 in Chapter 1 (Introduction) for qualifications of authors and reviewers. This chapter considers and assesses the potential effects of the Proposed Development on the people and businesses in the surrounding community, during the construction and operational phases.

The site of the Proposed Development is located on the Mooretown lands in County Dublin, approximately 2.5 km west of Swords, as measured along the local road network. The site extends to approximately 14.75 hectares and is currently characterised by greenfield lands. Surrounding land uses include established residential developments and multiple permitted residential development schemes under construction. Dividing the site of the Proposed Development into two separate land parcels is Mooretown Phase 1 (Planning Ref. LADP/002/24) currently under construction. Swords Community College lies to the west of the site. Further to the west of the site (approximately 1 km) is agricultural land and several dispersed residential dwellings.

7.1 Baseline Environment

The site is predominantly zoned (i) RA 'Residential Area', for which the corresponding objective is to *"Provide for new residential communities subject to the provision of the necessary social and physical infrastructure".* Within the north-western boundary of the site a small strip of land is zoned (ii) RS – 'Residential', for which the corresponding objective is to *"Provide for residential development and protect and improve residential amenity.".*

The CSO provides data on population and socio-economic aspects of the population at different levels from the State, county level, Local Electoral Area (LEA), individual Electoral Districts (ED) to Small Areas (SA) within each County. The 2016 Census undertaken by CSO provides detailed results and reports. Most recent census was undertaken in April 2022. CSO published preliminary results for 'Census of Population 2022' on 23 June 2022 (updated September 2022) which have been superseded by the main results published from May 2023 onwards. A series of themed reports, Small Area Population Statistics (SAPS) and Place of Work, School, College - Census of Anonymised Records (POWSCAR) and their detailed statistical tables have been provided as per the schedule set by CSO for May 2023 to December 2023. This chapter uses the most up to date and detailed statistical data that is available at the time of writing this chapter.

In the period between 2016 and 2022, the population in the administrative area of Fingal County Council (FCC) increased by 11.6% as compared to the previous increase of 8% between 2011 and 2016. The site of the proposed development is located in the ED of 'Swords-Glasmore'. Although Census 2022 shows a slight population decrease in the Swords-Glasmore ED, this can be explained by typical demographic patterns in rural areas, including small reductions in household size, ageing in place, and

limited dwelling turnover. It is also likely that recent residential development has occurred in neighbouring EDs or was completed after the 2022 census date and therefore is not yet reflected in the official population count. Overall, the modest decline observed is not unusual and does not indicate a reduction in local housing demand.

A review of Fingal County Council planning portal indicates significant residential developments in the pipeline for Mooretown, with numerous medium- to large-scale developments permitted or proposed, as detailed in Chapter 22 (Cumulative Impacts).

CSO statistics demonstrate private car use as the primary means of travel to work, school or college in the Swords-Glasmore ED in 2022. Commuting patterns in the area reflect a strong reliance on private vehicles, with many trips oriented towards Swords and the wider Dublin region. It should be noted that commuting to both school and work via bus, minivan, or coach is the second most popular form of movement in the area, indicating a level of support towards public transport.

For the purposes of the proposed development, Brady Shipman Martin (BSM, 2026) has prepared a Community and Social Infrastructure Report (including Schooling Demand and Childcare Facilities). These have been submitted under separate cover as part of the planning application.

7.2 Predicted Impacts of the Proposed Development

The duration of the construction phase is anticipated to be in the range of c. 36 months. As such, associated effects are expected to be short-term in duration, at worst. During this time, there will be no community severance, loss of rights of way or amenities as a result of the proposed development.

As part of this assessment, the other specialist chapters of the Environmental Impact Assessment Report have been reviewed to identify potential interactions. In the absence of standard good construction practice and mitigation measures, the following potential impacts have been identified during the construction phase:

- Nuisance / health impacts related to exposure to dust;
- Impacts due to greenhouse gas emissions and climate vulnerability;
- Nuisance / disturbance related to elevated noise levels;
- Impacts on traffic / parking due to presence of construction traffic;
- Potential negative impacts on landscape and visual amenity due to presence of construction site and effects of construction activities (e.g. dust, dirt, stockpiling of soils, removal of vegetation, etc.);
- Health impacts related to improper waste management;
- Health impacts related to improper safety protocols, e.g. related to diversions of gas / power lines;
- Nuisance / impacts on residential amenity due to potential service / power outages;
- Economic impacts related to construction employment / increased demand for goods and services.

In the absence of mitigation, potential impacts on population and human health as a result of the operational phase of the proposed development may be summarised as follows:

- Potential impacts due to greenhouse gas emissions and climate vulnerability;

- Potential nuisance and disturbance of residents due to noisy building services plant and vehicular deliveries / collections within the site;
- Potential negative impacts on journey characteristics due to additional operational phase traffic generated by the proposed development;
- Positive impacts on journey characteristics due to enhanced permeability across the site;
- Potential visual impacts due to completion of proposed development, establishing substantial new residential development;
- Potential positive impacts by retention and enhancement of the landscape and biodiversity value of the parts of the site;
- Health impacts related to improper waste management;
- Potential impacts due to daylight and sunlight availability for the proposed development;
- Potential socio-economic impacts due to demand for goods and services locally;
- Positive socio-economic impacts due to provision of significant additional housing;
- Positive impacts on existing and new residents due to provision of new community amenities and facilities.

7.3 Mitigation Measures & Residual Impacts

Mitigation measures have been prescribed elsewhere in the EIAR in order to avoid / minimise the predicted impacts detailed above. These are measures required by law, by the Development Plan 2023-2029, by guidance and regulations, and by standards for good construction practice and operational standards that are generally applicable to developments of this nature. In order to avoid, where possible, and in other cases minimise, negative impacts on population and human health, it is imperative that all of the mitigation measures set out in the EIAR are properly implemented in full. These mitigation measures (set out in the specialist chapters of the EIAR and also within Chapter 23 of the Volume 2 that includes the schedule of mitigation measures) are summarised as follows, insofar as they relate to population and human health.

The application of binding noise limits and hours of operation, along with implementation of appropriate noise and vibration control measures (as set out in Chapter 13 of Volume 2 of the EIAR), will ensure that noise and vibration impacts are minimised as far as practicable. Appropriate mitigation measures will be implemented in this regard. For the duration of the construction period, construction noise impacts will be ***short-term, negative and ranging between very significant to not significant***, depending on the proximity of the works to the site boundary. As such, it is considered that this potentially significant, negative, residual impact on the local population is commensurate with the proposed development and acceptable considering the net merit of the proposal, and that the likely alternative to this proposed development is a development of a similar nature in accordance with the land use zoning objectives and requirements for the site as set out in the FCC Development Plan 2023-2029, which was subject to SEA, AA and SFRA prior to its adoption.

No other significant, negative residual impacts are predicted in relation to population and human health during the construction or operational phase.

There is substantial interaction between Population & Human Health and other environmental topics addressed in the Environmental Impact Assessment Report, and mitigation measures of relevance to this element of the assessment have been set out throughout the report. These include measures in relation to community liaison, dust (Chapter 11 - Air Quality), noise (Chapter 13 - Noise & Vibration), construction site screening and tree protection (Chapter 14 - Landscape & Visual), traffic management (Chapter 18 - Traffic & Transportation), daylight and sunlight (Chapter 16 Microclimate- Daylight & Sunlight), wind (Chapter 17 Microclimate – Wind), waste management (Chapter 19 - Material Assets Waste) and services (Chapter 20 Material Assets Services). Additionally, a Construction & Environmental Management Plan (CEMP) will be implemented during the construction phase, which will contain a range of measures to avoid / minimise adverse impacts on the local community.

8 Biodiversity

Brady Shipman Martin has undertaken an appraisal of the likely effects on biodiversity (flora and fauna) resulting from the proposed development.

A separate Appropriate Assessment Screening Report (AASR) has been completed (as per Article 6 of the EU Habitats Directive). The report is submitted under separate cover as part of this application and has concluded that that the proposed development at the Mooretown (Phase 2) site, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites. Therefore, the AA process – preparation of a Natura Impact Statement (NIS) – is not required.

8.1 Existing Environment

No designated conservation areas occur within or in the immediate vicinity of the area of the proposed development at Mooretown (Phase 2). The nearest such sites are those associated with Malahide Estuary, approximately 2.1 km to the east.

No legally protected species were recorded during any of the site visits undertaken. No plant species listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations, 2011 (as amended), such as Japanese knotweed (*Reynoutria japonica*) or giant hogweed (*Heracleum mantegazzianum*) were recorded during any of the field surveys.

The subject site is broadly made up of the following broad habitat types:

Dry meadows and grassy verges (Fossitt habitat code GS2) make up a majority of the proposed development site at Mooretown. The species composition onsite is to be expected of disused agricultural fields left to recolonise naturally. Species include white clover, dock, willowherb, silverweed, ribwort plantain, creeping cinquefoil, common ragwort, meadow buttercup and various common grass species. These fields are of moderately low species diversity when compared to high-quality semi-natural grasslands in the wider area. The fields are of value as a food source for bats, birds, and insects as well as habitat for various mammal species.

Hedgerows (WL1), Treelines (WL2) & Drainage ditches (FW4): Hedgerows and treelines occur along field boundaries within the proposed development site. The treelines present are the result of lapsed management and growth of hedgerows. Species include ash, dog rose, ivy, bramble, alder, blackthorn, elder, hawthorn, and sycamore and one large gum tree in the northwest corner. The linear woodland habitats onsite are of moderate species diversity and are ecologically important for food and habitat resources for wildlife, especially the commuting of mammal species. Many of the linear woodlands onsite have associated drainage ditches, a few of which had some standing water at the time of survey.

Scrub (WS1): There is a patch of mostly willow and bramble scrub located along the southeastern boundary of the proposed development site. This area has two small drainage ditches running north-south, which have caused the ground to become saturated and have supported the growth of species like rush and horsetail that do well in water-logged soils. Despite its relatively low species diversity, this scrub provides valuable habitat to local wildlife and is an ecologically valuable part of the proposed development site at Mooretown.

Depositing/lowland rivers (FW2): The Mooretown Stream, Newtown Stream, and several small unnamed tributaries traverse the proposed development site. These streams are typical of the habitat type, with slow flow and fine sediments deposited on the riverbed. This habitat type has a lot of value to wildlife not only as a source of food and water, but also a path for commuting and movement.

Non-calcareous spring (FP2): St Cronan's Well (Record of Monuments and Places Code: DU011 018) is a locally significant natural spring located in the southeastern corner of the southern parcel of the site. St Cronan's Well is documented as a holy well fed by a natural spring, with groundwater emerging via percolation through overlying natural subsoils, rather than through karst conduits or fractured bedrock pathways. The spring is therefore interpreted as being supported by shallow, perched and discontinuous groundwater seepage within the limestone derived glacial tills that overlie the underlying 'PI – Poor Aquifer', consistent with the findings of the site investigation and regional hydrogeological mapping. There is no evidence to suggest that the well is hydraulically connected to deeper bedrock groundwater systems or to any regionally important aquifer.

Construction mosaic and negligible habitats (GS2/ED2/ED3/ED5/BL1): There are areas of habitat on site previously disturbed by construction activities. These areas consist of a mosaic of dry meadows, spoil and bare ground, recolonising bare ground, and refuse and other waste. These areas are of limited value to biodiversity.

There are stone walls along the southeastern boundary of the proposed development site. These are not dry-stone walls, nor are they calcareous lime mortar walls, and therefore have limited benefit to biodiversity.

No evidence of badgers or of hares has been recorded on the proposed development site. Foxes, which are not protected under wildlife legislation, were seen at the site by the authors on occasion. No signs of otters have been recorded on the subject site which is of low suitability for use by otter, and there is no pathway to the site for otter from the Broadmeadow River.

The bat surveys confirm that there is no bat roosting activity on the site, and the bat activity during emergence/bat detector surveys undertaken recorded low bat activity at the site.

A total of 31 bird species were recorded on the lands over the winter of 2025/2026. These are all common and widespread bird species of Ireland. They include two Red-listed and six Amber-listed species. The red listed species were snipe and meadow pipit.

A total of 28 bird species were recorded on the site during the surveys undertaken in April and May 2026. These are all common and widespread bird species of Ireland. They include one red-listed species (meadow pipit). Although meadow pipit is red-listed, the species is common and widespread in north county Dublin. A total of 21 additional green listed species were also detected on the lands, most of which were observed on several occasions.

As noted in the stand-alone AA Screening Report the bird survey results clearly demonstrate that the proposed development site is of no significant value for any SCI species (i.e. Special Conservation Interest species listed in any European site) and there is no possibility of a significant effect arising on European sites as a result of potential impacts to populations of SCI bird species.

There are few areas particularly suitable for amphibians within the subject site, with the exception of the drainage ditches and the spring (St. Cronan's Well). No amphibians have been observed during the surveys undertaken at the subject site. Nevertheless, minor wet areas and ponds may be of value for

amphibians, in particular during the spring breeding season. Similarly, no evidence of common lizard has been recorded. However, it is possible that lizards may occur within the site, although the area of suitable habitat (such as exposed rock or heathland) is negligible. No evidence of Ireland's only protected insect, the marsh fritillary butterfly, or its food plant (devil's bit scabious) was recorded on the subject site.

8.2 Overall ecological evaluation of the proposed development site

The proposed development site is not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected plant species, as listed in the *Irish Red Data Book 1 – Vascular Plants* (Curtis & McGough, 1988), the *Flora Protection Order, 2022*, or the *EU Habitats Directive*, are known to occur within the site and none were recorded.

No rare habitats or habitats of particularly high ecological value (i.e. International or National) are present at the site. All of the hedgerows, however, remain of Local (Higher Value) Importance.

No protected plants have been recorded during any of the site visits undertaken.

The hedgerows are of ecological value for their ecological/habitat connectivity and for nesting birds as well as commuting and foraging bats. The mature hedgerows and trees within the site are of greatest importance as they are relatively diverse and act as significant ecological corridors.

While some of the hedgerows on site represent 'Heritage Hedgerows' and are of high historical importance, all the hedgerows assessed can be considered as hedgerows of 'Unfavourable Condition'.

Overall, the site is of Local Importance (Higher Value) in accordance with the ecological resource valuations presented in the National Roads Authority/Transport Infrastructure Ireland Guidelines for Assessment of Ecological Impacts of National Road Schemes (NRA/TII, 2009 (Rev.2)).

8.3 Predicted impacts

Based on the studies undertaken and the features of the proposed development, the AA Screening process concluded that none of the habitats and species listed as qualifying interests or special conservation interests in any European site designation will be affected by the proposed development and full AA, including the preparation of a Natura Impact Statement (NIS), is not required. The following paragraphs are extracted from the AA Screening report conclusions:

> *"In view of best scientific knowledge this report concludes that the proposed development at Mooretown (Phase 2) in Swords, Co. Dublin, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.*
>
> *It is considered that this report provides sufficient relevant information to allow the Competent Authority (An Coimisiún Pleanála) to carry out an AA Screening and reach a determination that the proposed development will not have any likely significant effects on European sites in light of their conservation objectives."*

Similarly, there is no direct or indirect pathway between the proposed development site and any pNHA not already designated as a European site, and therefore no impacts on any pNHA will occur.

The proposed development will result in the removal of some existing habitats of Local Importance (Lower Value) and Local Importance (Higher Value).

The proposed development will result in the removal of existing habitats of Local Importance (Lower Value) and Local Importance (Higher Value). In the absence of mitigation, the loss of grassland and associated habitats is considered to be a ***direct, permanent, moderate (significant) negative impact at a local level***. However, appropriate landscape planting as well as long-term biodiversity-focused landscape management will be undertaken within the development.

St. Cronan's Well is fed by shallow, perched and discontinuous groundwater seepage within the overlying clay tills rather than by deep bedrock groundwater. As set out in the Hydrological and Hydrogeological Qualitative Risk Assessment report (HHQRA) prepared by AWN Consulting (Trinity Consultants) and submitted as an appendix to the AA Screening Report, no credible construction-phase pathway exists whereby contaminants could migrate to St Cronan's Well. There will be no impacts on the spring as a result of the proposed development.

Reduced vegetation will lead to reduced insect abundance. This will reduce foraging opportunities for bats and birds. In the absence of mitigation, this will be a ***direct, permanent, slight negative impact at the local level***.

There will be a reduction in vegetation cover through the removal of grassland and scrub habitats. The grassland offers habitat for ground nesting birds. In the absence of clear protocols for the protection of birds and their nests, there is potential for direct impacts on nesting birds and/or mortality of birds arising from the proposed development, should vegetation clearance take place during the bird nesting season, without accompanying bird-nesting surveys. In the absence of mitigation, this will be a ***direct, permanent, slight negative impact at the local level***.

There are no structures on the site, and the vegetation to be removed is of no significance for roosting bats. There will be no impacts on roosting bats.

In the absence of mitigation (including the lighting design), the comprehensive landscape planting and the long-term habitat management proposed), the proposed development would cause a ***direct, long-term, moderate (significant) negative impact at the local level*** on biodiversity. However, the landscaping proposed will ultimately lead to the introduction of new habitat (feeding and nesting) for birds and (foraging) bats.

No significant impacts on otters, badgers or any other large mammals within the site are expected as a result of the proposed development. Further, there will be no impacts on amphibians, reptiles, lepidoptera (butterflies and moths) or any other species groups as a result of the proposed development.

The implementation of biosecurity measures will ensure that no invasive alien plant species will be introduced, either deliberately or inadvertently, to the site.

No significant impacts on wintering birds are expected as a result of the proposed development. As confirmed in the AA Screening Report (no Brent geese (or other SCI species) utilise the site.

There will be no significant impacts related to lighting, dust, surface water, flooding, foul water management or otherwise, in the context of biodiversity, as a result of the construction or operation of the proposed development.

8.4 Mitigation Measures

No designated conservation areas will be impacted in any way by the proposed development, and no mitigation measures are required in this regard. Refer to the AA Screening Report that accompanies the planning application for full details in relation to European designated sites.

The proposed development incorporates a comprehensive landscape design, with biodiversity-focussed planting. The planting and long-term management proposed in the Landscape Design Statement will enhance the biodiversity resource on the proposed development site by creating new, pollinator-friendly habitats. The proposed planting/landscaping strategy includes a mix of appropriate species, incorporating species that will attract feeding invertebrates, including moths, butterflies and bees. It takes account of the All-Ireland Pollinator Plan 2021 – 2025[2]. Biosecurity measures will be included in the final CMP by the appointed contractor.

Where feasible and practicable, the clearance of scrub and any other vegetation that may be suitable for use by small numbers of nesting birds, will be undertaken outside the bird nesting season.

There will be no impacts on badgers or otters or other large mammals and no mitigation is required.

No bat roosts have been recorded at the proposed development site, and it will not be necessary to apply for a derogation licence under Regulation 54 or 55 of the *European Communities (Birds and Natural Habitats) Regulations 2011, as amended*. There are no suitable structures (natural or manmade) available for use by roosting bats within the subject site. The lighting design for the proposed development includes measures to prevent any impacts on commuting or foraging bats.

Notwithstanding the low roosting potential of the site, it is proposed to install bat (and bird) boxes both within the proposed development. The reason for the installation of habitat boxes is not to provide replacement roosts/nesting; rather, it is to augment the overall ecological value of the site. This will contribute to maximising the ecological value of the proposed development.

It is proposed to install a total of 6 * 2FN Schwegler bat (or similar) as part of the proposed development. A total of 6no. assorted wooden or woodcrete bird boxes, suitable for use by robins, blue tits and tree creepers are proposed as are 6 no. insect hotels, to be distributed through the landscaped areas, as advised by the project ecologist during the construction phase.

8.5 Residual Impacts (Post-Mitigation)

During the construction phase, with the implementation of proposed mitigation measures in place for the protection of surface water and air quality, the residual impact of the construction phase in this regard is assessed to be ***direct, short-term, imperceptible*** and ***neutral***.

[2] NBDC (2021)

Overall, once operational, although the proposed development may have negative impacts on biodiversity at the local level, these impacts will be fully mitigated over time by the implementation of the proposed biodiversity-focussed landscape design.

There will be a limited loss of foraging habitat within the site and a loss of nesting areas for birds. Vegetation will establish over time, and these losses will be reduced considerably.

There is the potential for slightly less bat activity within the area where the cover is reduced by vegetation removal and lighting has increased. Bats will avail of bat boxes or other modifications within the site to roost over a period of time once the construction phase activity ceases.

The residual impact of the proposed development in this regard is assessed to be ***direct, permanent, not significant*** *and* ***negative at the local level***.

8.6 Monitoring

A suitably experienced Project Ecologist (Ecological Clerk of Works) will be appointed for the duration of the construction phase and regular monitoring of all related works will take place to ensure the correct and full implementation of all mitigation measures. The Project Ecologist will ensure that all construction works take place in accordance with the Outline Construction Management Plan, the Surface Water Management Plan, and the mitigation measures set out in this EIAR.

Should vegetation clearance be required during the bird nesting season, this work will take place only after the Project Ecologist has undertaken a survey to ensure that no active bird nests or recently fledged birds are present. Similarly, no evidence of roosting bats was recorded on the site during any of the comprehensive bat surveys, while this will be verified by the project ecologist prior to commencement of works, there are no features on the site suitable for us by roosting bats. This is not likely to change.

No long-term ecological monitoring is required, other than post-construction monitoring of the bat and bird boxes and insect hotels. The bat and bird boxes, and insect hotels installed on the site will be checked annually for a period of two years post-completion of the works, to ensure that they continue to be accessible to these species. If necessary, they will be repositioned within the site.

On completion of construction, the lighting installed will be reviewed by the Project Ecologist and a bat specialist, to ensure that it is operating according to the approved specifications. The landscape architect will similarly ensure that all works undertaken are in full compliance with the landscape specification. The arborist will ensure that all hedgerow and tree management measures are fully implemented. All monitoring tasks will be recorded and logged for inspection by the site manager.

9 Land, Soils and Geology

9.1 Introduction

This chapter of the EIAR has been prepared by AWN Consulting Ltd. which assesses and evaluates the likely significant impacts of the Proposed Development on the land, soil and geological aspects of the site and surrounding area.

9.2 Baseline Environment

The Proposed Development lands (c. 14.75 ha) are located on the western edge of Swords, fronting onto Rathbeale Road. The surrounding context reflects the town's transition from a historically rural landscape to a planned suburban expansion area. To the east and south, the lands adjoin established residential neighbourhoods and community facilities, while to the west the landscape becomes more semi-rural in character, comprising open agricultural fields and pockets of glasshouse horticulture.

The development comprises two discrete land parcels situated south of Rathbeale Road. The northern parcel directly fronts the road, while the southern parcel lies immediately south and east of lands currently under construction as part of Phase 1 of the wider Mooretown scheme (permitted under Planning Ref. LADP/002/24). These Phase 1 lands separate the two parcels and form part of the sequential build-out of the overall Mooretown masterplan area. Both parcels remain predominantly greenfield, defined by long-established field boundaries and hedgerow networks typical of the area's agricultural history. The site topography shows a gentle fall from south to north, reflecting natural drainage pathways that historically guided surface water movement toward the watercourse along the northern boundary.

There are no licensed facilities; Industrial Emissions (IE), Integrated Pollution Control (IPC) or waste-licensed installations within the boundary or immediate vicinity of the Proposed Development. The nearest licensed operations are SK Biotek Ireland Limited (Licence No. P0014-04) and Arch Chemicals BV (Licence No. P0060-01), located c. 1.4 km and 1.42 km east of the southern parcel of the Proposed Development. These are the only active EPA-licensed facilities within a 2 km radius.

According to GSI/Teagasc (2026) Soil Mapping, the Proposed Development encompasses four (4) no. soil types distributed across the northern and southern land parcels. Both parcels are predominantly underlain by BminDW, classified as well-drained mineral soils. These soils typically exhibit good permeability, favourable infiltration capacity, and are generally well-suited for agricultural, landscape, and construction uses.

Localised areas of BminPD soils, representing poorly drained mineral soils, are mapped along the north-western portion of the southern parcel and the southern margin of the northern parcel. These soils tend to retain moisture for prolonged periods, are prone to seasonal waterlogging, and may require additional drainage measures or careful foundation design where encountered.

Alluvium (A) is mapped along the southern boundary of the northern parcel and immediately north of the southern parcel, following the course of the Newtown 08 river waterbody. Alluvial soils typically comprise fine silts, sands, and organic-rich sediments deposited by fluvial processes. These materials are generally poorly consolidated, variable in strength, and may be susceptible to settlement.

To the east of the Proposed Development, Made Ground is mapped by the GSI and is associated with historic and ongoing residential development. Although not mapped by the GSI, further areas of Made Ground are also likely to be present to the north and west of the Proposed Development, reflecting similar historic and ongoing residential land use in these areas. In addition, Phase 1 of the wider Mooretown scheme (permitted under Planning Ref. LADP/002/24), located between the northern and southern parcels of the Proposed Development, is also likely to incorporate areas of Made Ground.

Made Ground typically comprises reworked in situ soils, imported fill and construction-derived materials and commonly exhibits heterogeneous physical and engineering properties.

GSI/Teagasc (2026) mapping identifies three principal subsoil types within the Proposed Development, as follows:

- Till derived from limestones (TLs) underlies the entire southern parcel and extends into the south-western and north-western areas of the northern parcel. This glacial till typically comprises clay, silt, sand, and gravel, and is generally dense and of low to moderate permeability.
- Alluvium (A) occurs along the southern and eastern edges of the northern parcel and adjacent to the Newtown 08 river waterbody. These deposits are usually soft to firm, with fine-grained, moisture-sensitive characteristics and relatively low bearing strength.
- Gravels derived from limestones form the predominant subsoil unit in the central and northern portions of the northern parcel. These coarse-grained deposits are typically well-drained and highly permeable, allowing rapid groundwater movement.

In addition to the mapped subsoil units, areas of Made Ground and Made Ground subsoils may also be present locally, particularly in areas subject to historic or recent development. Such deposits are not consistently mapped by the Geological Survey Ireland (GSI) and may overlie natural subsoils in the same areas. Made Ground subsoils may comprise reworked natural soils, imported fill and construction-derived materials, and are typically heterogeneous in nature, with variable thickness, permeability and geotechnical properties.

Based on the completed geotechnical investigation for the Proposed Development carried out by Site Investigations Ltd (SIL) in April 2024 on behalf of Waterman Moylan, the recorded ground conditions are generally consistent with the soil and subsoil mapping provided by GSI/Teagasc (2026).

The ground conditions recorded in the site investigation closely align with the GSI/Teagasc mapping, but the SI data provides a far more detailed picture of the subsurface. The investigation confirmed that the site is dominated by cohesive glacial till, consisting of firm brown to very stiff black slightly sandy, slightly gravelly silty clay with high cobble and low boulder content, which is entirely consistent with the mapped limestone-derived till (TLs).

Localised Made Ground was identified only in four trial pits to depths of 0.7-1.8 m BGL, comprising silty clay with anthropogenic debris such as timber, brick, plastic, concrete and metal, which matches mapping of nearby developed areas but indicates that Made Ground is far less extensive on site than regional datasets may suggest.

Inspection of the GSI and EPA (2026) datasets indicates that the Proposed Development is underlain predominantly by the Tober Colleen Formation (Rock Unit Code: CDTOBE). This formation is described by the GSI as comprising calcareous shale and limestone conglomerate. The Tober Colleen Formation typically consists of thinly bedded calcareous mudstones and silty shales interbedded with

limestone-rich conglomeratic layers. These rocks generally display moderate to low strength, moderate weathering susceptibility, and can contain thin, weaker shale horizons that influence geotechnical behaviour. The calcareous content often results in locally elevated hardness within limestone-rich bands, while shale layers may break down more readily when exposed.

A small portion of the north-western area of the northern parcel is underlain by the Malahide Formation (Rock Unit Code: CDMALH), comprising argillaceous bioclastic limestone and shale. This formation is characterised by fine-grained limestones containing fossil fragments (bioclasts) interbedded with shale units. The limestone elements tend to be competent, moderately strong, and relatively resistant to weathering, whereas the shale layers are softer, more fissile, and may degrade when exposed. The interbedding of lithologies can lead to variable rock quality and anisotropic engineering behaviour, particularly where shale partings create preferential planes of weakness.

The ground investigation completed by Site Investigations Ltd (SIL) in April 2024 did not encounter bedrock within any of the cable percussive boreholes advanced on the site. Boreholes were terminated at depths ranging from 6.70 m to 8.80 m BGL due to obstructions interpreted as large cobbles or possible boulders, rather than confirmed bedrock. No competent rock was proven at any location, and no rotary coring was undertaken as part of this investigation.

A review of the Geological Survey Ireland (GSI) online mapping (2026) was undertaken to identify any designated Geological Heritage Areas within or near the Proposed Development. One (1) no. geological heritage site is recorded within a 5 km radius of the Proposed Development.

The nearest site is Feltrim Quarry (Geological Site Code: DF005), located c. 4 km south-east of the Proposed Development. Feltrim Quarry is described by the GSI as a working quarry on Feltrim Hill with exposed faces of Lower Carboniferous limestone and shale, including Waulsortian mudmound facies which are locally fossiliferous. These mound-forming carbonates represent a distinctive geological environment of the Lower Carboniferous and are of scientific importance due to their palaeoenvironmental and sedimentological significance.

A review of the GSI (2026) karst database, bedrock geology mapping, and available hydrogeological information confirms that no karst landforms occur within the Proposed Development boundary or in its immediate surroundings. This is consistent with the local bedrock setting, where the Tober Colleen Formation comprises calcareous shale and limestone conglomerate, only moderately soluble and not typically associated with fully developed karst systems.

9.3 Potential Impacts of the Proposed Development

9.3.1 Construction Phase

In the absence of mitigation measures, the construction phase of the Proposed Development would present potential impacts associated with the following activities:

- Excavation of soils (c. 21,860 m³) and the import of engineered fill (c. 35,000 m³).
- Accidental spills or leaks of fuels, oils or cementitious materials from construction vehicles, equipment or concrete works.
- Disturbance of soils and temporary changes to natural infiltration and surface runoff patterns during earthworks.

Without mitigation, these activities could temporarily affect soil structure, increase erosion or sediment movement, or introduce contaminants to the soil environment. As such, the unmitigated construction-phase impacts on land, soils and geology would be **negative**, **significant** and **short-term**.

9.3.2 Operational Phase

Once completed, the development will be largely covered by buildings, roads and landscaped areas. All excavated areas will be reinstated during construction, and there will be no bulk storage of fuels or hazardous substances during operation.

There remains limited potential for small hydrocarbons leaks from vehicles using parking or access areas; however, these would be localised and infrequent.

In the absence of mitigation, operational-phase impacts on land, soils and geology would be ***negative***, ***not significant*** and ***long-term***.

9.4 Mitigation and Residual Effects (Post-Mitigation)

9.4.1 Construction Phase

To reduce impacts on land, soils and geology, a number of mitigation measures will be implemented during the construction works, including:

- Careful control of soil excavation, handling and stockpiling.
- Appropriate sourcing and placement of imported fill and aggregates.
- Management of runoff and temporary drainage during earthworks.
- Safe handling, storage and use of fuels, oils and chemicals.
- Full implementation of the Construction & Environmental Management Plan (CEMP).

With these measures in place, the residual construction-phase effects on land, soils and geology will be ***neutral***, ***imperceptible*** and ***short-term***, with the magnitude of impact considered ***negligible***.

9.4.2 Operational Phase

During operation, the Proposed Development will not contain bulk fuel or chemical storage, and therefore the potential for soil contamination is very low. Minor drips or leaks from vehicles using parking and access areas will be captured through the site's hardstanding surfaces and drainage systems, ensuring they do not infiltrate into underlying soils.

The surface water drainage design incorporates Sustainable Drainage Systems (SuDS) such as permeable paving, bioretention areas, swales and detention basins, which manage runoff and prevent any accidental discharge from reaching soils or subsoils. No additional mitigation is required during the operational phase.

The predicted operational-phase impact on land, soils and geology is therefore ***neutral***, ***imperceptible*** and ***long-term***, with the magnitude of impact considered ***negligible***.

9.5 Cumulative Impact of the Proposed Development

Chapter 22 (Cumulative Impacts) of this EIA Report provides a description of relevant developments within the area which have the potential to produce environmental impacts during their operational

and/or construction phases which, when combined with the predicted impacts for this proposed development may give rise to cumulative impacts.

Existing constructed and operational developments form part of the baseline land, soils and geological environment. Accordingly, any additional environmental effects arising from the Proposed Development have been evaluated in the preceding sections of this chapter. Any future development proposals on adjacent or nearby lands will be subject to the statutory planning process and relevant environmental assessment (including EIA or EIA Screening) and will take account of the presence of the Proposed Development.

9.5.1 Construction Phase

Potential cumulative construction-phase impacts relate to soil disturbance, temporary increases in sediment movement and the risk of accidental spills from construction activities across multiple sites. These may arise from:

- Movement of exposed soils and sediment during periods of heavy rainfall.
- Polluted runoff associated with fuel or oil handling during construction.
- Poorly managed stockpiles on concurrent developments, if they are not adequately controlled.

However, the Proposed Development includes robust soil-protection measures within its CEMP, including silt and sediment controls, controlled refuelling, bunded fuel storage, and appropriate management of concrete washout. All developments in the area are required to implement similar protection measures under their respective planning conditions.

With the implementation of the mitigation and monitoring measures the residual cumulative construction-phase impact on land, soils and geology is considered *neutral*, *imperceptible* and *short-term*.

9.5.2 Operational Phase

Potential cumulative operational impacts relate to the gradual increase in hardstanding across nearby developments, which reduces natural infiltration and permanently seals portions of the soil surface. However, these changes are small in the context of the wider geological setting, and each development must manage runoff through SuDS and standard drainage systems.

No bulk storage of fuels, oils or chemicals is proposed within the development or in adjacent residential projects. As a result, there is no credible cumulative pathway for soil contamination.

With implementation of the mitigation and monitoring measures and taking into account the regulatory obligations on all other developments, the residual cumulative operational impact on land, soils and geology is considered *neutral*, *imperceptible* and *long-term*.

10 Hydrology and Hydrogeology

10.1 Introduction

This chapter of the EIAR has been prepared by AWN Consulting Ltd. which assesses and evaluates the likely significant impacts of the Proposed Development on the hydrological and hydrogeological environment.

10.2 Baseline Environment

The Proposed Development lands (c. 14.55 ha) are located on the western side of Swords, fronting directly onto Rathbeale Road, Swords, Co. Dublin. The surrounding context is predominantly suburban to the east and south, characterised by established medium-density residential neighbourhoods, local schools, and a network of green spaces. To the west, the landscape transitions toward a more semi-rural character, with open agricultural fields and areas of glasshouse horticulture still present.

The overall development area comprises two (2) no. distinct land parcels located on the southern side of Rathbeale Road. The northern parcel is bounded directly by Rathbeale Road to the north, while the southern parcel lies immediately south and east of Phase 1 of the wider Mooretown development, which is currently under construction under Planning Ref. LADP/002/24. The southern parcel is bounded on three sides by existing residential development and schemes presently under construction. The two parcels are separated by Phase 1 of the Mooretown development, reflecting the phased build-out of the broader Mooretown lands.

The Proposed Development is located within the former Eastern River Basin District (ERBD) (now the Irish River Basin District), as defined under the European Communities Directive 2000/60/EC, establishing a framework for community action in the field of water policy - this is commonly known as the Water Framework Directive (WFD). According to EPA Maps, the site lies within the Nanny-Delvin Catchment (Catchment ID: 09) and the Broadmeadow_SC_010 Sub-Catchment (Sub-Catchment ID: 08_3). According to EPA mapping, the Proposed falls under Nanny-Delvin Hydrometric Area the Irish River Network. It lies within the IE_EA_Broadmeadow Water Management Unit (WMU).

According to EPA mapping (2026), there are several drainage ditches and streams that traverse and bound the southern and northern parcels of the Proposed Development. The southern parcel contains a drainage ditch that traverses the centre of the site from west to east/east to west. This drainage ditch appears to be hydrologically connected to the Newtown 08 river waterbody (European Code: IE_EA_08B020800) located along the eastern boundary of the northern parcel, commonly referred to as the Mooretown Water.

As stated above, the drainage ditch traverses the southern parcel from west to east/east to west and is connected to two (2) no. unnamed EPA river waterbodies located to the immediate east and north-west of the southern parcel, respectively. The eastern unnamed waterbody flows north through a residential area and appears to be culverted for most of its route, before discharging to another unnamed waterbody c. 400 m downstream of where it exits the southern parcel. This unnamed waterbody discharges to the Newtown 08 river waterbody along the eastern boundary of the northern parcel.

The unnamed waterbody along the north-western boundary of the southern parcel appears to originate where the drainage ditch intersects the western boundary. This waterbody flows north and is also largely culverted beneath the Baile na Móna residential area, before discharging to the Newtown 08 river waterbody along the southern boundary of the northern parcel. The Mooretown 09 river waterbody is located along the western boundary of the Phase 1 wider Mooretown development (Planning Ref. LADP/002/24), i.e. north of the southern parcel and south of the northern parcel and discharges to the Newtown 08 along the southern boundary of the northern parcel.

The Newtown 08 river waterbody flows along the southern and eastern boundary of the northern parcel of the Proposed Development, establishing hydrological connectivity between both parcels. From here, the Newtown 08 flows north before discharging into the Broadmeadow 08 (Broadmeadow River) approximately 1.4 km downstream / c. 1.1 km north of the northern parcel of the Proposed Development.

The Broadmeadow River flows in an easterly direction before discharging to the Broadmeadow Water Transitional Waterbody (European Code: IE_EA_060_0100) c. 4 km downstream / c. 2.6 km east of the Proposed Development. A further 3.5 km downstream, the Broadmeadow Water transitional waterbody discharges to the Malahide Bay coastal waterbody (European Code: IE_EA_060_0000).

A review of the Environmental Protection Agency's (EPA) online mapping that includes the Register of Protected Areas (RPA) under the Water Framework Directive (WFD) has shown that there are no Recreational Waters or Bathing Waterbodies located in the vicinity of, or downstream of the Proposed Development.

The Broadmeadow_040 WFD river waterbody (which hosts the aforementioned river waterbodies; refer to Section 10.3.2.2) is classified as having a 'Poor' status for the WFD period 2019–2024, with a current risk score 'At Risk' of not achieving good status for the 3rd Cycle i.e. by 2027. Its overall ecological status is poor, reflecting deficits in biological and habitat quality, while chemical status also fails to meet good standards, likely due to elevated priority pollutants common in urban catchments. Hydromorphology is significantly impacted by altered channel morphology and habitat degradation, contributing to the poor ecological outcome. The main pressures on Broadmeadow_040 are associated with agriculture and Hydromorphology sources, particularly farmyards and channelisation, respectively, as reported in the WFD Cycle 2 Sub-Catchment Assessment Report on the Broadmewdow_SC_010 Sub-Catchment (EPA, December 2018). These findings are consistent with the Cycle 3 Nanny-Delvin Catchment Report (HA08, EPA, May 2024), which highlights ongoing concerns about nutrient enrichment and hydromorphological alterations.

The Broadmeadow Water transitional waterbody is classified as having a 'Moderate' status for the WFD period 2019–2024, with a current risk score 'At Risk' of not achieving good status for the 3rd Cycle i.e. by 2027. Its overall ecological status is moderate, reflecting deficits in biological and habitat quality, while chemical status also fails to meet good standards, likely due to elevated priority pollutants common in urban catchments. The main pressures on Broadmeadow Water transitional waterbody are associated with domestic wastewater and urban wastewater sources, particularly wastewater discharge and agglomeration PE > 10,000, respectively, as reported in the WFD Cycle 2 Sub-Catchment Assessment Report on the Broadmewdow_SC_010 Sub-Catchment (EPA, December 2018). These findings are consistent with the Cycle 3 Nanny-Delvin Catchment Report (HA08, EPA, May 2024), which

highlights ongoing concerns about nutrient enrichment and organics associated with urban wastewater and DWTS.

Malahide Bay coastal waterbody is classified as having a 'Moderate' status for the WFD period 2019–2024, with a current risk score 'At Risk' of not achieving good status for the 3rd Cycle i.e. by 2027. Its overall ecological status is moderate, reflecting deficits in biological and habitat quality, while chemical status achieved a high status. The main pressures on Malahide Bay coastal waterbody are associated urban wastewater sources as reported in the Cycle 3 Nanny-Delvin Catchment Report (HA08, EPA, May 2024), which highlights ongoing concerns about nutrient enrichment and organics associated with urban wastewater.

A review of the Environmental Protection Agency's (EPA) online mapping, which includes the Register of Protected Areas (RPA) established under the Water Framework Directive (WFD), indicates the Broadmeadow_040 WFD river waterbody is not located within a designated Surface Water Drinking RPA.

A Site-Specific Flood Risk Assessment (FRA) has been prepared by AKM Design Group and is included in Appendix 10.2 – Infrastructure Report (Document Ref: 25051-AKM-XXXX-XX-RP-C01-100001) of this EIAR.

The main findings of the Site-Specific Floor Risk Assessment (FRA) are as follows:

- Fluvial Flooding: CFRAM mapping confirms that the site is not at risk from fluvial flooding under present-day or high-end future conditions. No part of the development footprint lies within Flood Zone A (1% AEP) or Flood Zone B (0.1% AEP), nor within future fluvial flood extents.
- Pluvial Flooding: Available pluvial flood datasets indicate no mapped pluvial flood extents within the development site. While minor temporary ponding may occur on surrounding road corridors during intense rainfall events, no pluvial flood risk affects the development footprint.
- Groundwater Flooding: GSI groundwater flood mapping, supported by the ground investigation findings (cohesive, low-permeability glacial tills), confirms a low risk of groundwater flooding across the lands.

The Environmental Protection Agency (EPA) and National Parks and Wildlife Service (NPWS) (2026) online databases have been reviewed to identify designated conservation sites within or near the Proposed Development. This review confirms that there are no Special Protection Areas (SPAs) established under the EU Birds Directive (79/409/EEC), no Special Areas of Conservation (SACs) established under the EU Habitats Directive, and no Natural Heritage Areas (NHAs) or proposed NHAs (pNHAs) designated under the Wildlife Acts 1976–2000 (as amended) located on or within the boundary of the Proposed Development.

At a broader regional scale, the nearest Natura 2000 sites occur within the Broadmeadow Water transitional waterbody and the Malahide Bay coastal waterbody, both of which support the Malahide Estuary SPA (Site Code: 004025). Along the Malahide coastline at Donabate Beach, the North-West Irish Sea SPA (Site Code: 004236) is also present; however, this SPA lies along the exposed Irish Sea coastline, outside the hydrodynamic influence of the Broadmeadow transitional system, and therefore no hydrological connectivity exists between the Proposed Development and this site.

The bedrock aquifer underlying the Proposed Development, according to the GSI National Bedrock Aquifer Map, is classified as a 'Pl - Poor Aquifer – Bedrock which is generally unproductive except for

local zones'. This aquifer type typically has low permeability and limited groundwater storage, providing only small, localised yields. Groundwater flow is generally restricted to isolated fractures, meaning that connectivity, recharge potential, and the potential for contaminant migration are all low and confined to very local scales. The Proposed Development is underlain entirely by the Swords Groundwater Body (GWB) (European Code: IE_EA_G_011), which currently holds a Water Framework Directive (WFD) status of 'Good' for the period 2019-2024. The WFD risk score for the third cycle is presently classified as 'Not at Risk'. This status reflects compliance with both quantitative and chemical groundwater conditions.

The GSI (2026) mapping indicates that the Proposed Development is underlain by areas of 'Moderate' (M) groundwater vulnerability. Within Carboniferous Limestone till, this typically corresponds to overburden depths in the region of approximately 3-10 m, where the cohesive, generally low-permeability till provides a moderate degree of protection to the underlying aquifer. To the immediate west of the northern parcel, an area of 'High' (H) vulnerability is mapped, generally associated with shallower overburden depths of less than 3 m, where thinner or more permeable till deposits offer reduced natural protection and increase susceptibility to contamination arising from human activities.

The GSI Well Index is a record of known wells drilled in Ireland, maintained by the Geological Survey of Ireland (GSI). It is noted that this database is not comprehensive, as licensing of wells is not a statutory requirement in Ireland and data submission is voluntary. As such, the absence of wells from the index does not preclude the presence of undocumented groundwater features.

The well card data shows the occurrence of 3 no. recorded wells within a 2 km radius of the Proposed Development, information regarding the depth to bedrock, and hence the depth of overburden is noted for each well where available. Abstractions of up to 385 m3/day are obtained from the bedrock aquifer at well 2923NEW019, which is located approximately 2km km to the south-east. Yield class at this location is classified as 'Good', as it is at all 3 no. locations.

In addition to the GSI-recorded wells, a historically and archaeologically significant holy well (St Cronan's Well; RMP DU011-018) is located within the south-eastern corner of the southern parcel of the Proposed Development. St Cronan's Well is recognised as a naturally occurring spring, historically associated with Glasmore Abbey to the north-east, and is recorded by the National Monuments Service as a spring percolating upward through natural subsoils, rather than a deep bedrock abstraction or constructed well. The feature is understood to be fed by shallow groundwater seepage within the overlying glacial till, consistent with local hydrogeological conditions and the Site Investigation findings.

The Proposed Developments proposed water supply is to be integrated into the Phase 1 network (Planning Ref. LADP/002/24) and the surrounding area is serviced by public supply. No groundwater abstraction, harvesting or drawdown is proposed, and therefore no alteration to local or regional groundwater flow direction is expected.

The recent ground investigation carried out by Site Investigations Ltd (SIL) in April 2024 confirms that the site is predominantly underlain by cohesive glacial till, with ground conditions characterised by firm brown to very stiff black slightly sandy, slightly gravelly silty clay with high cobble content. Subsoil depths extend to the full depth of investigation, with trial pits and boreholes advanced to between 6.70m BGL and 8.80m BGL, where drilling refusal was encountered on large cobbles or possible

boulders. Bedrock was not encountered at any location, indicating that the rockhead lies deeper than previously indicated by GSI mapping.

These findings indicate that actual groundwater vulnerability at the site is lower than suggested by GSI mapping, as the presence of thick, low-permeability cohesive till provides natural attenuation and protection to the underlying aquifer. The absence of bedrock encounters and the cohesive nature of the subsoil further support this interpretation.

10.3 Potential Impacts of the Proposed Development

10.3.1 Construction Phase

In absence of mitigation measures, the construction phase would present potential impacts on the hydrological and hydrogeological environment associated to the following activities:

- Suspended solids arising from excavation, soil stripping, stockpiles and vehicle movements, potentially increasing turbidity and depositing fine sediment in downstream ditches, watercourses and shallow seepage zones
- Excavation and soil disturbance may mobilise pollutants (e.g., naturally occurring metals) or increase erosion and sediment run-off, especially during rainfall events.
- Cement and concrete residues have the potential to increase pH and turbidity if released into drainage pathways. Accidental discharges from wash-out areas or mismanagement of wet concrete pose a temporary risk.
- Hydrocarbons, fuels, lubricants and construction chemicals present a risk through accidental spills or leaks from machinery, generators or refuelling areas.
- Sanitary wastewater will be fully contained in sealed tanks and removed off-site by licensed contractors; therefore, no pollution risk arises from welfare facilities.

Groundwater beneath the site occurs as perched, discontinuous pockets within cohesive glacial till. Given the low permeability of the subsoils and the absence of a continuous groundwater horizon, construction activities are not expected to significantly modify regional groundwater levels or flows. Any interaction with groundwater during construction is expected to be localised, short-term and related to perched seepage or rainfall accumulation only.

On this basis, construction activities are not expected to result in any sustained drawdown or reduction in the groundwater regime feeding St Cronan's Well (RMP DU011-018), which is a naturally occurring spring located in the south-eastern corner of the southern parcel, nor to alter the natural functioning of the spring.

In the absence of mitigation measures, the potential impacts during the construction phase on hydrology and hydrogeology are ***negative***, ***significant*** and ***short term***.

10.3.2 Operational Phase

The surface water runoff during the operational phase will primarily discharge to the Proposed Development's engineered stormwater drainage system, rather than directly to the hydrological or hydrogeological environment. Runoff will be conveyed through a fully separated drainage network incorporating multiple SuDS components, as detailed in the Infrastructure Report (AKM Design Group, 2026) submitted under separate cover.

During the operational phase, surface water runoff from hardstanding and trafficked areas may contain very low concentrations of hydrocarbons, suspended solids and trace pollutants. If unmanaged, these could enter the existing drainage ditches within the northern and southern parcels, which ultimately connect to the Newtown 08 river waterbody and the downstream Broadmeadow River.

Discharge from the Proposed Development will be controlled to QBAR greenfield runoff rate, via flow control devices (e.g. hydrobrakes) and attenuation systems, ensuring that only limited, regulated volumes of water enter the existing receiving drainage network.

In addition, unmanaged runoff or infiltration could, in the absence of controls, theoretically influence shallow groundwater conditions that support localised groundwater features, including St Cronan's Well (RMP DU011-018). However, the operational drainage design ensures that no untreated runoff is permitted to infiltrate in the vicinity of the well and that shallow groundwater pathways remain undisturbed.

The site is designed as a fully separated drainage system, with foul drainage entirely independent of stormwater pathways and routed to a pumping station designed in accordance with Uisce Éireann standards, thereby eliminating the potential for foul surface water cross-contamination.

Given the level of built-in treatment, attenuation and interception, and the low permeability of the underlying glacial till, significant impacts on surface water or groundwater quality during the operational phase are not anticipated

In the absence of mitigation measures (or design measures) the potential impacts during the operational phase on hydrology and hydrogeology are ***negative***, ***significant*** and ***long-term***.

10.4 Mitigation and Residual Effects (Post-Mitigation)

10.4.1 Construction Phase

To minimise potential impacts on the hydrological and hydrogeological environment during construction of the Proposed Development, a suite of mitigation measures will be implemented. These measures are embedded within the Construction & Environmental Management Plan (CEMP) and the Surface Water Management Plan (SWMP) for the project.

The CEMP and SWMP set out the onsite procedures, controls and environmental protection measures required to prevent pollution of the existing drainage ditches, the unnamed tributaries within the northern and southern land parcels, and downstream receiving waters including the Newtown 08 the Broadmeadow 08 rivers. All construction personnel will receive appropriate induction and task-specific training to ensure full implementation of the CEMP. Key hydrological and hydrogeological mitigation measures will include:

- Surface Water Pollution Prevention
  - A comprehensive silt and sediment control strategy will be implemented in accordance with the CEMP and SWMP. This includes the use of silt fencing, settlement tanks/ponds, silt bags, temporary drainage channels, stockpile controls and erosion-prevention measures to prevent sediment mobilisation from exposed soils, haul routes, excavations and stockpiles.
  - No direct discharge of untreated runoff will be permitted to the existing drainage ditches. All run-off will be intercepted, directed to settlement tanks or settlement ponds incorporating

internal baffles and forebays, or routed through proprietary treatment systems prior to controlled release, in accordance with the SWMP.

- Concrete works will be strictly managed. All concrete washouts will occur within a designated, bunded washout area located within the construction compound. Mixer washings or cementitious materials will not be discharged to the drainage system or ground. Pumped concrete will be supervised to prevent accidental release.
- Fuel, oils and construction chemicals will be stored in bunded, impermeable areas with a minimum 110% containment capacity. Refuelling will occur only at designated bunded locations or via mobile double-skinned refuelling units. Spill kits will be available at all refuelling, maintenance and storage areas, consistent with both the CEMP and SWMP requirements.
- Sanitary wastewater will be fully contained within sealed units and will be removed off-site by licensed waste contractors for treatment at an authorised facility.

- Protection of Groundwater
  - Excavations will be managed to limit rapid groundwater ingress within the cohesive glacial tills. Where perched water pockets are encountered, dewatering (if required) will be undertaken using local sump pumps discharging to settlement tanks or vegetated areas only after filtration via silt bags or equivalent controls.
  - No infiltration of untreated or potentially contaminated runoff will be permitted to the subsoil during construction. All potentially silty water will be directed to appropriate treatment measures prior to disposal, in accordance with the SWMP.
  - Temporary works will be designed to avoid unnecessary compaction of soils, to minimise increased runoff rates.
- Run-off and Flow Management
  - Temporary works will be designed to avoid unnecessary compaction of soils, helping to maintain natural infiltration pathways and minimise increased overland flow.
  - Where practicable, temporary attenuating features including settlement ponds, check dams within temporary channels, or localised barriers will be installed to prevent hydraulic overloading of the existing onsite drainage ditches.
  - The contractor will prepare and maintain a site plan identifying drainage lines, discharge points and all water protection measures, as required by the SWMP.
- Emergency Response
  - The contractor will prepare a Construction Phase Emergency Response Plan, consistent with the CEMP, setting out procedures for managing environmental incidents, including accidental spillages, concrete washout failures, hydrocarbon leaks, sediment releases and blockages of drainage systems. All staff will be trained in the emergency response procedures and in the use of spill kits.
  - The plan will also include measures to address extreme weather events, including high-intensity rainfall, which may mobilise sediments or affect site drainage and settlement systems.
- Implementation and Oversight
  - All mitigation measures specified in the CEMP and SWMP, as well as those outlined above, will be implemented throughout the construction phase.
  - The Project Manager, supported by the Environmental Clerk of Works (ECoW), will oversee compliance with the CEMP and ensure that measures are updated in response to changing site conditions, weather events or evolving construction methodologies. Monitoring inspections will

be undertaken in accordance with the CEMP and SWMP inspection schedules (daily, weekly and activity-based requirements).

- Any additional mitigation measures required under planning conditions will be incorporated and adhered to for the full duration of the works.

The predicted impact on the hydrological and hydrogeological environment with mitigation during the construction phase is ***neutral***, ***imperceptible*** and ***short-term***, the magnitude of impact is considered ***negligible***.

10.4.2 Operational Phase

The operational design of the Proposed Development fully integrates measures to avoid and minimise potential impacts on hydrology and hydrogeology. The drainage strategy has been developed in accordance with the Greater Dublin Strategic Drainage Study (GDSDS) and Fingal County Council requirements and incorporates a comprehensive Sustainable Drainage Systems (SuDS) approach.

The surface water drainage network includes a combination of SuDS measures designed to control runoff quantity, improve water quality, and replicate natural hydrological processes and a range of measures have been incorporated to mitigate these potential impacts and safeguard local receptors, including St Cronan's Well (RMP DU011-018) located within the south-eastern corner of the southern parcel. These features include:

- Permeable paving throughout private driveways and parking areas, providing source control, filtration, and pollutant removal.
- Bioretention areas / rain gardens and tree-pit SuDS, providing treatment through engineered soil media, interception storage and evapotranspiration.
- Swales and underground storage tanks, slowing runoff, allowing settlement of solids, and providing attenuation for storm events.
- Detention basins sized to accommodate the 1% AEP (1:100-year) storm event + climate change uplift, ensuring controlled release to the downstream system via Hydro-Brakes.

Surface water generated on the site will be conveyed through these SuDS elements before discharge to the receiving network, ensuring effective treatment, attenuation and controlled flow rates. No infiltration-based SuDS are proposed, as soakaway testing confirmed the onsite clay soils are unsuitable for infiltration drainage.

There is no bulk fuel or oil storage associated with the operational phase. Heating and hot water for buildings will be supplied by air-to-water heat pumps, meaning the development does not introduce any operational hydrocarbon storage risks or pathways for contamination.

The operational drainage design ensures that no adverse effects on surface water quality, groundwater quality or the shallow spring feeding St Cronan's Well are anticipated during the operational phase.

The predicted impact on the hydrological and hydrogeological environment with mitigation during the operational phase of the Proposed Development is considered to be ***neutral, imperceptible*** and ***long-term,*** the magnitude of impact is considered ***negligible***.

10.5 Cumulative Impact of the Proposed Development

Chapter 22 (Cumulative Impacts) of this EIA Report provides a description of relevant developments within the area which have the potential to produce environmental impacts during their operational and/or construction phases which, when combined with the predicted impacts for this proposed development may give rise to cumulative impacts.

Existing constructed and operational developments form part of the baseline hydrological and hydrogeological environment. Accordingly, any additional environmental effects arising from the Proposed Development have been evaluated in the preceding sections of this chapter. Any future development proposals on adjacent or nearby lands will be subject to the statutory planning process and relevant environmental assessment (including EIA or EIA Screening) and will take account of the presence of the Proposed Development.

10.5.1 Construction Phase

Potential cumulative construction-phase impacts relate primarily to surface water quality, drainage and pollution risk. Construction activities associated with the Proposed Development and other concurrent developments could theoretically give rise to:

- Sediment-laden surface water runoff, particularly where soils are exposed.
- Polluted runoff resulting from accidental spills, fuel/oil handling, or mismanagement of cementitious materials.
- Wash-off from stockpiled materials, if not properly managed and separated from open drains and gullies.

However, the Proposed Development incorporates robust environmental controls through its Construction Environmental Management Plan (CEMP), including bunded fuel storage, designated refuelling areas, silt and sediment controls, concrete washout containment and strict run-off management measures.

During construction, any dewatering or runoff requiring discharge will be treated via temporary settlement tanks to remove suspended solids before release, in accordance with the Surface Water Management Plan (SWMP).

A review of other permitted developments listed in Chapter 19 indicates that there are no projects capable of interacting cumulatively with the Proposed Development to create significant hydrological effects. Provided that all developments adhere to their respective planning conditions and statutory water quality obligations (e.g. European Communities Environmental Objectives Regulations), cumulative impacts will remain well controlled.

With the implementation of the mitigation and monitoring measures the residual cumulative construction-phase impact is considered *neutral*, *imperceptible* and *short-term*.

10.5.2 Operational Phase

Potential cumulative operational impacts on hydrology and hydrogeology relate to:

- Increases in hardstanding areas across multiple developments, potentially reducing ground infiltration and increasing surface water runoff unless attenuated.

- Hydrocarbon runoff risks from roads and parking areas unless properly collected and treated.
- Additional foul wastewater loading and potable water demand from multiple developments.

The foul drainage and potable water supply for the Proposed Development have been designed to integrate with the wider public network, and Uisce Éireann has issued a Confirmation of Feasibility confirming that sufficient capacity exists, subject to final connection-stage review.

Surface water from the Proposed Development is managed entirely on-site through a comprehensive SuDS system including permeable paving, bioretention areas, swales, detention basins, and controlled QBAR-limited discharge using Hydro-Brakes. These measures ensure that the Proposed Development does not increase downstream flood risk, nor contribute cumulatively to catchment flooding, in line with GDSDS and Local Authority requirements.

Other permitted developments are required to follow similar standards, including on-site attenuation, water quality protection and compliance with relevant legislation (e.g. the Water Framework Directive). As a result, cumulative operational impacts on surface water quantity and quality are expected to remain minimal.

With implementation of the mitigation and monitoring measures and taking into account the regulatory obligations on all other developments, the residual cumulative operational impact is considered *neutral*, *imperceptible* and *long-term*.

11 Air Quality

The assessment of Air Quality is contained within Chapter 11. The air quality assessment has focused on:

- Potential construction dust emissions and impacts to nearby sensitive receptors such as residential properties, schools, hospitals, etc.
- Potential vehicle emissions from traffic accessing the site for construction works and during operation.

11.1 Existing Environment

Baseline data and data available from similar environments indicates that levels of nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}) and particulate matter less than 2.5 microns ($PM_{2.5}$) are generally well below the current National and European Union (EU) ambient air quality standards.

11.2 Impact Assessment

11.2.1 Do Nothing Scenario

In the Do-Nothing scenario, ambient air quality at the site will remain as per the baseline and will change in accordance with trends within the wider area, including influences from potential new developments in the surrounding area, changes in road traffic, etc. As a result, air quality impacts are expected, even without the proposed development.

11.2.2 Construction Phase

An assessment of the potential dust impacts as a result of the construction phase of the proposed development was carried out based on the UK Institute for Air Quality Management 2024 guidance document 'Guidance on the Assessment of Dust from Demolition and Construction'. This established the sensitivity of the area to impacts from construction dust in terms of dust soiling of property, human health effects and ecological effects. The surrounding area was assessed as being of high sensitivity to dust soiling and of low sensitivity to dust-related human health. No designated ecological sites were present within the construction dust study area (within 50 m of the site boundary).

The sensitivity of the area was combined with the dust emission magnitude for the site under four distinct categories: demolition, earthworks, construction and trackout (movement of vehicles) to determine the mitigation measures necessary to avoid significant dust impacts. It was determined that there is a high risk of dust related impacts associated with the proposed development. In the absence of mitigation there is the potential for **direct, short-term, localised, negative** and **moderate** effects on air quality, which is a potentially **significant** effect in EIA terms.

In addition, construction phase traffic emissions have the potential to impact air quality, particularly due to the increase in the number of HDVs accessing the site. Construction stage traffic did not meet the scoping criteria for a detailed modelling assessment outlined in Transport Infrastructure Ireland's 2025 guidance document 'Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106'.

As a result, construction stage traffic emissions were predicted to have not significant effect on air quality.

11.2.3 Operational Phase

Operational phase traffic has the potential to impact air quality due to vehicle exhaust emissions as a result of the increased number of vehicles accessing the site. The change in traffic associated with the operational phase of the proposed development met the PE-ENV-01106 criteria and a detailed air dispersion modelling assessment was carried out for NO_2, PM_{10} and $PM_{2.5}$. It was determined that during the operational phase, the proposed development will have a ***long-term, direct, localised, neutral*** and ***not significant*** effect in EIA terms.

11.2.4 Cumulative Impact

There is the potential for cumulative impacts to air quality should the construction phase of the proposed development coincide with that of other developments within 500 m of the site. A review of proposed/permitted developments in the vicinity of the site was undertaken. A review of recent planning permissions for the area was conducted, and it was found that there were a number of relevant sites for which cumulative impacts may occur should their construction phase and that of the proposed development overlap. There is the potential for cumulative construction dust impacts should the construction phases overlap with that of the proposed development.

The dust mitigation measures outlined in Section 11.6.1 of Chapter 11 will be applied during the construction phase which will avoid significant cumulative impacts on air quality. With appropriate mitigation measures in place, the predicted cumulative effects on air quality associated with the construction phase of the proposed development is deemed ***direct, short-term, negative, localised*** and ***not significant.***

Operational phase direct effects on air quality associated with the proposed development are predicted to *be* ***long-term, localised, direct, neutral*** and ***not significant***.

Overall, no significant cumulative effects on air quality are predicted during the construction or operational phases of the proposed development.

11.3 Mitigation

11.3.1 Construction Phase

Detailed dust mitigation measures are outlined within Section 11.6.1 of Chapter 11 to ensure that no significant nuisance as a result of construction dust emissions occurs at nearby sensitive receptors. Once these best practice mitigation measures, derived from the Institute for Air Quality Management 2024 guidance 'Guidance on the Assessment of Dust from Demolition and Construction' as well as other relevant dust management guidance, are implemented the residual effects on air quality during the construction of the proposed development are considered, ***short-term, direct, negative, localised*** and ***not significant*** in EIA terms, posing no nuisance at nearby sensitive receptors (such as local residences).

11.3.2 Operational Phase

No site-specific mitigation measures are proposed for the operational phase. The residual effect on air quality has been assessed as *short-term, direct, localised, neutral* and *not significant.*

11.4 Residual Impact Assessment

When the dust mitigation measures are implemented, the residual effect of fugitive emissions of dust and particulate matter from the site will be *short-term, direct, localised, negative* and *not significant*.

The effect on air quality during the operational phase of the proposed development as a result of emissions from vehicles accessing the site have been assessed as *long-term, direct, localised, neutral* and *not significant*.

11.5 Monitoring

11.5.1 Construction Phase

The monitoring measures in Section 11.8.1 of Chapter 11 of the EIAR Main Volume II are proposed to ensure the dust mitigation measures are effective.

11.5.2 Operational Phase

There is no monitoring recommended for the operational phase of the proposed development as impacts to air quality are predicted to be not significant.

11.6 Conclusion

This chapter has assessed the predicted impacts of the construction and operational phases of the proposed development on air quality. The cumulative impacts of the proposed development and surrounding developments have also been considered.

Provided all mitigation measures as set out in this chapter, the overall predicted effect of the proposed development is *not significant*.

The following table summarises the identified likely significant effects during the construction and operational phases of the proposed development following the application of mitigation measures.

Table 11.1 Significant effects during the Construction and Operational Phases

Construction Phase				
Likely Significant Effect	Quality	Significance	Duration	Type
Impact of construction dust from earthworks, construction and trackout in terms of dust soiling, human health and ecology.	*Negative*	*Not significant*	*Short-term*	*Direct*

Construction Phase				
Operational Phase				
Likely Significant Effect	Quality	Significance	Duration	Type
Impact of operational phase traffic on air quality	*Neutral*	*Not significant*	*Long-term*	*Direct*

12 Climate

AWN Consulting undertook an assessment of the climate change impact for the Mooretown residential development for the Applicant.

The assessment followed guidance PE-ENV-01104, PE-ENV-01106 and took account of the impact of construction and operational greenhouse gas emissions on Ireland's national and sectoral carbon budgets, and the impact of the effects of climate change on the proposed development using Government of Ireland climate projections and risk assessments.

The greenhouse gas assessment was undertaken using the TII Carbon Tool to quantify the emissions from the construction phase, the Glenveagh Lifetime Carbon Assessment datasets for residential built assets, and the OneClick Lifetime Carbon Assessment tool for non-residential built assets, all to quantify embedded carbon. Operational emissions associated with transport were quantified based on the outputs from the TII REM tool used for the air quality assessment that also provides an output for greenhouse gases.

The climate change risk assessment made use of a number of datasets, including those from Met Éireann TRANSLATE project, GFDRR ThinkHazard and the Geological Society of Ireland and examined the potential impacts from the adverse results of climate change on the development.

The assessment found that emissions of greenhouse gases during the construction and operational phases was a very small proportion of the overall national and sectoral carbon budgets, with appropriate measures in place to mitigate any impacts as far as practicable. The impacts of the development were therefore considered to be of a ***direct*** nature due to its presence, ***long-term*** as a result of the estimated lifetime of the buildings and ***negative*** due to the emission of GHGs. Due to the mitigation measures in place and the fact that the proposed development does not impede the trajectory to carbon neutrality, the impact on the climate was considered to be ***not significant***.

The impacts of the effects of climate change on the development were found to be negligible. The sensitivity of the development to such changes was determined to be low and the risk factors from various climate change impacts in the area of the development were also found to be low. As such the overall risk to the development was considered to be low. Following from the low overall risk, the impacts of the effects of climate change were found to be ***direct*** as climate extremes have a direct physical effect on buildings and infrastructure, ***long-term*** due to the response times of the climate in relation to changes in anthropogenic emissions, ***negative*** as climate extremes have been shown to damage or adversely affect infrastructure, and ***not significant*** due to the low vulnerability of the location of the proposed development to the effects of climate change, which overall was considered to be ***not significant*** in EIA terms.

Mitigation measures were outlined in the assessment based on good practise measures for construction phase, and from the Climate Action and Energy Statement and the Flood Risk Assessment for the operational phase. Overall, the residual impact was found to be ***not significant*** in EIA terms.

13 Noise and Vibration

AWN Consulting Limited has been commissioned to conduct an assessment of the noise and vibration impacts associated with the proposed Mooretown Phase 2 residential development and crèche at Mooretown, Swords, Co. Dublin.

The existing noise climate in the vicinity of the proposed development has been surveyed. Prevailing noise levels are primarily attributed to road traffic noise. The Dublin Airport noise contours have also been taken into account for this assessment.

The noise impact assessment has focused on the potential outward impacts associated with the construction and operational phases of the proposed development on its surrounding environment, as well as the potential inward impacts on the development itself during the operational stage.

13.1 Baseline Environment

The proposed development currently comprises of greenfield lands. An environmental noise survey was carried out at the site by AWN Consulting between 6 March and 10 March 2026 to assess the existing noise environment. Three attended monitoring locations and one unattended monitoring location were surveyed. The unattended monitoring equipment was configured to log data over 15-minute periods, saved to the instrument memory for subsequent analysis. Survey personnel noted all primary noise sources contributing to noise build-up when the instrumentation was being set up and collected. The attended noise monitoring equipment was configured to measure data over a 15-minute period at each location. Three measurements were taken at each location.

The selected monitoring locations were chosen as they capture both the dominant noise sources in the area and the noise levels at the most affected noise sensitive receptors. The data obtained from these locations and data from the Dublin Airport noise contours was subsequently used as part of the basis for the overall noise and vibration assessment.

13.2 Potential Impact of the Proposed Development

13.2.1 Construction Phase

The potential impact for the construction phase of the proposed development can be split up into three phases. Site set up, ground works (excavation and piling) and general construction. During the site set up phase the potential impact ranges from ***temporary, negative, moderate to significant*** *to* ***temporary, negative, significant to very significant*** depending on the distance of the works to potential noise sensitive locations (NSLs). However, it should be noted that if the durations associated with these significance levels are not exceeded, as expected, the resulting effects during this phase of works will be considered not significant.

During the ground works (excavations and piling) phase the potential impact is **temporary, negative, slight to moderate** at all NSLs.

During the general construction phase there is a potential ***temporary, negative, moderate to significant*** impact at NSLs within 20m of construction activity. NSL 3 is the only receptor where the approximate distance to construction activity falls within 20 m.

Noise mitigation measures will therefore be required on site to reduce construction noise levels along the boundaries to reduce any potential significant effects. Recommended mitigation measures are presented in Section 13.3.

13.2.1.1 Construction Vibration

Vibration levels are also expected to be below a level that would cause disturbance to building occupants. The predicted vibration impact during the construction phase is ***negative, not significant*** and ***short-term.***

13.2.1.2 Construction Traffic

During the construction phase, traffic associated with the proposed development would consist of a mix of Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) travelling to and from the site.

It is noted that in order to increase traffic noise levels by 1 dB, traffic volumes would need to increase by the order of 25%. It is forecast that additional traffic introduced onto the local road network due to the construction stage of the development will not introduce a level of traffic that would result in a volume change in excess of 25% on the surrounding road network and the expected impact is therefore ***negative, not significant and short-term***.

13.2.2 Operational Phase

The main potential noise impact associated with the proposed development is considered to relate to the generation of additional traffic to and from the site as a result of the new residential buildings, potential noise impacts relating to operational plant serving the apartment buildings, where relevant and noise breakout from the proposed creche playground area. Once operational, there are no noteworthy sources of vibration associated with the development site.

13.2.2.1 Additional Vehicular Traffic on Surrounding Roads

The predicted increase in traffic levels associated with the development are between 0.0 and +1.6 dB(A) in the vicinity of the roads assessed for the Opening Year and between 0.0 and +1.5 dB(A) during the Future Design Years. This range of calculated noise level increase results in a negligible, not significant and long-term for the developments opening year and future design years.

13.2.2.2 Building Services and Plant

Once operational, there will be building services plant items required to serve the residential aspects of the proposed development. Plant items serving the apartments will be housed internally in plant rooms and therefore noise breakout will be minimal. In this instance, it is best practice to set appropriate noise limits that will inform the detailed design during the selection and layout of building services for the proposed development. Plant items will be selected, designed and located so that there is no negative impact on sensitive receivers. Based on the best practice guidance the following plant noise limits have been identified:

Receptors within the development

Based on the guidance outlined the BS 8233 standard, the following external noise levels from the operation of the development itself relate to the external façades of new residential developments to control internal noise levels:

- Daytime (07:00 to 23:00 hrs): 55 dB LAeq,16hrs, day
- Night-time (23:00 to 07:00 hrs): 45 dB LAeq, 8hrs, night

Receptors outside the development

Based on the guidance outlined the BS 4142 standard, the following external noise levels from the operation of the development itself relate to the external façades of new residential developments to control internal noise levels:

- Daytime (07:00 to 23:00 hrs): 50 dB LAeq, 1hrs
- Night-time (23:00 to 07:00 hrs): 42 dB LAeq, 15mins, night

Once plant items are designed to achieve the criteria detailed above the impact will be **negative, long-term and not significant** at sensitive receivers.

13.2.2.3 Outward Noise from Crèche

Considering the usage of the crèche area (e.g. external areas are only expected to be in use for a portion of the 16 hour daytime period), and due to the nearest NSL location being located more than 8m away from the crèche, the expected standard noise insulation of the façade of the nearest NSL, predicts that the internal criteria will be met in all residential units and the resultant noise impact due to the crèche is **negative, long-term and not significant**.

13.3 Mitigation and Residual Effects (Post-Mitigation)

13.3.1 Construction Phase

Best practice noise and vibration control measures will be employed by the contractor during the construction phase in order to avoid significant impacts at the nearest sensitive buildings. This includes guidance on several aspects of construction site mitigation measures, including, but not limited to:

- Selection of quiet plant;
- Noise control at source;
- Screening;
- Liaison with the public, and;
- Construction phasing plans.

The residual noise impact will be ***negative, short term and not significant*** impact for this phase.

13.3.1.1 Construction Phase Traffic Noise

The residual noise impact will be ***negative, short term and not significant*** impact for this phase.

13.3.1.2 Construction Phase Vibration

Vibration impacts during the construction phase will be ***negative, short term and not significant.***

13.3.2 Operational Phase

13.3.2.1 Additional Traffic on Roads

The predicted change in noise levels associated with additional traffic is expected to be ***negligible, long-term and not significant*** along the existing road network.

13.3.2.2 Building Services and Plant

The impact from building services and plant is predicted to be ***negative, long term and not significant.***

13.3.2.3 Crèche Playground Noise Breakout

Any change in noise levels associated with the crèche playgrounds on site are expected to be ***negative, long-term and not significant***.

13.3.2.4 Inward Impact

The operational phase inward impact assessment has taken account of the road traffic increases. The assessment provides glazing and ventilation specifications that are required in order to mitigate the inward noise impact on the development itself.

13.4 Cumulative Impact of the proposed development

13.4.1 Construction Phase

It is recommended that liaison between construction sites is on-going throughout the duration of the construction phase. Contractors should schedule work in a co-operative effort to limit the duration and magnitude of potential cumulative impacts on nearby sensitive receptors. Cumulative construction noise impacts are expected to be ***negative, short-term and moderate to significant.***

13.4.2 Operational Phase

During the operational phase any cumulative impacts will be due to an increase in road traffic noise. However, given the insignificant levels of noise increase as a result of the traffic associated with this proposed development, it is not expected that cumulative traffic noise will increase by any significant margin as a result of this proposed development.

14 Landscape and Visual

14.1 Baseline Environment

The site is in Mooretown, Swords in North County Dublin, within the settlement boundary, but near the north western edge of the town. The site lies to the south of the R125 / Rathbeale Road. Mooretown and the adjacent Oldtown townland have experienced rapid plan-led development in the last ten years, through the incremental implementation of the Mooretown Masterplan, which was prepared in 2014 based on Fingal County Council's 2010 Local Area Plan for Oldtown / Mooretown (extended in 2015 to 2020).

The change that has taken place in Oldtown / Mooretown, from a previously agricultural landscape outside of Swords to a new / emerging urban residential neighbourhood within the Swords settlement boundary, has been dramatic. Parts of this neighbourhood, particularly the Oldtown area north of the Rathbeale Road, are well established, while the Mooretown area south of the road is still in a state of transition and disturbed by ongoing construction. The two land parcels that make up the subject site are some of the last remaining undeveloped lands, although they are no longer in use for agriculture and they too have been disturbed by the surrounding construction activity.

14.1.1 Site Context

The site is made up of two land parcels separated by another development (Phase 1) under construction, between Rathbeale Road to the north and the existing Ormond housing estate to the south. Topographically, the smaller, northern land parcel along Rathbeale Road is slightly raised and hilly, while land Parcel 2 further south has a low-lying topography.

The smaller land parcel (Parcel 1), of approximately 5.42 ha, is located alongside Rathbeale Road. This consists of a former agricultural field of slightly undulating topography, with hedgerows along its eastern and southern boundaries. The eastern portion of this parcel is currently in use as a construction compound for the adjoining Phase 1 development to the east and south. The completed and operational Cronan's Well housing estate lies to the west.

The larger, southern land parcel (Parcel 2), of approximately 9.33 ha, is also comprised of former agricultural fields. An internal hedgerow divides the parcel into two parts. There are also hedgerows along the west boundary and along part of the east boundary, and a number of Ash trees of low or poor quality inside the southern boundary. The north and western parts of this parcel have been disturbed by construction activity. The cultural heritage site of Glasmore Abbey (in ruin) lies immediately to the east in an open space between the Cianlea and Lioscian housing estates. The parcel is bordered by the Ormond housing estate to the south, and the Mooretown Phase 3 development under construction to the west.

Although not readily visible above ground, the site contains underground archaeological remains in places, in both the northern and southern land parcels. There is also a well (St Cronan's Well) in the southern land parcel. The archaeological assets add cultural heritage value to the landscape. Rathbeale Archaeological Park to the north of the site beyond Rathbeale Road is an example of how archaeological remains can be preserved and subtly displayed in the urban landscape.

The site is crossed by a 110KV overhead electricity line between tall metal pylons. It is proposed to underground this power line as part of the development.

The site is zoned *"RA - Residential Area: To provide for new residential communities, subject to provision of the necessary social and physical infrastructure"*.

The Landscape Character Assessment (LCA) for Fingal divides the county into six landscape types, with varying value and sensitivity classifications for each type. The sensitivity of each landscape character type is defined as its overall ability to sustain its character in the face of change. Sensitivity is evaluated using grades ranging from high to low.

The subject site falls partly within the *Rolling Hills with Tree Belts* type and partly within the *Low Lying Agricultural* type. Both are classified as being of 'Modest' landscape value. The Rolling Hills type (Parcel 1 of the site) is classified as 'Medium Sensitivity' and the Low Lying Agricultural type (Parcel 2) as 'Low Sensitivity'. In addition to the landscape character type classifications, the Development Plan's Green Infrastructure maps indicate additional 'Highly Sensitive Landscape' areas. The site does not fall into such an area, and there are no Highly Sensitive Landscapes in the vicinity of the site.

The Development Plan identifies views requiring *Preservation*, with the views indicated by dotted green lines on the Green Infrastructure 1 maps. The nearest *Preserve Views* designation to the site is along the R125 / Rathbeale Road as it passes the site. The Preserve Views designation predated the Oldtown-Mooretown LAP and the area's subsequent urban development. This stretch of the R125 now falls within the urban area, and the application of the Preserve Views designation must take this into account.

14.1.2 Potential Receptors of Landscape and Visual Change

The key potential receptors of landscape and visual change in the receiving environment are as follows:

- The R125/Rathbeale Road approaching from east and west and passing by the site. There are also a house and church directly across the road from the northern land parcel of the site.
- Holymount estate, a small residential estate to the north of the Rathbeale Road.
- Rathbeale Archaeological Park to the north of the Rathbeale Road.
- Cronan's Well estate to the west of the northern land parcel.
- Main Street and Swords Community College to the west of the southern land parcel.
- The Cianlea and Lioscian estates to the east of the site.
- Glasmore Abbey (monument) to the east of the site, in an open space between the Cianlea and Lioscian estates.
- The Swords Manor and Ormond estates to the south of the southern land parcel.

14.2 Predicted Impacts of the Proposed Development – Visual Amenity

14.2.1 Do-Nothing Impact

The site would remain vacant / unused, in a disturbed condition and fenced off from the surrounding area, maintaining the unfinished appearance of the Mooretown urban landscape. The residential land use objective for the site would not be realised, and the landscape of Mooretown would fail to achieve full functionality - particularly with regard to the continuity / connectivity of movement routes and the open space network. This effect is important due to the site's size and location, fronting the Rathbeale Road and positioned between several permitted developments under construction (Phases 1 and 3) and the existing estates of Cianlea, Lisocian and Ormond. The site's development has an important role to play in completing and connecting Mooretown to the surrounding urban landscape.

The significance of the Do-Nothing impact would be moderate, negative and permanent.

14.2.2 Construction Phase

During the estimated 36 months construction phase, the site and immediate environs would be disturbed by construction activity, and the incremental growth of the buildings and associated infrastructure on site. The magnitude of visual change would range from High in the immediate environs, to Low, Negligible or None with increasing distance from the site.

The significance of the construction phase effects are classified for each viewpoint in the table below. In almost all cases, the effects would be negative, since construction is inherently disturbing of the landscape, and unsightly. The effects would however be (a) temporary, and (b) not unusual in the urban environment, particularly in the Oldtown-Mooretown area which is in a process of transformation from previously agricultural to urban. This reduces the significance of the construction phase visual effects.

14.2.3 Operational Phase

Thirteen (13) no. viewpoints were selected for visual impact assessment of the operational phase, informed by verified photomontages. For each viewpoint, the following views are provided in Appendix 14-1 of the EIAR. Please refer to these when reading the view assessments in Table 14.6 of the EIAR.

- Existing view (photograph);
- Proposed view (photomontage of the proposed development);
- Cumulative view - where relevant (photomontage of the proposed development, the Phase 1 development currently under construction, and the proposed Phase 2 LRD).

The following table summarises the visual impact assessment.

Viewpoint	Viewpoint Sensitivity	Magnitude of Change	Significance & Quality of Visual Effects	
			Construction (Temporary)	Operation (Permanent)
01 Rathbeale Road near Holymount Housing Estate	*Medium*	*Low*	*Not significant Negative*	*Slight neutral*
02 Rathbeale Road near house and church	*Medium*	*Medium*	*Slight Negative*	*Moderate Positive*
03 Rathbeale Road bus stop near entrance to Rathbeale Arch. Park	*Medium*	*Low*	*Slight Negative*	*Moderate Positive*
04 Holymount Housing Estate	*Medium*	*Medium*	*Moderate Negative*	*Moderate Neutral*

Viewpoint	Viewpoint Sensitivity	Magnitude of Change	Significance & Quality of Visual Effects	
			Construction (Temporary)	Operation (Permanent)
05 Rathbeale Archaeological Park	*Medium*	*Low*	*Not Significant Neutral*	*Not Significant Neutral*
06 Cronan's Well Housing Estate	*Medium*	*Negligible*	*Not Significant Neutral*	*Slight Positive*
07 Main Street at Swords Community College	*Low*	*High*	*Slight Negative*	*Moderate Positive*
08 Cianlea Housing Estate North	*Medium*	*Negligible*	*Not Significant Adverse*	*Not Significant Neutral*
09 Cianlea Housing Estate South	*Medium*	*High*	*Slight Adverse*	*Moderate Adverse*
10 Glasmore Abbey Ruin from Cianlea Housing Estate	*Medium-High*	*None*	*Not significant Neutral*	*Not significant Neutral*
11 Glasmore Abbey Ruin from Lioscian Housing Estate	*Medium-High*	*Low-Medium*	*Slight Negative*	*Moderate Neutral*
12 Ormond Crescent Housing Estate	*Medium*	*Low*	*Not Significant Adverse*	*Not Significant Neutral*
13 Ormond Avenue Housing Estate	*Medium*	*Negligible-Low*	*Not significant Negative*	*Not significant Neutral*

14.3 Predicted Impacts of the Proposed Development – Landscape Character

14.3.1 Construction Phase

During the estimated 36 months construction phase, the site and immediate environs would be disturbed by construction activity (including HGV and crane movements) and the incremental growth of the buildings

and associated infrastructure on site, before completion of the new landscape. The magnitude of landscape change would be 'low-medium' - considering (a) that the context is an urban area in the process of development, i.e. where similar change is and has been ongoing for over 10 years, and (b) the construction phase is short term.

The sensitivity of the landscape is **'low-medium'**. Therefore, the significance of the landscape effects during construction would be '***slight-moderate', negative***. Such ***temporary negative*** landscape effects are unavoidable during the construction phase of a development.

14.3.2 Operational Phase

Landscape Sensitivity

The Oldtown-Mooretown area is designated for residential-led urban development, and the landscape is in an advanced stage of the transition from former agricultural land to urban. The transition not yet complete, and the landscape is disturbed in places by ongoing construction, including in the site's immediate environs. The site itself is disturbed in places by construction activity on neighbouring plots. The few remaining undeveloped plots (including the site) are at this stage an obstacle to the realisation of the planned / emerging urban neighbourhood. The landscape is thus of low sensitivity* to development of the type proposed, i.e. development that would contribute to the completion realisation of the planned urban landscape.

***** Landscape sensitivity is a measure of its susceptibility to change (i.e. its ability to accommodate the proposed development *without undue consequences for its existing character or the achievement of landscape policies or strategies*), and the value attached to the landscape.

There are a number of factors that increase the landscape sensitivity somewhat. These include (a) the remaining woody vegetation on the site (particularly the hedgerows), (b) St Cronan's Well and the site's underground archaeological assets, (c) the stream / drainage line that traverses the site, and (d) the surrounding residential estates.

Residential receptors are sensitive to change in their context. However, in the case of Mooretown, it must be recognised that the context of the existing, occupied homes is a landscape in the process of urban development. While the remaining undeveloped plots may provide some visual amenity, they can also detract from visual amenity when they become unkempt or disturbed by construction, and they curtail the functioning of the urban landscape, e.g. by obstructing movement routes, open space / green infrastructure connectivity, etc.

In summary, the landscape of the receiving environment is of ***'low-medium'*** sensitivity.

Magnitude of Landscape Change

At approximately 15 ha the site is relatively large, but the nature of the development - i.e. two and three storey houses, an apartment building (in two parts) up to five storeys tall, a creche, road infrastructure and a network of open space - is similar in nature and scale to the existing and permitted developments on the surrounding lands. The development would not change the landscape character of the receiving environment, but would contribute to the ongoing trend of change.

In summary, the magnitude of landscape change would be ***'low-medium'*** (it is only the scale of the site / development that increases the magnitude of change above 'low').

Significance of Landscape Effects

Measuring the magnitude of change against the landscape sensitivity, the significance of the landscape effects is predicted to be 'moderate' (EPA definition of moderate effect: *"An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends"*).

The pertinent question is whether the landscape effects would be positive, neutral or negative. Policy SPQHP35 (re. Quality of Residential Development) of the Fingal Development Plan 2023-2029 states: *"Promote a high quality of design and layout in new residential developments at appropriate densities across Fingal, ensuring high-quality living environments for all residents in terms of the standard of individual dwelling units and the overall layout and appearance of developments. Residential developments must accord with the standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 and the accompanying Urban Design Manual – A Best Practice Guide"*.

To inform the qualitative assessment of the landscape effects, the proposed development was evaluated against relevant criteria (regarding context, connections, inclusivity, efficiency, distinctiveness and detailed design) of the Urban Design Manual. The evaluation (Table 14.7 of the EIAR Volume II) found that the proposed development performs well against the criteria. On this basis, and informed by the visual impact assessment, the operational phase landscape effects can be classified ***moderate positive***.

14.4 Mitigation Measures

14.4.1 Construction Phase

Apart from (a) the measures for hedgerow and tree protection (as recommended in the Arboricultural Report prepared by Charles McCorkell Arboricultural Consultant), (b) the measures for protection of archaeological resources (as recommended in Chapter 15 (Cultural Heritage, Archaeology and Architectural Heritage), and (c) standard best practice construction site management (as set out in the Construction and Environmental Management Plan by AKM Design Group), no mitigation measures are required / recommended specifically for landscape and visual effects.

14.4.2 Operational Phase

The only identified negative effect is on View 09, from a position in the neighbouring Cianlea housing estate. Currently, this location affords a view (over a low boundary wall) of a grassland field in the south eastern part of the site, with the Phase 1 development under construction in the background. The siting of a terrace of two storey houses inside the site boundary would result in an increase in built / visual enclosure along this boundary (the negative effect), affecting a small number of houses in the Cianlea estate.

Mitigation measures are already embedded in the proposal to limit the impact. These include (1) the housing typology (two storey terraced) and siting (rear elevations and gardens to the shared boundary; a typical suburban arrangement); (2) a high quality brick wall on the rear garden boundary, providing a visual screen, and; (3) the positioning of the proposed Glasmore Archaeological Park just to the south, adjoining the existing Glasmore Abbey Park (beside Cianlea). These embedded mitigation measures ensure that, while there would be some negative effect on a small part of the Cianlea estate (arising from the increased visual enclosure and loss of green space from the view), the outcome - in landscape character terms - would *not* be unacceptable. The development would take its place comfortably in the emerging urban landscape of Mooretown.

No other negative landscape or visual effects have been identified. For the most part the development would have neutral or positive effects. This includes views from Rathbeale Road, where the Rathbeale Archaeological Park South would be introduced to the road corridor beside a small estate of houses. This would complete the development of the Rathbeale Road corridor in Mooretown, adding a public open space visible and accessible from the road, improving landscape character and visual amenity.

The proposal would have a similar positive effect at the west site boundary. Currently the link street ('Main Street') terminates at the site boundary beside Swords Community College. The proposed development would combine with the Phase 1 development to provide built enclosure / definition to the extended link street, completing an important element of the urban landscape.

In light of the above, no operational phase mitigation measures are required / recommended for landscape or visual effects

14.5 Residual Impacts

Since no mitigation measures have been recommended, the residual visual and landscape effects are the same as the predicted effects described above.

14.6 Cumulative Impacts

The assessment of landscape and visual impacts has taken account of the permitted and proposed developments in the vicinity of the site, for example the permitted Phase 1 and 3 developments under construction, and the Phase 2 LRD application (LRD0067/S3E) currently under consideration by FCC. The cumulative photomontages accompanying the chapter show the proposed development in combination with the relevant permitted and proposed developments (Phase 1 and the Phase 2 LRD).

In combination, the proposed development and the nearby permitted and proposed schemes would complete the urban landscape of Mooretown which has been in planning for over 10 years. The cumulative landscape impact would be significant, positive and long term.

14.7 Monitoring

The retention of existing hedgerows and trees on site is an important element of the proposal. Any unplanned loss of vegetation would result in negative landscape and visual impacts. The planning application is accompanied by an Arboricultural Report by Charles McCorkell Arboricultural Consultant. This includes the requirement for all works potentially affecting retained hedgerows and trees to be supervised / monitored by a Project Arborist, and for retained vegetation to be reviewed for any ongoing monitoring or management needs. No other monitoring of landscape and visual effects is required.

15 Cultural Heritage – Archaeology and Architectural Heritage

15.1 Baseline Environment

The proposed development lands at Mooretown, Swords (Phase 2) are located within a complex and archaeologically sensitive landscape. The baseline assessment included a review of historical records, cartographic sources, previous archaeological investigations, and site inspections.

Extensive archaeological work has been undertaken across the site, including geophysical survey, test excavation, topsoil stripping, and archaeological monitoring. These investigations have identified a significant subsurface archaeological landscape, primarily dating to the early medieval period.

The most significant discovery is a large early medieval ecclesiastical complex with associated settlement and field systems (RMP DU011-144001/004). This is a subsurface site with no visible remains above ground. Additional features identified include a medieval settlement (RMP no: DU011-019), a holy well (RMP no: DU011-018) and an adjacent fulacht fiadh (prehistoric cooking site, RMP no: DU011-148) These sites have informed the design of the development. The layout has been carefully planned to avoid impacts on these sites, with key areas retained as open space and incorporated into a network of archaeological parks. This approach ensures the preservation of important remains in situ.

Much of the development area has already been subject to disturbance through previous works, with no additional archaeological remains identified in these areas. However, there remains some residual potential for previously unknown archaeological features to survive within undisturbed greenfield areas.

15.2 Potential Impact of the Proposed Development

Construction Phase

In areas where topsoil has not yet been removed, there is some potential for previously unknown archaeological remains to survive below ground, particularly small or subtle features during the earthmoving works for the proposed development. If present, these could be affected by construction works, resulting in a ***direct, negative, slight, permanent impact***. However, the design of the scheme has been informed by the results of previous archaeological investigations. Known archaeological sites have been avoided and incorporated into the layout as open space, thereby avoiding direct impact and ensuring their preservation in situ.

There is also a risk of accidental damage to the designated archaeological parks during construction, for example from site traffic, material storage, or encroachment into protected areas. Without appropriate controls, this could result in a ***direct, negative, moderate, permanent impact*** on preserved designated archaeological remains.

Operational Phase

During the operational phase, the development will result in a ***direct, positive, moderate, long-term impact*** on cultural heritage. The preservation of key archaeological sites within landscaped open spaces and their integration into a network of archaeological parks will ensure their long-term protection.

The inclusion of interpretation and signage will enhance public understanding and appreciation of the archaeological resource, representing a beneficial impact on cultural heritage awareness and engagement.

15.3 Mitigation and Residual Effects (Post-Mitigation)

Construction Phase

Mitigation measures will include:

- Preservation in situ of known archaeological sites within designated open spaces
- Protection of these areas during construction through appropriate fencing and exclusion zones
- Archaeological monitoring of all remaining groundworks in areas of archaeological potential

With these measures in place, any impacts on previously unknown archaeology will be reduced to a ***slight, negative,*** and ***long-term impact***, with any features that might be identified preserved by record where necessary.

Operational Phase

No further mitigation is required during the operational phase.

The residual effect of the development will be ***direct, positive, significant,*** and ***long-term*** impact, arising from the protection, presentation, and public interpretation of the archaeological landscape within the proposed open space framework.

16 Microclimate – Daylight and Sunlight

Chapter 16 of the EIAR assesses the potential impact to daylight and sunlight access on the neighbouring environment resulting from the proposed developments in the Mooretown Swords and was completed by Barry Murphy B Eng. of Model Works.

The proposed development is comprised of 360 no. residential units and 1 no. creche comprising off 305 no. houses and 55 no. apartment/duplex units. The buildings are predominantly two- and three-story tall, with a single apartment block of five stories. The building heights and significant separation distances between them and surrounding dwellings and granted schemes, minimise any potential impact it may have on the receiving environment. It was found that the effect to daylight and sunlight on these neighbouring dwellings would be ***Imperceptible***.

16.1 Baseline Environment

The proposed development is located in Mooretown, Swords, Co. Dublin. The site is generally bound by Rathbeale Road to the North, to the East by the existing residential area of Cianlea and Lioscian, to the South by Ormond Cres, and to the West by Cronan's Well and residential lands under development. (planning ref SHD/012/21). The development site consists of two parcels of land, separated by residential lands under development (planning ref. LADP/002/24).

16.2 Potential Impact of the Proposed Development

16.2.1 Construction Phase

The potential impact to both daylight and sunlight on the surrounding existing developments during the construction phase is likely to be less than that of the completed development. As construction progresses the impact on the receiving environment will increase until it reaches that of the completed development (Operational Phase). Temporary structures and machinery (cranes, hoarding, scaffolding, etc.) would have an ***Adverse Effect***, but this is expected to be ***Not Significant*** and ***Short-term***.

16.2.2 Operational Phase

The impacts to daylight and sunlight all fell within the BRE Guidelines and therefore the effects were classified as ***Imperceptible***.

16.3 Mitigation and Residual Effects (Post-Mitigation)

16.3.1 Construction Phase

As construction progresses the impact on the receiving environment will increase until it reaches that of the completed development (Operational Phase). Temporary structures and machinery (cranes, hoarding, scaffolding, etc.) would have an ***Adverse Effect***, but this is expected to be ***Not Significant*** and ***Short-term***. Thus, mitigations measures will not be required.

16.3.2 Operational Phase

The impact of the proposed scheme, and consequently the residual effects, would be *Imperceptible*. Therefore, mitigation measures are not required.

16.4 Cumulative Impact of the Proposed Development

16.4.1 Construction Phase

There is no additional cumulative impact during the construction phase. Temporary structures and machinery (cranes, hoarding, scaffolding, etc.) would have an *Adverse Effect*, but this is expected to be *Not Significant* and *Short-term*.

16.4.2 Operational Phase

There is no additional cumulative impact when the development is completed, therefore the residual impacts will be *Imperceptible*.

17 Microclimate – Wind

A wind microclimate assessment has been carried out for the Mooretown Phase 2 Residential Development at Mooretown, Swords, Co. Dublin. The assessment considers the wind patterns that may form around the proposed buildings under typical mean and peak wind conditions and evaluates pedestrian comfort and safety within and around the site.

Special attention is given to wind comfort in areas where potential receptors are located, i.e. areas in the surrounding of the development, which can be exposed to potential risks generated by the elevated wind speed or building massing wind effects. In particular:

- Amenity areas (pedestrian level), areas likely to be utilised for leisure purposes and as such should be comfortable surroundings.
- Pedestrian routes and seating areas – to confirm that locations are comfortable for typical leisure activities.
- Building entrances – to confirm that local wind effects do not create discomfort for access points or lobbies.
- Landscaped areas – where there are sheltered areas.
- Impact to existing or adjoining developments – to confirm that the proposed buildings do not introduce discomfort conditions beyond the site boundary.

These areas include communal amenity spaces and courtyards, pedestrian routes, building entrances, landscaped areas and nearby public roads, as well as locations along the site boundary where the development interfaces with the surrounding context.

The Lawson Criteria for Pedestrian Comfort and Distress define the acceptable wind speeds in relation to the comfort level experienced while carrying out a specific pedestrian activity. A Lawson comfort and distress map has been produced to identify where typical activities can be carried out comfortably for most of the time.

17.1 Methodology

The method combines Computational Fluid Dynamics (CFD) modelling to predict wind flow patterns and pedestrian level wind speeds, with long-term meteorological wind data from a suitable reference station.

The assessment predicts the wind speeds pedestrians may experience and the corresponding comfort category for typical activities such as sitting, standing, strolling and walking.

Lawson comfort and distress criteria have been adopted to assess the suitability of outdoor areas, accounting for the local wind climate and the influence of the surrounding built environment. The assessment has comprised the following scenario:

- A three-dimensional model of the proposed development and surrounding context within approximately a 800 m radius has been created for the CFD assessment.
- Representative wind directions and wind speeds were selected using long-term wind records from Dublin Airport Weather Station, taking account of the local terrain context.
- CFD simulations were carried out for the proposed development to predict wind speeds and flow patterns at pedestrian level (1.8 m above ground).

- Results were combined with wind frequency data to generate a Lawson comfort and distress map for the site and its immediate surroundings.
- Key receptor locations, including amenity areas, pedestrian routes, entrances and boundary locations, were reviewed to confirm suitability for intended use.
- The need for mitigation was considered as part of the assessment, and no additional wind mitigation measures were identified for the proposed scheme.

The significance of on-site locations is defined by comparing predicted comfort and safety levels with the intended pedestrian activity at each location, using the Lawson criteria.

The significance of off-site locations is defined in the same way, focusing on adjacent streets and boundary areas where the development could influence pedestrian comfort.

17.2 Baseline Environment

A baseline wind climate for the wider area has been established using long-term meteorological records from Dublin Airport Weather Station. This baseline characterisation is used to define the frequency, speed and direction of winds relevant to pedestrian comfort assessment and to select the wind conditions assessed in the CFD model.

The baseline wind climate indicates that prevailing winds are predominantly westerly, with additional contributions from south-westerly and west-north-westerly directions. These prevailing directions were prioritised when selecting wind scenarios for the assessment.

17.3 Potential Impacts of the Proposed Development

The assessment indicates that wind conditions across the site, including key pedestrian routes, amenity areas and building entrances, are suitable for their intended uses. No areas are predicted to be unsafe under the Lawson distress criteria for the public, cyclists or frail persons. Wind conditions at nearby off-site locations along the site boundary are also expected to remain suitable, with localised calming effects in some areas. On this basis, ***wind mitigation measures are not required for the proposed development***.

17.4 Residual Impacts (Post-Mitigation)

Wind cannot be eliminated as it depends on weather conditions which vary over time. The assessment therefore considers both typical mean winds and rarer peak conditions when evaluating comfort and safety.

Occasional gusts and storms can still occur. However, the results indicate that the proposed development maintains acceptable pedestrian comfort and safety across the assessed receptor locations.

Having considered the above, no further changes to the development design or additional wind mitigation measures are proposed, as the development maintains pedestrian comfort and safety in accordance with the Lawson criteria.

17.5 Cumulative Impacts

The cumulative impact assessment considers the proposed development in combination with any relevant permitted or approved future developments within the defined study area. As noted above, an 800 m radius from the estimated centre of the site has been adopted in this assessment to provide a comprehensive representation of the surrounding built environment. Within this study area, no relevant cumulative developments have been identified that would influence local wind conditions in combination with the proposed development. Therefore, no cumulative wind microclimate impact is predicted. The assessment already takes account of the influence of the existing surrounding buildings and off-site receptors, and therefore the current surrounding environment is inherently considered within the study.

18 Traffic and Transportation

18.1 Introduction

Transport Insights has been appointed by the Applicant to prepare a Traffic and Transport Assessment (TTA) and EIAR Traffic & Transport Chapter in relation to a proposed residential development at Mooretown, Swords, Co. Dublin. The Proposed Development comprises 360 no. residential units with associated access, crèche, outdoor amenities, car parking, and cycle parking facilities.

This note provides a Non-Technical Summary (NTS) for the above assessment.

18.2 Traffic Characteristics of the Proposed Development

18.2.1 Site Access

Vehicular access to the Proposed Development shall be taken from the Phase 1 access road. This access road provides access to the R125 to the north and the Mooretown Western Distributor Road to the east (via the School Access Road). Three new vehicular access points are proposed on the southern side of the access road to enable access to the southern and northeastern parts of Phase 2.

The Phase 1 access road is a single carriageway local road and includes pedestrian and cyclist facilities on both sides of the carriageway. On-street parking is also available on the Phase 1 access road.

18.2.2 Traffic Characteristics of the Proposed Development

The overall Proposed Development comprises 360 no. residential units including:

- 305 no. houses including 2, 3 and 4-bed houses;
- 35 no. apartments including 1, 2 and 3-bed apartments; and
- 20 no. Duplexes Apartments.

The proposed residential units will be accompanied by associated pedestrian, cycle, and car circulation and parking facilities as well as various open space and recreational areas. Furthermore, the mobility needs of the development's future residents will also be supported by a comprehensive and tailored package of measures aimed at enabling and promoting use of sustainable transport modes, and facilitating them in living low-car owning and car-free lifestyles – such measures are set out in the framework Residential Travel Plan.

18.2.3 Construction Phase Traffic Impact

No significant traffic related construction phase impacts are anticipated.

It is estimated that 20 no. (two-way) contractor staff vehicle trips and 2 no. (two-way) light goods vehicle (LGV) trips would occur during weekday peak hours. In terms of heavy goods vehicles (HGV) trips, a peak of 30 no. (two-way) trips are expected for the first 2 to 3 months and would decrease to 7-9 HGV trips on a weekday. Given the temporary nature of the construction related traffic, the impact of the estimated construction traffic is expected to be minimal.

Construction traffic activity is expected to take place between 07:00hrs and 19:00hrs, Monday to Friday and between 08:00hrs and 14:00hrs on Saturday. No construction traffic activity on Sundays or Bank Holidays. Construction related traffic will access/ egress the site from the Phase 1 Access Road and R125 junction.

18.3 Operational Phase Traffic Impact

18.3.1 Impact Assessment Overview

In line with national best practice, the potential impact of the development traffic has been analysed for future years - the Year of Opening (YoO) 2028, YoO+5 (2033) and YoO+15 (2043). Three scenarios were created: a Do Nothing, a Do Minimum and a Do Something. The three scenarios enable the development of the analysis for the future years and ensure potential future background traffic growth and traffic flows from the permitted and committed developments are captured.

The Do-Nothing scenario establishes the background traffic volumes at the surveyed junctions in the YoO, YoO+5 and YoO+15. No Proposed Development is assumed in this scenario.

The Do Minimum scenario considered the additional traffic associated with relevant permitted and committed development in the vicinity of the development site. This has included the permitted Mooretown Phase 1 development (i.e. 274 no. units), the committed residential developments to the west and north of the site along the Western Distributor Road and the primary school to the west of the site. The traffic forecast to be generated by these developments has been added to the Do-Nothing flows to obtain the Do-Minimum flows.

The Do-Something considered the traffic generation of the Proposed Development. The DS scenario has been defined as including the DM traffic and the Proposed Development traffic.

18.3.2 Detailed Assessment

The impact analysis shows that the percent impact of critical junctions on the surrounding local road network such as Junction 3 (Northern Site Access) and Junction 4 (East of Site Access) will be where the highest impacts are found, which would reflect the distribution of the majority of the development traffic travelling in this general direction. The majority of junctions arms have an impact percentage of less than 3%. The predicted percentage impact is expected to be ***low to moderate*** across the local road network. The R125 Rathbeale Road arm of junction 4 has the largest percentage impact of 7.79%, it is the only arm outside of the site access junction that is greater than 3% impact.

18.4 Mitigation Measures

As part of the construction phase, the following mitigation is proposed:

- mitigate likely construction traffic effects on nearby local roads by routing construction traffic along the regional and national road network, where possible;
- construction traffic movements will be scheduled to avoid school pick-up and drop-off times in order to minimise potential conflicts with school-related pedestrian and vehicular activity;
- avoid conflict between construction traffic activities and general traffic/ pedestrians/ cyclists in the general vicinity of the site; and

- set out appropriate construction staff car parking arrangements so as to avoid overspill car parking on the local road network and resulting potential for traffic hazards.

As part of the operational phase, several mitigation measures are proposed, including promotion of active travel and development of active travel infrastructure in accordance with measures outlined within the Residential Travel Plan prepared in support of the Proposed Development. A commitment to undertake regular travel surveys as required has also been made by the Applicants.

Provision of a moderate quantum of car parking, which shall strike a balance between avoiding overspill parking onto the local road network, whilst also avoiding an overprovision of parking which could lead to dominance of car use within the development. This is in accordance with Sustainable Residential Developments and Compact Settlements, Guidelines for Planning Authorities, 2024 and the Fingal County Development Plan 2023-2029.

18.5 Residual Impacts

The predicted residual impact in terms of traffic and transportation from the construction phase of the Proposed Development is expected to be incremental and temporary and therefore not significant. During the operational phases, the Proposed Development would generate a marginal increase in traffic on the adjoining road network however the impact is not considered significant.

19 Material Assets - Waste

AWN Consulting undertook the waste management assessment. The receiving environment is largely defined by Fingal County Council (FCC) as the local authority responsible for setting and administering waste management activities in the area through regional and local area plan specific policies and regulations.

There will be waste materials generated from site clearance works, excavations, construction of the new development and from the operation of the new development.

19.1 Potential Impacts and Mitigation Measures of the Proposed Development

19.1.1 Construction Phase

During the construction phase the mismanagement of waste, including the inadequate storage of waste, inadequate handling of hazardous waste, the use of inappropriate or insufficient segregation techniques, and the use of non-permitted waste contractors, would likely lead to negative impacts such as waste unnecessarily being diverted to landfill, litter pollution which may lead to vermin, runoff pollution from waste, fly tipping and illegal dumping of waste. In the absence of mitigation, the effect on the local and regional environment is likely to be **short-term, significant** and **negative**.

19.2 Residual Effect of the Proposed Development

19.2.1 Construction Phase

During the construction phase, typical construction waste materials will be generated which will be source segregated on-site into appropriate skips/containers, within designated waste storage areas and removed from site by suitably permitted waste contractors as required, to authorised waste facilities, by appropriately licensed waste contractors. While the accurate keeping of waste records will be undertaken. All waste leaving the site will be recorded and copies of relevant documentation maintained.

This will all be overseen by the main contractor, who will appoint a construction phase Resource Manager to ensure effective management of waste during the excavation and construction works. All construction staff will be provided with training regarding the waste management procedures on site.

A carefully planned approach to waste management and adherence to the site-specific Resource and Waste Management Plan (**Appendix 19.1**) and Chapter 19 during the construction phase, this will ensure that the effect on the environment will be ***short-term, neutral*** and ***imperceptible***.

19.2.2 Operational Phase

During the operational phase, waste will be generated by the commercial tenant and residents. Dedicated waste storage areas (WSA) have been allocated for development for use by the tenants and residents. The WSAs have been appropriately sized to accommodate the estimated waste arisings from the development. The WSAs have been allocated to ensure a convenient and efficient management strategy with source segregation a priority. Waste will be collected from staging/collections points,

adjacent to the curtilage, by permitted waste contractors and removed off-site for re-use, recycling, recovery and/or disposal.

An Operational Waste Management Plan has been prepared and included as part of this submission as Appendix 19.2. This OWMP provides a strategy for segregation (at source), storage and collection of wastes generated within the development during the operational phase including dry mixed recyclables, organic waste, glass, mixed non-recyclables, garden/green waste, batteries, waste electrical equipment, printer cartridges, chemicals, lightbulbs, textiles, cooking oil, furniture and abandoned bicycles.

Provided the mitigation measures outlined in Chapter 19 are implemented and a high rate of reuse, recycling and recovery is achieved, the predicted effect of the operational phase on the environment will be *long-term, neutral* and *imperceptible.*

19.3 Cumulative Impact of the Proposed Development

19.3.1 Construction Phase

There are existing residential and commercial developments close by, along with the multiple permissions remaining in place in the area. In a worst-case scenario, multiple developments in the area could be developed concurrently or overlap in the construction phase. Due to the high number of waste contractors in the FCC region, as provided from the National Waste Collection Permit Office and the EPA, there would be sufficient contractors available to handle waste generated from a large number of these sites simultaneously, if required. Similar waste materials would be generated by all of the developments.

Other developments in the area will be required to manage waste in compliance with national and local legislation, policies and plans which will mitigate against any potential cumulative effects associated with waste generation and waste management. As such the cumulative effect will be *short-term, not significant* and *neutral.*

19.3.2 Operational Phase

There are existing residential and commercial developments close by, along with the multiple permissions remaining in place. All of the current and potential developments will generate similar waste types during their operational phases. Authorised waste contractors will be required to collect waste materials segregated, at a minimum, into recyclables, organic waste and non-recyclables. An increased density of development in the area is likely improve the efficiencies of waste collections in the area.

Other developments in the area will be required to manage waste in compliance with national and local legislation, policies and plans which will mitigate any potential cumulative impacts associated with waste generation and waste management. As such the cumulative effect will be a *long-term, imperceptible* and *neutral.*

20 Material Assets - Services

20.1 Introduction

The full assessment of Material Assets: Built Services is contained within Chapter 20 of the EIAR. This NTS provides a summary of the issues and impacts relating to the material assets of surface water drainage, foul water drainage, water supply and utilities in respect of the subject lands.

20.2 Surface Water Drainage

Existing: The existing site is divided by existing drainage ditches which flow from the east and west into the site before combining within Phase 1 to flow north under Rathbeale Road and through Rathbeale Archaeological Park to discharge into the Broadmeadow River. This site is steeply graded and generally falls from highpoints of 40m in the south-west to low points of 24m to the north. The existing drainage ditches form isolated low points within the site. Infiltration characteristics are poor throughout the site.

Proposed: Surface Water runoff from the proposed development will be designed in accordance with the requirements of the Greater Dublin Strategic Drainage Study (GDSDS), CIRIA SuDS Guide and the requirements of the Fingal County Council. A 20% climate change factor and a 10% urban creep factor will be applied to the design of the surface water network.

The surface water network layout, typical details and relevant drawings are shown in the following drawings:

- Proposed Storm and Foul Drainage – General layout (300001)
- Proposed Storm and Foul Drainage – Sheet 1 of 3 (300002)
- Proposed Storm and Foul Drainage – Sheet 2 of 3 (300003)
- Proposed Storm and Foul Drainage – Sheet 3 of 3 (300004)
- Catchment Areas Pre Development (300201)
- Catchment Areas Post Development (300202)
- Exceedance Flood Route (300301)
- Drainage and Site Details – Sheet 1 of 4 (400001)
- Drainage and Site Details – Sheet 1 of 4 (400002)
- Drainage and Site Details – Sheet 1 of 4 (400003)

Surface water from the proposed development will be managed through a SuDS-led drainage strategy designed to control runoff, provide attenuation and improve water quality before discharging into the public network. The existing site is divided by existing drainage ditches which flow from the east and west into the site before combining within Phase 1 to flow north under Rathbeale Road and through Rathbeale Archaeological Park to discharge into the Broadmeadow River.

Runoff from roofs, roads and paved areas will be collected and directed to a series of attenuation features, where discharge rates will be limited using hydrobrake flow controls so that outflows do not exceed the calculated greenfield runoff rate. Treatment of runoff will be achieved through SuDS components such as permeable paving, swales, a detention basin and oil/petrol interceptors, ensuring sediments and hydrocarbons are removed before the water enters the public network.

An overflow path has also been incorporated into the design so that, during exceedance rainfall events, any excess surface water will naturally route towards designated public open spaces, avoiding uncontrolled flows and minimising flood risk within the built areas of the scheme.

Possible negative effects, such as localised flooding or polluted runoff entering the drainage network, have been addressed through the layout and design of the system. Attenuation storage, controlled discharge, and SuDS treatment features ensure that runoff is both limited and cleaned before release, providing a robust and environmentally responsible surface water solution for the development.

20.3 Wastewater Drainage

The layout of the proposed wastewater drainage network for the development, along with the typical construction details, is shown on the following drawings:

- Proposed Storm and Foul Drainage – General layout (300001)
- Proposed Storm and Foul Drainage – Sheet 1 of 3 (300002)
- Proposed Storm and Foul Drainage – Sheet 2 of 3 (300003)
- Proposed Storm and Foul Drainage – Sheet 3 of 3 (300004)
- Drainage and Site Details – Sheet 1 of 4 (400001)
- Drainage and Site Details – Sheet 1 of 4 (400002)
- Drainage and Site Details – Sheet 1 of 4 (400003)

The proposed foul water drainage network is to be fully integrated into the network currently under construction as part of the Phase 1 works. Capacity has been included in this network for this purpose.

Uisce Éireann have been engaged as part of the design process to confirm foul drainage arrangements for the proposed development. Area A will be connected to the on-site pump station, which has already been approved by Irish Water under reference CDS2400952001. with its design considering the additional 53 no. units proposed as part of this application. This pump station is currently under construction as part of the Phase 1 works. However, a foul gravity pipe bridge is required to facilitate this connection, and it will be submitted for approval to Uisce Éireann.

Areas B and C will be connected into the spurs left in Phase 1 of the development, where the design also accounted for the foul loading generated by the Phase 2 units. A Pre-Connection Enquiry was submitted on 2nd May 2025 under reference CDS25003155, and a Confirmation of Feasibility has been received.

Construction of the foul network will involve standard trench excavations and will be carried out in accordance with the Uisce Éireann Codes of Practice. Confirmation of Feasibility and Statement of Design Acceptance are included in Appendix C of the Infrastructure Report.

All pipes, manholes and fittings will be subject to inspection, pressure testing and CCTV surveys as part of the quality assurance process before connection to the public network. All wastewater designs will be fully vetted by Uisce Éireann prior to receiving an offer to connect to their existing network.

20.4 Watermain

The proposed water supply network is to be integrated into the Phase 1 network which is currently under construction. Provision has been made for this through the construction of 150mm diameter connection spurs within the Phase 1 network for supply to the subject site.

- Proposed Watermain – General Layout (300005)
- Proposed Watermain– Sheet 1 of 3 (300006)
- Proposed Watermain – Sheet 2 of 3 (300007)
- Proposed Watermain – Sheet 3 of 3 (300008)

Bulk metering will be provided at each site connection in accordance with Uisce Éireann requirements.

Confirmation of Feasibility and Statement of Design Acceptance are included in Appendix C of the Infrastructure Report.

20.5 Electricity Supply

Initial discussions have taken place with the ESB regarding existing infrastructure in the locality and existing overhead cables will be undergrounded. The preliminary loading for the site is estimated to be in the region of 2100 kVA. (This is subject to change dependent on final renewable considerations etc.) Preliminary design estimates would indicate an MV substation, and 4 no. additional unit sub stations will be required.

20.6 Telecoms

The Applicant has engaged with the telecoms services providers and reviewed existing as-installed network layouts. With regard to the existing as-installed layouts and infrastructure, the telecoms services are sufficient to cater for the Proposed Development. Official confirmation and connection to the area network systems will be provided and supplied by the service providers upon submittal of official applications, post planning approval.

It is proposed that telecoms services for the site are provided via SIRO network.

20.7 Gas

No gas connection is proposed for the development, and there is no existing gas infrastructure in the vicinity of the site. As no works are required to facilitate gas supply, no impacts are envisaged on the local gas network during either the construction or operational phases.

21 Interactions

This chapter of the Environmental Impact Assessment Report provides an overview of the key interactions identified and addressed in the foregoing chapters of the report.

It is a requirement of the EIA Directive that, not only are the impacts in respect of the individual specialist topics (hydrology, biodiversity, air quality and climate, etc.) to be addressed in the Environmental Impact Assessment Report, but so too must the interactions and inter-relationships between these topics be addressed. As stated in the Environmental Protection Agency's 2022 Guidelines on the information to be contained in Environmental Impact Assessment Reports:

> *"The interactions between effects on different environmental factors should be addressed as relevant throughout the EIAR. For example, where it is established in the Hydrology section that there will be an increase in suspended solids in discharged surface waters during construction, then the Biodiversity section should assess the effect of that on sensitive aquatic receptors. […] It is general practice to include a matrix to show where interactions between effects on different factors have been addressed. […] This is typically accompanied by text describing the interactions." (Section 3, p. 56).*

A matrix of interactions is provided in Table 21.1, below, summarising where effects / impacts in relation to one topic (the source) have been found to directly or indirectly result in effects / impacts in relation to another topic (the receptor).

The relevant consultants have liaised with each other and members of the design team, where necessary, to address potential impacts arising as result of interactions between one or more environmental topics or media. Where necessary, corresponding mitigation measures have been prescribed.

Table 21.1 Interactions matrix

Source \ Receptor	Population & Human Health	Biodiversity	Land, Soils, Geology	Hydrology & Hydrogeology	Air Quality	Climate	Noise & Vibration	Landscape & Visual	Cultural Heritage & Archaeology	Microclimate – Daylight & Sunlight	Microclimate - Wind	Traffic & Transportation	Material Assets - Waste	Material Assets - Services
Population & Human Health					✓		✓	✓	✓	✓	✓	✓	✓	✓
Biodiversity			✓	✓	✓			✓						
Land, Soils, Geology	✓	✓		✓	✓							✓	✓	
Hydrology & Hydrogeology		✓	✓		✓	✓			✓				✓	
Air Quality	✓	✓	✓			✓						✓		
Climate			✓		✓							✓	✓	
Noise & Vibration	✓	✓										✓		
Landscape & Visual	✓	✓							✓					
Cultural Heritage, Archaeology & Architectural Heritage	✓			✓				✓						
Microclimate – Daylight & Sunlight	✓													
Microclimate – Wind	✓													
Traffic & Transportation	✓	✓	✓	✓	✓	✓	✓	✓					✓	

Source \ Receptor	Population & Human Health	Biodiversity	Land, Soils, Geology	Hydrology & Hydrogeology	Air Quality	Climate	Noise & Vibration	Landscape & Visual	Cultural Heritage & Archaeology	Microclimate – Daylight & Sunlight	Microclimate - Wind	Traffic & Transportation	Material Assets - Waste	Material Assets - Services
Material Assets – Waste	✓	✓	✓	✓		✓						✓		
Material Assets - Services	✓		✓	✓										
Material Assets – Waste	✓	✓	✓	✓		✓						✓		

22 Cumulative Impacts

Annex III (3)(g) of the EIA Directive requires the EIAR to include the potential for significant cumulative effects of projects on the environment and it states to include "*the cumulation of the impact with the impact of other existing and/or approved projects*." Annex IV (5)(e) of the EIA Directive states that EIAR should include "*the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources*."

The European Commission *Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions* (1999) define cumulative impacts as "*Impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project"* (p. iii).

Similarly, the EPA guidelines define cumulative effects as *"The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects"* (Section 3, p. 52). The EPA guidelines further state that:

> *"While a single activity may itself result in a minor impact, it may, when combined with other impacts* (*minor or insignificant*)*, result in a cumulative impact that is collectively significant. For example, effects on traffic due to an individual industrial project may be acceptable; however, it may be necessary to assess the cumulative effects taking account of traffic generated by other permitted or planned projects. It can also be prudent to have regard to the likely future environmental loadings arising from the development of zoned lands in the immediate environs of the proposed project."* (Section 3, p. 54)

Cumulative impacts have been assessed by taking account of the baseline environment and the predicted impacts of the construction and operation of the Proposed Development in combination with those of other existing and / or permitted projects in the zone of influence relevant to individual environmental factors.

Therefore, each of the specialist contributors to this EIAR have considered the potential for cumulative impacts to arise, with particular reference to the projects listed in this Chapter.

This EIAR has considered three categories of potential cumulative plans / projects for the Proposed Development based on the following:

- Existing or commenced projects with a valid planning permission within the vicinity of the Proposed Development that have the potential for significant cumulative effects with the Proposed Development;
- Approved projects with a valid planning permission that have not commenced construction but with potential for significant cumulative effects with the Proposed Development; and
- Proposed projects that do not have planning permission but have the potential for significant cumulative effects with the Proposed Development.

A search for other developments that may have the potential to result in cumulative impacts with the Proposed Development was carried out, and a list of key developments for consideration was developed (Table 22.1). In identifying these developments, the following principal sources were consulted (as of July 2024):

- Fingal City Council planning portal;

- Fingal City Council weekly lists of applications received;
- An Coimisiún Pleanála (ACP) website;
- Department of Housing, Local Government and Heritage EIA Portal;
- Fingal Development Plan 2023-2029.

It is noted that the list of developments in this Chapter is non-exhaustive. There are a wide variety of other applications and permissions in the area. However, minor developments, such as one-off housing, erection of signage and other minor structures and extensions, have been excluded due to the absence of potential for significant cumulative impacts. Lapsed and refused permissions have also been excluded.

For topic-specific assessments of the potential for cumulative impacts, please refer to the foregoing specialist EIAR chapters. Assuming the full and proper implementation of the mitigation measures set out in this EIAR, it has been assessed within those specialist chapters that no significant negative cumulative impacts are likely to arise during the construction or operational phases of the Proposed Development

Table 22.1 Developments to which regard has been had in the assessment of potential cumulative impacts.

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
Permitted or Proposed Developments					
FCC Ref. LADP/002/24	Fingal County Council (Architects Department)	Rathbeale Road, Mooretown, Swords, Co. Dublin	**Mooretown Phase 1 Residential Development** FCC Architects Department applied for permission on 31st May 2024 for a Local Authority own housing development under Section 179A of the Planning and Development Act 2000, as amended. The Proposed Development comprises the construction of 247 no. residential units (187 no. houses and 87 no. duplex/apartments, 2-5 no. storeys) with a mix of 1–4 bed homes. It includes extensive landscaping with c.18,065 sq.m of open space, eight pocket parks, and new pedestrian and cycle links. Provision is made for 415 no. car parking spaces and 1,143 no. bicycle spaces, alongside comprehensive site and infrastructural works, including drainage, SuDS measures, PV panels, utilities, and all associated landscaping and services.	Granted Permission (by FCC during monthly council meeting) Link to FCC meeting. 13/05/2024 Under construction	EIA Screening, AA Screening
FCC Ref. LRD0067/S3E	Glenveagh Homes Limited	Townland of Mooretown, Co. Dublin. Two sites - the larger of the sites (5.50 Ha, to the north) is generally bound by: Cronan's Well.	**Amendment to Permitted Phase 2A and Phase 3 Residential Development in Mooretown** Glenveagh Homes Ltd. applied for permission on 3rd November 2025 for a LRD, including permission for amendments to previously permitted developments (FCC Reg. Ref. F23A/0504 (also known as Mooretown Phase 2A) and ABP Ref. 313362-22 (a 'Strategic Housing Development' (SHD), known as both Mooretown Phase 3 and the Mooretown SHD), at these 2 no. sites totalling c. 6.34 Ha in the townland of Mooretown, north-west of Swords, Co. Dublin.	Granted Permission by FCC with 36 Conditions 11/02/2026	EIA Screening, AA Screening

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			Amendments to Phase 2A include the omission of 3 no. residential units (all 4-bed), the partial realignment of the permitted Cronan's Well Road; and alterations to car parking and landscaping. Amendments to Phase 3 include the omission of 196 no. residential units (43 no. 1-bed, 120 no. 2-bed and 33 no. 3-bed), comprising 8 no. houses and 188 no. apartments; and alterations to the internal road network, car parking, crèche drop-off spaces, open space and landscaping. Permission is also sought for a mixed-use development with a gross floor area of 34,055.2 sq.m and ranging in height from 1 no. to 5 no. storeys that principally comprises: 381 no. residential dwellings (89 no. 1-bed, 198 no. 2-bed, 88 no. 3-bed and 6 no. 4-bed) (29,704.9 sq.m), of which 156 no. are houses (84 no. 2-bed, 66 no. 3-bed and 6 no. 4-bed) and 225 no. are apartment units (89 no. 1-bed, 114 no. 2-bed and 22 no. 3-bed) (including triplex typologies); 2 no. commercial units (totalling 257.6 sq.m); and a childcare facility (494.2 sq.m). Permission is also sought for: internal road, cycle and footpath network; modifications to existing road, junction and car parking arrangements at Main Street, including omission of 2 no. crèche drop-off spaces (permitted as part of the Mooretown Phase 3 development), removal of an existing car parking zone and removal/relocation of 3 no. junctions at Main Street; 500 no. car parking spaces; 23 no. motorcycle parking spaces; cycle parking stores and spaces; hard and soft landscaping, including public open space, communal amenity space and incidental open space; private amenity space as gardens, and balconies and terraces facing all directions; public lighting; bin stores; plant rooms; rooftop PV panels, plant and lift overruns; green roofs; 4 no. sub-stations; and all associated works above and below ground.		

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
FCC Ref. F25A/0585E	Glenveagh Homes Limited	3 No. sites in the townlands of Oldtown and Rathbeal, north-west of Swords, County Dublin.	**Development of Oldtown Phases 2A, 2B and 2C.** A proposed residential development at these 3 No. sites with a combined site area of 1.2 Ha in the townlands of Oldtown and Rathbeal, north-west of Swords, County Dublin. The sites are identified as the remaining, undeveloped portions of the larger plots known as Oldtown Phases 2A, 2B and 2C. As part of the application, permission is also sought for amendments to the public open space permitted under Reg. Ref. F23A/0676 at Oldtown Phase 2C.	Granted Permission by FCC with 28 Conditions 22/01/2026 Under Construction	EIA Screening, AA Screening
FCC Ref. SHD/012/21 ACP Ref. ABP-313362	Gerard Gannon Properties	Lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola site, Swords, Co. Dublin	**Mooretown SHD along Rathbeale Road** Gerard Gannon Properties applied to the Bord for a SHD consisting of 650 no. units (265 no. houses and 385 no. apartments), a crèche facility and associated site works.	Granted Permission by ACP with 31 Conditions 31/03/2023 Under Construction	EIAR, NIS
FCC Ref. SHD/004/20 ACP Ref. ACP-313302	Gerard Gannon Properties	Lands to the north of Rathbeale Road and to the west of and north of Miller's Avenue and Glen Ellan Road, Oldtown, Swords, Co. Dublin.	**Oldtown Strategic Housing Development** Removal of the temporary site structures, construction of a total of 377 no. residential units (173 no. houses, 204 no. apartments), crèche and associated site works.	Granted Permission (by ACP with 32 Conditions. 22/02/2023 Under Construction	AA Screening, NIS. Winter Bird Surveys
FCC Ref. F23A/0504	Gerard Gannon Properties	Lands south of Rathbeale Road and to the North of Main Street and to the East of, Mooretown Distributor Road (Western Distributor	**Residential Development in Mooretown along Rathbeale Road** Permission for a residential development was applied for on 24th August 2023. The Proposed Development will comprise the construction of 96	Granted Permission by FCC with 25 Conditions 11/06/2024 Under Construction	EIAR, NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
		Link Road), Mooretown, Swords, Co. Dublin.	no. residential units including 46 no. houses and 50 no. duplex units (25 no. apartment units and 25 no. duplex 'house' units) comprising 25 no. 1-bed units, 55 no. 3-bed units and 16 no. 4-bed units. A total of 128 no. car parking spaces is proposed and 326 no. bicycle spaces located within external bike stores, landscaping, boundary treatments, public lighting, future pedestrian access to adjoining school lands and all associated site infrastructure are proposed.		
FCC Ref. F23A/0676	Gerard Gannon Properties	Lands to the south of Glen Ellan Road, to the east of Miller's Avenue, north of Rathbeale Road, Oldtown, Swords, Co. Dublin	**Permission to Complete Residential Development** The Proposed Development will comprise the construction of 23 no. 3-bed, 2- storey houses and 1 no. 2- storey crèche as previously permitted under F11A/0473, F19A/0101 (ABP Reg. Ref. 307003-20), F11A/0473/E1 and F11A/0473/E2.	Permission Granted by FCC with 24 Conditions 19/03/2024 Under Construction	N/A
FCC Ref. F15A/0183/E2	Gerard Gannon Properties	Lands South of the Rathbeale Road, Mooretown, Swords, Co. Dublin.	**Extension of Duration for Watermill Park/Phase 1C of Mooretown Development** The proposed permission was registered on 1st November 2023 for extension of duration to construct 190 no. houses (72 no. 4-bedroom 2-storey houses, 15 no. 3-bedroom 3-storey houses and 103 no. 3-bedroom 2-storey houses and 60 no. apartments 4 no. blocks of 15 no. apartments each (with 4 no. 1-bedroom apartments and 11 no. 2-bedroom apartments in 3-storey plus penthouse.) The development includes all associated site works and infrastructure which includes landscaped open space, internal roads, paths, cycle-paths, public lighting, utilities, drainage and surface water attenuation.	Granted Permission by FCC for the Extension of Duration with 3 Conditions 08/12/2023 Under Construction.	EIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
FCC Ref. F18A/0701/E1	Gerard Gannon Properties	Lands south of the Rathbeale Road, and east of the Swords Western Distributor Link Road, and north of Watermill Park, Mooretown, Swords, Co Dublin	**Extension of the Duration for Permission (Mooretown Phase 1A)** The permission includes omission of 43 no. houses and 15 no. apartments (58 units in total) and the constructions of 39 no. houses and 60 no. apartments (99 no. units in total), a crèche of c. 352 no. sq.m and 153 no. car parking spaces. This application is referred to as Phase 1A and is the of 3 no. planning applications to revise the parent permission F15A/0183. Planning permission originally granted under F18A/0701 will cease to have effect on 7th August 2024 and an extension is south until 7th August 2026. It is noted that construction on the apartments could not proceed with construction due to funding issues.	Granted Permission by FCC for the Extension of Duration with 3 Conditions 08/12/2023	N/A
FCC Ref. LRD0080/S3E	Cairn Homes Properties Limited	Estuary West Lands at Holybanks, Swords, Co. Dublin	**Amendment to Permitted LRD at Holybanks, Swords** The Proposed Development is an amendment to the permitted development FCC Reg. Ref.: LRD0018/S3E. The amendments will consist of changes to 1. the locations and dimensions of the permitted ESB substations and bin and bicycle stores including the relocation of some bicycle storage space into the ground floor of block 10; 2. Condition 5; and 3. Condition 23 Permission is also sought for all associated works to accommodate the proposed changes.	Permission Granted by FCC with 4 Conditions 12/02/2026 Awaiting Construction	Ecology Note

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			The remainder of the permitted development, including accesses, site services, and all other works will be delivered as permitted under FCC Reg. Ref.: LRD0018/S3E.		
FCC Ref. LRD0018/S3E ACP Ref. ACP-323029	Cairn Homes Properties Limited	Estuary West Lands at Holybanks, Swords, Co. Dublin	**Large Residential Development at Holybanks, Swords** Large-Scale Residential Development at this c.13.57 ha (gross) site located within the Estuary West Lands at Holybanks, Swords, Co. Dublin. The main development site is bounded by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, the former Celestica factory site to the east and the Broadmeadow River to the north. Junction and road improvement works are proposed to the Glen Ellan Road / Balheary Road junction and the R132 Dublin Road / R125 Seatown West Roundabout. The Proposed Development will consist of a residential scheme of 640 no. units (219 no. 1-bed units, 281 no. 2-bed units, 119 no. 3-bed units and 21 no. 4-bed units) along with childcare facility (c.537 sq.m in proposed Block 11).	Appeal lodged to ACP 14/07/2025 Appeal to ACP withdrawn 29/09/2025 Permission Granted by FCC with 43 Conditions 09/10/2025	EIA, NIS
FCC Ref. F25A/1120E ACP Ref ACP-500881	Kavco Estuary Project Ltd.	The Estuary, Townparks, North Street, Swords, Co. Dublin, K67 E840	**The Estuary Residential Development** Planning permission is sought for: i) Demolition of the existing two-storey public house known as 'The Estuary'; ii) The construction of a part four-, part five-storey flat-roofed mixed-use building, comprising 39 no. apartments (25 no. 1-bed and 14 no. 2-bed units) arranged over ground to fourth floor levels, with the fourth floor set back from Balheary Road and North Street;	Permission Refused by FCC with 5 Conditions 04/02/2026 Appeal lodged with ACP 02/03/2026 Awaiting ACP decision	AA Screening, SSRA

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			iii) Provision of 1 no. ground-floor commercial/retail unit fronting Balheary Road; iv) All apartments will have direct access to an area of private amenity space in the form of a balcony/terrace and will have shared access to communal amenity space including a landscaped ground-level courtyard and a roof-level communal amenity garden; v) Provision of 94 no. secure bicycle spaces and 8 no. cargo bike spaces within an internal store, and 20 no. visitor bicycle spaces proposed within the courtyard at ground floor level; (vi) Provision of refuse storage, plant rooms and ESB substation at ground floor level; (vii) All ancillary works including landscaping, boundary treatments, SuDS drainage (including blue green roofs), and all associated site services, site infrastructure and associated site development works necessary to facilitate the development.		
FCC Ref. F24A/1125E ACP Ref. ACP-233489	Rathbeale Developments Limited	Lands at the junction of Rathbeale Road and Watery Lane, Swords, Co. Dublin	**Residential Development at the junction of Rathbeale Road and Watery Lane, Swords** Planning permission is sought for the (i) demolition of vacant/derelict single-storey shed; (ii) construction of a residential development of 36 no. apartments (16 no. one bedroom and 20 no. two-bedroom) within 2 no. apartment blocks (Block 1 of four-storey height, with set-back fifth floor level and roof terrace, and containing 27 no. apartments and Block 2 of three-storey height and containing 9 no. apartments); (iii) all apartments will have direct access to an area of private amenity space, in the form of a garden/balcony and will have shared access to 322sq.m of external communal amenity space at ground/roof terrace levels and	Permission Refused by FCC 29/07/2025 Permission Granted by ACP with 22 Conditions 23/12/2025 Awaiting Construction	NIS, EcIA, Bat Survey, Tree Survey

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			bin store/bicycle stores at ground floor level; (iv) provision of 14 no. vehicular parking spaces (inclusive of 1 no. accessible spaces) and 2 no. motorcycle parking spaces at ground level accessible via Watery Lane; and (v) all ancillary works including tree removal/planting, landscaping, boundary treatments, visitor bicycle parking, SuDS drainage and all site services, site infrastructure and associated site development works necessary to facilitate the development.		
FCC Ref. YA06F.304624	Fingal County Council	Malahide Demesne, Kilcrea, Newbridge Demesne, Donabate, Fingal, County Dublin	**Broadmeadow Way - Greenway between Malahide Demesne and Newbridge Demesne** The greenway would travel along a linear site extending c. 6km in length between Malahide Castle and Newbridge House and their surrounding parklands. The site travels through various landscapes including demesne landscapes and parklands, estuarine/coastal landscape (foreshore), rural/agricultural lands and urban and residential environments. It commences at Malahide Demesne, then travels along the northern side of the R106 regional road, through a residential laneway (O'Hanlon's Lane) and onto Bissets Strand. At that point it rises to the same level as the Dublin to Belfast railway embankment and crosses Malahide Estuary alongside the existing railway line. The site continues through agricultural lands at Kilcrea and crosses the River Pill at two locations. It continues onwards to Corballis road and then travels westwards through agricultural lands, after which it crosses the new Donabate Distributor Road (Phase 1). Thereafter it crosses Hearse Road and travels onwards to its finishing point at Newbridge Demesne.	Permission granted by ACP 19/05/2020. Under construction	EIAR; NIS
TA06F.306794	Elchoir Construction Limited	Lands adjacent to the existing residential development known as 'The	**Residential Development at Turvey Avenue** Elchoir Construction Limited lodged a SHD planning application to An Bord Pleanàla on 4th March 2020 at lands adjacent to the existing	Permission granted by ACP	EIA Screening; AA Screening

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
		Gallery', Turvey Walk, off Turvey Avenue, To the west of Donabate Train Station, Donabate, Co. Dublin	residential development known as 'The Gallery', Turvey Walk, off Turvey Avenue, to the west of Donabate Train Station, Donabate, Co. Dublin. The development consists of 144 no. apartments and 1 no. retail unit in three blocks, all over a single basement. The site has a total area of 1.16ha with a density of 124 units per hectare and is 3-5 storeys in height over basement.	10/08/2020. Under construction	
F20A/0630	Drumargh Ltd	Lands at Turvey Walk, fronting Turvey Avenue, adjacent to Donabate Train Station, and the residential development of The Gallery, Donabate, Co Dublin	**Mixed-use Development at Turvey Walk** Permission for a mixed use (Retail convenience foodstore, 4 no. retail units and a café unit) development in 2 no. Blocks as follows: 1) Block 01: Two storey structure (with plant room at roof level) comprising 4no. retail units at ground floor level, internal ESB substation, car park at ground floor level, providing for car and bicycle parking spaces, and a licensed retail convenience foodstore at first floor level (1,187m²net floor area) including an off licence. 2) Block 02: Change of use of existing residential dwelling and provision of an extension to now provide for a single storey café unit. 3) Demolition of shed structure, removal of portacabin and construction of a public plaza development with landscaping, seating and bicycle parking to serve Block 2. 4) Utilisation of existing vehicular and pedestrian access with associated widening and improvements, including provision of a right hand turn on Turvey Avenue. 5) New internal access roundabout with associated landscaping. 6) Loading Bay. 7) Landscaping. 8) Boundary Treatments. 9) And all ancillary site and engineering works necessary to facilitate the development.	Permission granted by FCC 09/05/2021.	
FCC Ref.	Fingal County Council	Ballymastone, Donabate, Co. Dublin	**Ballymastone Recreational Hub** This multifunctional campus will provide for an extensive range of sporting and recreational activities as a shared public facility; these	Permission Granted by FCC	AA Screening; EIA Screening; SSFRA

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
PARTXI/004/21 (Part 8)			include a floodlit 8 no. lane all-weather athletics track surrounding a grass soccer sized pitch, a full sized all-weather GAA pitch which also provides for 2 no. all-weather soccer pitches with flood lighting, a combined playground and skate park, car / cycle parking, a 6m wide access road, extensive walking and cycling infrastructure, bleacher seating and extensive landscape planting .	14/09/2021 Under construction	
FCC Ref. PARTXI/002/22	Fingal County Council (Economic Enterprise Tourism and Cultural Development Department)	Adjacent to Fingal County Hall and Swords Castle - the road junction of North Street, Seatown Road, Bridge Street and Main Street, Swords	**Swords Cultural Quarter** (**SCQ**) The proposed creation of a Cultural Quarter, Swords Cultural Quarter (SCQ), within Swords Town centre, Co. Dublin, in proximity to Fingal County Hall and Swords Castle [a National Monument (No.340), Recorded Monument (RMP Ref. DU011-034001-) and Protected Structure (No.351)], with an overall site area of 15,751m2 (3.89 acres) comprising: the road junction of North Street, Seatown Road, Bridge Street and Main Street, Swords; Fingal County Council Executive car park (site area: 2,400m2) at the junction of North Street and Seatown Road; St. Michael's House, Seatown Road (site area: 542m2); Swords District Court House (a Protected Structure (RPS No.350); 4 no. terraced 2-storey commercial vacant properties at Units 1-4 No.20 North Street; Fingal County Hall external public space (site area: 1,881m2); vacant plots at No.'s 1 – 8, 10-13, 15 North Street adjacent to Swords Castle; a single storey commercial property at 17 North Street and Chamber House 17A North Street; single storey structure located on North Street (west side); and the existing side entrance area of Swords Park accessed from North Street, Swords. The site is located within the boundary of the Zone of Notification for the Historic Town of Swords RMP DU011-35.	Permission Granted by FCC 12/09/2022 Under Construction	EIA Screening, AA Screening, Ecology Survey
FCC Ref.	Fingal County Council	Woodside, Swords	**Part 8 – Woodside, Swords Social Housing**	Permission Granted by FCC	EcIA, AA Screening

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
PARTXI/006/24	(Architects Department)		34 social units proposed in Woodside Swords between Foxwood and Mountgorry, along Clifford's Lane.	10/03/2025 Awaiting Construction Due for Completion Q1 2027	
FCC Ref. PARTXI/006/22	Fingal County Council	Seatown Road, Swords, Co. Dublin.	**Stage 1B Seatown Rd** 36 No. apartments and associated site works.	Permission Granted by FCC 13/03/2023 Under Construction	EIA Screening, AA Screening
ACP Ref. ACP- 314253	Fingal County Council	Pinnock Hill, Fosterstown North, Swords, Co. Dublin	**Pinnock Hill SHD, Fosterstown, Swords** 7-year permission for 219 no. apartments, crèche and all associated site works.	Permission Granted by ACP with 26 Conditions 30/03/2023 Under Construction	EIAR, AA Screening
FCC Ref. LRD0025/S3E ACP Ref. ACP-321455	Bartra Propco No. 23 Limited	A site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin	**Mountgorry LRD, Malahide Rd, Swords** The Proposed Development will principally consist of: the construction of 123 No. residential units (55 No. one bed apartments and 68 No. two bed apartments). The development will be provided in a courtyard block arrangement ranging in height from part 4 No. to part 5 No. storeys. The Proposed Development has a gross floor area of c. 10,291 sq m.	Permission Refused by FCC 20/11/2024 Permission Granted by ACP Awaiting Construction	
FCC Ref. LRD0057/S3E	Golden Port Homes Limited	Lands at Forest Road, Swords, Co. Dublin	**Forest Road LRD, Swords** The Proposed Development will consist of a total of 109 no. residential units (42 no. duplex units; 41 no. apartments; 26 no. houses).	Permission Granted by FCC with 27 Conditions 12/12/2025 Awaiting construction	

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
FCC Ref. SHD/013/21 ACP Ref. ACP- 313223	Jacko Investments Limited	The Lord Mayor's Public House, Main Street, Swords, Co Dublin, K67 W8N4	**Lord Mayor SHD, Main Street Swords** Demolition of the existing buildings, construction of 146 no. apartments, crèche and associated site works.	Permission Granted by ACP 03/04/2023 Under Construction	EIAR, NIS
FCC Ref. LRD0039/S3 ACP Ref. ABP-320885-24	Glenveagh Living Limited	Lands at Ballymastone, Donabate, Co Dublin	**Ballymastone Phase 2** The development consists of the construction of a residential development, which represents Phase 2 of the wider development of the Ballymastone Lands (as identified in the Donabate Local Area Plan 2016 (as extended)), ranging in height from 2 to 6 storeys to accommodate 364 no. residential dwellings (including a mix of apartments, duplexes and houses), a foul pump station and public open space. The site will accommodate 278 no. car parking spaces, 1457 total no. bicycle parking spaces, new pedestrian/cycle links, road improvements, storage, services and plant areas. Landscaping will include communal amenity areas, and a significant public open space provision.	Permission Granted by An Coimisiún Pleanàla on 13/01/2025. Under construction	EIA,NIS,SSFRA
FCC Ref. LRD0064/S3E	Cairn Homes Properties Limited	Corballis East, Donabate, County Dublin	**Aledo Donabate Residential Development Amendment** The proposed amendments relate to part of the Main Residential Development Site, as permitted under LRD0017/S3, to the north of the Donabate Distributor Road (DDR) only. The proposed amendments result in an overall decrease of 21 no. units, from 1,020 no. units previously permitted to 999 no. now proposed.	Permission Granted by FCC with 39 Conditions 25/02/2026 Under Construction	AA Screening

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
FCC Ref. LRD0017/S3	Aledo Donabate Ltd	Corballis East, Donabate, Co Dublin	**Aledo Donabate Residential Development** The development consists of the construction of 1,020 no. new residential dwellings on the Main Residential Development Site, provision of 2 no. childcare facilities, provision of 3 no. retail units, 2 no. café units, a community use unit and a medical centre at the proposed local centre area, total of 902 no. car parking spaces are proposed, 39 no. on-street visitor parking spaces, together with a total of 3,013 no. bicycle parking spaces, series of public parks, open spaces, pocket parks and communal open spaces are proposed throughout the Main Residential Development Site, provision of the Corballis Nature Park, vehicular access to the Main Development Site will be via two existing junctions from the DDR to the south and a new vehicular entrance to the north-east at New Road and all other ancillary works above and below ground on a site of approximately 41.9 ha.	Permission Granted by FCC with 48 Conditions 04/04/2024 Under Construction	EIAR, NIS, SSFRA
FCC Ref. F24A/0169	Marshall Yards Development Company Limited	Corballis East, Donabate, Co Dublin	**Residential Development at Corballis East** The permitted development, which will have a total Gross Floor Area of 8,028 sq.m, will consist of: the construction of a Residential Development comprising 98 no. units including 70 no. two storey houses, 4 no. three storey 4 bed houses, and 6 no. two storey maisonette buildings comprising a total of 24 no. 1 bed units. The development will also comprise of: alterations to the access road associated with the Residential Development permitted under Fingal County Council Reg. Ref. F22A/0527; the provision of internal roads and footpaths; pedestrian connections to the Donabate Distributor Road; pedestrian and vehicular connections to the adjoining site to the west (subject to a Live planning application for a Large-Scale Residential Development as per Fingal County Council Reg. Ref. LRD0017/S3); 73 no.	Permission granted by FCC 28/01/ 2025.	EIA Screening, AA Screening and NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			car parking spaces; 5 no. car club spaces; bicycle and bin stores; hard and soft landscaping; balconies and terraces; boundary treatments; solar panels; 2 no. ESB substations; public lighting; and all other associated site and development works above and below ground.		
FCC Ref. SHD/006/20 ACP Ref. ABP-311059-21	Aledo Donabate Limited	Corballis East, Donabate, Dublin	**Residential Development at Corballis East** The development consists of the construction of a residential development of 1,365 no. new residential dwellings (including a mix of apartments and houses), residential amenities, 3 no. childcare facilities, 7 no. retail/café units, car parking spaces, 2,613 bicycle parking spaces, public open spaces, road improvements and services.	Permission Granted with Conditions by ACP 10/11/2022. Under construction	EIAR, NIS, AASR
F22A/0527	Glenveagh Homes Limited	Corballis East, Donabate, Co Dublin	**Residential Development at Corballis East** The development, which will consist of: the construction of 96 No. residential units, 1 No. two storey crèche, vehicular access from the Donabate Distributor Road; internal roads, footpaths and a shared pedestrian and cyclist link, 166 No. car parking spaces bicycle and bin stores; hard and soft landscaping; boundary treatments; green roof; solar panels; plant; 2 No. ESB substations; lighting; signage; drainage works; and all other associated site and development works above and below ground.	Permission Granted by FCC 30/08/2023 Under Construction	AA, NIS, EcIA, Archaeological Assessment; SSFRA; EIA Screening
FCC Ref. F23A/0192	Aledo Donabate Ltd	Corballis East, Donabate, County Dublin	**Corballis East Construction Access** The development will consist of the provision of construction access and haul road (total length approx. 494m), to facilitate the construction of development permitted under Reg. Ref. F20A/0204 (ABP PL06F.308446), on a site of approx. 1.1ha. The haul road extends from the existing access onto the Donabate Distributor Road (R126), northwards towards Main Street, Donabate, to connect with the site	Permission Granted by FCC 25/07/2023 Under construction	AA, EcIA,

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			associated with Reg. Ref. F20A/0204 (ABP PL06.308446). The haul road infrastructure works include: • Temporary road surface finish with a width of approx. 5.5m and length of approx. 494m; • Incorporation of swales along the proposed haul road edge which will discharge to a temporary drainage basin; and • All ancillary and associated site development, drainage, landscape and boundary treatment works. It is intended that this additional haul route will assist in reducing the level of construction traffic accessing the site via the permitted construction and development access from Main Street, Donabate. On completion of development permitted under Reg. Ref. F20A/0204 (ABP PL06F.308446), the extent of the haul route will be reinstated to its current agricultural use or incorporated into future development of zoned lands at Corballis East.		
FCC Reg. Ref. LADP/0001/24 (S179A)	Fingal County Council	New Road, Donabate, Co. Dublin	**Section 179A – New Road, Donabate** FCC intends to carry out a housing development under S179A(5) of the Planning and Development Act 2000 (as amended) on a c. 4.72ha site at New Road, Donabate, Co. Dublin. The proposed housing development will include for the construction of 175 no. dwelling units and a single storey crèche of c. 365 sq.m. The development will also include 2 no. multi-modal exits onto New Road, 2 no. multi-modal connections to existing and under construction developments to the north and east, 139 no. car parking spaces, cycle parking, bin stores, hard and soft landscaping, PV panels, public and community amenity spaces and all associated site development works.	Approved by FCC 08/04/2024 Under Construction	AA Screening

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			The Proposed Development was put to Councillors at a meeting held on 8th April 2024, where the proposal was subject to 5 no. motions proposed by Councillors. The agenda item relating to the Proposed Development was noted by Councillors, and construction has commenced.		
FCC Ref. F18A/0335	Bovale Developments Unlimited Company	Holywell, Swords, Co. Dublin.	**Hollywell, Swords** A residential development on a 0.77 ha site bounded by Holywell Avenue and Holywell Court to the east, Holywell Drive and Holywell Gardens to the south and to the north and west by the recently constructed link road section that links to the R125 to the south and Mountgorry Way to the east. Access to the site is from the recently constructed link road section that bounds the development to the north. The Proposed Development comprises 29 dwellings in the following mix: A 2/3 storey duplex/apartment building 7 no. 2-bedroom ground floor apartments, 2 no. 1-bedroom ground floor apartments, 9 no. 3-bedroom duplex units and 2 no. 2-bedroom two storey apartments. The development also consists of 9 no. two houses comprising 3 no. 3-bedroom mid-terraced Type B units; 2 no. 3-bedroom end of terrace Type B1 units; 2 no. 4-bedroom semi-detached Type C units and 2 no. 3-bedroom semi-detached Type D units together with all associated site development/car parking/landscaping works.	Permission Granted by FCC with 19 Conditions 03/01/2019 Under Construction	EcIA, Tree Survey
FCC Ref. LRD0055/S3E	Bovale Developments Unlimited Company	Barrysparks and Crowscastle (lands generally bound by the R132 to the north, Lakeshore Drive to the west, Drynam Road to the east	**Barrysparks LRD** The development will consist of a Large-scale Residential development (LRD) of 530no. residential units and crèche in 4no. blocks with a total gross floor area (GFA) of 49,210sq.m (excluding basement car parking)	Additional Information received by FCC 16/02/2026	EIAR/NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
		and the Holywell Distributor Road to the south)., Swords, Co. Dublin	with associated ancillary accommodation, private balconies, communal amenity spaces and public open spaces. The development will be accessed from the south via a connection to the existing roundabout on the Holywell Distributor Road and from the north via a fully signalised junction with the R132 including works to the north and south bound carriageways and central median of the R132 to provide for the fully signalised junction with associated turning lanes and a separate pedestrian and cycle crossing on the R132. Permission is also sought for hard and soft landscaping in public realm and public open spaces within the development, cycle and motorcycle parking, bin stores, water supply and foul water connections, surface water infrastructure, connections to public utilities, ESB substations, plant areas, roof mounted photovoltaic (PV) panels, building and directional signage and all associated site and development works. A 10-year permission is sought.	AI Deemed Significant by FCC 11/03/2026	
FCC Ref. F24A/1179E	Kinwest Limited	Lands at Auburn House, Malahide, Co. Dublin	**Amendment to Auburn House Residential Development** The Proposed Development seeks to provide amendments to the previously permitted development at the subject site, granted under Reg. Ref. F22A/0581 (ABP Ref. 316504-23). The proposed changes will see a net reduction of 6 no. units from 91 no. residential units (44 no. housing units, 34 no. apartment units, and 13 no. duplex units), to now provide 85 no. residential units (54 no. housing units and 31 no. duplex units). The Proposed Development will also comprise of revisions to the pumping station previously granted under Reg. Ref. F22A/0579, ABP Ref. 316444-23; F22A/0580, ABP Ref. 316498-23 (as further amended by Reg. Ref. F24A/0811E and Reg. Ref. F24A/0812E); and F22A/0581, ABP	Permission Granted by FCC with 13 Conditions 19/05/2025 Under Construction	

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			Ref. 316504-23. The Proposed Development will also comprise of in curtilage car parking; boundary treatment; landscaping works; bicycle and bin stores; ESB substation, and all other ancillary site development works that are necessary to accommodate these proposed amendments		
FCC Ref. F22A/0581 ACP Ref. ACP-316504	Kinwest Limited	Lands at Auburn House, Malahide, Co. Dublin	**Amendment to Auburn House Residential Development** Preservation of Auburn House and its stables as 1 residential dwelling. Construction of 92 residential units; landscaped public and communal open spaces, public lighting, 1 ESB unit substation; 1 foul pumping station; foul sewer works and all associated ancillary site development infrastructure.	Appeal lodged to ACP 25/04/2024 Permission Granted by ACP with 53 Conditions 13/05/2024 Under Construction	EIAR, NIS
FCC Ref. F24A/0612E ACP Ref. ACP-320878	Marron Estates	Knocksedan Demesne, Naul Road, Brackenstown, Swords, Co. Dublin	**Residential Development in Knocksedan** The proposed residential development will connect to existing infrastructure previously approved and constructed under Reg. Ref. F06A/0347 (which was later extended under Reg. Ref. Nos. F06A/0347/E1, F06A/0347/E2, F06A/0347/E3 and F20A/0309/E1). Construction of a residential development consisting of 59 houses, 18 apartments, a crèche facility and all associated site works.	Permission Refused by FCC 26/08/2024 Permission Granted by ACP with Conditions 25/06/2025 Under Construction	N/A
FCC Ref. F23A/0103	SK Biotek Ireland	SK Biotek Swords Campus, Watery Lane, Townparks, Swords, Co. Dublin, K67 AY91	**Construction of an Active Pharmaceutical Ingredient Manufacturing Facility at a SEVESO site** The Proposed Development will consist of the construction of a modern c. 1,010m2 Active Pharmaceutical Ingredient (API) manufacturing facility with a parapet height of c. 14.63m (with handrail and plant above), located in the south-eastern part of the campus. The	Permission Granted by FCC with 13 Conditions 07/02/2024 Under Construction	EIAR, NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			Proposed Development will replace part of an existing API building (to be demolished in accordance with Reg. Ref. F22A/0673 and will employ the latest industry technology with no change to the nature of operations undertaken (which will be similar to those previously used in the API building area that is to be demolished and elsewhere throughout the overall site.) The Proposed Development represents a modification to a SEVESO (lower tier) site and relates to development which comprises an activity requiring an industrial emissions (IE) LICENCE. (The site currently operates under IE Licence No P0014-04 and will comply with any future revisions to that licence.)		
FCC Ref. F25A/0008E	Roadstone Limited	Feltrim Quarry, Swords, Co. Dublin, K67X0Y7	**Deepening existing extraction area at Quarry** The development will consist of: deepening of the existing extraction area permitted under F15A/0291 (c. 10.8 hectares) to minus 113 metres below Ordnance Datum OD (-113 mOD); using conventional drilling and blasting techniques; use of mobile crushing and screening plant; aggregate product stockpiles; final restoration to original ground level in accordance with the requirements of condition 5 attached to planning permission F15A/0291; and all related ancillary site works within an application area of c. 15.5 hectares.	Permission Granted by FCC with 11 Conditions 06/02/2026	EIAR, NIS
FCC Ref. FW25A/0480E	D.A. Terminal 3 Limited	Lands within the townland of Huntstown, Swords, Co. Dublin, The subject site fronts onto the R108 to the east.	**Construction of an aviation related cargo handling facility with ancillary office space** The proposed units will have an overall combined total gross floor area (GFA) of c. 34,623.6 sq.m (alongside ancillary ESB substations, 4 no. security huts with a combined GFA of 30 sq.m and pumphouses). The warehouses are c. 12m in height, with the office element being c. 3.3 m in height and located within a landscaped campus on a site of c. 10.7 Ha.	Refused Permission by the FCC under 5 Conditions 09/01/2026 Appeal lodged to ACP 05/02/2026	EIAR

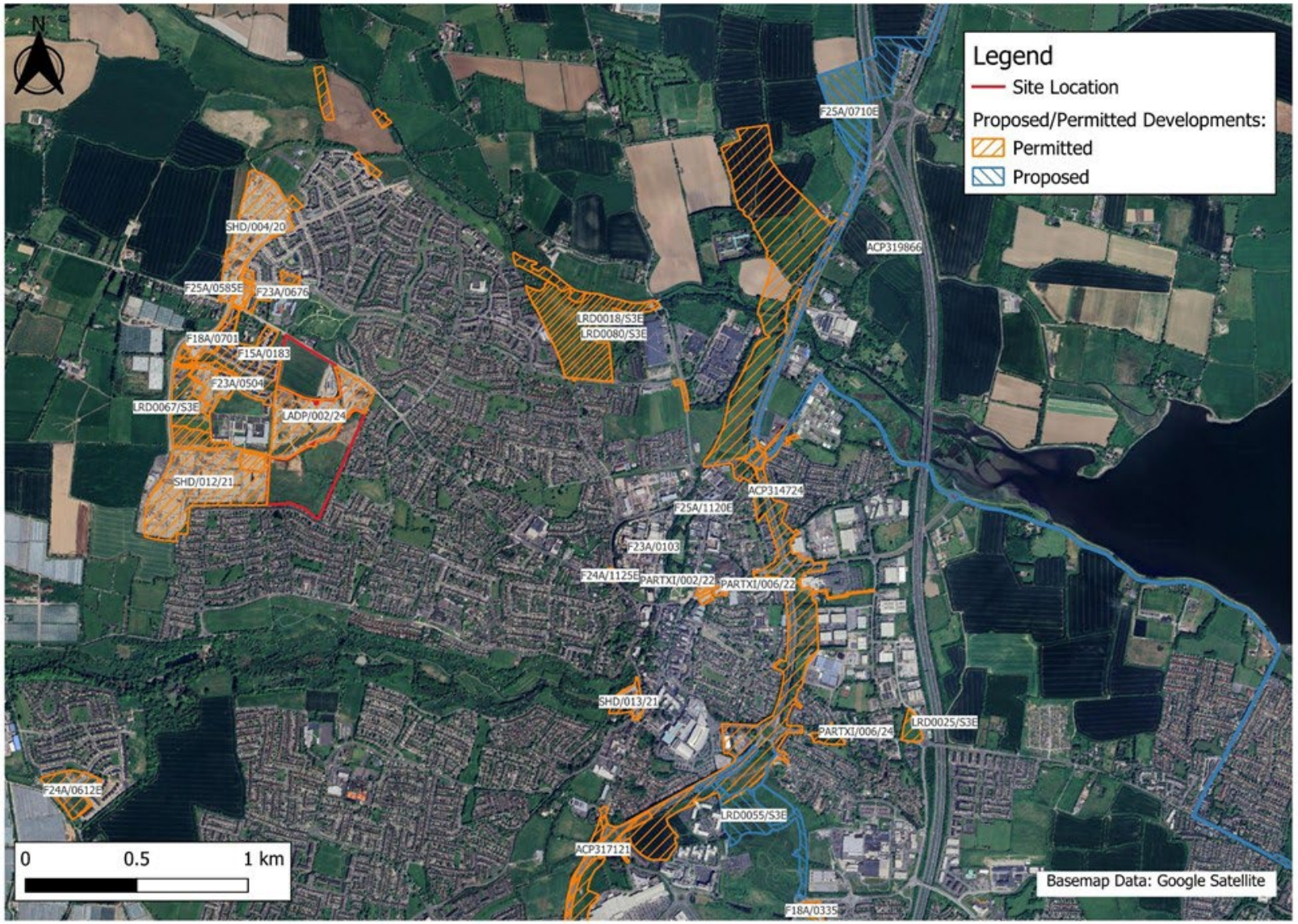
Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
				Application currently under appeal	
FCC Ref. F25A/1210E	DAA Plc	Dublin Airport Swords Co. Dublin	**Cargo Relocation Project** DAA Plc are seeking planning permission for development of lands within and to the east of Dublin Airport for Phase 1 of a cargo relocation project, on a site of 15.11 hectares (ha).	Application lodged 22/12/2025 Additional Information Requested by FCC 24/02/2026	EIAR
FCC Ref. F23A/0636 ACP Ref ACP-320815	DAA Plc	Dublin Airport, Swords, Co. Dublin	**Dublin Airport Drainage Infrastructure** Upgrades to drainage infrastructure and construction of additional drainage infrastructure to improve performance of the surface water management with all associated site works.	Permission Granted by FCC with Conditions 21/08/2024 Appeal lodged to ACP 16/09/2024 Appeal under review	EIAR, NIS
FCC Ref. F23A/0301 ACP Ref. ACP Ref. ACP-317828	DAA Plc	US Customs and Border Protection pre-clearance facility, Pier 4, Terminal 2, and the former Flight Catering Building, Castle Drive, Corballis Park, both located in the townlands of Corballis and Collinstown, Dublin Airport, Swords, Co. Dublin	**US Customs Expansion** A reconfiguration and extension to the existing US Customs and Border Protection pre-clearance facility at Pier 4, Terminal 2, Dublin Airport and the partial demolition, refurbishment and upgrade of the former Flight Catering Building, Dublin Airport.	Permission Refused by FCC 02/05/2025 Applicant lodged appeal to ACP 18/08/2025 Permission Granted by ACP with Conditions	EIAR

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
				02/05/2025	
ACP Ref. ABP-320164-24	Córas Iompar Eireann	Dublin City Centre and Drogheda, Counties Dublin, Meath and Louth	**DART + Coastal North Railway** Extension of the existing electrification from Malahide to Drogheda (approx. 37km) including the installation of overhead line equipment and associated substations; infrastructure works to facilitate the increase in service frequency and capacity.	Permission granted (confirmation of Railway Order with conditions) by An Coimisiún Pleanàla on 19 August 2025.	EIAR, NIS
ACP Ref. PA06f.3121331	Uisce Éireann	New wastewater treatment plant in the townland of Clonshagh and associated sludge hub centre, orbital sewer outfall pipeline and regional biosolids storage facility in various townlands in County Dublin	**Clonshaugh WWTP** Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub darte, orbital sewer, outfall pipeline and regional biosolids storage facility in County Dublin The Proposed Project will comprise a new Wastewater Treatment Plant (WwTP) at Clonshaugh and associated infrastructure that will serve the projected wastewater treatment requirements of existing and future drainage catchments in the north and north-west of the Ringsend Agglomeration (i.e. catchments currently draining to Ringsend WwTP), up to the Proposed Project's 2050 design horizon. The Proposed Project will therefore protect public health, safeguarding the environment and facilitating social and economic growth to 2050 and beyond.	Permission granted by An Coimisiún Pleanàla on 09 July 2025.	EIAR, NIS
ACP Ref. ACP-314724	National Transport Authority (operating as Transport Infrastructure Ireland)	Metrolink - Estuary through Swords, Dublin Airport, Ballymun, Glasnevin, and City Centre to Charlemont, Co. Dublin	**Railway (Metrolink-Estuary to Charlemont via Dubin Airport) Order 2022** The Proposed Development comprises of a fully segregated and automated railway and metro mostly underground approximately 18.8km in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre. It includes	Railway Order Granted by ACP with Conditions. 30/09/2025	EIAR, NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River. There will be a total of 16 stations, including 11 underground stations at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara, St. Stephen's Green and Charlemont; 4 retained cut stations at Seatown, Swords Central, Fosterstown and Dardistown and 1 at-grade station at Estuary. A multi-storey 3000 space park and ride close to the M1 Motorway will be provided at Estuary Station, a maintenance depot is located near Dardistown Station which will house all the facilities required for the maintenance and operation of the MetroLink and its rolling stock and the Operational Control Centre. The works will also include railway signalling, command and control and communications systems; provision of electrical substations; establishment of temporary construction compounds; establishment of temporary traffic management and road diversions; new and realigned access routes and road junction improvements; diversion of existing utilities; provision of new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.		
ACP Ref. ACP-319866	North Irish Sea Array	Off the coast of counties Dublin, Meath and Louth.	**North Irish Sea Array Offshore Wind Farm**	Application lodged to ACP	EIAR, NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
	Windfarm Limited	The onshore infrastructure will be located in County Dublin	Offshore wind farm consisting of offshore wind turbine generators, offshore substation platform and subsea cables, landfall and associated infrastructure, grid facility and associated infrastructure, and onshore cables and grid connection.	07/06/2024 Awaiting Decision	
ACP Ref. ACP-317121	National Transport Authority	Along the R132 Swords Road, Drumcondra Road and Dorset Street between Pinnock Hill, Swords and Parnell Square, and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas.	**BusConnects - Swords to City Centre Bus Corridor Scheme** Swords to City Centre Core Bus Corridor Scheme has an overall length of approximately 12km including roadworks to facilitate bus, cycling and urban realm improvements along with any associated ancillary/accommodation works for the scheme.	Approved by ACP with Conditions 19/06/2024	EIAR, NIS
FCC Reg. F25A/0710E	National Transport Authority (Ian Gourley)	Lissenhall Little, West of the M1- Junction 4, Lissenhall, Co. Dublin	**NTA Bus Park and Ride** The development will consist of a Park and Ride facility with a total of 733 no. car parking spaces, including 522 standard spaces, 37 spaces for mobility-impaired users (including 29 no. standard and electric vehicle charging spaces, along with 8 no. larger spaces), 72 no. spaces designated for electric vehicles and an additional 72 no. space futureproofed for electric vehicles. Additionally, the facility will include 3 no. bus bays and passenger shelters to enhance accessibility and convenience for users. Provision for active travel will be made with a hardstanding area for a bike shelter and lockers. The scheme will also	Application lodged to FCC 06/08/2025	EIAR, NIS

Reg. Ref.	Applicant	Location	Description – Overview	Status	Environmental Assessments
			include hard and soft landscaping, planting, lighting, boundary treatments, surface-foul water drainage, public lighting, CCTV, ESB substation, and all other associated and ancillary works.		
ACP Ref. ACP-319422	Eirgrid Plc	Comprises a 37.5km underground cable circuit from the existing Woodland Substation in Co. Meath to the existing Belcamp Substation in Fingal, Co. Dublin, extending across various townlands between these two substations.	**East-Meath-North Dublin Grid Upgrade** Comprises a 37.5km underground cable circuit from the existing Woodland Substation in Co. Meath to the existing Belcamp Substation in Fingal, Co. Dublin, extending across various townlands between these two substations.	Approved by ACP with Conditions 05/02/2025	EIAR, NIS
ACP Ref. ACP-324069	FCC		**The Burrow CFERM Scheme** Proposed Development under sections 175 and 177AE of the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001-2005 (as amended) for proposed coastal and flood risk management works. Construction of a c. 190m long earth embankment; construction of a combined c.130m long sheet piled flood wall and a c.200m embankment; and construction of seven fishtail (Y shaped) groynes structures with beach nourishment scheme	Application lodged to ACP 09/02/2026 Case is due to be decided by 30/07/2026	EIAR, NIS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Legend
Site Location
Proposed/Permitted Developments:
Permitted
Proposed
F25A/0710E
ACP319866
SHD/004/20
F25A/0585E
F23A/0676
LRD0018/S3E
LRD0080/S3E
F18A/0701
F15A/0183
F23A/0504
LRD0067/S3E
LADP/002/24
SHD/012/21
ACP314724
F25A/1120E
F23A/0103
F24A/1125E
PARTXI/002/22
PARTXI/006/22
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PARTXI/006/24
LRD0025/S3E
F24A/0612E
LRD0055/S3E
ACP317121
F18A/0335
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Basemap Data: Google Satellite

Figure 22.1. Map of permitted and Proposed Developments in the surrounding area of the Proposed Development

23 Mitigation and Monitoring

This Chapter of the Environmental Impact Assessment Report lists the mitigation measures prescribed in all of the preceding Chapters of the Environmental Impact Assessment Report – the measures required to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment – as well as all monitoring measures / programmes prescribed, for both the construction and operational phases.

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