

2	Site Context & Development Description	
2	Site Context & Development Description	1
2.1	Introduction.....	2
2.2	Proposed Development	2
2.3	Characteristics of Proposed Development.....	4
2.4	Use of Natural Resources.....	11
2.5	Services	11
2.6	Construction Programme and Phasing.....	11
2.7	Planning History	18
2.8	Cumulative Schemes	23

2.1 Introduction

No revisions were necessary to this EIAR chapter in responding to Dun Laoghaire - Rathdown County Council (DLR CC) decision to request Further Information dated 25th March 2026 in respect of LRD26A/0051/WEB.

This chapter of the EIAR provides a detailed description of the project along with details of the existing environment.

In accordance with Article 5(1)(a) of the 2011 Directive as amended by Directive 2014/52/EU the description of the proposal should comprise "...information on the site, design, size and other relevant features of the project".

2.1.1 Expertise

The applicant, Oval Target Limited, appointed Brock McClure Planning and Development Consultants to direct and co-ordinate the preparation of this chapter for the EIAR. This chapter of EIAR has been prepared by Katarina Kanevova, who completed her Master's Degree in Spatial Planning at Slovak University of Technology in Bratislava, Slovakia in 2010. Following her studies she worked in forward planning, specialised on land-use planning projects in Slovakia. Katarina is a Corporate Member of the Irish Planning Institute.

This chapter has been reviewed by Linda McEllin, Associate Director at Brock McClure Planning & Development Consultants. Linda has worked at Brock McClure for 11 years and has over 18 years' experience in the private planning sector. Linda has focused her expertise in the areas of Large Scale Residential Developments. Linda has a Master's Degree in Regional and Urban Planning from University College Dublin and is a Corporate Member of the Irish Planning Institute.

2.2 Proposed Development

The proposed development will consist of amendments to a development previously permitted under Strategic Housing Development ABP-303804-19 (291 no. residential units, a crèche facility and heights of 1-8 storeys) to provide for a new residential and mixed use development (1 – 8 storeys overall) of 414 no. residential apartment units in total (a proposed uplift of 123 no. residential units) with associated crèche facility, a new café and residential amenity space. The revised overall residential mix is 8 no. studio units, 164 no. 1 bed units, 159 no. 2 bed units, and 83 no. 3 bed units.

The proposed development will consist of:

1. Amendments to previously permitted Blocks C1, C2, C3, D1, E1, E2, E3, E4 and E5 as follows:
 - A revised building design for Block C1 from previously permitted building (3 storeys overall) consisting of 7 no. apartment units (6 no. 2 bed units and 1 no. 3 bed unit) to now comprise **10 no. apartment units** (4 no. 1 bed units and 6 no. 2 bed units) – an uplift of 3 no. residential units in total. Amendments will include minor revisions to overall height of the building (remains 3 storeys overall) and revisions to elevations and building footprint.
 - A revised building design for Block C2 from previously permitted building (3 storeys overall) consisting of a crèche facility (approx. 286 sq m) at level 00 and 4 no. apartment units at level 01 and 02 (3 no. 2 bed units and 1 no. 3 bed unit) to now comprise a crèche facility of approx. 401 sq m at level 00, associated outdoor play area space of 302 sq m and **6 no. apartment units** (2 no. 1 bed units and 4 no. 2 bed units) at levels 01 and 02 – an uplift of 2 no. residential units in total and increased crèche floor area size by approx. 115 sq m. Amendments will include minor revisions to overall height of the building (remains 3 storeys overall) and revisions to elevations and building footprint.
 - A New Block C3 (1 storey over basement level) comprising residential amenity space of approx. 451 sq m.
 - The omission of previously permitted Block D1 (5 storeys overall) and basement level comprising 50 no. apartment units (15 no. 1 bed units, 23 no. 2 bed units and 12 no. 3 bed

units) to now deliver new Block D1 (4 - 7 storeys over new basement level) comprising **125 no. apartment units** (19 no. 1 bed units, 68 no. 2 bed units and 38 no. 3 bed units) – an uplift of 75 no. residential units in total.

- The omission of previously permitted Block E1 (5 storeys overall) comprising 14 no. apartment units (9 no. 2 bed units, 4 no. 3 bed units and 1 no. 3 bed duplex unit) to now deliver new Block E1 (4 - 7 storeys) comprising **61 no. apartment units** (7 no. studio units, 6 no. 1 bed units, 26 no. 2 bed units and 22 no. 3 bed units) – an uplift of 47 no. residential units in total.
- The omission of previously permitted Block E2 (5 storeys overall) comprising 15 no. apartment units (9 no. 2 bed units, 4 no. 3 bed units and 2 no. 3 bed duplex units) to now deliver new Block E2 (6 storeys) comprising **50 no. apartment units** (1 no. studio unit, 25 no. 1 bed units, 20 no. 2 bed units and 4 no. 3 bed units) – an uplift of 35 no. apartment units in total.
- The omission of permitted Blocks E3 (5 storeys), E4 (4 storeys) and E5 (5 storeys) previously providing for 38 no. units in total (27 no. 2 beds, 8 no. 3 beds and 3 no. 3 bed duplex units).
- Each residential unit has associated private open space in the form of a terrace / balcony.

The above new proposals extend to a total of **252 residential units**. Blocks A1, B1, B2, B3, B4, Block H (St. Teresa's House) remain as originally permitted with no further amendments as part of this proposal (162 no. units in total and permitted heights of 3-8 storeys).

2. The structures for demolition across the site remain as permitted with no further amendments proposed. This includes any structures previously permitted for demolition that still remain on site and the removal of associated remnants of low / retaining walls and in-ground concrete steps.
3. An amended proposal for Block G (St. Teresa's Lodge) (1 storey) including a change of use from previously permitted 1 no. 1 bed unit to a new café of approx. 67.4 sq m. This proposal will again seek permission for the dismantling/deconstruction of the existing St. Teresa's Lodge (Gate Lodge) (approx. 38.56 sq m) and the demolition of a lean to extension (approx. 28.5 sq m) as previously permitted under Strategic Housing Development ABP-303804-19. The current amendment proposal seeks permission to relocate and reconstruct St. Teresa's Lodge in a new location (180 m southwest of its original position and located adjacent to Rockfield Park) using original roof timbers, decorative elements and rubble stonework, with original brickwork cleaned and re-used where appropriate. The non - original extension (approx. 28.5 sq m) will be again removed as previously permitted. The current proposal seeks further extension of this building (approx. 28.88 sq m) and a change of use from residential (1 no. unit) to café use to deliver a Part M compliant single storey building of approx. 67.4 sq m.
4. A revised landscape plan now provides for:
 - Public open space in the form of a central parkland, garden link, woodland park (incorporating an existing folly) and a tree belt (approx. 11,238 sqm overall).
 - Communal open space is now proposed in the form of entrance gardens, plazas, terraced gardens and roof terraces (approx. 3,620 sqm overall).
 - Provision is also now made for 2 no. new pedestrian connections to Rockfield Park on the southern site boundary (1 no. adjacent to the proposed relocated Gate Lodge and 1 no. at the hammerhead adjacent to Block E2) and all other pedestrian connections remain as permitted under SHD ABP-303804-19.
5. A revised total of 244 no. car parking spaces (a decrease of 28 no. spaces) and 962 no. bicycle spaces (an uplift of 296 no. spaces) are proposed. The no. of motorcycle spaces remains as permitted at 20 no. spaces.
6. The development also provides for revised proposals for Bin Storage areas, Bike Storage areas, life safety generator room, ESB substations and switch rooms with a combined floor area of approx. 609 sq m all at surface level.

7. Access to the development generally remains as permitted under Strategic Housing Development ABP-303804-19, which provides for works to the existing entrance to the overall site via Temple Hill and Temple Road to deliver the realignment and upgrade of the existing signalised junction and associated footpaths, with minor modifications to the junction layout to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. Emergency vehicular access and pedestrian/cycle access also remains as permitted via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location. There are minor modifications proposed to the northeastern boundary walls and access gateway to 'Camond' to facilitate alignment improvements for safe access/egress serving St. Vincent's Park.
8. The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; green roofs; PV panels; boundary treatment; internal roads and footpaths.

This planning application is accompanied by a Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR).

2.3 Characteristics of Proposed Development

Schedule 6 para. 2(a) requires information on the site, design and other relevant features of the proposed development.

We set out below the details of the site and relevant design features.

2.3.1 Site Location

The site of the proposed St. Teresa's LRD extends to c. 4.56 ha with 3 no. Protected Structures in a mature landscaped setting adjoining Rockfield Park. The site is bounded to the north by Temple Road, with mature residential development to the East and the Alzheimer's Society of Ireland to the West.

The site is within 1km of Blackrock Village and has high accessibility to public transport. The N31 (Temple Road) is designated as a proposed QBC and both Blackrock and Seapoint DART stations are within easy walking distance.



Figure 2.1 - Aerial Photo with lands at St. Teresa's outlined (Source: Google Maps 2021)

The buildings on site consist of St Teresa's (A Protected Structure), which is a 3 storey Victorian House with associated Gate Lodge (Protected Structure) and Entrance Gates (Protected Structure) at the main entrance to the site off Temple Road. There are a number of ancillary buildings linked to St Teresa's, which are later additions of no particular architectural character or merit in this case.

The portion of the site within the applicants control extends to c. 3.9 ha (the main site area) is the main development site. The remainder of the lands are controlled by:

- Dún Laoghaire-Rathdown County Council i.e., lands along Temple Hill and at St Vincent's Park.
- Lands at the 'Alzheimer's Society of Ireland' i.e., a building bounding the shared boundary.
- Lands at the entrance to 'Carmond' owned by Dualton Ltd.

2.3.2 Site Access

Access to the proposed development is proposed via the existing entrance to the overall site after delivery of the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. The application seeks a minor alteration to the geometry at the vehicular access to St. Vincent's Park to provide for an improved alignment. Emergency vehicular access and pedestrian/cycle access also remains via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location.

2.3.3 Site Location

The site is identified, in the relevant development planning context, as being capable of accommodating residential development of the form and quantum currently proposed, by way of the residential zoning governing the site. The proposed LRD will not have any significant effect on the surrounding land uses in that the proposed development has been designed to integrate with

surrounding development. Specifically, residential amenities both within the development and adjacent to the site are protected and maintained.

The site has a mature landscaped setting and is bounded by Temple Hill Road to the north; Rockfield Park to the south; existing residential development to the East (St. Vincent's Park) and existing residential development (St. Louise's Park and Barclay Court) and the Alzheimer's Society of Ireland to the west.

The site is within 1km of Blackrock Village and has high accessibility to public transport. The N31 is designated as a proposed Quality Bus Corridor (QBC). Blackrock Dart station and Seapoint Dart station are located between 500m – 700m from the site. The site is proximate to Blackrock Shopping Centre and Blackrock Park which will provide an array of services and recreational amenities to future residents of the proposed development.

2.3.4 Protected Structures

This is the main development site, which contains 3 no. Protected Structures as follows:

- (a) 'St. Teresa's House' or Centre which is a 3 storey Victorian House (RPS No: 398);
- (b) 'St. Teresa's Lodge' known as 'The Gate Lodge', which is a single storey property located at the main entrance to the site off Temple Hill (RPS No: 1960); and
- (c) Entrance Gates along the north of the site (RPS No: 398).

2.3.4.1 St. Teresa's House

St. Teresa's House is a 2 - storey over basement detached country house, of five bays with central projecting granite porch, and semi-circular end bays.

The proposed development for this building provides for 5 no. 2 bed units and 1 no. 3 bed unit (as permitted under SHD PL06D.303804-19).

The images below set out the context for this building.



Figure 2.2 – View of St. Teresa's

2.3.4.2 St. Teresa's Lodge ('The Gate Lodge')

The existing gate lodge building is a single storey double fronted lodge with a hipped roof.

The dismantling/deconstruction of the existing St. Teresa's Lodge (67.8 sq.m m) and demolition of a lean-to extension (28.5 sq. m) was previously permitted under SHD PLo6D.303804-19.

The current proposal again seeks permission for the dismantling/deconstruction of the lodge and simply seeks permission to relocate and reconstruct St. Teresa's Lodge in a new location (the south-east portion of the subject site) with the further extension of this building and change of use from residential to café.

The Gate Lodge is outlined in the photos below for contextual purposes. The red hatched area indicates the existing Gate Lodge to be relocated and the Blue hatched out area indicates the proposed relocation of the Gate Lodge.



Figure 2.3 - Front of the Gate Lodge

2.3.5 Other Buildings Associated with St. Teresa's

In addition to the above, there are existing later extensions and ancillary buildings to the side and rear of St. Teresa's and The Gate Lodge, which are not considered of any architectural merit in this case. Again, notwithstanding the fact that permission to demolish these buildings was secured under SHD PLo6D.303804-19, the current application seeks authorisation for demolition of these remnant buildings, as a component of the application for permission.

2.3.6 Density

Residential Density proposed at this site is calculated and based on the overall development proposal of 414 units on a 3.48 ha site. This equates to approx. 119 units per ha gross figure and, and is considered appropriate given the proximity of the site to public transport. The subject site is located within 500 metres of Seapoint DART Station and is located directly adjacent to the proposed N31 QBC. A density of this nature is supported by national policy which is aiming at delivering increased height and density at appropriate locations.

The proposal also complies with Policy RES3 of the Dún Laoghaire Rathdown County Development Plan 2016-2022 in that a reasonable level of protection of existing levels of residential amenity are maintained whilst meeting a higher level of residential density. On accessible sites such as this are subject to no upper limit on development densities subject to other design criteria being met.

The subject site is a prime underutilised suburban site located proximate to a proposed Bus Priority Route at Temple Hill (N31) and is proximate to DART stations at Seapoint (550 m distance) and Blackrock (700 m distance) and is therefore optimally located to provide for a higher residential density and additional height in compliance with national policy.

2.3.7 Height

The proposed building heights will range from 3 to a maximum of 18 storeys high particularly along the south of the site and along Temple Hill.

Block	Permitted Height	Proposed Heights	Amendment Change
Block A1	4 storeys	4 storeys	No Change
Block B1	8 storeys	8 storeys	No Change
Block B2	6 storeys	6 storeys	No Change
Block B3	6 storeys	6 storeys	No Change
Block B4	5 storeys	5 storeys	No Change
Block C1	3 storeys	3 storeys	No change
Block C2	3 storeys	3 storeys	No change
Block C3	3 storeys	1 storey over basement	-2 storeys
Block D1	5 storeys	7 storeys	+2 storey
Block E1	2-5 storeys	7 storeys	+2 storey
Block E2	2-5 storeys	6 storeys	+1 storey
Block E3	2-5 storeys	Omitted	Omitted
Block E4	4 storeys	Omitted	Omitted
Block E5	4 storeys	Omitted	Omitted
Block G (Gate Lodge)	1 storey	1 storey	No change
Block H (St. Teresa's)	3 storeys	3 storeys	No change

Table 2.1 – Proposed Heights

2.3.8 Land Use Requirements

A total of 414 residential units are proposed in 11 Blocks (A1-E2 and Block H). The residential mix of the 414 no. apartments is as follows:

- 8 x studio (1.93%)
- 164 x 1-beds (39.61%)
- 10 x 2-bed (3p) (2.42%)
- 149 x 2-bed (4p) (35.99%)
- 83 x 3-beds (20.05%)

A total of 243 of the 414 no. units proposed have the benefit of dual aspect equating to 58.9% of the units.

Heights of up to 8 storeys are proposed and these heights are considered appropriate to the site and surrounding context, having regard to proximity of the site to a public transport corridor; the prominence of the site along the N31; and current national planning policy direction.

The site is identified by the relevant development planning context as being capable of accommodating residential development of the form and quantum currently proposed, by way of the residential zoning governing the site.

2.3.9 Access

Vehicle Access – St. Vincent's Park

Access to the development is proposed by means of works to the existing entrance to the overall site to deliver the realignment and upgrade of the existing signalised junction and associated footpaths to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. The application seeks permission for a minor alteration to the geometry at the vehicular access to St. Vincent's Park to provide for an improved alignment. Emergency vehicular access and pedestrian/cycle access is proposed via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure) at this location.

2.3.10 Pedestrian and Cycle Access

There are pedestrian and cycle links through the proposed development site to Blackrock village through Temple Road and to Rockfield park. This includes footpaths, landscaping and planting, connectivity and generally improved permeability.

The permeability of Rockfield park is enhanced by the proposed development due to the additional routes and "trim trail" which provide access from the main route through the development and as well as from Dunardagh Avenue.

Withing the Courtyard, there is a combination of terraced lawns, specimen tree planting and stepped access is used to address the level change down to Temple Hill and to focus views into the scheme. This is combined with direct pedestrian access from Temple Hill to increase permeability through what is currently a closed vista.

2.3.11 Open Space and Landscaping

Total Public Open Space Provision is identified as 15,099.7sq m across the entire site. OMP Architects have broken down provision into communal, public open space and a woodland park for visual purposes and to show that all requirements are being met by way of the institutional 25% open space /population equivalent standards (DLR Development Plan) governing this site but also the communal requirements of the Apartment Guidelines 2020.

In summary, the provision is broken down as follows:

- Public Open Space – 11,238 sq m
- Communal Open Space – 3,620 sq m
- **Total Provision – 14,858 sq m**

A detailed breakdown of open space is included in the OMP Architectural Design Statement enclosed herewith. The following reference images are identified.



Figure 2.4 - Public Open Space Provision

The open space offering is significant in this case with large open space areas, tree trails, play areas and permeable access to the adjoining Rockfield Park, which in itself is a significant open space offering.

2.3.12 Car/Motorcycle and Bicycle Parking

Proposals for car parking generally comprise the following:

244 car parking spaces (148 proposed at basement level and 88 proposed at surface level).

Of the 91 spaces proposed at surface level, 8 spaces are designated for use by the crèche facility.

Basement car parking is divided into 3 parking areas as follows:

- Surface Level Car Parking- 88 spaces
- Basement A (Level -1) – 44 spaces
- Basement B (Level 0) – 36 spaces
- Basement D (Level -1) – 68 spaces

Accessible parking is provided at a rate of 5% of spaces, which is 16 spaces across the scheme proposal. A residential car parking ratio of 0.57 is proposed.

A total of 47 no. electric charging points have been provided throughout the development. This requirement is in line with the Dun Laoghaire Rathdown Development Plan 2022-2028.

A total of 962 bicycle parking spaces are proposed within the development. The figures are as follows:

- Blocks H and amended blocks: 517
- Overall Visitor Parking: 209

- Blocks A-B4 (long term): 222

These are provided in a combination of Sheffield stands and double stacked bays. All cycle spaces are conveniently located for ease of access for residents and close to lift/stair cores.

In addition, provision is made for 20 motorcycle spaces (10 at basement level and 10 at surface level).

2.4 Use of Natural Resources

Soil

As detailed in the Construction and Environmental Management Plan appended to the EIAR, on site accommodation will consist of adequate materials drop-off and storage areas. Excavated soil will be carefully stored in segregated piles on the site and subsequent removed from site for direct beneficial use elsewhere.

Foul Water and Water Supply

Foul water will discharge to the existing 1200mm diameter combined sewer in Temple Road via an existing 300mm connection. An enquiry to Irish Water indicates that this diversion is feasible.

Gas

The Proposed Development will require gas supplies during the operational phase of the scheme and these will be provided by the installation of new connections to the development site.

2.5 Services

Water

For the current scheme there is a confirmation of feasibility (Ref: CDS25004579) that was received on the 4th of December 2025. It establishes that the water connection is feasible without an infrastructure upgrade by Uisce Éireann.

In respect of water, new connections to the existing network without upgrade is feasible. The site is served by 2 No. 100Ø water main spurs which are connected to an existing 400Ø watermain in the path that runs along Temple Hill Road.

Surface Water Drainage and SUDS

It is proposed to separate the storm runoff from the existing and proposed buildings and to use SuDS techniques, as per the Greater Dublin Strategic Drainage Study (GDSDS), to control stormwater discharge from the site. Storm water will be collected on the green roofs of these blocks, attenuated and then discharged positively to the culverted section of the Carysfort/Maretime stream.

Foul Water Drainage

Foul water from St. Teresa's is currently conveyed through the combined sewer network within the site boundary. Temple Hill is served by a 1200mmØ combined sewer. The combined sewers within St. Teresa's lands discharges to the 1200mmØ combined sewer in Temple Hill. This trunk main is routed to the Dun Laoghaire West Pier pumping station where it is pumper to Ringsend Wastewater Treatment Works. Further details on the Foul Water Drainage can be seen in JJ Campbells and Associates Planning Report.

2.6 Construction Programme and Phasing

The construction works associated with the development will be undertaken in 3 phases. There will also be demolition and excavation phases associated with removing demolition material, excavating the basement, along with re-profiling spoil onsite. The construction and demolition

programme is intended to commence in the 4th quarter of 2026, with a 36-month programme, to be read in conjunction to be read in conjunction with JJ Campbell and Associates Phasing Drawing C12 of the Construction Environmental Management Plan provided for the Proposed Development (JJC, 2025):

Demolitions: Near Complete

Construction:

Phase 1 works:	12 months
Phase 2 & 3:	24 months
Total:	36 months

Stage/Phase 1

- Preliminary and enabling works.
- Establishment - offices, canteen, welfare, etc.
- Hoarding and fencing, including fencing of St. Teresa's House.
- Install temporary wheel wash and silt traps as necessary.
- New water and gas connections to Alzheimers Society
- New water and gas connections to St. Teresa's House
- Foul drainage from temple road to St. Teresa's House, including connection to IW sewer.
- Demolition of all remaining redundant buildings.
- Diversion of h.v. and m.v. ESB cables.
- Dismantling of Gate Lodge
- New junction layout at Temple Road .
- New watermain in avenue serving St. Catherines.
- Divert 900mm diameter sewer at St. Louis'.
- Install foul drainage system from St. Teresa's to intercept the drain from St. Catherine's at S.W. boundary of site.
- Construct attenuation tank at building a1 and connect to IW sewer in Temple Road.
- Construct attenuation structure at centre of site and connection drainage to Temple Road and connect to IW sewer.
- Construct 2 no. ESB sub-stations.
- Install and connect and drainage located under ESB feed cable ducts.
- Install ESB feed cables in ducts to sub-stations
- Complete s.w. and foul drainage networks.
- Construct road sub-base and base for construction traffic.
- Repairs and essential remedial works to roof and parapet to St. Teresa's.
- Construct 2 no. ESB sub-stations.
- Install and connect drainage located under ESB feed cable ducts.
- Install ESB feed cables in ducts to sub-stations
- Complete S.W. and Foul drainage networks.
- Construct road sub-base and base for construction traffic.

Stage/Phase 2

- Construct basement structure for buildings A1, B1, B2, B3 and B4
- Construct superstructure for buildings A1, B1, B2, B3, B4, C1, C2 and C3
- Utility connections, buildings A1, B1, B2, B3, B4, C1, C2 and C3
- Fit out, buildings A1, B1, B2, B3, B4, C1, C2 and C3
- Landscaping, area east of St. Teresa's
- Install ducting and cables into roads from St. Teresa's east to Temple Road.
- Internal alterations to St. Teresa's.
- Install ducting and cables around St. Teresa's.
- Fit out St. Teresa's.

- Utility connections to St. Teresa's
- Landscaping, around St. Teresa's
- Final surfacing of roads east of St. Teresa's

Stage/Phase 3

- Install ducting and cables into roads from St. Teresa's west to boundary with Rockfield park.
- Construct basement structure for buildings D1
- Construct superstructure for buildings D1, E1 and E2,
- Utility connections, buildings D1, E1 and E2
- Fit out, buildings D1, E1 and E2
- Reconstruction of Gate Lodge at new location.
- Landscaping, area west of St. Teresa's
- Final surfacing of roads west of St. Teresa's.
- all remaining landscape works and remaining public open spaces



Figure 2.5 Google Earth view of buildings demolished as indicated with the red stars.

The demolished building size and construction vary throughout. No basements under any of the building. Red star on the above figure shows buildings that have been demolished.

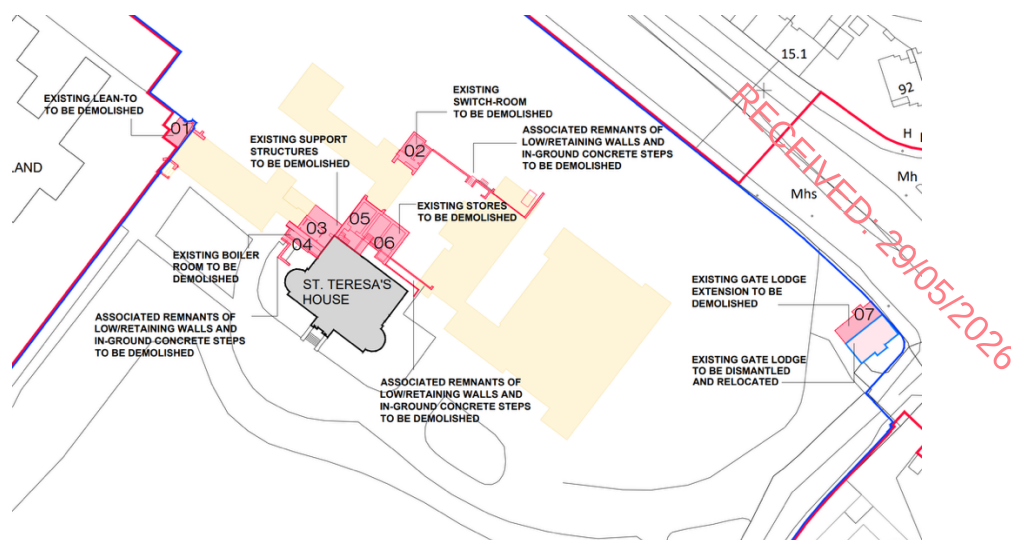


Figure 2.6 - Building which have been demolished shown in yellow

No structural drawings exist for the existing buildings. A topographical survey of the buildings was carried out by Murphy Surveys and a utility survey of the grounds was carried out by Murphy surveys (appended to the EIAR).

For ease of reference, a summary of the conclusions derived from the pre-development surveys are set out below:

Building 1 – Storage – Single Story (Already Demolished)

Building 1 was located to the west of the main buildings to be demolished. It comprised a timber roof with steel intermediate supports and blockwork walls.

Building 2 – Maryville – Three Story (Already Demolished)

Building 2 was a structure located to the West of St Teresa's House. The floors consisted of concrete and was supported on the exterior masonry walls and intermediate beams. Stability was provided by large masonry or concrete (TBC) buttress walls.

Building 3 – Stables – Two and Three Story (Already Demolished)

The stable buildings were located Northwest of St Teresa's House. They were a mixture of 2 and 3 story buildings. Building 3a had a concrete flat roof and building 3B had a traditional pitch roof. Floors were concrete supported on interior and exterior masonry walls.

Building 4 – Links – Two Story (Already Demolished)

The link building connected Maryville, The Stables and the School building and were joined onto St Teresa's House. Building 4B had a concrete flat roof and building 4A had a traditional pitch roof. Floors were concrete supported on interior and exterior masonry walls.

Building 5 – School – Single and Two Story (Already Demolished)

The School building was located to the Northwest of St Teresa's House. The roofs were concrete flat roof. Floors were concrete supported on interior and exterior masonry walls

In circumstances where those structures have been demolished pursuant to the previous permission granted, the within application seeks permission for the demolition of the following extant structures:

Building 6 – Gate Lodge – Single Story

The modern annex is proposed to be demolished. The protected gate lodge structure is to be dismantled and stored on site in a waterproof container for rebuilding at a later date. Gate lodge is to be dismantled in accordance with the conservation architects report and methodology

Outline Demolition Sequence

Buildings 1,2,3,4, and 5 have already been demolished, foundations grubbed out and the ground blinded.

Building 6, Gate Lodge is to be dismantled, stored on site and re assembled in a new location.

2.6.1 Production of Waste

The principal objective of sustainable resource and waste management is to use material resources more efficiently and to reduce the amount of waste requiring final disposal. However, where residual waste is generated, it should be dealt with in a way that follows the national waste hierarchy and actively contributes to the economic, social and environmental goals of sustainable development.

During the construction stage, quantities of construction and demolition related waste will arise. This quantum of waste is expected to be minimal. Any waste arising will be re-used, recycled or sent to a licensed waste facility.

The proposed development has been designed to comply with local, regional, and national waste legislation along with best practice. All waste generated from the operational phase of this development will be sent for reuse, recycling and/or disposal at appropriately licensed waste facilities.

The following documentation relating to waste management is appended to the EIAR:

- Construction and Environmental Management Plan
- Construction and Demolition Resource and Waste Management Plan
- Operational Waste Management Plan

These documents clearly set out the manner in which waste will be managed and relevant mitigation measures during the construction and operational stages of the project.

- Demolition Waste
There will be a quantity of waste materials generated from the demolition of the existing buildings and hard standing areas on site, as well as from the excavation of the building foundations
- Construction Waste
The development of the subject site will require the stripping of top and sub soils and the excavation of ground to basement level. The range of works required for the Construction Phase are summarised below.

A site-specific Construction and Demolition Waste Management Plan has been prepared by JJ Campbells and Associates and it will be employed to ensure sustainable and effective waste management throughout the demolition, excavation and construction phase of the project.

Typical waste materials that will be generated from the construction works will include:

- Soil and stones
- Concrete, bricks, tiles and ceramic
- Wood, glass and plastics;
- Metals;
- Gypsum-based construction material;
- Paper and Cardboard;
- Mixed C&D waste;
- Chemicals (solvents, paints, adhesives, detergents etc.)

The management of all hazardous waste arising, if they occur, shall be coordinated in liaison with Health and Safety Management.

2.6.2 Waste Storage

The main waste storage area will be located in the site compound. A dedicated and secure area containing bins, and/or skips into which all waste materials generated by construction site activities, will be established within the development.

2.6.3 Construction and Management Plan

A Construction and Environmental Management Plan (CEMP) has been prepared and is appended to the EIAR. The plan sets out specific measures which will be implemented during the construction phase of the project. The purpose of this report is to identify the impacts of the proposed development.

2.6.4 Proposed Works and Construction Methods

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

- Excavation
This includes site clearing and earthworks – soil / rock removal – required to prepare the site for the foundations, the basement and residential and commercial floorspace above.
- Structure
Structure includes the foundations and the physical frame of the residential units and commercial units.
- Enclosures
The enclosures for the building will be formed from brick, block work, timber, and glass, with concrete roofs, all with the required levels of insulation and waterproof membranes.
- Services
The requisite services will be provided including drainage and lightning.
- Landscaping
The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, bed and tree planting, and significant open spaces.

2.6.5 Construction Methods- Phasing of Development

The construction methodology that will be utilised on the site will have three main attributes to minimise the impact of the construction phase.

- Phasing of construction
- Efficiency
- Minimisation of waste generated

Construction methods will use techniques that afford safe, efficient, and cost-effective methods of working. In order to minimise the traffic impact associated with the removal of material from the site and the construction phase in general, a Construction Traffic Management Plan has been prepared (and is appended to the EIAR).

2.6.6 Construction, Traffic, Parking and Site Working Hours

The Traffic and Transport Assessment and Mobility Management Plan prepared by NRB Consulting address these issues in greater detail. It advises that the works associated with the new development will generate additional traffic on the public road network associated with the removal of excavated material etc. and the delivery of new materials, concrete trucks etc. Construction traffic will access the site from Temple Hill Road. Based on the quantities of excavation and fill to be moved to or from the site, construction waste removal, and general site deliveries for the intended construction works, HGV traffic is estimated to be a maximum of 10 movements per hour based on the information as set out in the Construction Environmental Management Plan (CEMP).

The vehicles associated with the construction activities are as follows:

- Excavators;
- Dump trucks;

- Concrete delivery trucks;
- Concrete pumps;
- Mobile cranes; and
- Mobile hoists.

The implementation of the construction traffic management measures set out in the Construction Traffic Management Plan will ensure the efficient operation of the local road network during the course of the construction works.

It is proposed that the following construction working hours will apply:

- For the duration of the proposed infrastructure works, the maximum working hours shall be 07:00 to 19:00 Monday to Friday (excluding bank holidays) and 07:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authority. However, it may be necessary for some operations to be undertaken outside these times. Such works will be agreed in advance with the Local Authority.
- No working will be allowed on Sundays and Public Holidays.
- Subject to the agreement of the local authority, out of hours working may be required for water main connections, foul drainage connections etc.

As part of the construction works the appointed contractor shall prepare a Construction Traffic Management Plan which will outline their approach to the project and detail potential impacts for the public road system. This may include provision of transport facilities and the encouragement of car sharing by construction personnel. It will also include measures to mitigate any potential noise and air quality impacts resulting from construction activities, namely from traffic movements in and out of the site.

A more detailed Traffic Management Plan will be prepared and agreed with the Transportation Department of Dun Laoghaire-Rathdown County Council in advance of the commencement of development to provide for mitigation of the impact of construction traffic associated with the proposed development.

2.6.7 Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential risks will be omitted from the design so that the impact on the construction phase will be reduced.

2.6.8 Noise & Vibration due to Construction Work

The potential impacts associated with noise and vibration due to construction work, are addressed in Chapter 9 Noise & Vibration.

2.6.9 Air Quality

The potential impacts associated with air quality due to construction work are addressed in Chapter 10 Air Quality.

2.6.10 Construction Waste Management

A Construction and Demolition Resource and Waste Management Plan & an Operational Waste Management Plan for the proposed development have been prepared and are appended to the EIAR by AWN Consulting and are included with this application. The purpose of this report is to identify the best practice measures which will be implemented in terms of waste and environmental management during the construction phase of the proposed development.

2.7 Planning History

2.7.1 Parent Permitted SHD Development ABP-303804-19

A strategic housing development was permitted for this site under SHD ABP-303804-19. As amended by condition, this permission provided for 291 residential units and crèche facility. The relevant site layout is identified below.



Figure 2.7 - Permitted Site Layout under Ref. ABP-303803-19

Block C3 outlined in the image above was omitted by condition in the interest of safeguarding of the architectural heritage of the area. A recommendation was made to relocate the amenities provided for within Block C3 to either Block C1 or C2.

2.7.1.1 An Coimisiún Pleanála Assessment

In assessing the development under SHD ABP-303804-19, the following key points are highlighted from the Inspector's report:

Height

1. Density at approximately 74 units/ha is considered marginal for this urban location and is generally in compliance with relevant section 28 ministerial guidelines, although the site location a short distance from the district centre of Blackrock with its established services and facilities, in very close proximity to excellent transport ABP-303804-19 Inspector's Report Page 33 of 63 links is a location where higher densities and greater heights may be achievable, as per the Urban Development and Building Heights, Guidelines for Planning Authorities (2018). While the site constraints are noted, **a greater density may have been achievable on the overall site, in particular towards the southern end of the site overlooking the public park and the area fronting onto Temple Hill Road. This is a wide dual-carriageway which, in my opinion would have capacity to accommodate a greater height** (page 32 and 33)

The current proposal for a revised total of 414 residential units has been prepared as a response to this assessment, with amendments focused on the southern portion of the site overlooking Rockfield Park. Furthermore, new Section 28 Guidelines: 'The Sustainable Residential Development and Compact Settlements Guidelines (2024)' provide for a new planning context regarding required density and this proposal is reflective of same as outlined herein.

Tree Retention

2. Where possible and with the adoption of controlled construction techniques and tree protection measures, the potential for tree retention has been maximised as best as possible and tree losses have been mitigated by what is a substantial planting scheme incorporating numerous large tree specimens. This is considered reasonable, I consider that the proposal is a sensitive intervention in terms of landscaping, tree retention and open space provision (page 34).

Arboricultural input and impact assessment has again informed the current design and this has been the case from the outset of the revised design evolution. Tree protection measures, controlled construction techniques and potential for tree retention have been maximised within the site layout, insofar as is possible. Consequently, a sensitive intervention in terms of landscaping, tree retention and open space provision is delivered. We refer to the revised input enclosed from the tree file for details on the current arboricultural proposals.

Gate Lodge Proposals

1. *I am of the opinion that that the justification before the Board as outlined in the justification reports submitted is robust and 'exceptional circumstances' exist such that the removal of the Gate Lodge from its current location is acceptable (page 40).*
2. *I would concur with the opinion of the planning authority when they state that given the existing condition of the Protected Structure and its current isolated location on the periphery of the site, there is significant merit in considering its relocation within the site to form a focal point of the overall scheme. I consider that the proposal before me creates such a focal point. (page 40)*
3. *I consider the location proposed by the applicants to be acceptable. It will have its own independent setting, appropriate in scale to its role; will have a visual link to St. Teresa's House and will announce the arrival into the proposed scheme (page 41).*

The design team has carefully considered a suitable proposal for the Gate Lodge in the context of the current application. Fundamentally, the objective has been to retain the key positives of the permitted location, i.e., an independent setting; a location which maintains a visual link to St. Teresa's House; and a location which announces the arrival into the proposed scheme. The currently proposed location for the Gate Lodge adjacent to Rockfield Park coupled with the new proposal for the change of use for this building is considered a much improved design solution. These proposals were historically agreed in principle with the Planning Authority under the planning application lodged for this site and as per the detail set out in Section 4.

Impact on Amenity

1. *This is an underdeveloped piece of serviceable land, where residential development is permitted in principle. As has been previously stated, the development site is located within an established part of the city where services and facilities are available, in close proximity to good public transport links and where pedestrian and cycle connectivity is good. **The proposal, if permitted will add to the variety of housing stock within the area in a quality manner. It offers a benefit to the wider community by virtue of its public open space provision, which includes for a playground and direct access into Rockfield Park (page 42 and 43).***
2. *The level of amenity being afforded to future occupants is considered good. Adequate separation distances are proposed between blocks to avoid issues of overshadowing or overlooking. Unit sizes are considered acceptable and are generally in accordance with national policy. Development Plan standards have been met in relation to parameters such as number of dual aspect units, ceiling heights, floor areas and private open space provision. Private open space is provided to all units, with the exception of the units within St. Teresa's House. This is considered acceptable. I note the extent of open space surrounding St. Teresa's House which will be available for future occupiers of St. Teresa's House (page 43).*
3. *Having regard to all of the above, I am satisfied that the level of amenity being afforded to future occupiers of the proposed scheme is acceptable and the proposal if permitted would be an attractive place in which to reside. I am also satisfied that impacts on existing residential amenity would not be so great as to warrant a refusal of permission (page 44).*

It is submitted that the current proposal and specifically the proposed residential mix of the 123 no. new units comply with current standards as set out in the Dun Laoghaire Rathdown County Development Plan 2022-2028 and the Sustainable Urban Housing: Design Standards for New Apartments (2025). Furthermore, significant public open space provision (including a playground and connection to Rockfield Park), appropriate dual aspect, floor areas, private open space and separation distances are maintained within the current revised development proposal. In particular, it should be noted that separation distances and setbacks along boundaries are maintained to ensure that established relationships here are maintained.

Traffic and Transportation

1. The proposed new junction has been designed to function safely and resolve identified traffic safety issues at this location. The new junction will necessitate the relocation of the Gate Lodge from its existing location (page 45).
2. Given the location of the site within an urban area on zoned lands, I do not have undue concerns in relation to parking, traffic or transportation issues. The site is well served by both bus and rail transport, while footpaths and cycle paths are available on Temple Hill Road (page 46).
3. I acknowledge that there will be some increased traffic as a result of the proposed development, however there is a good road infrastructure in the vicinity of the site with good cycle/pedestrian facilities. Public transport is available in close proximity with a QBC along Temple Hill Road and two DART stations within 600 metres of the site. I concur with the applicants that the site is well placed to take advantage of non-car modes of travel. Having regard to all of the above, I have no information before me to believe that the proposal would lead to the creation of a traffic or obstruction of road users and I consider the proposal to be generally acceptable in this regard (page 46).

It is worth reiterating that the proposal in respect of primary access is unaltered in principle in the current application and generally remains as permitted save for some minor adjustments to the boundaries at Carmond to allow for safe access and egress via St. Vincent's Park as well as an alignment with Bus Connects proposal. Car parking and cycle parking provision has also been revisited to ensure provision is reflective of the uplift to unit numbers as appropriate.

Conclusion

In conclusion, I consider the principle of residential development to be acceptable on this site. I am of the opinion that this is a zoned, serviceable site within an established suburban area where a wide range of services and facilities exist. I have no information before me to believe that the proposal, if permitted, would put undue strain on services and facilities in the area. In my opinion, the proposal will provide a high quality development, with an appropriate mix of units and notwithstanding my opinion in relation to height and density, an acceptable density of development catering to a range of people at varying stages of the lifecycle. The provision of the public open spaces will enhance the amenity of the area for both existing and future occupiers. 14.1.2. I am satisfied that the proposal will not impact on the visual or residential amenities of the area, to such an extent as to warrant a refusal of permission. The removal of Block C3 from its proposed position is such that it will aid in providing a more ABP-303804-19 Inspector's Report Page 51 of 63 appropriate setting for the Protected Structure, making it more visible from the public realm as was the intention of its original layout and design. This block may be relocated elsewhere within the site, to a more appropriate location, by means of a separate application for permission. 14.1.3. I consider the proposal to be generally in compliance with both national and local policy, together with relevant section 28 ministerial guidelines. I also consider it to be in compliance with the proper planning and sustainable development of the area and having regard to all of the above, I recommend that permission is granted, subject to conditions (page 50 and 51).

Condition 2(a)

Omission of Block C3 from the proposal and this area appropriately landscaped. The tenant amenity facilities located within Block C3 shall be relocated to another block, possibly Block C1 or C2. The number of residential units hereby permitted is 291 number.

The current proposal provides for the optimum design solution for Block C3 with decreased height, increased separation distance from St. Teresa's House and modified palette of materials. This

proposal for Block C3 has been accepted by the Planning Authority and An Coimisiún Pleanála under ABP-312325-21 – as outlined in Section 3.2 below. In short, the proposal for Block C3 now delivers a single storey rectilinear form to allow the 3 storey rear elevation of St. Teresa's House come into view. The building is sufficiently removed from the main house and in delivering the residential amenity facilities for the overall scheme ensures that this area of the site is enlivened as a focal point for the entire development.

It is noted that permission ABP-303804-19 was considered as baseline along with existing site conditions.

2.7.2 SHD Development ABP-312325-21 - remitted case ABP-320285-24

The development proposed consisted of 493 no. residential apartment units with residential amenities, a creche and café. The layout plan is identified below for the convenience of the Planning Authority.



Figure 2.8 - Site Layout proposed under Ref. ABP-312325-21 (now ABP-320285-24)

An Coimisiún Pleanála issued a decision to grant permission. Subsequently the Commission's Decision was quashed by Order of the High Court (on 14 May 2024) and the case was remitted to An Coimisiún Pleanála where it is currently awaiting a decision. The file has been with An Coimisiún Pleanála since July 2024 and is currently 18 months in the system. It is apparent that there is no imminent decision pending on this application.

It is noted that the current application is broadly based on ABP-312325-21, particularly footprint and massing of Blocks C1, C2, C3, D1, E1, E2 and G. Both, assessment of the Local Authority and ABP Inspector and conditions have been taken into consideration in preparation of the current proposal.

Key parameters of the proposed development, including density, height, scale, mass and design were seen acceptable by An Coimisiún Pleanála.

An Coimisiún Pleanála issued a decision to grant permission subject to 30 no. conditions, a number of which would amend the scheme design and layout which have now been addressed with the scheme now proposed. The key conditions are listed below:

- 2 (a) "Amendment of the first floor to Block C2 to change the use of this from residential to childcare."
- 2 (b) "Omission of Block B4 and this area appropriately landscaped."

- 2 (c) *“Revised floor plans at levels 00 and 01 in Block D1, showing the combination of floor area to the studio situated adjacent to a 1 bed unit, with these areas combined and amended to form a 2 bed unit on each floor respectively.”*
- 2 (d) *“Revised details of the boundary treatment and interface between the southern section of the site adjacent to Blocks E1 and D1 and Rockfield Park. Boundary treatment should align and enclosure the proposed buildings, and not the public open space, which should be freely accessible to members of the public on a permanent and 24hr basis from the park.”*
- 2 (e) *“The inclusion of obscure glazed windows within opposing elevations for Blocks A1 and B1; and E1 and E2, for at least one window in all direct window facing relationships.”*
- 2 (f) *“The location of a bus stop along Temple Road to be determined in liaison with the National Transport Authority.”*
- 2 (g) *“Details of the access ramp to the basement cycle storage areas to demonstrate adequate accessibility for cyclists.”*
- 2 (h) *“Details of the access ramp to the basement cycle storage areas to demonstrate adequate accessibility for cyclists.”*

We refer the Planning Authority to the revised layout plans contained within the architectural pack prepared by O'Mahony Pike Architects which addresses these conditions.

The current proposal for 414 no. units makes a minor modification to the proposed density at 119 units/ha. This approach to residential density and specifically the method for calculation aligns with Appendix B of the Sustainable Residential Density and Compact Settlement Guidelines (2024). This residential density is also appropriate to the site within the context of the City Urban Neighbourhood Category of the Guidelines, which promotes a range of residential density between 50 and 250 units per ha. Furthermore, this density is appropriate given the proximity of the site to public transport such as the DART and the Blackrock bus corridor and given the ever changing national policy mandate, which is aiming to deliver increased height and densities at appropriate locations together with a requirement uplift for an additional 50,000 units per year nationally by 2040.

The subject proposal does not alter the heights of the Blocks A1, B1-B4, C1 and C2 as permitted under the parent permission ABP-303804-19. Blocks C3 and E2 are generally proposed at the same height as per the application lodged under ABP-312325-21, while Blocks D1 and E1 are proposed with additional set backs to comply with density requirements. It remains our considered view that the surrounding area can readily absorb the proposed heights.

2.7.3 Other Planning History

PA file Ref. D18A/ 0954 - Permission was refused by Dún Laoghaire Rathdown County Council on 30 November 2018 for the construction of a new entrance gateway at the entrance, consisting of 2 no. 2.1m high granite clad piers, each with the words 'Daughters of Charity' engraved thereon, a pair of 1.8m high single painted steel pedestrian gate and matching painted steel railings over a granite clad plinth wall, all with ancillary controls. The gateway will be across the existing entrance drive, inside the boundary with the adjoining property, St Teresa's House (also a Protected Structure).

PA file Ref. D21A/0525 - Permission was refused by Dún Laoghaire Rathdown County Council on 29 July 2021 for the construction of a new entrance gateway at the entrance, consisting of: 2 no. 2.1m high granite clad piers, each with the words "Daughters of Charity" engraved thereon. A pair of 1.8m high, automated, painted, steel gates to vehicular entrance c.5.4. wide; a 1.8m high single painted steel pedestrian gate and a matching painted steel railings over a granite clad plinth wall, all with ancillary controls. The gateway will be across the existing entrance drive, inside the boundary with the adjoining property, St. Theresa's House [also a Protected Structure].

The decision was appealed on 25 August 2021 under reference ABP-311224-21, and a decision is expected 6 January 2022.

PA File Ref. No. 05A/1596 – Permission was granted by Dún Laoghaire Rathdown County Council on 16 March 2006 for revisions and amendments to previously planning application reg. ref.

D03A/1047 for the development of the grounds within the walled garden. The development will consist of a new day care and respite centre for people with Alzheimer's disease and new headquarters facilities for the Alzheimer Society of Ireland. The walls of the walled garden are a Protected Structure and are therefore to be retained. The building is to be contained within the walls of the walled garden and a new opening for access is to be formed in the elevation facing Temple Hill Road. The building is single storey with some rooms being double height and with clerestory windows. A large area of the existing garden is to be retained as smaller gardens for use by the Alzheimer patients and staff at the centre. A strip of the existing hard standing directly in front of the wall is to be used for car parking and drop off. The proposal includes the demolition of the small greenhouse, the shed and out-building contained within the garden walls.

Frank Keane BMW

There are 3 no. recent permissions of relevance to the subject site, which relate temporary retention permission for the storage of cars on site. The references are identified as follows:

- D19A/0398
- D20A/0199
- D21A/0043

The temporary nature of car parking proposed for retention will cease when the new Frank Keane motor show room at Brookfield Terrace is constructed (D20A/0086). Equally, the temporary storage of cars on site will cease when development works for the permitted SHD commence on site.

2.8 Cumulative Schemes

The following selection criteria has been applied when identifying schemes with the potential to cause likely cumulative effects.

- Existing or approved projects (by time of planning submission). Existing refers to projects that have been granted planning permission and are being constructed.
- Approved refers to projects that have been granted planning permission but not yet built.

Within this context, the most appropriate methodology selected was to consider any planning applications within a 2km radius listed as granted from within the last five years (a typical planning application normally remains valid for a five-year period). These proposals have been considered for their potential to act in-combination with Proposed Development and cause likely significant effects on the environment.

Development in the surrounding area that could have the potential to result in cumulative impacts were reviewed from data sources including:

- Dún Laoghaire-Rathdown County Council website: <https://www.dlrccoco.ie/planning-applications/planning-applications-online-search>;
- An Coimisiún Pleanála website, <http://www.pleanala.ie/>; and
- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

Cumulative projects are outlined in Table below.

No.	Application Reg:	Address	Development Proposal	Decision Date
1.	ABP-321765-25 D24A/0484/WEB	Old Dun Leary Road, Cumberland Street, Longford Place and Dun Leary Hill, Dun Laoghaire, Co. Dublin, A96 N208	Construction of a five to eight storey development in 2 blocks and the change of use and refurbishment of existing three-storey 'Dun Leary House' (a protected structure) to provide for 88 residential units, a retail unit and all associated site works.	16 th of July 2025 Granted Permission
2.	D25A/0073/WEB	Frascati Centre, Frascati Road, Blackrock, Co.Dublin	Subdivision and associated part change of use of Anchor Retail Unit 1 (located over ground and first floor levels) and back of house at second floor level to provide 2 no. units, comprising Unit D2 for Retail use at ground floor level with an overall GFA of 546 sq.m, and Unit D3 for Gym use at first and second floor level, with an overall GFA of 2,348 sq.m;	21 st March 2025 Granted Permission
3.	ABP-318088-24 REF: 8923	Temple Road/Newtown Avenue to junction of Sandycove Avenue	Living Streets: Coastal Mobility Route (Blackrock to Sandycove).	19th of November 2024 Is development and is exempted development
4.	ABP-313509-24	Lands across Co. Dublin	BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme.	27 th of March 2023 Granted permission with conditions
5.	ABP-318247-24 LRD22A/0930	Dalguise House, Monkstown Road, Monkstown, County Dublin, A94 D7D1	Large Scale Residential Development (LRD) - permission for 491 no. residential units, a childcare facility, restaurant/café and all associated site development works. Dalguise House is a protected structure - RPS no. 870. A Natura Impact and an EIAR accompanies application.	9 th of February 2022 Granted with Conditions.
6.	PL06D.308900 D19A/0908	Merrion Road/Rock Road (R118), Booterstown, Blackrock	1 no. vehicular access to Merrion Road/Rock Road to serve a new recreational and interpretive centre, open landscaped space, biodiversity proposals, associated site and infrastructural works	5 th of July 2023 Grant Permission
7.	ABP-314429-23 D21A/0996	Frascati Centre, Frascati Road, Blackrock, Co. Dubin	A Phase 3 residential development of 98 no. apartments and all associated site works.	30 th of May 2023 Granted permission with revised conditions

8.	ABP-311260-23 D20A/0567	13-15, Rock Hill, Blackrock, Co. Dublin, A94V2NO	Demolition of the existing two-storey building and the construction of a 3-7 storey mixed use building (8 no. 2-bedroom apartments and 1 no. commercial unit)	18 th of May 2023 Grant Permission with revised conditions.
9.	ABP-314653-22D22A/0469	Blackrock House (a protected structure RPS No. 234), 28 Newtown Avenue, Blackrock, Co. Dublin (and also Maretimo Gardens East)	The modification, refurbishment and reconfiguration of Blackrock House to provide for a total of 21 no. apartments within Blackrock House, the construction of 2 no. new residential blocks on site to provide for a total of 42 no. units in the overall subject site, landscaped open space, widened footpath on Maretimo Gardens East and all associated services.	24 th of August 2022 Granted permission & refused permission
10.	ABP-313569-22 D21A/0958	c.o.49 ha site on the former Europa Garage Site, Newtown Avenue, Blackrock, Co.Dublin	The development will consist of the construction of a residential development providing 91 residential units (GFA c.10,829 sq.m including basement) of 1-4 storeys together with residential accommodation in attic floor over (2 units) in two Pavilion style buildings. The apartment units will consist of 49 no. 1-bed units (c.49-61 sq.m), 38 no. 2-bed units (c.66-94 sq.m) and 4 no. 3-bed units (c.96-108 sq.m) all with associated private balconies/terraces to the north/south/east/west elevations.	20 th of April 2022 Granted Permission
11.	D21A/0413	Carraig Tennis Club, Rockfield Park, Blackrock, Co. Dublin	The installation of 4 no. new 10 metre steel columns and LED floodlights, the replacement of 2 no. existing 8 metre columns with existing floodlights and all associated site works and laying of column foundations and electrical cabling.	29 th of July 2021 Granted permission
12.	ABP-308946-21	Newtownpark Avenue, Blackrock, Co. Dublin	Demolition of a single storey shed, construction of 140 no. apartments and all associated site works.	15 th of April 2021 Granted permission with conditions
13.	D20A/0557	Site at Zurich House, Frascati Road, Blackrock, Co. Dublin	The development will consist of an increase in floor area of the existing office building by providing lateral (to the north-east and south-west) and vertical extensions comprising: the lateral extension (from lower ground floor to fourth floor level) by 1,765 sq m and the vertical extension (provision of a new set back, part fifth floor level) by 620 sq m; replacement of the north-east facade fronting George's Place and partial replacement of all other facades; and internal modifications and reconfigurations. The proposed development will result in an	24 th February 2021 Granted Permission

			increase in office floor area from 3,790 sq m to 6,175 sq m. The development also includes: the reconfiguration and extension of the existing car park resulting in the provision of 27 No. car parking spaces.	
14.	ABP-308046-20	Frascati Shopping Centre, Frascati Road, Blackrock, Co. Dublin	The proposed development also includes the provision of 57 no. additional apartments, as an extension of the Phase 1 permission, located above the existing / permitted podium car park to the north west of the centre, as a Phase 2 residential development. The subject application therefore relates to a total of 102 no. residential units.	16th of December 2020 Grant and Refuse Permission
15.	D20A/0086	Brookfield Terrace, Carysfort Avenue, Blackrock, Co. Dublin	The demolition of the existing warehouse building, construction of a single storey pre delivery inspection workshop with associated wash bay for vehicles, the provision of 66 no. car parking storage spaces, upgrades to existing entrance, a stormtech attenuation tank and all associated site works.	30 th of June 2020 Granted permission

Table 2.1: Cumulative Projects within 2Km



Figure 2.9 – Nearby Developments to the subject site.

2.9 Permitted and Proposed Development at the Site

The approach to baseline and cumulative development within the context of the main development site has been considered in preparation of this EIAR. The currently proposed LRD planning application generally seeks revisions to development previously permitted under SHD ABP-303804-19 (291 no. units and a creche were permitted) to provide for an uplift of 123 no. residential units to now deliver an overall new residential scheme of 414 no. residential units, a creche, a café and residential amenity space.

EPA Guidelines entitled *Guidelines on the Information to be contained in Environmental Impact Assessment Reports* (May 2022) outlines the following definition for **Baseline Scenario**:

"The current state of environmental characteristics including any evident trends in its status."

It goes on to state that the EIA Directive requires;

*"A description of the relevant aspects of the **current state** of the environment (baseline scenario) and an outline of the **likely evolution thereof without implementation of the project** as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge"*

The guidance goes on to reference **Cumulative Effects** as:

*"The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects. 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."*

The *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment* (2018) reference the **Baseline Scenario** as follows:

*"4.31. The starting point for EIA is **an assessment of the current state of the environment and how this is likely to evolve without the proposed project but having regard to existing and approved projects and likely significant cumulative effects** – in other words the 'do nothing' scenario. It is a requirement of the 2014 Directive that a 'baseline scenario' must be included in the EIAR.*

4.32. A baseline assessment requires the collection and examination of relevant data on the environment. As only relevant aspects of the environment need to be investigated, these should be identified at an early stage and this may require the input of a qualified expert(s).

4.33. Much relevant data is likely to be publicly available and accessible e.g. through other relevant environmental assessments, databases, relevant websites etc., but other data may require elements of research and surveying to facilitate an understanding of the extent of environmental impacts. The baseline assessment must be conducted within a reasonable time and with a reasonable amount of effort on the part of the developer."

Cumulative Development is also described as follows:

6.11 Effects are not to be considered in isolation but cumulatively i.e. when they are added to other effects. A single effect on its own may not be significant in terms of impact on the environment but, when considered together with other effects, may have a significant impact on the environment. Also, a single effect which may, on its own, have a significant effect, may have a reduced and insignificant impact when combined with other effects.

6.12. The Directive requires that the EIAR describes the cumulation of effects. Cumulative effects may arise from:

*- The interaction between the **various impacts within a single project**;*

- The interaction between all of the different **existing and/or approved projects** in the same area as the proposed project.

Section 2.8 has generally set out the approach to cumulative development for this EIAR.

The following table also sets out how this EIAR has come forward within the context of a proposal for baseline, proposed development and cumulative development approaches:

Baseline Scenario:	Existing Condition (Greenfield Site) Reference to Permitted Development where required (permitted scheme ABP-303804-19)
Proposed Development	Amendments to Permitted Development: (as per current Development Description) • Amendments relate to Blocks C1, C2, C3, D1, E1, E2, G only • Removal of Former Blocks E3, E4 and E5 • Blocks A1, B1, B2, B3, B4, Block H (St. Teresa's House) remain as permitted and no changes are proposed as part of this permission Overall net increase in Residential Units from 291 – 414 no (Permitted and Proposed Developments)
Cumulative Development: Scenario 1	Permitted Development + Proposed Developments Combined (Overall Development 414 Units) + Projects identified in the Area (as outlined in Section 2.8)