

BALLYMASTONE PHASE 3 LRD

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

23-OCT-25 LRD0053/S3
FINGAL CO.CO. PLDEPT

BSM

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**Built.
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Environmental
Assessment
**Built
Environment**

Client:

Glenveagh Living Limited

Date:

16 October 2025



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1 Introduction

An Environmental Impact Assessment Report (EIAR) provides a statement of the effects that the proposed Large-scale Residential Development (LRD) at Ballymastone in Donabate, Co. Dublin ('the proposed development'), if carried out, would have on the environment. It 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 The Proposed Development

The proposed development will consist of the construction of a residential development, which represents Phase 3 of the wider development of the Ballymastone Lands, ranging in height from 2- to 6-storeys, to accommodate 398 no. residential dwellings (including a mix of apartments, duplexes and houses), private amenity space, a crèche (c. 646sq.m), and a community space (c. 100sq.m). The site will accommodate 316 no. car parking spaces in total (comprised of 288 no. residential spaces, 10 no. spaces for the proposed crèche/community space, 6 no. EV charging spaces including accessible spaces, and 12 no. spaces ducted for future provision), 1,619 total no. bicycle parking spaces, new pedestrian/cycle links, road improvements, storage, services (including water, wastewater, electricity and telecommunications) and plant areas. Landscaping will include communal amenity areas, SuDS features, and significant public open space (c. 15.3% of the net site) including outdoor exercise and play equipment.

Refer to the statutory notices for detailed description.

The Applicant is Glenveagh Living Limited.

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1.2 Site of the Proposed Development

The proposed development site, which has a stated area of c.11.28Ha is situated in the coastal town of Donabate, c. 20 km north-east of Dublin City and c. 10km north-east of Dublin Airport, on the northern margin of the Dublin Metropolitan Area. The site is situated in the administrative area of Fingal County Council, in the townlands of Ballalease North, Portraine Demesne and Ballymastone.

The site, which is situated on the eastern margin of Donabate town, is predominantly comprised of disused agricultural land, criss-crossed by hedgerows and drainage ditches. The site is bounded to the west and north by existing residential developments and to the east by the Donabate Distributor Road (DDR). The Donabate burial grounds are to the immediate north-west of the site. **Figures 1.1 and 1.2**, below, illustrate the location of the proposed development site. The site is also bound immediately to the south by lands that form part of a Large-scale Residential Development (LRD) (Ballymastone Phase 2) comprising 364 residential units and all associated site works, permitted by An Coimisiún Pleanála on 13 January 2025 (FCC Ref. LRD0039/S3 & ABP Ref. 320885). The site is further bound to the south and south-east by Ballymastone Phase 1 LRD comprising 432 residential units and all associated site

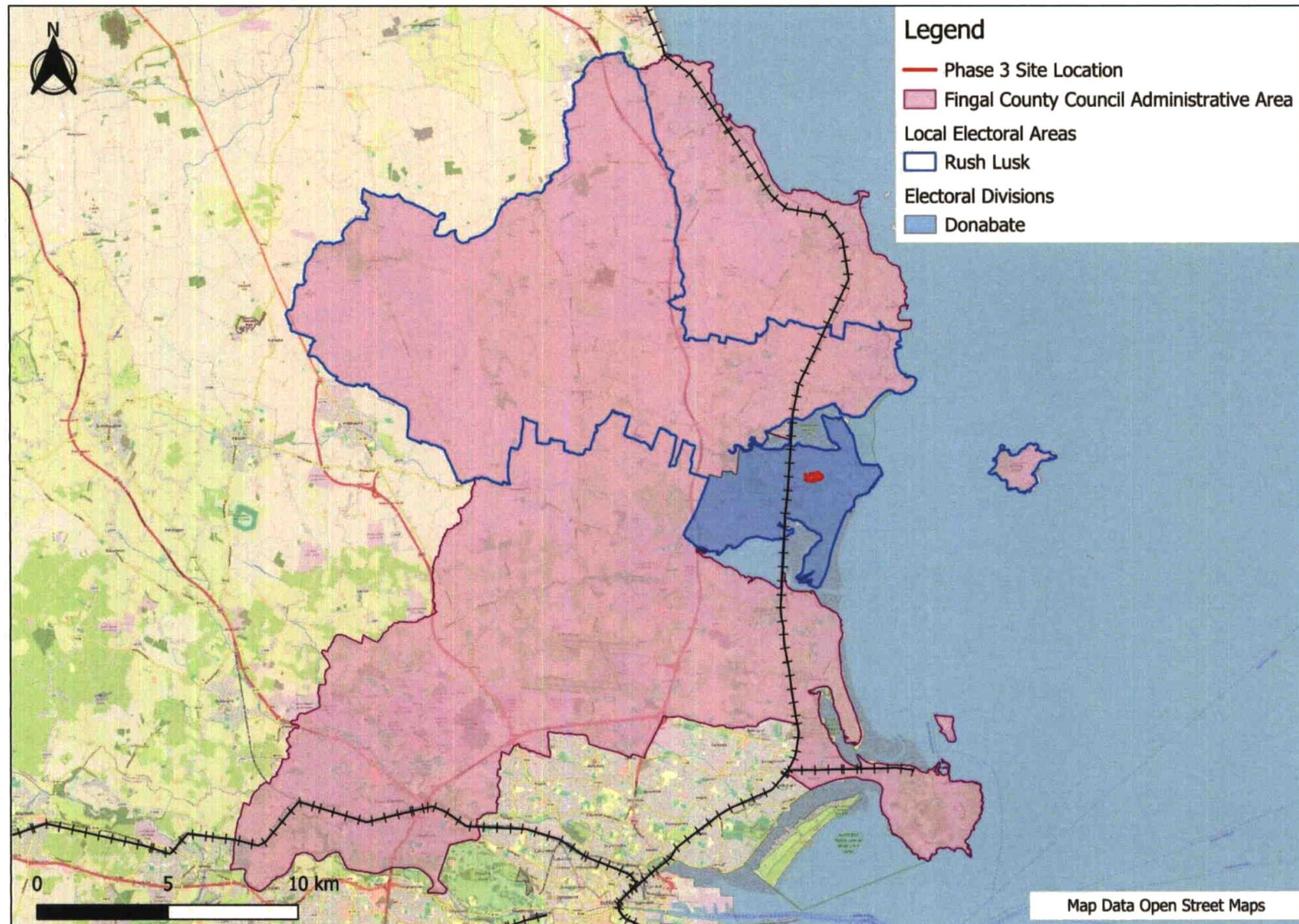
Ballymastone Phase 3 LRD

Environmental Impact Assessment Report (EIAR) Volume 1: Non-technical Summary (NTS)

works, permitted by An Coimisiún Pleanála on the 28 March 2023 (FCC Ref. LRD0008/S3 & ABP Ref. 315288). The site is also bound by the approved Recreational Hub (Part 8) to the east of the site.

Part of the subject land is used as a construction compound and car park, as permitted under Phase 2 development (FCC Ref. LRD0039/S3 & ABP Ref. 320885) development, while the remaining land is undeveloped and greenfield in nature. Extant development within the settlement of Donabate lies to the west and comprises the residential estates of The Links, Priory Wood and Willowbrook.

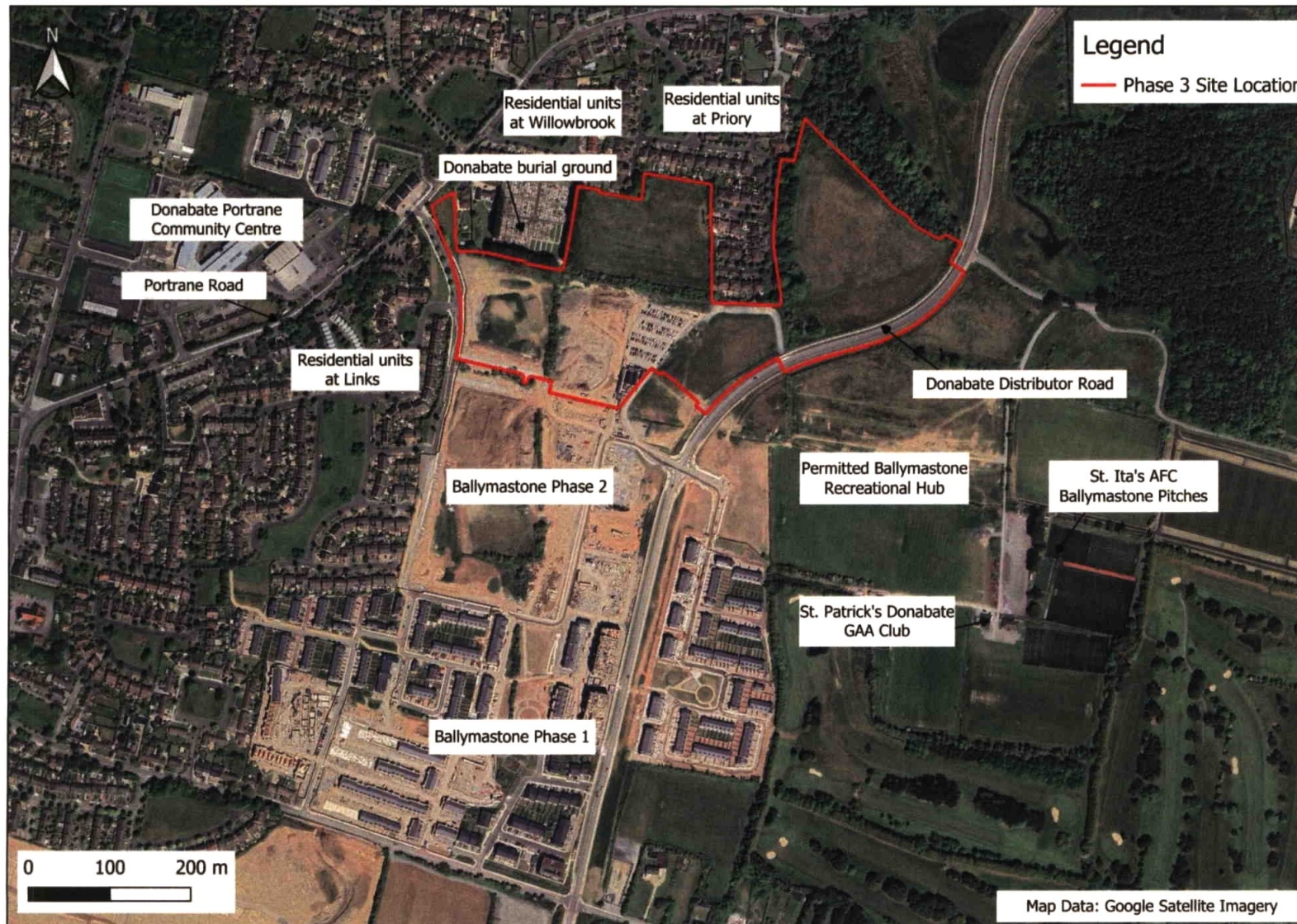
Figure 1.1 Location of the proposed development



Ballymastone Phase 3 LRD

Environmental Impact Assessment Report (EIAR) Volume 1: Non-technical Summary (NTS)

Figure 1.2 Site of the proposed development



1.3 Format & Structure of the Environmental Impact Assessment Report

The 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 the 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 to **Table 1.1** below for the structure of the 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 & Development Context
Chapter 4	Consideration of Alternatives
Chapter 5	Description of the Proposed Development
Chapter 6	Consultation
Chapter 7	Population & Human Health
Chapter 8	Biodiversity
Chapter 9	Land, Soils, Geology & Hydrogeology
Chapter 10	Hydrology
Chapter 11	Air Quality
Chapter 12	Climate
Chapter 13	Noise & Vibration
Chapter 14	Landscape & Visual
Chapter 15	Cultural Heritage, Archaeology & Architectural Heritage
Chapter 16	Microclimate – Daylight & Sunlight
Chapter 17	Microclimate – Wind
Chapter 18	Traffic & Transportation
Chapter 19	Material Assets – Waste
Chapter 20	Material Assets – Services
Chapter 21	Interactions
Chapter 22	Cumulative Impacts
Chapter 23	Mitigation Measures & Monitoring
Volume 3:	Appendices
	Technical reference material supporting the EIAR chapters

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 the EIAR, their qualifications, experience and any other relevant credentials is provided in **Table 1.2**.

Table 1.2 EIAR Contributors

Name	Company	Role / input	Qualifications
Thomas Burns	BSM	EIAR Technical Review	■ B.Agr.Sc. (Land.) Dip. EIA Mgmt., Adv. Dip. Plan. & Env. Law ■ Environmental Planner and Landscape Architect ■ Member of Irish Landscape Institute & 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 & Urban Planning ■ Head of Planning ■ Member of Royal Town Planning Institute (MRTPI) ■ Member of Irish Planning Institute (MIPI) ■ Over 25 years of experience
Namrata Kaile	BSM	EIAR Co-ordinator; Background chapters; Population & Human Health	■ BSc Life Sciences, MSc Env. Sciences ■ Environmental Consultant & Ecologist ■ Full Member CIEEM (MCIEEM) ■ Over 6 years of experience
Matthew Hague	BSM	Biodiversity; Appropriate Assessment Screening & Natura Impact Statement	■ BSc, MSc, Adv. Dip. Plan. & Env. Law ■ Associate & Senior Ecologist ■ Chartered Environmentalist – CEnv ■ MCIEEM ■ Member of Irish Environmental Law Association ■ Over 20 years of experience
Sadye Goldfarb	BSM	Biodiversity; Appropriate Assessment Screening & Natura Impact Statement	■ Bachelor's degree in Environmental Science and a master's degree in Biodiversity and Conservation from Trinity College Dublin. ■ Ecologist ■ Qualifying Member of the Chartered Institute of Ecology and Environmental Management ■ Over 1 year of experience
Marcelo Allende	AWN Consulting	Hydrology	■ Water Resource Civil Engineering (BEng, Hons), Bachelor of Science in Engineering (BSc, Hons) ■ Principal Environmental Consultant ■ Experienced in environmental investigations, geo-environmental impact assessments, surface and groundwater resource management, hydrological and hydrogeological conceptual and numerical modelling, strategic and site specific flood risk assessments (Stage 1,2 and 3), Due Diligence reporting, baseline studies, soils, surface water and

Name	Company	Role / input	Qualifications
			- groundwater monitoring and field sampling programmes - Over 20 years of experience
Luke Maguire	AWN Consulting	Hydrology	- MSc. in Geoscience from Trinity College Dublin - Environmental Consultant at AWN with over 4 years of experience - Worked on a range of developments including pharmaceutical plants, medical device facilities, ICT facilities and energy projects. - Experience in contaminated soil sampling and analysis, basement impact assessments and largescale dewatering processes.
Ciara Nolan	AWN Consulting	Air Quality & Climate	- MSc (Applied Environmental Science), BSc Eng (Energy Systems Engineering) - Principal Air Quality & Climate Consultant - Member Institute of Air Quality Management (MIAQM), Member Institution of Environmental Sciences (MIEnvSc) 8 years
Tanmay Gojamgunde	AWN Consulting	Air Quality & Climate	- MSc (Air Pollution Management and Control) BTECH (Environmental Engineering) - Air Quality & Climate Consultant - Member Institute of Environmental Sciences (IES) 1 year
David Flyod	AWN Consulting	Noise & Vibration	- BSc Agri-Environmental Science - Acoustic Consultant 3 years experience
Jennifer Harmon	AWN Consulting	Noise & Vibration	- BSc in Environmental Science and a Diploma in Acoustics and Noise Control - Director – Acoustics - Diploma in Acoustics and Noise Control 24 years experience
Declan O'Leary	Cunnane Stratton Reynolds	Landscape & Visual	- B.Agr Sc. Land. Hort., Dip LA - Managing Director - CLI, MILI - Declan has over 30 years' experience in the design and analysis of landscape and the impacts of change, including the preparation of landscape and visual impact assessments for Environmental Impact Assessment Reports.
Prithvi Gowda	Cunnane Stratton Reynolds	Landscape & Visual	- B.Arch., MScUD&P, CPM.Dip - Assistant Urban Designer & Landscape Architect - Prithvi Gowda has over 7 years' experience working in a multi-disciplinary role within landscape and planning teams and has been involved in the

Name	Company	Role / input	Qualifications
			preparation of numerous landscape and visual impact assessments over that period.
Aidan O'Connell	Archer Heritage Planning Ltd.	Cultural Heritage, Archaeology & Architectural Heritage	■ BA ■ Archaeologist ■ Member Institute of Archaeologists of Ireland ■ Over 20 years of experience
Ciaran McGuinness	Archer Heritage	Cultural Heritage, Archaeology & Architectural Heritage	■ CPA, MBA, Cert. Proj Mgm ■ Role – Project manager ■ IOSH ■ Over 26 years in archaeological consultancy
William O'Donnell	IN2 Engineering	Microclimate – Daylight/Sunlight	■ BSc (Eng.) (Hons) C.Eng. MIEI, MCIBSE ■ Associate Director, Environmental and Sustainability Engineering ■ Specialist in building simulation, and daylight and sunlight analysis with over 20 years' experience. ■ Chartered Engineer ■ Member of Engineers Ireland (IEI) ■ Member of Chartered Institute of Building Services Engineers (CIBSE) ■ Director, Board of Irish Green Building Council (IGBC)
Sol Lee	IN2 Engineering	Microclimate – Daylight/Sunlight	■ BEng. in Mechanical and Sustainability Engineering ■ Daylight and Sunlight Consultant ■ Member of Engineers Ireland (IEI)
Dr. Cristina Paduano	B-Fluid	Microclimate - Wind	■ M.Eng and B.Eng in Aerospace Engineering, PhD in Mechanical Engineering ■ Director ■ Chartered Engineer (CEng) ■ 20 years in construction industry
Dr. Sadia Siddiq	B-Fluid	Microclimate - Wind	■ PhD in Comp. Math. ■ CFD Modelling Specialist
Dr. Praveen Laws	B-Fluid	Microclimate – Wind	■ PhD. Mech Eng., MS, B.Eng ■ CFD Modelling Specialist
Aimee Dunne	DBFL Consulting Engineers	Traffic & Transportation	■ Civil & Environmental Engineering (MEng) Heriot-Watt University Edinburgh (2010) Cili Engineering Technology (BEngTech) DIT (2007) ■ Chartered Transport Engineer ■ CEng MEng BengTech MIEI MIHE ■ 14 years' experience
Daniel Garvey	DBFL Consulting Engineers	Traffic & Transportation	■ Civil Engineering (BEng) Technological University Dublin (2019) ■ BEng MIEI ■ 6 years' experience

Name	Company	Role / input	Qualifications
Brendan Curran	DBFL Consulting Engineers	Material Assets - Services	■ BEng (Hons) Civil, Structural and Environmental Engineering, University College Cork, 2018 ■ Civil Engineer ■ Chartered Engineer (2023) ■ 7+ years post college work experience
Kevin Gallagher	ENX	Material Assets - Services	■ BEng (Hons) in Energy Engineering, ATU Galway City, 2016 ■ Senior Design & Sustainability Engineer ■ 9+ years post college work experience
Chonaill Bradley	AWN Consulting	Material Assets - Waste	■ Bsc ENV, PG Dip Circ Econ ■ Principal Environmental Consultant ■ AssocCIWM ■ 10+ Years

1.4 Impact Assessment Methodology

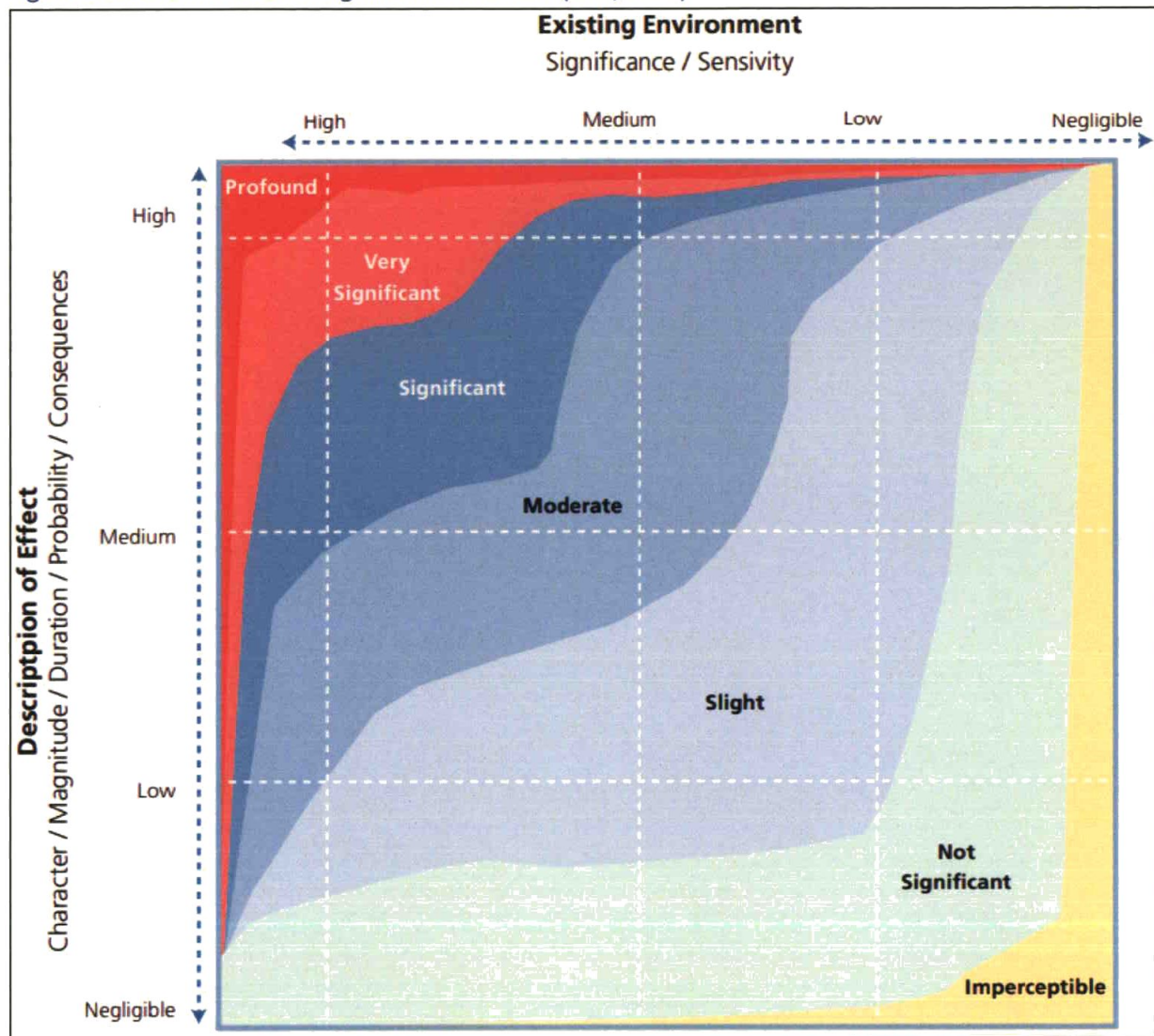
The impact assessment methodology is detailed in respect of the various environmental topics in the respective chapters herein. The assessment of impacts is based on the source-pathway-receptor model, which dictates that, for an environmental impact to occur, there must be a source, a receptor which 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.

Criteria	Definition
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. <i>is it the biggest, longest effect ever?</i>)
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 & Frequency	
Momentary	Effects lasting from seconds to minutes.
Brief	Effects lasting less than a day.
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

The 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 PDR 2001 list the classes of development for which EIA is required by default. In Part 1, major project classes (including industrial, chemical, energy, waste, infrastructural and intensive agricultural projects) are identified for the purposes of mandatory EIA. In Part 2, specific thresholds are cited; EIA is a requirement for projects of a class listed here that also meet or exceed the corresponding threshold (e.g. wind farms "with more than 5 turbines or having a total output greater than 5 megawatts").

The proposed development is not of a class of development listed in Part 1 of Schedule 5 of the PDR 2001 and, therefore, EIA is not a statutory requirement under this provision. However, the proposed

development does correspond with the classes of development listed in paragraphs 10(b)(i) and 10(b)(iv) of Part 2 of Schedule 5 of the PDR 2001.

The proposed development (Phase 3) is the third and final phase of the development planned on the wider Masterplan site under the control of the Applicant at Ballymastone. When considered together, the gross quantum of development proposed for Ballymastone Phase 1 (permitted under FCC Ref.: LRD0008/S3 & ABP Ref. 315288), Ballymastone Phase 2 (permitted under FCC Ref. LRD0039/S3 & ABP Ref. 320885) and Ballymastone Phase 3 ('proposed development') exceeds the thresholds specified in relation to these classes of development, as detailed in **Table 2.1**, below.

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 (Phase 3)	Previously permitted development (Phase 1 & Phase 2)
Paragraph 10(b)(i): <i>"Construction of more than 500 dwelling units."</i>	c. 398 units	Phase 1 - 432 residential units permitted by An Coimisiún Pleanála (FCC Ref. LRD0008/S3 & ABP Ref. 315288). Phase 2 - 364 units permitted by An Coimisiún Pleanála (FCC Ref. LRD0039/S3 & ABP Ref. 320885)
Paragraph 10(b)(iv): <i>"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."</i> ¹	Total site area c. 11.28Ha	Total Masterplan Area for Ballymastone Lands (incl. Phase 1, 2 & 3) – c. 32Ha.

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.

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

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

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.

A Natura Impact Statement has been prepared by BSM in respect of the proposed development, in accordance with the requirements of the Habitats Directive and the Birds Directive, and the PDA 2000.

The Natura Impact Statement has considered the potential impacts of a proposal by Glenveagh Living Ltd for a residential development at Ballymastone, Donabate, Co. Dublin on the integrity of European sites. This report concludes on the best scientific evidence that it can be clearly demonstrated that no elements of the project will result in any impact on the integrity or Qualifying Interests/Special Conservation Interests of any relevant European site, either on their own or in-combination with other plans or projects, in light of their conservation objectives.

It is considered that the Natura Impact Statement provides sufficient relevant information to allow the Competent Authority (Fingal County Council) to carry out an Appropriate Assessment, and to reach a determination that the proposed development will not affect the integrity of any of the relevant European sites under Article 6 of the Habitats Directive (92/43/EEC) in light of their conservation objectives.

Please refer to Natura Impact Statement (BSM, 2025), submitted under separate cover as part of the planning application.

2.5 Site Specific Flood Risk Assessment

DBFL Consulting Engineers (2025), 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 SSFRA are summarised as follows:

"Following the flood risk assessment stages, it was determined that the Site is within Flood Zone C as defined by the Guidelines.

It is concluded that the;

- *Residential development proposed is appropriate for the Site's flood zone category.*
- *Planning System and Flood Risk Management Guidelines Sequential Approach is met and the 'Avoid' principal achieved.*

The development was concluded as having a good level of flood protection up to the 100-year return event. For pluvial floods exceeding the 100-year capacity of the drainage system then proposed flood routing mitigation measures are recommended."

Please refer to the SSFRA (DBFL Consulting Engineers, 2025) submitted under separate cover as part of the planning application. Refer also to Chapter 10 (Hydrology).

2.6 Water Framework Directive (WFD)

A WFD Assessment has been undertaken by AWN Consulting Limited (2025), in respect of the proposed development in response to the requirements of the Water Framework Directive. Refer to **Appendix 10.2**, 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 Beaverstown stream (Rahillion/Ballyboghil_010), Portrane stream (Ballalease North/Ballyboghil_010) or the Rogertown Estuary transitional waterbody.

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 & Heritage, Sept 2024).

The WFD assessment indicates that there is no potential for adverse or minor temporary or localised effects on the Swords GWB. 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 & 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) and separate as part of the planning submission. The HHQRA concludes that –

"It is concluded that there are no pollutant linkages as a result of 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 within Rogerstown Estuary (SPA/SAC/pNHA) and the Northwestern Irish Sea (North-West Irish Sea SPA).

Finally, and in line with good practice, appropriate and effective mitigation measures will be included in the construction design, management of construction programme and during the operational phase of the proposed development. With regards to the construction phase, adequate mitigation measures will be incorporated in the Construction Environmental Management Plan (CEMP). These specific measures will provide further protection to the receiving soil and water environments. However, the protection of downstream European sites

is in no way reliant on these measures and they have not been taken into account in this assessment.”

3 Planning & Development Context

This Chapter of the Environmental Impact Assessment Report presents a review of the planning and development policy context at a national, regional and local level. The following policy documents of relevance have been discussed in relation to the proposed development in the main text of the Environmental Impact Assessment Report (Volume 2):

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 (2000/60/EC).

National

- Project Ireland 2040 – National Planning Framework (NPF) and National Development Plan (2021-2030) including the First Revision to the NPF (April 2025);
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023);
- 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);
- Housing for All – A New Housing Plan for Ireland (2021);
- Cycle Design Manual (2023);
- National Sustainable Mobility Policy (2022).

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Regional

- Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031;
- Fingal Development Plan 2023 – 2029;
- Transport Strategy for the Greater Dublin Area 2022 – 2042.

Local

- Donabate Local Area Plan (2016-2021, as extended to 2026);
- Donabate Urban Framework Plan (2024).

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

The development of the proposed site 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 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

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.

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."

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

4.1 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 the 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 Donabate Local Area Plan (LAP) 2016-2021 (as extended)) 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 Ballymastone development lands. The opportunity cost, in this scenario, would include the 398no. residential units proposed and the accommodation that these would otherwise provide.

The proposed development site is zoned as 'RA- Residential Area' under the Fingal Development Plan 2023-2029. The LAP lands are zoned as 'RA-Residential Area' as per the Development Plan and the LAP aims to provide for a structured development of the identified new residential areas of Donabate. The site of the proposed development is situated within the 'Ballymastone' development lands as identified in the LAP.

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 County Council Development Plan and would be contrary to the Councils 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 the EIAR and have been taken into account as part of this assessment.

4.2 Alternative Locations

The proposed development site is zoned as 'RA- Residential Area' with the corresponding zoning objective to 'Provide for new residential communities subject to the provision of the necessary social and physical infrastructure', under the Fingal Development Plan 2023-2029 and the proposed development is consistent with the core strategy of the Development Plan. Taking into account the Local Authority 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 that:

"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. The subject lands will gain benefit from existing transport, social and community infrastructure. 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.

4.3 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 is presented in the Architectural Drawings and the Architectural Design Statement (McCauley Daye O’Connell Architects, 2025), which have been submitted under separate cover and should be read in conjunction with this chapter.

The subject application (Phase 3) forms part of a wider Masterplan for lands within the townlands of Ballalease North, Portraine Demesne and Ballymastone and is a follow-on application to the permitted Phase 1 (Planning Ref LRD0008-S3 & ABP Ref. 315288) and the permitted Phase 2 (Planning Ref. LRD0039-S3 & ABP Ref. 320885) of the overall Masterplan. The scheme also builds on the Framework Plan for the Ballymastone development lands commissioned by Fingal County Council and prepared by Reddy Architecture (2018).

A series of design iterations of the proposed development have been considered, as detailed in the main text of the Environmental Impact Assessment Report (Volume 2):

- Design Alternative 1;
- Design Alternative 2;
- Design Alternative 3;
- Design Alternative 4;
- Design Alternative 5;
- Design Alternative 6;
- Design Alternative 7;
- Final Layout.

For the final layout, the positive elements of the previous layouts were maintained and some further amendments were included to improve the proposed development to provide for a new high quality residential development that responds appropriately to the site characteristics, opportunities and constraints. This includes:

1. Character areas and neighbourhoods:

The Phase 3 application contains within it 3 neighbourhoods; neighbourhoods F, G, & H. Each neighbourhood's architecture and materiality reflects the character of the existing surrounding context.

The massing and materiality of the apartment buildings - both along the DDR and the western block - evolved to step up and down to create distinct sections that break down the scale of the apartments to create a soft building frontage along the DDR to the east and the existing Links Road to the west. The materiality was also enhanced through the introduction of an alternating material palette in order to reinforce an urban village character and rhythmic plot line widths. The units located in proximity to the pump station in the northern corner of the site have been further developed and rearranged to ensure the units, their entire front private curtilage and side and rear gardens are outside of the minimum 35m radius from the pump station.

2. Vehicular links:

The Links Road Extension has been completed as part of the permitted Phase 1 that serves permitted Phase 2 and proposed Phase 3. The layout of the western block including the crèche and community hall has been further adjusted over time to ensure strong connectivity with the wider Donabate area. This alternate layout facilitates ease of access for local residents and also reinforces the site's role as a key point of interaction within the community. By strategically positioning these facilities along the existing Links Road, the development helps define a prominent gateway to the area, enhancing visibility and creating a welcoming entrance that integrates seamlessly with the surrounding urban fabric.

3. Pedestrian / cycle links:

Careful consideration was given to the creation of active facades that engage with the public realm, encouraging pedestrian activity and vibrancy. Passive surveillance measures have been integrated through strategically positioned windows, entrances, and sightlines to help enhance safety and visibility throughout the area, contributing to a more secure and inviting environment.

4. Density:

Density results at 35.3 Units per hectare (net) for proposed Phase 3.

5. Daylight:

Apartments and Duplex comply with the latest regulations. Overshadowing analysis was also undertaken.

6. Natural Features & Archaeology

Many existing tree lines and vegetation were incorporated into the proposed scheme along the cycle and pedestrian links and the proposed parks to ensure enhancement and conservation of the local green infrastructure.

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

4.5 Alternative Mitigation Measures

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

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5 Description of the Proposed Development

This Chapter of the Environmental Impact Assessment Report provides a general description of the site and its surrounds, sets out the need for the proposed development, and describes the proposed development – its design, construction methodology and envisaged operation. In accordance with Article 5(1)(a) of the 2011 EIA Directive, as amended by Directive 2014/52/EU, the description of a proposed development should comprise “...information on the site, design, size and other relevant features”.

5.1 Overview of the Proposed Development

In summary, the proposed development will consist of the construction of a residential development, which represents Phase 3 of the wider development of the Ballymastone Lands, ranging in height from 2- to 6-storeys, to accommodate 398 no. residential dwellings (including a mix of apartments, duplexes and houses), private amenity space, a crèche (c. 646sq.m), and a community space (c. 100sq.m). The site will accommodate 316 no. car parking spaces in total (comprised of 288 no. residential spaces, 10 no. spaces for the proposed crèche/community space, 6 no. EV charging spaces including accessible spaces, and 12 no. spaces ducted for future provision), 1,619 total no. bicycle parking spaces, new pedestrian/cycle links, road improvements, storage, services (including water, wastewater, electricity and telecommunications) and plant areas. Landscaping will include communal amenity areas, SuDS features, and significant public open space (c. 15.3% of the net site) including outdoor exercise and play equipment.

For a full development description please refer to the Planning Report & Statement of Consistency prepared by Brady Shipman Martin.

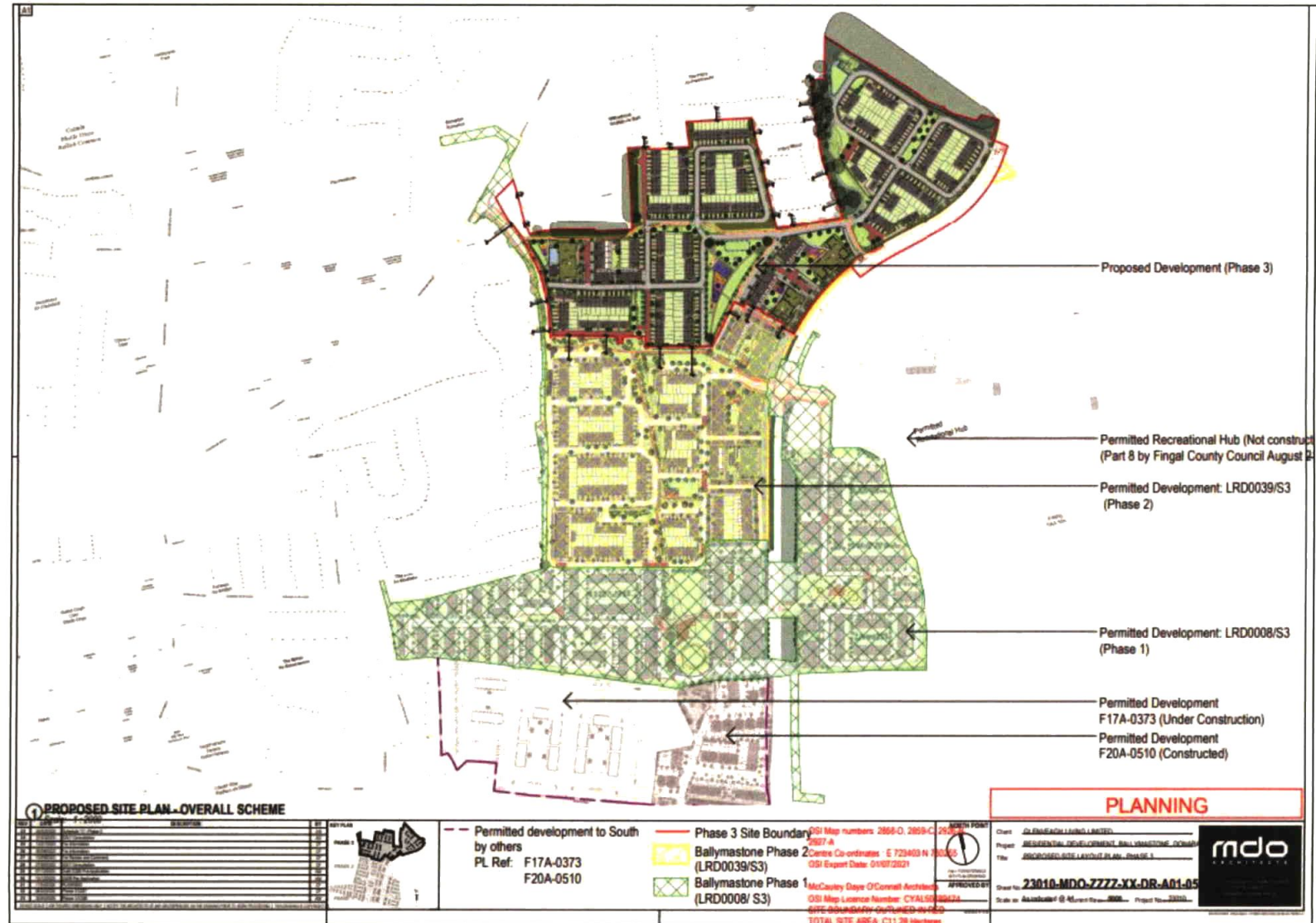
The overall site layout for the proposed development is shown in **Figures 5.1 to 5.3**, below.

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Figure 5.1 Proposed development – site layout (Source: Mc Cauley Daye O’Connell, 2025)



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Figure 5.2 Proposed development – site layout (planning zone 4) (Source: Mc Cauley Daye O'Connell, 2025)



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PROPOSED SITE PLAN - PLANNING ZONE 5

Scale: 1:100

Phase 3 Site Boundary
Bathymstone Phase 2 (LRD0009 S3)
Bathymstone Phase 1 (LRD0008 S3)

Denotes Roof Ridge Level
Refer to Engineer's Drawings for Site Levels

Vehicular Entrance To Phase 3

WOOD

BT101 BT102 BT103 BT100 BT103 BT97 BT96 BT98 BT95 BT92 BT93 BT91 BT90 BT11 BT11

Proposed Development (Phase 3)

PLANNING

mco

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5.2 Construction Phase

A Construction & Environmental Management Plan (CEMP) has been prepared in respect of the proposed development by DBFL Consulting Engineers (2025) (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 & CMP, 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 and Natura Impact Statement 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.

5.2.1 Construction Sequence

The construction phase of the proposed development will include the following elements:

- Site enabling works;
- Sub-structure and superstructure works;
- Infrastructure works;
- Reinstatement.

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

5.2.1.1 Site Enabling Works

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

- Securing of site boundary and erecting of fencing or hoarding as required;
- Service terminations and positive identification of any services on the site by the utility providers;
- Provision of temporary power, lighting and water services;
- Set up of site accommodation and welfare facilities;
- Archaeological monitoring in accordance with the recommendations of the Archaeological Assessment;
- Identification of the trees that are required to be removed and the removal of these along with scrub and vegetation, in consultation with the appointed Arborist and the recommendations of the tree survey report;
- Identification of the trees that are required to be protected and the protection of these in consultation with the appointed Arborist and the recommendations of the tree survey report;
- Identification of any hazardous materials on site or in the structures that are required to be removed from the site during the course of the construction;
- Identification of watercourses in the vicinity of the site and measures to be put in place to minimise contamination of same;
- Measures as set in the Hydrology chapter (Chapter 10), Biodiversity (Chapter 8), CEMP and NIS to be undertaken in full to ensure the protection of water quality as well as measures to ensure no impact occurs outside the working area and in particular on the sensitive habitats;

- All works in the vicinity of ESB Networks infrastructure will be carried out in ongoing consultation with ESB Networks and will be in compliance with Health & Safety Authority (HSA) Code of Practice for Avoiding Danger from Underground Services (2016), and the ESB Networks & Health and Safety Authority Code of Practice for Avoiding Danger from Overhead Electricity Lines (2019).
- Excavation and reuse of soil / subsoil on site;
- Construction of a temporary haul road to provide for construction traffic access to the site from Donabate Distributor Road (DDR);
- Temporary power and water services will be arranged for the site accommodation and welfare facilities along with the provision of temporary surface water and foul water management measures for the construction phase;
- Lime Stabilisation will be undertaken on the site as follows:
 - Site will be stripped by Excavators to sub formation level;
 - Topsoil Layer will be stripped first followed by subsoil, both being stockpiled separately in designated storage area;
 - Exposed ground will be rolled;
 - Subsoil material will be placed in layers followed by the proposed lime/cement addition being placed across the top. This will then be pulverised and mixed in place;
 - Each layer is rolled with a number of passes by rollers;
 - Plate tests will be utilised to ensure the required CBR value is achieved at each layer;
 - Potential Impacts and mitigation measures are discussed in the further individual chapters and the Construction Environmental Management Plan (DBFL Consulting Engineers, 2025).

5.2.1.2 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:

- Excavation of foundations;
- Excavate, lay and test underground drainage;
- Coordinate and install all incoming services;
- Construction of floor slabs;
- Construction of superstructures and roofs;
- Fit out of the residential units will use traditional fit out techniques and finishing trades;
- Gardens, communal open space and public open space areas will be landscaped and planted in accordance with the landscaping proposals for the scheme.

5.2.1.3 Infrastructure Works

The site infrastructure works include the provision of the permanent entrance to the site and the permanent connection of all the utilities and services required for the site, including the foul outfall sewer for the site.

All works are to be carried out in accordance with *Irish Water's Code of Practice for Water and Wastewater* and the contractor is to liaise with Uisce Éireann for the duration of the construction phase which is anticipated to last approximately 36 months.

Engagement with the service and utility providers will be entered into early in the design stage to allow for adequate planning of utility infrastructure. Provision of the permanent infrastructure to the site will

be carried out as early as possible in the programmed works to incorporate the temporary site requirements with the permanent requirements. The existing GNI gas network and ESB network on site is proposed to be diverted and the diversion will be undertaken in consultation with the service providers.

It is the aspiration of the applicant to minimise disruption of existing services and public roads and pathways in the providing of services to the site, this will be done in consultation with the service providers and Fingal County Council.

5.2.1.4 Reinstatement

The temporary construction haul route will be reinstated using topsoil stripped at the construction of the haul route. This will meet the design criteria presented in the detailed design stage of the project. All fill material used will be clean and graded to engineers' specifications.

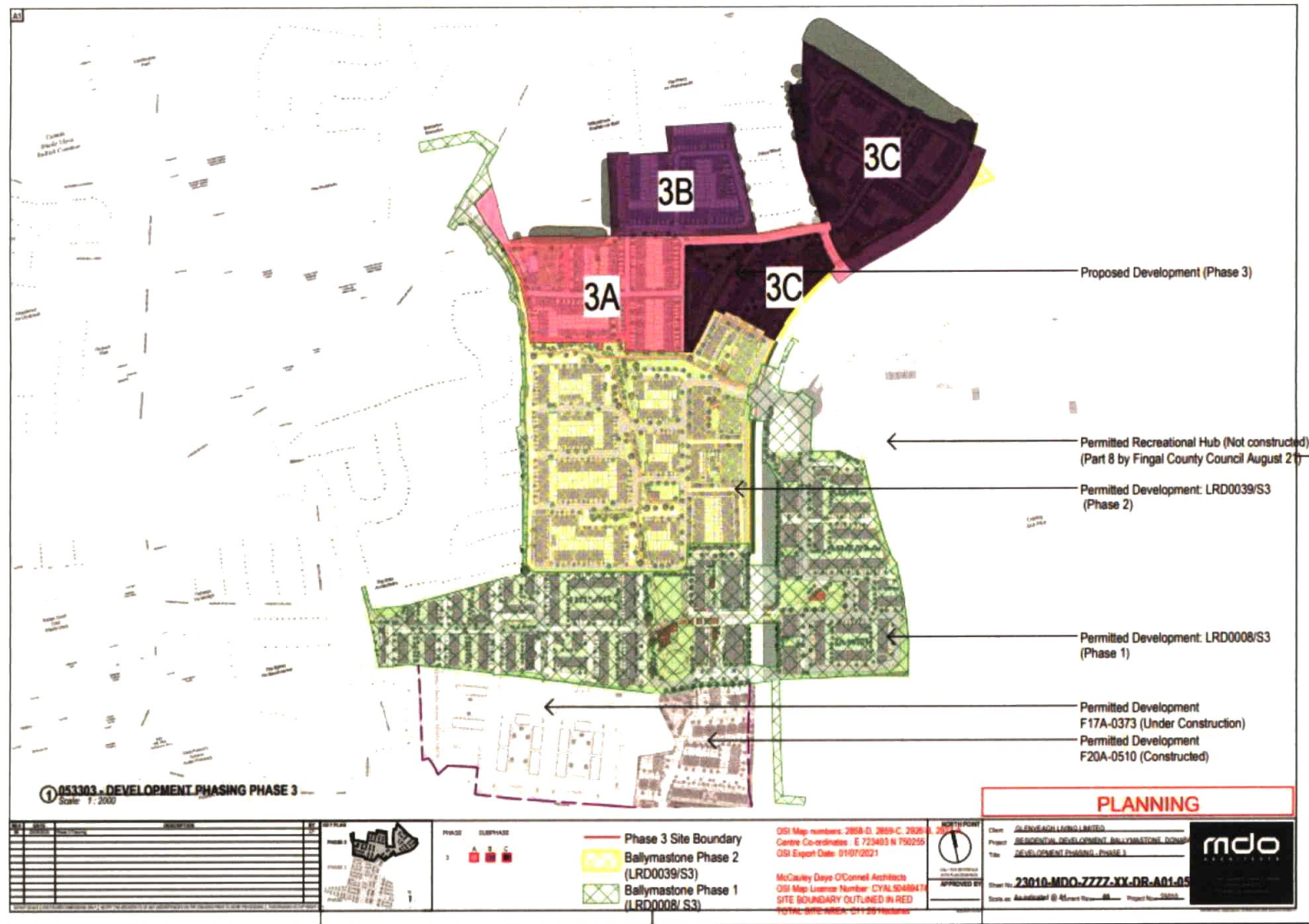
5.2.2 Construction Phasing & Duration

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 1.3** (EPA, 2022). The construction phase of the proposed development is expected to be carried out in three sub-phases (as shown in **Figure 5.4**, below).

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Figure 5.4 Construction Phasing for Phase 3 development (Source: Mc Cauley Daye O'Connell, 2025)



5.2.3 Construction Materials

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

5.2.4 Earthworks

The site of the proposed development is predominantly greenfield in nature, with part of it being used as construction compound for Phase 2 of the development (as permitted under FCC Ref. LRD0039/S3 & ABP Ref. 320885). In order to facilitate the construction of the proposed development, soil stripping, earthworks and the storage and handling of excavated material will be required.

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 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 & 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:

- Volume of earthworks – excavated topsoil & subsoil (for building foundations, roads and drainage): 85,700m³;
- Volume of earthworks – reuse on site: 85,700m³;
- Volume of earthworks – fill required on site (imported): 10,500 m³;
- Maximum depth of excavation: 4.0m (average is c. 1m).

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5.2.5 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.

5.2.6 Construction Traffic

A development of this type and scale is anticipated to require an overall average of c. 130 operatives across the programme with a peak of c. 265, subsequently generating, on average, no more than c. 40 two-way vehicle trips during the peak AM and PM periods over the period of the phased construction works. The peak requirement of c. 265 operatives on site is expected to occur over a relatively short period of the programme, potentially generating up to c. 80 two-way vehicle movements in the peak AM and PM periods.

In terms of HGV vehicle movements, typically these are not expected to exceed 4 vehicle movements per hour. This may increase slightly to 6-8 HGV vehicle movements per hour during the busiest period of construction activity.

All construction HGV traffic for the required works will enter the site via construction site access from the Donabate Distributor Road (DDR) with temporary haulage roads provided within the site for access to various areas, refer to **Figure 5.5**. Warning signage will be provided at both haul route locations for pedestrians and other road users on all approaches in accordance with Chapter 8 of the Traffic Signs Manual and the Contractor's Traffic Management Plan.

All construction activities on-site will be governed by the traffic management measures outlined in the Construction & Environmental Management Plan (CEMP) prepared by DBFL Consulting Engineers (2025) and submitted under a separate cover as part of the planning application. The mitigation measures detailed in the CEMP, submitted as part of the planning application, will be implemented through a Construction Traffic Management Plan (CTMP), the details of which will include haul routes, working times etc. This plan will be prepared in consultation with Fingal County Council and agreed in full with the Council prior to commencement of construction activities on site, in order to reach full agreement upon the traffic management mitigation measures and monitoring measures to be adopted during the entire programme of construction activities on-site. The 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) & Design Manual for Urban Roads & Streets (DMURS)

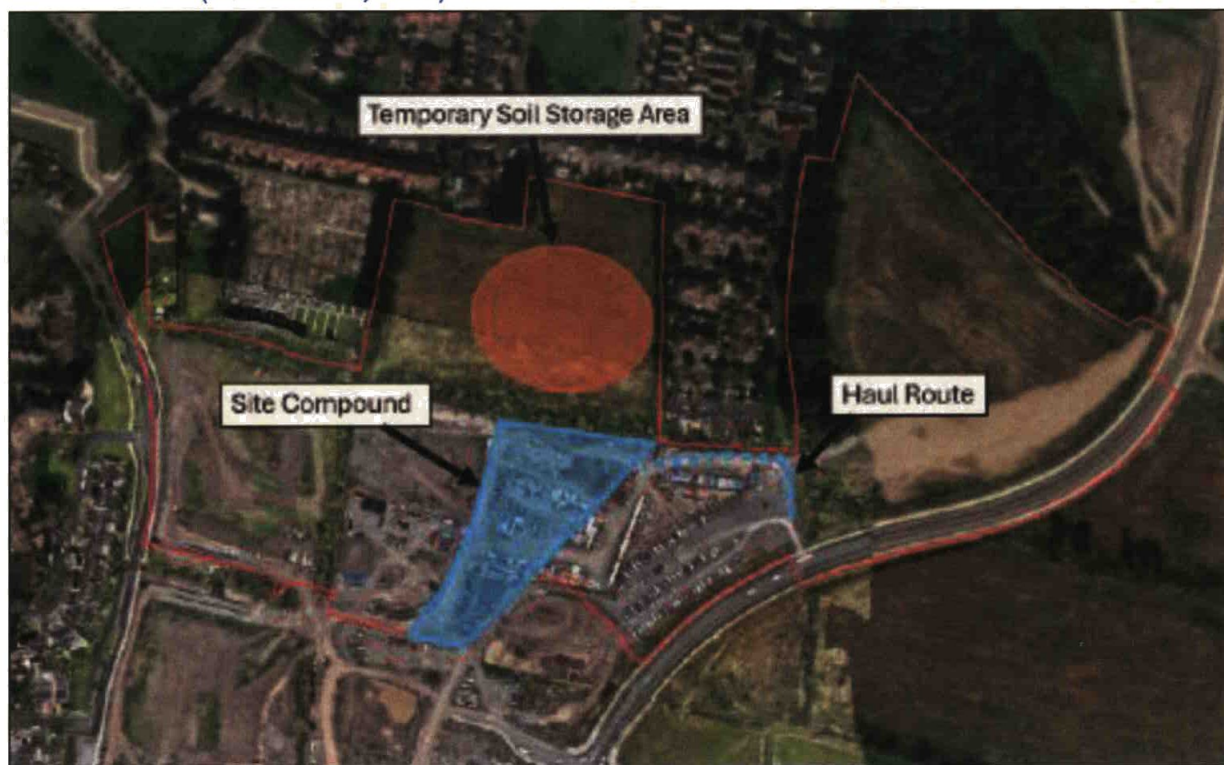
5.2.7 Site Compound and Haul Route

It is envisaged that one construction site compound will be required for the purposes of the proposed development. The precise location of this will be agreed with Fingal County Council prior to the commencement of works, however it will be within the application site. An indicative location for the site compound, proposed haul route and associated soil storage features are illustrated in **Figure 5.5**, below. The construction compound will contain facilities for construction personnel (including parking, welfare facilities and canteen) and 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 prepared by DBFL Consulting Engineers (2025) for further detail.

Figure 5.5 Indicative construction site compound, primary haul route and temporary soil storage area
(Source: DBFL, 2025)



5.2.8 Working Hours

Envisaged working hours are as follows:

- Monday – Friday: 07:00 – 18:00;
- Saturday: 08:00 – 14:00;
- Weekends / Bank Holidays: 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.

5.2.9 Construction Phase Plans

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

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

5.3 Operation of the Proposed Development

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

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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:

- Mobility Management Plan;
- Operational Waste Management Plan.

6 Consultation

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 of the Environmental Impact Assessment Report (EIAR) (i.e. this document) is particularly important in disseminating the information contained in the EIAR to the wider public and facilitating public participation in the development consent process.

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

6.1 The LRD Process

On 17 December 2021, the Large-scale Residential Development (LRD) planning process came into effect under the Planning and Development (Amendment) (Large-scale Residential Development) Act 2021, thereby replacing the previous Strategic Housing Development (SHD) process. The reform of the dedicated planning process for larger residential developments is intended to continue to expedite the delivery of housing, while restoring decision-making powers to Local Authorities. Certain elements of the previous SHD process, such as mandatory pre-application consultation with the Local Authority and mandatory decision timelines, have been retained; while others have been reformed.

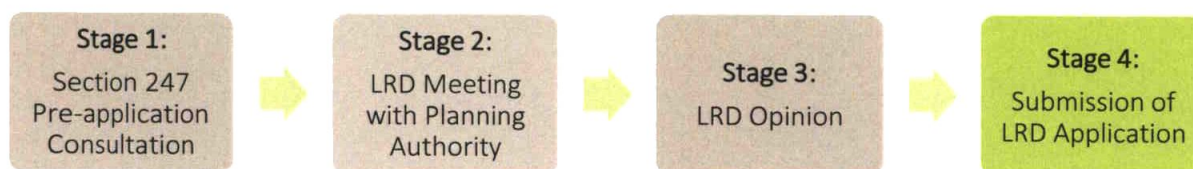
In the Irish planning system, ‘Large-scale Residential Development’ refers to the following classes of development:

- Housing development of 100 or more units;
- Student accommodation development comprising 200 or more beds; or
- A combination of the two where the threshold is met for either element.

LRD applications are restricted to residential zoned lands and do not apply to lands designated as Strategic Development Zones (SDZ). Any other proposed uses within an LRD are required to be compliant with the land use zoning objectives designated under the Local Authority Development Plan. Non-residential elements proposed within an LRD are restricted to 30% of the total floor area.

The stages in the LRD application process are outlined in **Figure 6.1**, below.

Figure 6.1 Overview of LRD application process



6.2 Stage 1: Section 247 Pre-application Consultation

As the first stage in the LRD process, prospective LRD applicants are required to engage in standard pre-application consultation with the Local Authority under Section 247 of the PDA 2000. The purpose of this stage is to afford prospective applicants with an opportunity to seek advice from a Local Authority on any planning matters that may have a bearing on the application.

A first S247 meeting was held with FCC on 02nd July 2024. Following design review, a subsequent S247 meeting was held with FCC on the 24 March 2025 via Microsoft Teams between the Applicant, design team representatives and Fingal County Council. Matters raised by Fingal County Council during the meeting have been taken into consideration in the development of the design for the proposed development.

6.3 Stage 2: LRD Meeting

After the Section 247 Pre-application Consultation meeting has taken place, the prospective LRD applicant may request an 'LRD Meeting' – all LRD proposals are required to undertake an LRD Meeting with the relevant Planning Authority, for the purposes of receiving an 'LRD Opinion' as to whether the proposal constitutes a reasonable basis for submitting an LRD planning application under Section 32(D) of the PDA 2000.

The Stage 2 LRD Meeting for the proposed development was held on 30 June 2025 between the Applicant, design team representatives and Fingal County Council

6.4 Stage 3: LRD Opinion

Following the LRD Meeting, an LRD Opinion was issued by Fingal County Council in July 2025, stating that –

'The Planning Authority has considered the documentation submitted with the consultation request under Section 32B of the Planning and Development Act 2000 (as amended) and is of the opinion that the documentation submitted constitutes a reasonable basis on which to make an application for permission for the proposed Large-Scale Residential Development.'

Pursuant to Article 16A(7) of the PDR 2001, the Opinion set out a list of specific information that should be submitted with the planning application. Reference was made to several items of relevance to the Environmental Impact Assessment Report, including but not limited to separation distances between the pumping station and the proposed houses, assessment of potential impacts on the archaeological landscape, architectural and cultural heritage, water services and drainage infrastructure, transportation and access, cycling infrastructure, road safety audit, design and layout, community and social infrastructure audit, climate action energy statement, phasing plan, construction environmental

management plan, sunlight and daylight analysis, parks and green infrastructure, landscape plan and play provision. Regard has been had in the preparation of this Environmental Impact Assessment Report to the matters raised in the LRD Opinion.

6.5 Stage 4: Submission of LRD Application

The Stage 4 of the LRD application process, the submission of the planning application to the Planning Authority (Fingal County Council), will allow for public consultation. The Applicant will make copies of the application documents (including this Environmental Impact Assessment Report) available for public viewing on a dedicated website, www.ballymastone3lrd.ie. Members of the public, Prescribed Bodies and elected Council members may submit observations on the proposed development within five weeks from the date when the application was registered.

Planning Authority decisions on LRD applications may be appealed directly to An Coimisiún Pleanála within four weeks of decision, by Applicants and parties that have submitted observations / submissions at Stage 4.

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7 Population & Human Health

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7.1 Introduction

This chapter of the Environmental Impact Assessment Report assesses the impacts of the construction and operational phases of the proposed development on population and human health. It has been prepared by Brady Shipman Martin in accordance with the relevant legislation and guidelines, including those from the Environmental Protection Agency (EPA) and Institute of Environmental Management and Assessment (IEMA) (now referred to as Institute of Sustainability and Environmental Professionals (ISEF)). It has been informed by extensive desk study of relevant available data, including from the Central Statistics Office and Fingal County Council.

The site is situated in the administrative area of Fingal County Council, in the townlands of Ballalease North, Portraine Demesne and Ballymastone. The site, which is situated on the eastern margin of Donabate town, is predominantly comprised of disused agricultural land, criss-crossed by hedgerows and drainage ditches. The site is bounded to the west and north by existing residential developments and to the east by the Donabate Distributor Road (DDR). The Donabate burial grounds are to the immediate north-west of the site. The site is also bound immediately to the south by lands that form part of a Large-scale Residential Development (LRD) (Ballymastone Phase 2) comprising 364 residential units and all associated site works, permitted by An Coimisiún Pleanála on 13 January 2025 (FCC Ref. LRD0039/S3 & ABP Ref. 320885). The site is further bound to the south and south-east by Ballymastone Phase 1 LRD comprising 432 residential units and all associated site works, permitted by An Coimisiún Pleanála on the 28 March 2023 (FCC Ref. LRD0008/S3 & ABP Ref. 315288). The site is also bound by Recreational Hub (Part 8 – approved) to the east of the site.

Part of the subject land is used as a construction compound and car park, as permitted under Phase 2 development (FCC Ref. LRD0039/S3 & ABP Ref. 320885) development, while the remaining land is undeveloped and greenfield in nature. St Patrick's GAA complex and a permitted recreational hub at Ballymastone (undeveloped) lie on the opposite side of the DDR and in proximity to the site on the east. Extant development within the settlement of Donabate lies to the west and comprises the residential estates of The Links, Priory Wood and Willowbrook.

7.2 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."* There is a specific objective to *'Protect & Preserve Trees, Woodlands and Hedgerows'*, along the north-east corner of the site for the treeline adjacent the existing residential development of Priory Wood. The north-eastern section of the site is also within Portrane-St. Ita's Hospital Complex Architectural Conservation Area.

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 LEA of 'Rush-Lusk' and the ED of 'Donabate'. The population statistics indicate that growth at the level of the ED between 2016 and 2022 has been significantly more than the growth between 2011 and 2016, and over three times the rate of growth that occurred at the national level.

Data from the Central Statistics Office (2022) indicate a high modal share of private car use in the area. It shows that private car use (~45%) is the principal mode for commuting in the Donabate area, followed by public transport (bus or train) (~26%). Donabate is a commuter town, which does not support high levels of employment. Dublin City Centre, Swords and Dublin Airport are the primary employment hubs in the wider area. CSO census data for 2022 indicate a high rate of employment among residents in the ED, at the time of the 2022 census.

For the purposes of the proposed development, Brady Shipman Martin (BSM, 2025) has prepared a Community & Social Infrastructure Report and Schools Demand & Childcare Facilities Assessment Report. These have been submitted under separate cover as part of the planning application.

7.3 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.

7.4 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

This chapter of the Environmental Impact Assessment Report has been prepared by Brady Shipman Martin and assesses the impacts of the proposed development on biodiversity. The assessment involved desk and field studies by qualified and experienced ecologists, over multiple survey seasons. The methodologies used to determine the value of ecological resources, to characterise impacts of proposed development and to assess the significance of impacts and any residual effects are in accordance with the National Roads Authority (NRA) *Guidelines for Assessment of Ecological Impacts of National Road Schemes* ('the NRA guidelines'). This methodology is consistent with the CIEEM *Guidelines for Ecological Impact Assessment in the United Kingdom and Ireland – Terrestrial, Freshwater, Coastal and Marine*.

8.1 Baseline Environment

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, and the woodland strip on the site, however, are 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 NRA Guidelines.

Full details of potential impacts of the proposed development on European sites are addressed in the NIS, which accompanies the application under separate cover.

8.2 Predicted Impacts of the Proposed Development

8.2.1 Designated Conservation Areas

Due to a potential connection via surface water, the proposed development at Ballymastone, Phase 3; individually or in combination with another plan or project, has potential to have significant effects on the following European sites in immediate vicinity and downstream:

- Rogerstown Estuary SAC;
- Rogerstown Estuary SPA.

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Therefore, the proposed development is subject to Appropriate Assessment and an Appropriate Assessment Screening report (AASR) and Natura Impact Statement (NIS) have been prepared and are submitted with the planning application under separate cover.

8.2.2 Construction Phase

In the absence of mitigation, the loss of grassland, scrub and sections of hedgerows and associated habitats is considered to be a **permanent, moderate negative impact** at a local level. However, the development will undertake long-term biodiversity-focused landscape management, including appropriate planting of semi-mature trees (refer to the Landscape Design Statement) and retention of existing hedgerows, woodland, and associated habitat corridors.

The removal of grassland and some hedgerow has the potential to impact at the site-scale on breeding birds (potentially including on small numbers of yellowhammer and meadow pipit), and foraging/commuting bats due to loss of foraging areas and breeding habitat. Commuting pathways along hedgerows and along the site boundary will be retained. A roosting Leisler's bat was confirmed to be present in a bat box installed in an oak tree that will be retained as part of the landscaping of the proposed development. There will be no impacts on this confirmed roost, or on any roosting bats. No impacts are expected on other fauna, including on badgers and other large mammals, or on amphibians or reptiles. Overall, in the absence of mitigation, the habitat loss will result in a **permanent to long-term moderate negative** impact via disturbance at the site level.

Given the nature, scale and duration of the construction phase of the proposed development there is potential for **short-term, moderate, negative** impacts on water and air quality at the site level, in the context of biodiversity, during the construction phase of the proposed development.

Given the nature, location, scale and duration of the construction phase for the proposed development there will be **no likely effects** via noise, vibration or visual effects on Rogerstown Estuary SPA and SAC and Malahide Estuary SPA and SAC – see the accompanying NIS. Given the nature, scale and duration of the construction phase for the proposed development there is the potential for **short-term, moderate, negative** impacts on ecological receptors in the vicinity of the proposed development.

Lighting during the construction phase will be limited to the site compound and residential development areas only. It is not expected that there will be any impacts on bats or any other protected species. Again, given the location of this feature there will be **no likely impacts** on the bird species of the SPA, bats or on any other biodiversity receptors.

8.2.3 Operational Phase

The proposed development site is of no importance as a feeding site for the bird species (the Special Conservation Interests) associated with European sites. However, the areas of meadow, scrub, mature trees and hedgerows are habitats of importance for the breeding birds present on the site.

The loss of existing vegetation from the site may also affect commuting bats, by removing cover that allows commuting along the unlit field boundaries. It may also affect feeding for bats by reducing the habitat for their invertebrate prey.

Given the nature, scale and duration of the operational phase for the proposed development, there is the potential for **permanent to long-term, moderate, negative** impacts on the local fauna due to change

of land use. Poorly designed lighting from the proposed development during the operational phase may have a **long-term to permanent, moderate, negative** impact upon bats.

The proposed development will comprise houses, duplexes and apartments ranging from 2-6 storeys in height. The risk that migrating birds could collide with these buildings is **negligible**, as migrating swans and geese fly much higher (up to 2,500 feet as per Irish Aviation Authority, 2020). Similarly, birds flying at lower altitude such as those flying between feeding grounds on the east coast, will fly above or around the proposed development, which comprises brick and rendered facades and will not be made of reflective glass.

Provided that site facilities are correctly designed and proper working procedures are strictly adhered to, **no significant impacts** on existing watercourses are expected during the operation of the proposed development. Wastewater will ultimately discharge to the existing Portrane Wastewater Treatment Plant (WwTP), which in turn discharges treated effluent to the Irish Sea offshore of the Donabate-Portrane peninsula. The capacity available at the Portrane WwTP is sufficient to accommodate the inflow arising from the proposed development and it will, therefore, be possible to maintain the unpolluted status of the waters of the Irish Sea. Accordingly **no significant impacts** related to foul water management are expected.

8.3 Mitigation Measures

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 greatly enhance the biodiversity resource on the proposed development site by creating new, pollinator-friendly habitats.

Specific mitigation measures for the European sites are contained within the accompanying Natura Impact Statement (prepared by Brady Shipman Martin) and the Construction and Environmental Management Plan (CEMP) (prepared by DBFL Consulting Engineers) for the proposed development. These include strict measures to ensure the protection of water quality as well as measures to ensure no impact occurs outside the working area.

The high value hedgerows/treelines and woodland will be retained and protected in so far as is feasible. This includes the woodland to the east of Priory Wood and the eastern half of the double hedge and ditch to the south west of Priory Wood and most other hedges, which will be retained, protected and incorporated into the landscaping of the proposed development. All of the retained hedgerows and woodland will be treated in accordance standard guidance. The tree protection fencing will be retained *in situ* for the duration of the construction phase and extensive new planting of tree and shrub species, including holly, blackthorn, hawthorn and other species, will take place – the planting of these species within the landscaped areas will benefit the badgers in the wider area and will also provide pollinator-friendly habitat. This will also serve to bolster the retained woodland habitat.

All site clearance and landscaping works will comply with current legislative requirements and best practice. The clearance of any vegetation that may be suitable for use by nesting birds will be undertaken outside the bird nesting season (avoiding the period 1 March to 31 August). Should the construction programme require vegetation clearance between March and August, and this is unavoidable, bird nesting surveys will be undertaken by suitably qualified ecologists. Once it is confirmed that the birds have fledged and no further nests have been built or occupied, vegetation clearance may take place immediately.

The planting proposed for the development will, wherever possible, comprise an appropriate mixture of native trees and shrubs, preferably of local provenance. The planting will also incorporate a range of species that will attract feeding invertebrates, including moths, butterflies and bees. It will take account of and implement the relevant objectives of the All-Ireland Pollinator Plan 2021-2025. All planting plans and landscaping proposals will further ensure that no invasive species are introduced, either deliberately or inadvertently, to the proposed development site. Appropriate biosecurity measures will be implemented.

There are no badger setts within the Ballymastone Phase 3 site area. Nevertheless, badgers are known to be present in the wider site and prior to the commencement of any construction works a pre-construction badger survey will be carried out by a suitably qualified badger specialist in order to establish the current status of the badger setts in the wider area. Should any setts be found, within the Phase 3 area, a badger specialist will prepare a construction phase badger management plan to be agreed with NPWS.

There is a single confirmed bat roost (the Leisler's bat roost in the bat box in the woodland). This will be retained, and no bat roosts have been recorded at the proposed development site. 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. Regardless, should and arboricultural measures be required (tree surgery) on this tree, these works must take place under licence, and in consultation with NPWS.

Nevertheless, as bats are highly mobile creatures, all mature trees shall be checked for bats by a bat specialist to identify trees with the highest potential prior to felling or major surgery. Should bats be noted during this evaluation, a derogation shall be required from NPWS. All lighting for the proposed development has been designed in accordance with relevant lighting guidance and in compliance with the requirements of Fingal County Council.

Section 5 (Soils and Geology), Section 6 (Water) and Section 11 (Air, Dust and Climate Factors) of the CEMP and Chapter 9 (Lands, Soils, Geology & Hydrogeology), Chapter 10 (Hydrology) and Chapter 11 (Air Quality) of the EIAR all address the proposed erosion and sediment control measures.

Bat boxes will be erected on suitable trees or poles. All boxes or access points shall be away from illumination, and should be placed on trees at least 3m high, with a clear drop below. Bird boxes and insect hotels will also be provided throughout the proposed development site. Where possible, it is also proposed to install small openings (in the order of 130mm square) at the base of property boundaries within the proposed development in order to facilitate the movement of wildlife, including hedgehogs, between gardens and to connect them to the wider countryside.

8.4 Cumulative Impacts

Post application of appropriate mitigation measures during construction and operation phase, neither the development proposed nor any other developments (such as the permitted Phase 1 and 2 developments, under construction) will give rise to any significant impacts on biodiversity and there are no predicted cumulative impacts in relation to biodiversity, for example in terms of habitat loss or disturbance to protected species, as a result of the proposed development in combination with existing / proposed plans or projects.

8.5 Residual Impacts

With the implementation of proposed mitigation measures in place for the protection of surface water, air quality, noise and vibration and visual effects the residual impact of the construction phase is assessed to be **short-term, imperceptible and negative**.

There will be a limited loss of foraging habitat within the site for bats, large mammals and birds, and a loss of nesting areas for birds. Vegetation will establish over time, and these losses will be reduced considerably. There will still be less cover for birds relative to the baseline following the implementation of all mitigation.

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 **long-term, imperceptible and negative**.

Given the nature, scale and duration of the construction phase of the proposed development there is potential for impacts on Rogerstown Estuary. This issue is fully addressed in the NIS that accompanies the planning application. There are no other indirect and/or secondary impacts as a result of the proposed development.

Overall, while the proposed development may have some **temporary negative** impacts at the **local level**, these impacts will in general be fully mitigated over time to be rendered **negligible**.

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9 Land, Soils, Geology & Hydrogeology

9.1 Introduction

This chapter of the EIAR evaluates the likely significant effects, if any, which the proposed development will have on Land, Soils, Geology and Hydrogeology. The chapter initially provides a description of the receiving environment of the site and the potential impacts of the development. When assessing the potential impacts, this assessment considers the significance of the environmental attributes, and the predicted scale, and duration of the likely effects.

9.2 Baseline Environment

The proposed development site is c. 11.28 hectares (Ha) gross site area which is located at Ballymastone, Donabate, Co. Dublin. The majority of the site exists currently as portions of grassland fields / plots characterised by a previous (historic) agricultural function, which consisted of arable agricultural activities. At present, the site is predominantly comprised of greenfield land, with the exception of a localised part (central southern portion) of the site which is occupied by an actively operating construction compound under works permitted for Phase 2 by An Coimisiún Pleanála (FCC Ref.LRD0039/S3 & ABP Ref. 320885). The newly constructed extension to the R126 (DDR), which forms the east boundary of the site, allows traffic to bypass Donabate village. The site is bounded to the east by the recently constructed Donabate Distributor Road (DDR) and further east by the permitted (not yet constructed) FCC recreational hub to the east. Donabate Golf Club and St. Ita's Demesne are also located further to the east of the subject site, situated on the eastern side of the DDR route. The site is bound to the west by The Links residential development. and the site is bounded to the north by the Cemetery (Donabate Burial Ground) and residential estate developments, namely Willowbrook and The Priory. The Ballymastone Masterplan (Phase 1 and 2) occupies land directly/immediately south of the site. A network of hedgerows and drainage ditches are located throughout the site. Phase 1 and 2 of the development is currently under construction to the south of the proposed site (Phase 1 - LRD0008/S3 & ABP Ref. 315288; Phase 2 - LRD0039/S3 & ABP Ref. 320885). Further developments in the vicinity of the proposed site are located south of Phase 1 which are mainly large-scale residential developments. An underground wastewater pump station (F19A/0243/ABP-307657-20) has been constructed south of the Phase 1 development.

The lands are within the jurisdiction of Fingal County Council's Development Plan, 2023 – 2029. They are primarily zoned 'RA', Residential Area, to 'provide for new residential communities subject to the provision of the necessary social and physical infrastructure'. The Ballymastone area is one of the main development areas within the Donabate Local Area Plan 2016 (as extended). Phase 1 of the overall development is currently under construction. Phase 3 of the development utilises infrastructure that is being constructed as part of Ballymastone Phase 1 permitted under FCC Reg. Ref. LRD0008/S3 and Phase 2 also permitted by An Coimisiún Pleanála (FCC Ref.LRD0039/S3 & ABP Ref. 320885).

The topography of the site is relatively flat/level, characterised by minor localised undulations throughout the site, with a high point located at the elevated central eastern portion in the middle of the site adjacent to the DDR from where it falls to the North. A network of hedgerows and drainage ditches are located throughout the site. The recently constructed Donabate Distributor Road (DDR) lies immediately east, forming the eastern boundary of the site. A network of hedgerows and drainage ditches are located throughout the site.

9.3 Predicted Impacts of the Proposed Development

9.3.1 Construction Phase

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

- Excavation and Infilling / levelling / landscaping.
- Accidental Spills and Leaks

Without the consideration and employment of mitigation measures, the potential impacts during the construction phase on land, soils, geology and hydrogeology (groundwater) are **negative, slight and short term**.

9.3.2 Operational Phase

In absence of mitigation methods, the operational phase would present potential impacts associated with the following activities:

- Local loss of greenfield / grassland soil associated with the existing greenfield land (historically agricultural fields).
- There is a potential for leaks and spillages from vehicles along roads and in parking areas. Any accidental emissions of oil, petrol or diesel could cause soil / groundwater contamination if the emissions are unmitigated.
- Increase in hardstanding area will result in a of local recharge (percolation to ground) a localised alteration / reduction in recharge to the aquifer due to a decrease is local recharge (percolation to ground) . This provides protection to the underlying aquifer but also reduces local recharge in this area of the aquifer. As the area of aquifer is large this reduction in local recharge will have no significant change in the natural hydrogeological regime.
- Groundwater abstraction does not form part of the proposed development.. There will be no impact on local or regional groundwater resources (abstraction) as a result of the proposed development.

In the absence of mitigation measures (or design measures) the potential impacts during the operational phase on land, soils, geology and hydrogeology are **neutral, imperceptible, and long-term**.

9.4 Mitigation and Residual Effects (Post-Mitigation)

9.4.1 Construction Phase

In order to reduce impacts on the soils, geological and hydrogeological environment, a number of mitigation measures will be adopted as part of the construction works on site.

- Implementation of a Construction & Environmental Management Plan (CEMP).
- Management of excavations, stockpiled materials, and suspended solids.
- Management and disposal of accumulated rainfall/surface water
- Management of hydrocarbons and other construction chemicals.
- Management of wastewater.
- Regular inspection of surface water run-off and sediment controls.
- Regular inspection on activities, such as refuelling and pouring concrete to ensure there are no unintentional leaks to ground.

The implementation of the mitigation / remedial and monitoring measures detailed in Section 9.5 and 9.8 (respectively) in Chapter 9 will ensure that the potential impacts on land, soils, geology, hydrogeology during the construction phase are adequately mitigated. The residual effect on surface water quality during the construction phase is considered to be **neutral, imperceptible** and **short-term**.

9.4.2 Operational Phase

During operation measures there is no requirement for bulk storage of petroleum products. Due to the nature of the proposed development in operation there is risk of potential leaks and spillages of fuel and oil from car parking areas.

The operational phase for the proposed development does not involve any abstraction of groundwater or any significant or long-term dewatering.

The proposed development stormwater drainage network design includes sustainable drainage systems (SuDS). These measures by design ensure the stormwater leaving the site is to be attenuated and treated within the new development site boundary to ensure suitable quality, before discharging to the existing local drainage network which subsequently outfalls to Rogerstown Estuary. SuDS are drainage systems that are environmentally beneficial, causing minimal or no long-term detrimental damage. The SuDS design is set out in the Infrastructure Design Report (DBFL Consulting Engineers, 2025) and uses green roofs, underground attenuation system, detention/infiltration basins, vortex flow control device (Hydrobrake or equivalent), bio-swales with filter drains, infiltration blankets, rain gardens, tree pits, permeable paving (porous surfacing), an oil separator, and petrol / hydrocarbon interceptors (or equivalent).

The purpose of the SuDS design is to:

- Treat runoff and remove pollutants to improve quality
- Restrict outflow and to control quantity
- Increase amenity value

The implementation of the mitigation / remedial and monitoring measures detailed in Section 9.5 and 9.8 (respectively) of Chapter 9 will ensure that the potential impacts on land, soils, geology, hydrogeology once the proposed development is constructed and operational are adequately mitigated. The residual effect on land, soils, geology and hydrogeology during the operational phase is considered to be **neutral, imperceptible** and **long-term**.

10 Hydrology

10.1 Introduction

This chapter of the EIAR evaluates the likely significant effects, if any, which the proposed development will have on Hydrology. The chapter initially provides a description of the receiving environment of the site and the potential impacts of the development. When assessing the potential impacts, this assessment considers the significance of the environmental attributes, and the predicted scale, and duration of the likely effects.

10.2 Baseline Environment

The subject site 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 proposed development site lies within the Nanny-Delvin Catchment (Catchment ID: 08) and the Ballough Stream sub-catchment (Ballough[Stream]_SC_10 WFD Sub-Catchment).

Historical mapping dated from 1829 to the early 1900s were examined for any indications of other hydrological features or watercourses in the immediate vicinity of the site. The historical maps do not depict any surface water features, springs (rise) located within or traversing the site or in close proximity to the agricultural plots which occupied the region.

The current EPA watercourse mapping does not depict/include any existing streams within the subject site boundaries, and a review of the historical mapping records provided within the GeoHive website do not indicate any notable watercourses within the site. The nearest watercourses to the site are the Rahillion River which resides c. 705m to the west / north-west of the site and the Ballalease North which is located c. 440m to the north-east of the site at the point of closest proximity. Both watercourses are hydrologically connected to the Rogerstown Estuary transitional waterbody, which hosts Natura 2000 sites (Rogerstown Estuary SAC/SPA, 0.9 km north of the site).

Currently, the site is drained by a network of drainage ditches which traverses the site and feed into the Beaverstown Stream (EPA name “Rahillion”, WFD name “Ballyboghil_010” EPA Code:08R23) which flows c. 705m to the north-west of the site and the Portrane Stream (Portrane Canal) (EPA name: “Ballalease North”, WFD name: “Ballyboghil_010”, EPA code:08B45) catchment to c. 440m north-east of the site. Both of these catchments then discharge to the Rogerstown Estuary to the north of the site (c. 0.85 km).

The site has a hydrological linkage / connection to the Rogerstown Estuary transitional waterbody (EU Code:IE_EA_050_0100) via the existing drainage drainage ditches which traverse the site and convey flow to the Beaverstown stream and Portrane stream (Portrane Canal) which subsequently discharge to the Rogerstown Estuary.

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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 associated to the following activities:

- Impact to surface water quality from sediment run-off or accidental hydrocarbon leaks from construction vehicles and cementing works.
- Increased run-off rate impacting surface water flow and quantity.
- Impact on flow and quality of Ballyboghil_010 river waterbody and Rogerstown Estuary transitional waterbody.
- Excavation and Infilling.
- Accidental Spills and Leaks

Without the consideration and employment of mitigation measures, the potential impacts during the construction phase on hydrology are **negative, not significant** and **short-term**.

10.3.2 Operational Phase

In absence of mitigation methods, the operational phase would present potential impacts associated with the following activities:

- Increase in hardstanding, resulting in increased rate of surface water flow runoff.
- Accidental hydrocarbon leaks (vehicles and bunded oil tanks) on site resulting in contaminated water quality
- Increase in foul water discharge effluent which will be treated at Portrane WwTP prior to discharge at the Northwestern Irish Sea.
- Local loss of greenfield land associated with the existing grassland fields.

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

10.4 Mitigation and Residual Effects (Post-Mitigation)

10.4.1 Construction Phase

In order to reduce impacts on the hydrological environment, a number of mitigation measures will be adopted as part of the construction works on site.

- Implementation of a Construction & Environmental Management Plan (CEMP)
- Management of excavations, stockpiled materials, and suspended solids.
- Management and disposal of accumulated rainfall/surface water
- Management of hydrocarbons and other construction chemicals.
- Management of foul wastewater.
- Regular inspection of surface water run-off and sediment controls.
- Regular inspection on activities, such as refuelling and pouring concrete to ensure there are no unintentional leaks to ground.

The implementation of the remedial / mitigation and monitoring measures detailed in Section 10.5 and 10.8 (respectively) in Chapter 10 will ensure that the potential impacts on hydrology during the

construction phase are adequately mitigated. The residual effect on surface water quality during the construction phase is considered to be **neutral, imperceptible** and **short-term**.

10.4.2 Operational Phase

The proposed does not include any long term or significant dewatering. During operation measures there is no requirement for bulk storage of petroleum products. Due to the nature of the proposed development in operation there is minimal risk of significant potential leaks and spillages of fuel and oil. Any accidental release will more likely be intercepted by stormwater drainage, rather than directly impact groundwater or directly impact the Ballyboghil_010 and downstream Rogerstown Estuary, due to the hardstand and drainage infrastructure strategy / design proposed.

The design has taken account of the potential impacts of the development on surface water quality; measures have been incorporated in the design to mitigate these potential impacts.

The proposed development design includes the introduction of additional hardstand cover across the site. The proposed development stormwater drainage network design includes sustainable drainage systems (SuDS). These measures by design ensure the stormwater leaving the site is to be attenuated and treated within the new development site boundary to ensure suitable quality, before discharging to the existing local drainage network which subsequently outfalls to Rogerstown Estuary. SuDS are drainage systems that are environmentally beneficial, causing minimal or no long-term detrimental damage. The SuDS design is set out in the Infrastructure Design Report (DBFL Consulting Engineers, 2025) and uses green roofs, underground attenuation system, detention/infiltration basins, vortex flow control device (Hydrobrake or equivalent), bio-swales with filter drains, infiltration blankets, rain gardens, tree pits, permeable paving (porous surfacing), an oil separator, and petrol / hydrocarbon interceptors (or equivalent).

The purpose of the SuDS design is to:

- Treat runoff and remove pollutants to improve quality
- Restrict outflow and to control quantity
- Increase amenity value

The design has taken account of the potential impacts of the development on surface water flow; measures have been incorporated in the design to mitigate these potential impacts.

Surface water runoff from the proposed Phase 3 development and the wider Ballymastone masterplan area will be attenuated to greenfield runoff (Q_{bar}) as recommended in the Greater Dublin Strategic Drainage Study (GDSDS). All the storm water from the proposed development shall be collected in separate storm pipes and shall be discharged into an underground attenuation system. The attenuation tanks shall be designed for 1-in 100-year storm event plus 20% climate change factor without any overland flooding. The attenuation tank shall be provided with flow control device to restrict the storm water run-off to greenfield rate.

The proposed development includes a new surface water network which will reduce/mitigate any pluvial flood risk to the site in line with SuDS measures. The surface water network, attenuation storage and site levels are designed to accommodate a 100-year return period storm event and includes climate change provision. Lowest building Floor levels of houses are set above the 100-year flood levels by a minimum of 0.5m above the top water level in the corresponding attenuation facility in accordance with recommended minimum freeboards for protection. All footpaths are falling away from houses. For

storms events, exceeding a 100-year return period, the development has been designed to provide overland flood routes along the various development roads towards green areas or drainage outfalls, where possible.

No further mitigation measures are to be required during the operational phase. The implementation of the remedial / mitigation and monitoring measures detailed in Section 10.5 and 10.8 (respectively) of Chapter 10 will ensure that the potential impacts on Hydrology once the proposed development is constructed and operational are adequately mitigated. The residual effect on hydrology during the operational phase is considered to be **neutral, imperceptible** and **long-term**.

11 Air Quality

The assessment of Air Quality is contained within Chapter 11. The air quality assessment has focussed 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 (NO₂), particulate matter less than 10 microns (PM₁₀) 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, the site will remain unchanged, and air quality will follow existing trends. These trends may be influenced by nearby developments and traffic. Since the site is zoned for development, a similar project is likely to be built in the future. As a result, air quality impacts are expected, even without the proposed development and will be **direct, long-term, negative** and **slight** which is overall **not significant**.

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 and human health effects. The surrounding area was assessed as being of high sensitivity to dust soiling and of low sensitivity to dust-related human health effects.

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, negative** and **slight** impacts to air quality, which is an overall **not significant** impact 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 HGVs accessing the site. Construction stage traffic did not meet the scoping criteria for a detailed modelling assessment outlined in Transport Infrastructure Ireland's 2022 guidance document '*Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106*'. As a result, a detailed air assessment of construction stage traffic emissions has been scoped out and

the construction stage traffic emissions will have a **short-term, neutral and not significant** impact on air quality, which is an overall **not significant** impact in EIA terms.

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. Operational stage traffic emissions were calculated at representative worst-case receptors in the area, and it was determined that concentrations of NO₂, PM₁₀ and PM_{2.5} will increase by an imperceptible amount as a result of the proposed development. Operational stage traffic emissions will have a **long-term, direct, negative and not significant** impact on air quality.

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 impacts 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 impacts on air quality associated with the proposed development are predicted to be **direct, long-term, localised, negative and not significant**.

Overall, no significant cumulative impacts to 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 impacts to air quality during the construction of the proposed development are considered, **short-term, direct, negative 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 impact to air quality has been assessed as **long-term, direct, localised, negative 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 impact to 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, negative** and **not significant**.

11.5 Monitoring

11.5.1 Construction Phase

The monitoring measures in Section 11.8.1 of Chapter 11 are proposed to ensure the dust mitigation measures are working satisfactorily.

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 residual effects during the construction and operational phases of the proposed development following the application of mitigation measures.

Construction Phase				
Likely Significant Effect	Quality	Significance	Duration	Type
Impact of construction dust from demolition, earthworks, construction and trackout in terms of dust soiling, and human health	Negative	Not significant	Short-term	Direct
Impact of construction phase traffic on air quality	Neutral	Not significant	Short-term	Direct
Operational Phase				
Likely Significant Effect	Quality	Significance	Duration	Type
Impact of operational phase traffic on air quality	Negative	Not significant	Long-term	Direct

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12 Climate

The assessment of Climate is contained within Chapter 12. The climate assessment has incorporated the following assessments:

- The potential greenhouse gas emissions during the construction and operational phases of the development.
- The vulnerability of the project to climate change, including considerations for increased rainfall and other projected climate impacts.
- The design measures to enhance the project's resilience to future climate risks, such as incorporating drainage systems for increased rainfall.

12.1 Existing Environment

The existing climate baseline can be determined by reference to data from the EPA on Ireland's total greenhouse gas (GHG) emissions and alignment with Ireland's 2030 sectoral emissions ceilings and carbon budgets. The EPA state that Ireland had total GHG emissions of 57.64 Mt CO₂e in 2024. This is 1.03 Mt CO₂e higher than Ireland's annual target for emissions in 2024. EPA projections indicate that Ireland has used 82.8% of the 295 Mt CO₂e Carbon Budget for the five-year period 2021-2025. This leaves 17.2% of the budget available for 2025, requiring a substantial 10.3% annual emissions reduction for 2025 to stay within budget.

12.2 Impact Assessment

The potential impacts on climate have been assessed in two distinct ways – a greenhouse gas assessment (GHGA) and a climate change risk assessment (CCRA). The GHGA quantifies the GHG emissions from a project over its lifetime and compares these emissions to relevant carbon budgets, targets and policy to contextualise magnitude. The CCRA considers a projects vulnerability to climate change and identifies adaptation measures to increase project resilience.

The impact of the construction and operation of the proposed development on Ireland's total national greenhouse gas emission is compared to Ireland's 2024 total greenhouse gas emissions, the relevant sectoral emissions ceilings and 2030 carbon budgets. Any adverse impacts are predicted to primarily occur during the construction phase, with the dominant sources of greenhouse gas emissions as a result of the development due to the embodied carbon associated with the building materials for the proposed development.

12.2.1 Do Nothing Scenario

In the Do-Nothing scenario, 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 the site is zoned for development, it is likely that in the absence of the proposed development a development of a similar nature would occur. Therefore, the predicted climate impacts within this report are likely to occur even in the absence of the proposed development.

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12.2.2 Greenhouse Gas Assessment

12.2.2.1 Construction Phases

Calculation of the GHG emissions associated with the construction of the proposed development was calculated using information on the lifecycle assessment completed by the project developer on their typical house builds and the online Transport Infrastructure Ireland Carbon Assessment Tool. The GHG emissions associated with the proposed development are predicted to be a small fraction of Ireland's 2030 carbon budget of 27.7 MtCO₂e. The proposed development will incorporate a number of mitigation measures as well as sustainable policy measures from the project developer, the proposed development is aligned with Ireland's GHG trajectory to net zero by 2050.

12.2.2.2 Operational Phase

GHG emissions during the operational phase due to road traffic were assessed. The changes in traffic volumes associated with the operational phase of the development were substantial enough to meet the assessment criteria requiring a detailed climate modelling assessment, as per Transport Infrastructure Ireland (TII) 2022 guidance "*PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (Offline & Greenways) – Overarching Technical Document*". There will be a slight increase in the traffic on the local road network which will result in some minor increases in CO₂e emissions. These have been assessed as a small fraction of Ireland's transport sector 2030 emissions ceiling.

Impacts to climate from the construction and operational phases are deemed **direct, long-term, negative** and **slight**, which is considered **not significant**.

12.2.3 Climate Change Risk Assessment

A CCRA was conducted to consider the vulnerability of the proposed development to climate change, as per the TII 2022 PE-ENV-01104 guidance. This involves an analysis of the sensitivity and exposure of the development to future climate hazards which together provide a measure of vulnerability. The hazards assessed included flooding (coastal, pluvial, fluvial); extreme heat; extreme cold; drought; extreme wind; lightning, hail and fog; wildfire and landslides. The proposed development is predicted to have at most low vulnerabilities to the various climate hazards and therefore climate change risk is considered **direct, long-term, negative** and **imperceptible**, which is overall **not significant** with regard to the construction and operational phases.

Overall, no significant impacts to climate are predicted during the construction and operational phases of the proposed development.

12.2.4 Cumulative Impact

With respect to the requirement for a cumulative assessment PE-ENV-01104 states that "the identified receptor for the GHG Assessment is the global climate and impacts on the receptor from a project are not geographically constrained, the normal approach for cumulative assessment in EIA is not considered applicable. By presenting the GHG impact of a project in the context of its alignment to Ireland's trajectory of net zero and any sectoral carbon budgets, this assessment will demonstrate the potential for the project to affect Ireland's ability to meet its national carbon reduction target. This assessment approach is considered to be inherently cumulative".

As a result, the cumulative impact of the proposed development in relation to GHG emissions is considered **direct, long-term, negative** and **slight**, which is overall **not significant** in EIA terms.

12.2.5 Mitigation

12.2.5.1 Incorporated Design

A number of mitigation measures have been incorporated into the design of the proposed development. The development will comply with the requirements of the Near Zero Energy Building (NZEB) Standards and will achieve a Building Energy Rating (BER) in line with the NZEB requirements. Additionally, other measures have also been incorporated into the design of the proposed development to mitigate the impacts of future climate change. To address future climate change risks, the design includes mitigation measures such as adequate drainage systems to manage a 20% increase in rainfall, consistent with the 'Medium Risk' RCP4.5 scenario (2021-2050).

12.2.5.2 Construction Phase

A number of best practice mitigation measures are proposed for the construction phase of the proposed development to ensure that impacts to climate are minimised. The project developer, Glenveagh Properties, has committed to achieving Net Zero by 2050 across its whole business. Therefore, the proposed development will be built with carbon reduction and sustainability in mind and will include reductions of embodied emissions during the construction phase.

12.2.5.3 Operational Phase

During the operational phase the primary focus will be on operational energy usage and outlined through the incorporated design mitigation. Sustainable travel modes will be encouraged through support facilities for cycling, and infrastructure for electrical vehicle charging points.

12.2.6 Residual Impact Assessment

The impact to climate due to a proposed development must be assessed as a whole for all phases. The proposed development will result in some impacts to climate through the release of GHGs. TII PE-ENV-01104 guidance references the IEMA guidance which states that the crux of assessing significance is *"not whether a project emits GHG emissions, nor even the magnitude of GHG emissions alone, but whether it contributes to reducing GHG emissions relative to a comparable baseline consistent with a trajectory towards net zero by 2050"*. The proposed development has proposed some best practice mitigation measures and is committing to reducing climate impacts where feasible. Once mitigation measures are put in place, the effect of the proposed development in relation to GHG emissions is considered **direct, long-term, negative** and **slight**, which is overall **not significant** in EIA terms.

In relation to climate change vulnerability, it has been assessed that there are no significant risks to the proposed development because of climate change. The residual effect of climate change on the proposed development is considered **direct, long-term, negative** and **imperceptible**, which is overall **not significant** in EIA terms.

12.2.7 Monitoring

Monitoring and reporting of the embodied carbon in the construction phase will be conducted. The aim of monitoring will be to seek further ways to minimise climate impacts.

13 Noise & Vibration

Chapter 13 includes an assessment of noise & vibration impacts associated with the proposed phase 3 development at Ballymastone, Donabate Co. Dublin.

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, in addition to the inward impact of noise from existing surrounding traffic noise on the proposed residential dwellings.

A baseline noise survey was undertaken to measure the existing background noise environment of the area and the data gathered during this survey was used to inform the assessment.

During the main construction phase there is the potential for moderate to significant and some significant to very significant noise impacts when works are located near receptor locations. However, these occurrences will only be temporary and the vast majority of the construction works will take place at distances from the receptors where no significant impacts are predicted and the construction criteria will be complied with. A schedule of noise mitigation measures including, noise thresholds, monitoring and screening will all be employed to ensure any noise and vibration impacts during this phase will be reduced as far as is reasonably practicable.

The significant to very significant noise impacts mentioned above during the site clearance and excavation construction phase, post mitigation measures will be reduced to negative, moderate to significant and temporary. The moderate to significant and temporary noise impacts post mitigation will be reduced to negative, slight to moderate and temporary.

The significant to very significant noise impacts mentioned above during the piling construction phase, post mitigation measures will be reduced to negative, moderate to significant and temporary. The moderate to significant and temporary noise impacts post mitigation will be reduced to negative, slight to moderate and temporary.

The moderate to significant noise impacts mentioned above during the site general construction phase, post mitigation measures will be reduced to negative, slight to moderate and temporary.

During the operational phase, the outward noise impact to the surrounding environment will be limited to any additional traffic on the existing surrounding roads, any potential plant noise associated with the development and noise breakout from the crèche on site.

The impact assessment has concluded that the impact from additional traffic on existing roads due to the proposed development, will be negligible, not significant and long term.

Proprietary noise and vibration control measures will be employed as part of the detailed design in order to ensure that noise emissions from building services plant do not exceed the adopted criterion at any nearby NSLs. In addition, noise emissions should be broadband in nature and should not contain any tonal or impulsive elements. The impact from building services and plant is predicted to be negative, imperceptible and long term.

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

The potential for inward noise impact on the proposed development has also been assessed. The assessment was carried out with reference to the guidance contained in Professional Practice Guidance

on Planning & Noise (ProPG), BS 8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings (BSI); and the local and national Noise Action Plans relevant to the area. The assessment has identified that there are no specific glazing requirements beyond standard double glazing and standard ventilation required to meet good or reasonable internal noise levels.

14 Landscape & Visual

Landscape Impacts & Effects

The sites enhancement values (as set out in **Section 14.4.4 of the EIAR Volume 2**) reflect a body of policy that is supportive of landscape change at this location (and its environs) as part of general town expansion of Donabate as a self-sustaining growth town, and change that is already underway. The site is currently surrounded by and experiencing landscape change and urbanisation. Nonetheless, it offers attractive characteristics to contribute to this new environment.

The site's conservation values (as set out in **Section 14.4.4 of the EIAR Volume 2**) predominantly reflect the core elements of the local architectural, heritage and landscape designations and the landscape resource.

Overall, the impact of the proposed development is the change of the site from a partly agricultural partly under development character, to a high-quality residential neighbourhood.

The proposed development directly affects the physical character of:

- LCA – Coastal Character Area; and
- The immediate environs of the proposed development site.

The Coastal LCA is classified to have '**Exceptional**' Value and '**High**' Sensitivity,

The immediate environs and the proposed development site is classified as '**Medium**' Sensitivity.

Construction Phase

Construction Effects on the Landscape: Coastal Character Area (High Sensitivity)

The effects during construction would affect a small geographical extent of the Coastal Character LCA and an area that is not directly linked to the coast itself. The construction works are expected to last 36 months. The predicted **magnitude of change is 'low'**. This will result in an effect of '**slight to moderate significance**'.

Overall, the predicted impacts are **short-term** and **adverse** in nature.

It should be noted the core coastal part of the LCA would experience no change – see visual assessment Section 14.6 of the Landscape and Visual Chapter.

Construction Effects on the Landscape: The immediate environs of the proposed development site (Medium Sensitivity)

The effects during construction would be intensive across the Phase Three site and immediate environs. The **magnitude of change would be 'high'**, resulting in the loss of agricultural land and some hedgerows across the site. Whilst the site and environs is already changed by ongoing adjacent development, this would change the character of the landscape and generate a landscape effect that would be '**significant**'.

Qualitatively, it is expected that all construction works would have an **adverse** landscape impact. The construction works are expected to take up to 36 months and, therefore, are considered as **short-term** in duration.

Operational Phase

Operational Effects on the Landscape: Coastal Landscape Character Area (High Sensitivity)

The site's enhancement values (as set out in **Section 14.4.4 of the EIAR Volume 2**) reflect a significant body of policy that is supportive of major landscape change at this location to form a new residential community.

The effects of the proposed development at operation would affect a limited geographical extent of this LCA. The proposed development, in general, complements the scale, landform and pattern of the landscape and townscape in most places and is also in keeping with relevant policy objectives. Change is relatively limited in scale resulting in minor alteration to the landscape as the existing urban area incrementally extends further east with localised change to the overall Coastal LCA and its purpose.

The magnitude of change would be **low** relative to the whole LCA.

The effect would be of **slight to moderate significance** over the **short, medium and long term**.

Qualitatively, the effect would be **neutral**.

Operational Effects on the Landscape: The immediate environs of the proposed development site (Medium Sensitivity)

The proposed development would impact the full extent of the site, resulting in the loss of the agricultural land and consolidation of development. The proposal would extend residential development into the landscape, which, although may be new and prominent, is not uncharacteristic of the area. The proposed development achieves local policy objectives of Fingal County Council and is in keeping with local land use zoning. Its scale and effect would be transformational along the edge of Donabate and the DDR, but important to be so, in order to contribute to local place-making.

The magnitude of effect would be **High** resulting in **significant effects** over the **short, medium and long term**. Qualitatively, the effect would be **beneficial**.

Cumulative Impacts

A number of permitted and proposed developments in the vicinity of the proposed development site are listed in Table 22.1 (Chapter 22 Cumulative Impacts) of the EIAR and same is highlighted in **Section 14.4.3** of the Landscape and Visual chapter.

Nearby approved residential development projects (including Phase One and Phase Two) and associated landscape changes are all part of policy to delivery an expanded urban area of Donabate to the east and along the DDR corridor. Currently these lands are in a state of transition. The cumulative effect of all these changes will be transformational and see the semi-rural current landscape become urban with planned amenities, landscaped streets, and a variety of housing styles and materials. A new place/landscape /townscape is being created here.

Cumulative Effects during Construction Phase

The **cumulative magnitude of change** would be '**Very High**' during construction phase.

The **cumulative effect** would be **Significant to Very Significant**, depending on the proximity to the change and stage of development. Qualitatively the landscape effect is **Adverse (negative)** during the construction phase.

Cumulative Effects during Operational Phase

The **cumulative magnitude of change** would be **'Very High'** during operational phase.

The **cumulative effect** locally would be **Moderate to Very Significant**, depending on the proximity to the change (NB the core coastal areas would remain unaffected by the cumulative effects).

Qualitatively the landscape effect is **Neutral to Beneficial** during operational phase.

Visual Impacts and Effects

Of the 22 no. viewpoints assessed 6 no. viewpoints show no change / no visual effect.

These reflect generally views at some distance from the development with intervening trees, topography and / or buildings. In general most of the existing built up and residential area of Donabate is unaffected by Phase Three as also is the actual coastal areas of the Coastal LCA.

The most significant changes visually are along the DDR corridor where the largest buildings would be located and also where currently the landscape is most open with least cover. Whilst these changes are Very Significant, they are also regarded as placemaking and reflecting local policy objectives and the planned expansion of the town eastwards. In this regard they range from neutral (complementary) to beneficial or positive in quality.

Views from adjacent residential areas to the north, south and west of the Phase Three will have visibility of the site, and changes.

Given the planning policy for the area, development of this site is inevitable, and it is considered likely that any proposed viable development will give rise to impacts of a similar nature. While the intensification of land use, as it changes from now neglected farmland / greenfield site into a residential area is a change that cannot be entirely mitigated. The proposals reflect best practice in residential area layout, and the concepts in the wider Masterplan, and will consolidate the urban area here with an overall beneficial effect locally.

Construction Phase

During the construction phase, visual effects are anticipated to range from **slight to significant**, and are considered **adverse in nature**. These impacts are classified as **short-term**, occurring only for the duration of construction activities.

Operational Phase

In the operational phase, visual effects range from **not significant to significant**, depending on location and viewer sensitivity. These effects are considered **neutral to beneficial**, and is a **permanent** change in the landscape. No adverse effects were observed.

Cumulative Impacts

Cumulatively, there is no change experienced in 12 no. viewpoints. Cumulative visual effects range from **slight to very significant**, depending on location and viewer sensitivity. These are considered **neutral to beneficial** effects. No adverse effects were observed.

Overall, **no adverse residual impacts** are predicted in relation to landscape and visual amenity.

15 Cultural Heritage, Archaeology & Architectural Heritage

The assessment of Cultural Heritage – Archaeology is contained within Chapter 15 of Volume II of the EIAR.

15.1 Baseline Survey

An archaeological, architectural and cultural heritage study was undertaken at the subject site in order to identify and record the location, nature and dimensions of any archaeological or cultural heritage features, fabric or artefacts that may be impacted by the proposed works. This assessment included a desk-based study and collated data from the Record of Monuments and Places (RMP), the Topographical files of the National Museum of Ireland (NMI), cartographic sources, aerial photography, documentary research and relevant on-line databases. In addition to the desktop assessment, test excavation assisted in providing an understanding of the receiving archaeological and cultural heritage environment and potential. The subject site is large in scale and located in proximity to the medieval town of Donabate and numerous recorded monuments. A total of nine archaeological areas have been identified across the wider landholding from analysis of desk-based sources and licensed archaeological test excavations carried out in advance of the proposed development.

Test trenching undertaken across the wider landholding comprised 90 test trenches with a combined length of 10,191 linear metres with an additional 284 sq. m excavated around archaeological features.

Nine archaeological areas were identified across the wider landholding (AA1-AA9), including four (AA5, AA6, AA7 & AA8) within the current application Phase 3 area. The four archaeological areas located within the subject site have all been fully archaeologically excavated (preserved by record) under licence (Licence Refs: 21E0670, 21E0674, 21E0675 & 21E0676) to the DHLGH. Consequently, there remains high potential for the continued survival of buried archaeological remains at the site.

15.2 Impact Assessment

15.2.1 Do Nothing

If the proposed development were not undertaken, any additional unrecorded buried archaeological features within the subject site would be preserved beneath the existing ground surface. However, the site is zoned for development and it is likely that in the absence of this subject proposal, that a development of a similar nature would be progressed on the site that accords with national and regional policies to promote the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. The impact on the archaeological environment would likely be similar to this proposed development.

15.2.2 Construction Phase

Buried archaeological sites have been identified at Archaeological Area 5, Archaeological Area 6, Archaeological Area 7 and Archaeological Area 8. Should development proceed, there are significant direct or indirect impacts on these sites during the construction phase of the proposed development. The greatest threat to these buried archaeological sites would occur during large-scale removal of topsoil during the initial construction phase groundworks and associated construction traffic. It is

concluded that, in the absence of the mitigation measures described below, **significant impacts** on the known buried archaeological remains at the site would be **direct, negative** and **permanent**.

It is further noted that the northern section of the proposed development partially lies within the Portrairie ACA. However, the proposed development is of sufficient distance from the core concentration of Protected Structures within the St. Ita's Hospital complex (c. 1.2 km) to render potential impacts from the proposed development as **neutral**.

15.2.3 Operational Phase

No potential negative effects are identified at the operational phase. It is anticipated that issues of archaeological and cultural heritage interest will have been resolved prior to or during the construction phase.

15.3 Mitigation Measures

Mitigation measures shall be undertaken as directed by the DHLGH in compliance with national policy guidelines and statutory provisions for the protection of archaeology and cultural heritage.

15.3.1 Incorporated Design Mitigation

Advance archaeological assessments were commissioned at the site at design stage in order to identify adverse effects on archaeological and cultural heritage sites / features at an early stage and to inform the design process. Archaeological Areas 5–8 located within the Phase 3 application area have been preserved by record (Licence Refs: 21E0670, 21E0674, 21E0675 & 21E0676) in advance of construction works.

15.3.2 Construction Phase

General Mitigation Measures

The following general mitigation measures are proposed:

All ground disturbance works across the remainder of the development site will be monitored by a suitably qualified archaeologist. In the event that archaeological material is recorded during monitoring, further discussion/consultation with the DHLGH will be sought in order to ascertain the appropriate treatment (i.e. preservation by record/preservation in situ) of any additional archaeological remains.

Should the DHLGH recommend preservation by record/full archaeological excavation, this work will be undertaken under the appropriate licence. The DHLGH may recommend preservation in situ, should avoidance of any newly discovered archaeological remains be possible.

15.3.3 Operational Phase

No further recommendations.

15.4 Residual Impacts

It is not anticipated that there will be any residual impacts with the appropriate mitigation measures in place during the construction and operational phases.

15.5 Monitoring

Construction groundworks will be monitored by a suitably qualified archaeologist as per General Mitigation Measures. Any future licensed archaeological works will require an application process including approval of proposed methodologies by the National Monuments Service of DHLGH in consultation with the NMI and notification of works.

16 Microclimate – Daylight & Sunlight

Chapter 16 (Microclimate - Daylight & Sunlight) outlines analysis of the impact of the proposed development on lands at Ballymastone (Phase 3) located in Donabate, Dublin on daylight & sunlight access across the site and the surrounding area.

The analysis was undertaken in accordance with industry best practice guidelines for daylight & sunlight in the Building Research Establishment's (BRE) Site Layout Planning for Daylight and Sunlight: A guide to good practice (BRE 209) 3rd edition/ 2022 edition, (the "BRE Guide").

The daylight & sunlight impact of the construction phase of the proposed development are likely to be, initially, lesser than those of the completed proposed development. It is noted that temporary structures and machinery (e.g. hoarding, scaffolding, cranes, etc.) have the potential to result in changes to daylight & sunlight access in buildings, although any additional impacts arising in this regard will be **brief to short-term and imperceptible**.

The proposed development is envisaged to provide well-lit homes and amenity areas. The daylight analysis has determined that 99.8% of the assessed spaces meet or exceeds BRE Guide. The sunlight analysis has determined that 95.9% of the assessed spaces meet or exceeds BRE Guide. The proposed development's amenity sunlight analysis determined that the overall sunlit percentage for Communal Open Space (COS) and Public Open Space (POS) are 92.7% and 99.8%, respectively, which is well over the 50% BRE Guide compliance rate. These analysis shows that the impacts to the proposed development are **imperceptible**.

The analysis considered existing neighbouring buildings, external amenity spaces and the neighbouring solar panels. The potential impact of the proposed development on daylight & sunlight access within its surrounding receiving environment determined that the impact is **imperceptible**.

Daylight for the proposed development was found to be **permanently negatively affected**; however, the impact is **not significant**. The daylight impact on the neighbouring area has been determined to be **neutral**, with **no effects** within the normal bounds of variation. **No significant negative impacts** are predicted in relation to sunlight during the operational phase for both the proposed development and the neighbouring area. Overall, the impact in this regard is predicted to be **permanent, neutral, and imperceptible**.

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17 Microclimate – Wind

A wind microclimate study has been carried out to consider the possible wind patterns formed under both mean and peak wind conditions typically occurring on the site area. The study accounts for three scenarios which are i) Baseline, ii) Proposed and iii) Cumulative. A Baseline scenario where the existing environment is considered. A Proposed scenario where the proposed development (*Phase 3*) is inserted in the existing environment (Baseline). Further, a cumulative scenario where the proposed development and the existing environment are analysed including any permitted developments not constructed yet but located in a radius of 500m from the centre of the site, as they can be influenced by the wind patterns generated by the ones proposed.

The potential receptors include the 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 determine if locations are comfortable for leisure activities.
- Entrance to the buildings – to determine if there is potential for pressure related issues for entrances or lobbies.
- Landscaped areas – where there are sheltered areas.
- Impact to existing or adjoining developments – where the proposed buildings will cause discomfort conditions through proximity related issues.

These areas for the proposed development include sensitive receptors such as communal amenity areas, significant public open space, and bicycle and car parking spaces. Furthermore, for the off-site receptors, it is relevant to mention the Recreational Hub which hosts sport events and needs to display comfort criteria for spectators/users of different age categories.

The “*Lawson Criteria for Pedestrian Comfort and Distress*” define the acceptable wind velocities in relation to the perception of comfort level experienced while carrying out a specific pedestrian activity. Lawson Comfort and Distress Map have been produced to identify where a specific pedestrian activity can be carried out comfortably during most of the time.

17.1 Methodology

The method for the study of wind microclimate combines the use of Computational Fluid Dynamics (CFD) to predict wind velocities and wind flow patterns, with the use of wind data from suitable meteorological station and the recommended comfort and safety standards (Lawson Criteria). The effect of the geometry, height and massing of the proposed development and existing surroundings including topography, ground roughness and landscaping of the site, on local wind speed and direction is considered as well as the pedestrian activity to be expected (sitting, standing, strolling and business walking).

The assessment predicts under which wind speeds pedestrians will be exposed and what level of comfort pedestrian will experience when carrying out a specific activity (i.e. walking, strolling, sitting). The results are presented in the form of contours map of the Lawson criteria at pedestrian level.

“Lawson Comfort and Distress Criteria” have been adopted for wind microclimate studies as a means of assessing the long-term suitability of urban areas for walking or sitting, accounting for both microclimatic wind effects (i.e. site location and prevailing winds) and microclimatic air movement associated with wind forces influenced by the localised built environment forms and landscaping effects. To assess the wind microclimate in the proposed development, the study has considered the site exposed to all the wind directions (from 0° to 360°). The method involves the consideration of the following items:

- Topography of the site with buildings (proposed and adjacent existing/permitted developments massing, depending on the scenario assessed “*baseline, proposed or cumulative*”) have been modelled using CFD OpenFOAM Software.
- Suitable wind conditions have been determined based on historic wind data. Criteria and selected wind scenarios included means and peaks wind conditions that need to be assessed in relation to the Lawson Criteria.
- Computational Fluid Dynamics (CFD) has been used to simulate the local wind environment for the required scenarios (“*baseline, proposed, cumulative*”).
- The impact of the proposed development massing on the local wind environment has been determined (showing the wind flows obtained at pedestrian level).
- Potential receptors (pedestrian areas) have been assessed through review of external amenity/public areas (generating the Lawson Comfort and Distress Map).
- Potential mitigation strategies for any building related discomfort conditions (where necessary) have been explored and their effect introduced in the CFD model produced.

The significance of on-site measurement locations is defined by comparing the wind comfort/safety levels with the intended pedestrian activity at each location, using the table provided by the Lawson Comfort and Distress Criteria.

The significance of off-site measurement locations is defined by comparing the wind comfort/safety levels with the intended pedestrian activity at each location, prior and after the introduction of the proposed development.

17.2 Baseline Environment

The wind microclimate of the baseline environment (or existing environment) is studied and reported. This study has been carried out to identify the possible wind patterns around the area proposed, under mean and peaks wind conditions typically occurring in Dublin.

The application of the Lawson Criteria is based on the assumption that potential receptors will use the area for its intended purpose. The Comfort and Distress map indicates that the site is suitable for standing or short periods of sitting.

17.3 Potential Impacts of the Proposed Development

The wind impacts on the proposed development, on the on-site receptors (pedestrian areas, roads, entrances) and on the off-site receptors (roads/ pedestrian areas off-site on the north, south, west and east directions). The impacts are evaluated in comparison with the conditions in the same areas for the baseline scenario. As result of the proposed development construction, the wind in the surrounding urban context is also mitigated when compared with the baseline situation. In this sense, the proposed

development will have a **beneficial effect** on the surrounding wind microclimate and can create more comfortable pedestrian areas and public spaces.

17.3.1 Cumulative impact

Furthermore, the assessment demonstrates that wind microclimate conditions will also improve when the proposed development is analysed in conjunction with the existing/approved developments within an area of 500m radius from the centre of the site.

The potential and permitted schemes within the vicinity of the proposed developments are the development ref.F20A/0510, ref.F17A/0373 and the Recreational Hub.

The impact and significance of the proposed development in a Cumulative Scenario on the on-site receptors (pedestrian areas, roads, entrances) and on the off-site receptors (roads/ pedestrian areas off-site on the north, south, west and east directions) is resulting to be “negligible” and “beneficial” (depending on the on-site and off-site receptors considered). Indeed, because of the proposed development construction in conjunction with the permitted development considered in the Cumulative Scenario, the wind on the surrounding urban context is also mitigated when compared with the baseline situation and the proposed scenario in the existing context. The proposed development therefore has a beneficial effect on the surrounding wind microclimate and can create comfortable pedestrian areas and public spaces.

17.4 Residual Impacts (post-mitigation)

Wind cannot be eliminated or totally mitigated as it depends on weather conditions which could vary. The data of the historical wind conditions collected and reported in the previous sections, show that the wind speeds likely to occur on the site are below critical values and that pleasant and comfortable microclimate can be maintained for most of the time and under the most frequent wind scenarios.

Gusts and storms can still occur however, and they can create unpleasant and sometimes unsafe conditions. The pedestrian activities concerning the Lawson Comfort and Distress Criteria are not in general carried out during those weather conditions.

Having considered the above, no further changes to the development design and further increasing of the landscaping is suggested, as safety and pedestrian comfort is maintained in accordance with Lawson Comfort and Distress Criteria.

18 Traffic & Transportation

This chapter of the EIAR was prepared by DBFL Consulting Engineers and includes an assessment of the likely impact on the existing transport environment as a result of the proposed 81 no. 2-bed houses, 134 no. 3-bed houses, 12 no. 4-bed houses, 2 no. 1-bed duplexes, 24 no. 2-bed duplexes, 21 no. 3-bed duplexes, 47 no. 1-bed apartment units, 68 no. 2-bed apartment units and 9 no. 3-bed apartment units.

The Donabate Distributor Road (DDR) runs in a north-south direction to the east of the site. Travelling west onto the R126 from the DDR; motorists can access the M1 Motorway, which provides convenient access to Dublin City Centre to the south; and the M50, which provides strategic network access across the Greater Dublin Area. Destinations such as Drogheda and Dundalk can be accessed via the M1 to the north. Donabate town centre can be accessed by either Portrane Road to the north of the site, or New Road to the south of the site. The majority of the surrounding roads to the west and north of the site are residential in nature and low speed environments. The signalised junctions in the vicinity of the site are generally not too busy, with minor traffic build up at peak times.

The site of the proposed development is well connected by public transport with both bus and rail services located nearby. The site sits approximately 3-10 minutes walking distance from bus stops of four bus routes, one of which offers frequent services (i.e. every 20 – 30 minutes at peak times) between Portrane and Swords. Donabate Railway Station is situated between 950 m – 2,000 m from the site of the proposed Phase 3 development (measured from the nearest and furthest points of the site). The well-established rail infrastructure in Donabate provides linkages to Dublin City Centre to the south, and Drogheda to the north, from where further onwards connections can be made to other destinations. Donabate Railway Station is currently well served by up to 28 no. commuter rail services providing connections to and from Dublin City Centre on a typical weekday, operating at a frequency of 15 – 20 minutes during peak times.

The site is within a convenient 11 – 20 minute walking distance of Donabate town centre as well as a number of leisure, medical and retail facilities (measured from the nearest and furthest points of the site).

The main pedestrian routes to and from the site are generally of very good quality, with wide footpaths and street lighting. There are formal pedestrian crossing points at the site access on the DDR, at the DDR / New Road Junction, at the DDR / Hearse Road Junction, and on the Portrane Road (adjacent to the Portrane Road / The Links junction). The Portrane Road / The Links junction has been upgraded to a signalised controlled junction as part of the Phase 1 development upgrades, which also added an additional Toucan crossing at The Links arm of the junction. The proposed access junctions to the DDR will also be upgraded to Cycle Protected Signalised Junctions and will connect to the main east-west off road pedestrian/cycle route connecting to The Links. Within the adjacent Phase 2 site is a connected network of paths, including an off-road east-west shared path and north-south shared path for pedestrians and cyclists which will tie into the proposed active travel network within the Phase 3 site.

A segregated cycle track and footpath is provided on both sides of the DDR in the vicinity of the proposed development, with street lighting provided on one side of the carriageway. Donabate currently has limited dedicated cycling facilities but has the potential to become a cycling town. The NTA's *Greater Dublin Area Cycle Network Plan* (2022) currently proposes a number of cycle route networks within Donabate.

The development comprises a total of 316 no. car parking spaces. A total of 1,619 no. cycle parking spaces are proposed as part of the development (comprising 1,513 no. resident cycle spaces and 106 no. visitor cycle spaces). This level of provision of car parking is in accordance with the FCC Development Plan requirements for Zone 1 developments and the car parking management standards as detailed within Table 14.18 of the FCC Development Plan and also in accordance with the Compact Settlement Requirements. The development proposals regarding the provision of cycle parking for the duplex, apartment and house units is in accordance with the FCC Development Plan standards.

In order to establish the existing local road networks traffic characteristics and subsequently enable the identification of the potential impact of the proposed residential development, traffic surveys were conducted on Wednesday 05 March 2025. These included junction turning counts from nine junctions.

The site's total person trip generation was calculated using TRICS and takes account of trips from the proposed houses, duplexes and apartments. Additionally, eight committed developments have been included. These are The Corballis East Development (Ref: LRD0017/S3), located to the south of the proposed Ballymastone development, the Ballisk Development (reg. ref. F17A/0373) located immediately south of the site, the residential development (reg. ref. F20A/0510) for 28 no. apartments/duplexes and 36 no. houses located to the south of the development, the Ballymastone Recreational Hub located to the east of the site, accessed from the signalised DDR junction, the Phase 1 of the wider development of the Ballymastone Lands (Reg. Ref: LRD0008/S3) located south of the proposed Phase 3 site, the Phase 2 of the wider development of the Ballymastone Lands (reg. ref: LRD0039/S3 ABP-320885-24), located immediately south of the proposed Phase 3 development, the residential development (Ref: F22A/0527), located to the south of the proposed Ballymastone development and the residential development (reg. ref: F24A/0169), for 98 no. units, located to the south of the site.

An Opening Year of 2028 was assumed for this assessment as well as future design years of 2033 and 2043. A number of design scenarios were assessed and these included Do Nothing scenarios where the baseline traffic was analysed without the development in place. These Do Nothing scenarios also included committed development within the area. Also assessed were a number of Do Something scenarios which included vehicle trips to and from the proposed development.

The proposed development will affect the levels of queuing and delays at key local junctions. PICADY and TRANSYT analysis was carried out on eight junctions in the vicinity of the site. The analysis shows that six of these junctions will operate well within capacity for all design years.

The results for the Main Street / Chapel View priority junction found that in the 'Do Nothing' scenario for the 2043 Future Year, the junction will operate above capacity with a maximum RFC value of 1.19 and a 25.0 pcu queue in the PM peak. This is exacerbated in the 'Do Something' with a maximum RFC value of 1.69 in the PM Peak.

The results for the Main Street / Hearse Road priority junction found that in the 'Do Nothing' scenario for the 2043 Future Year, the junction will operate above capacity with a maximum RFC value of 1.10 and a 59.8 pcu queue in the AM peak. This is exacerbated slightly in the 'Do Something' with a maximum RFC value of 1.15 in the AM peak.

In conclusion, it is considered that the residual impact post mitigation on the surrounding road network, as a result of the proposed development will be slight. This is based on the anticipated levels of traffic

generated by the proposed development, the existing and future road infrastructure and the information and analysis summarised in Chapter 18 of the EIAR.

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 development zone 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**.

19.1.2 Operational Phase

The potential impacts on the environment during the operational phase of the proposed development would be caused by improper, or lack of waste management. In the absence of mitigation, the effect on the local and regional environment is likely to be **long-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**.

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19.2.2 Operational Phase

During the operational phase, waste will be generated by the commercial tenants and residents. Dedicated waste storage areas (WSA) have been allocated for the development for use by the tenants and residents. The WSAs have been appropriately sized to accommodate the estimated waste arisings from the development. The WSA has 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 and Dublin 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, imperceptible** 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

This chapter looks at how the proposed Phase 3 of the Ballymastone development will connect to and affect essential services such as water, wastewater, surface water drainage, electricity, gas, and telecommunications. It also considers how these utilities will be protected and managed during construction and operation.

Phase 3 of the Ballymastone Lands project will include 398 new homes (a mix of apartments, duplexes, and houses), along with a crèche, community space, open spaces, parking, and walking and cycling links. This phase follows earlier phases already permitted and will connect to existing local infrastructure networks such as water, electricity, and telecoms.

Existing Situation

- **Electricity:** There are existing ESB cables and lines on and near the site. These can supply the new homes. Overhead lines crossing the site will be diverted by ESB.
- **Public Lighting:** There is currently no public lighting on the site; new energy-efficient LED lighting will be installed.
- **Gas:** A gas main crosses the site, but no gas supply will be used in the new development. Existing gas pipes will be diverted safely.
- **Telecommunications:** Telecom network (Siro) is available near the site and can be extended to serve the new homes.
- **Water Supply:** Existing water mains nearby have enough capacity to supply the development.
- **Drainage:** The mostly greenfield site currently drains naturally through ditches into local streams. There is an existing foul sewer and surface water system along the nearby distributor road (DDR).

Potential Impacts

Construction Phase:

Works to connect or divert services (like ESB and gas) may cause short-term disruption, such as temporary interruptions to local utilities or minor ground disturbance.

If not managed properly, there could be risks like sediment runoff or accidental damage to pipes. With standard safety and environmental controls, these impacts are expected to be **negative, short-term, slight to moderate**.

Operational Phase:

Once built, the new development will have permanent underground connections for all services.

- **Electricity:** Unit substations and underground cables will ensure reliable supply; energy-efficient design will limit demand.
- **Gas:** Not used in this project, as heating will rely on renewable technologies (heat pumps).
- **Telecoms:** Residents will have access to multiple providers; no issues with network capacity are expected.
- **Water and Drainage:** Infrastructure will meet Irish Water standards and include modern drainage features to control runoff (SuDS systems like permeable paving and swales).

Overall, operational impacts will be **neutral or positive, permanent** and **imperceptible** to slight as the area gains upgraded infrastructure.

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Mitigation Measures

To minimise impacts on the existing environment:

- All utility diversions and connections will follow safety standards and be supervised by the relevant providers (ESB, GNI, Uisce Éireann, etc.).
- A Construction and Environmental Management Plan (CEMP) will guide best practice for handling water, waste, and fuel to prevent pollution.
- Runoff and groundwater will be controlled through settlement ponds and proper drainage design.
- Sustainable drainage (SuDS) features will ensure rainwater is managed safely and naturally.

Residual and Cumulative Effects

After mitigation measures are put in place:

- All residual effects on utilities will be **neutral, short-term and imperceptible to not significant**
- The project will not cause any long-term strain on local service networks.
- When combined with nearby developments, no significant cumulative impacts are expected because all works are regulated and coordinated with the utility providers.

Monitoring

Regular inspections and testing will be carried out by engineers and utility companies during construction and before connections are made. During operation, routine maintenance (e.g. on drainage, lighting, and separators) will ensure everything continues to function properly.

Conclusion

The proposed development will connect safely to existing service networks and will not adversely affect local utilities. Through careful planning, coordination with service providers, and the use of sustainable design measures, the project will provide new, efficient infrastructure that supports the growing community in Donabate without negative environmental impacts.

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

RECEPTOR SOURCE	POPULATION & HUMAN HEALTH	BIODIVERSITY	LAND, SOILS, GEOLOGY & HYDROGEOLOGY	HYDROLOGY	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 & HYDROGEOLOGY		✓		✓	✓				✓			✓	✓	
HYDROLOGY		✓	✓		✓	✓							✓	
AIR QUALITY	✓	✓	✓			✓						✓		
CLIMATE			✓		✓						✓	✓	✓	
NOISE & VIBRATION	✓	✓										✓		
LANDSCAPE & VISUAL	✓	✓							✓					
CULTURAL HERITAGE, ARCHAEOLOGY & ARCHITECTURAL HERITAGE			✓											
MICROCLIMATE – DAYLIGHT & SUNLIGHT	✓													
MICROCLIMATE – WIND	✓													
TRAFFIC & TRANSPORTATION	✓	✓	✓	✓	✓	✓	✓	✓					✓	
MATERIAL ASSETS – WASTE	✓	✓	✓									✓		
MATERIAL ASSETS - SERVICES	✓		✓	✓										

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

The 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 & Figure 22.1**). In identifying these developments, the following principal sources were consulted (as of October 2025):

- Fingal County Council planning portal;

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- Fingal County 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*;
- *Donabate Local Area Plan 2016 (as extended)*.

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 specialist EIAR chapters. Assuming the full and proper implementation of the mitigation measures set out in the 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.

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Table 22.1 Permitted and proposed developments to which regard has been had in the assessment of potential cumulative impacts

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
Permitted Developments / Under Construction					
LRD0008/S3/ABP-315288-22	Glenveagh Living Limited	Ballymastone, Donabate, Dublin Co.	Ballymastone Phase 1 The development consists of the construction of a residential development, which represents Phase 1 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 432 no. residential dwellings (including a mix of apartments, duplexes and houses), a crèche and public open space. The site will accommodate 554 no. car parking spaces, 831 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 Pleanála on 28 March 2023. Partly constructed / Partly under construction	EIAR; NIS; SSFRA
LRD0039/S3/ABP-320885-24	Glenveagh Living Limited	Lands at Ballymastone, Donabate, Dublin Co	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 on 13 Jan 2025. Due to commence construction	EIAR; NIS; SSFRA

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
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 Fingal County Council on 23 February 2024. Partly constructed / Partly under construction	EIAR; NIS; SSFRA
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 creche, 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 Fingal County Council on 30 August 2023. Under Construction	AA, NIS; EclA; Archaeological Assessment; SSFRA; EIA Screening
F20A/0204/ABP-308446-20	Aledo Donabate Limited	Lands to the South of Main Street, Corballis East,	Residential Development at lands South of Main Street, Corballis East	Permission granted by An Coimisiún Pleanála on 6 September 2021.	AA; Bat Assessment; Archaeological

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
		Donabate, Co Dublin	The development will consist of 55 no. residential units, 3 no. retail units, public open spaces, upgrades to the public road, reconstruction of the existing car park serving Smyths Bridge House (a Protected Structure), upgrade of the existing entrance onto Main Street, internal access roads, water services including a pumping station, surface water attenuation tank and detention basin, public lighting, 1 no. ESB substation and utilities.	Under Construction	Impact Assessment
F17A/0373 ABP-249206	Tilberry Limited	Lands at New Road, Ballisk, Donabate, Co. Dublin.	Residential Development at Ballymastone – Balcarrick Road A residential development of 151 no. residential units and 1 no. crèche/childcare facility to include: 41 no. 2.5 storey, 3 bedroom terrace dwellings; 2 no. 2.5 storey, 3 bedroom semi-detached dwellings; 9 no. 2 storey, 2 bedroom detached dwellings; 9 no. 2 storey, 3 bedroom detached dwellings; 90 no. 2 bedroom duplex units arranged in a split level design over three storeys; and 1 no. 2 storey crèche/childcare facility all with associated car parking. Planning permission is also sought for 1 no. new link road with new pedestrian and vehicular entrance from existing New Road connecting to 'The Links' (existing residential estate to the north) along with 2 no. additional vehicular and pedestrian entrances to the proposed development from New Road and associated upgrade works.	Permission granted by An Coimisiún Pleanála on 17 April 2019. Under Construction	EIA Screening, EclA, AA Screening, SSFRA,
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	Approved on 08 April 2024. Under Construction	AA Screening

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			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. 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.		
F23A/0134	St Patrick's GAA Clubhouse Donabate	On lands at, Robbie Farrell Park, Ballymastone, Donabate, Co Dublin	St Patrick's GAA Clubhouse Donabate Planning Permission for an extension to their existing detached, single storey clubhouse. The proposed development will see the reconfiguration of the existing building and the construction of an extension to the east, south and west elevations at ground floor level and a new first floor level to provide for additional dressing rooms, shower rooms and toilets, meeting rooms, sports hall/ gymnasium, physio room, club offices and club shop, storage and 2no. balconies at first floor level; along with all associated site, drainage, including new wastewater treatment system and engineering works necessary to facilitate the development.	Permission granted by Fingal County Council on 05 July 2023.	
PARTXI/004/21 (Part 8)	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 include a floodlit 8 no. lane all-weather athletics track surrounding a grass soccer sized pitch, a full sized all-weather GAA	Approved on 14 September 2021.	AA Screening; EIA Screening; SSFRA

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			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 .		
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 An Coimisiún Pleanála on 19 May 2020. Under construction	EIAR; NIS
F21A/0056	Glenveagh Homes Limited	Semple Woods, Hearse Road, Donabate, Dublin	Semple Woods, Hearse Road Residential Development The proposed development consists of amendments to the northern portion (0.9ha) of the permitted residential development under Fingal County Council Ref. F17A/0113, including the	Retention permission and planning permission granted by Fingal	AA Screening

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			following: Replacement of the permitted Apartment Block 2 and 3 no. three bed houses to the west thereof with a new part three, part four storey Apartment Block containing 29 units (14 no. 1 bed apartments and 15 no. 2 bed apartments) and a bicycle storage area at ground floor level; Internal and external amendments to the eastern section of the permitted Apartment Block 1, including the replacement of 8 no. 2 bed apartments with 8 no. 1 bed apartments and 4 no. 2 bed apartments from ground to third floor, with associated revisions to building elevations to provide additional balconies and windows, together with a revised roof design. Internal and external amendments to the western section of the permitted Apartment Block 1; Revision of the layout of the vehicular parking areas to the north and south of Apartment Blocks 1 and 2. A total of 90 no. car parking spaces are provided, with 80 no. spaces allocated to serve the future residents of Apartment Blocks 1, 2 and 3, 8 no. spaces serving visitors, and 2 no. spaces serving the permitted childcare facility at the ground floor level of Block 3; Retention and completion of 2 no. ESB substations located along the north-western and eastern boundary; The provision of 4 no. bicycle and bin storage structures, a revised landscaping and public lighting design, and all associated and ancillary site development works. The proposed amendments will provide 12 no. additional apartment units, increasing the number of units on the overall development site from 251 units to 263.	County Council on 31 August 2021 Mostly constructed / North-east section of the scheme partly under construction	
F17A/0113	McGarrell Reilly Homes	Lands at Hearse Road, Donabate, Co. Dublin	Simple Woods, Hearse Road Residential Development The construction of 196 no. houses, 62 no. apartments and a crèche, with two vehicular access points from Hearse Road, and access to two houses only from Prospect Hill. The proposal	Permission granted by Fingal County Council on 15 January 2018.	AA Screening; EIA Screening (Schedule 7A

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			includes a route through the development to the future pedestrian bridge over the railway. Works to Hearse Road include two access points, new footpaths and a new pedestrian and cycle entrance to Newbridge Demesne and also the provision of 1.075ha open space in the proposed nature park on the coast road at Corballis, Donabate. The proposed development includes all associated site works and infrastructure which includes landscaped open spaces, internal roads, paths, cycle-paths, public lighting, utilities, pump station, drainage and surface water attenuation and works to Hearse Road and associated entrance to Newbridge Demesne.	Mostly constructed / North-east section of the scheme partly under construction	information) SSFRA
TA06F.306794	Elchoir Construction Limited	Lands adjacent to the existing residential development known as 'The Gallery', Turvey Walk, off Turvey Avenue, To the west of Donabate Train Station, Donabate, Co. Dublin	Residential Development at Turvey Avenue Elchoir Construction Limited lodged a SHD planning application to An Bord Pleanála on 4th March 2020 at lands adjacent to the existing 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.	Permission granted by An Coimisiún Pleanála on 10th August 2020. Under construction	EIA Screening; AA Screening
F20A/0630	Drumargh Ltd	Lands at Turvey Walk, fronting Turvey Avenue, adjacent to Donabate Train Station, and the residential	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	Permission granted by Fingal County Council on 09 June 2021.	

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
		development of The Gallery, Donabate, Co Dublin	at first floor level (1,187m ² net 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.		
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 sqm, 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. car parking spaces; 5 no. car club spaces; bicycle and bin stores; hard and soft landscaping; balconies and terraces; boundary treatments; solar	Permission granted by Fingal County Council on 28 January 2025.	EIA Screening, AA Screening & NIS

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			panels; 2 no. ESB substations; public lighting; and all other associated site and development works above and below ground.		
ABP-311059-21 SHD/006/20	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 An Coimisiún Pleanála on 10 November 2022. Under construction	EIAR, NIS, AASR
F18A/0618 ABP-304904-19	Aledo Donabate Limited	Lands to the south of Main Street and Balcarrick Road (R126), Corballis East, Donabate, Co. Dublin.	Corballis East Upgrades The development will consist of strategic open spaces, upgrades to the public road, reconfiguration of the existing car park serving Smyths Bridge House (A Protected Structure), upgrade of existing entrance onto Main Street, new access from Balcarrick Road, internal access roads, water services and a pumping station, and utilities. These proposed works are to facilitate future residential development including reserved sites for new primary school and local neighbourhood centre at Corballis East, as provided for in the Donabate Local Area Plan 2016. It is proposed to provide a Nature Park of 13.63 ha. and 3 no additional parks of 1.4437 ha, 0.6788 ha, and 0.3856 ha. The proposed internal road infrastructure comprises a hierarchy of 2,320m of Linking Roads and 4,680 m of Local Access Roads. It is proposed to reconfigure the existing permitted car park serving Smyths Bridge House to accommodate pedestrian, cyclist and limited vehicular access to the site, and 46 no. replacement car parking spaces, and including the upgrade 140m of Main Street including the Balcarrick Road Junction.	Permission refused by An Coimisiún Pleanála on 16 January 2020.	EIAR, NIS

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			Proposed potable surface and foul water services and utilities, will be provided under the proposed roadways. Proposed works include SUDS wetland area in the Nature Park, and a wastewater pumping station set within a fenced compound of 320 sq.m. accessed off the Donabate Distributor Road (under construction).		
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 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.	Permission granted by Fingal County Council on 25 July 2023 Under construction	AA, EclA,

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
F21A/0708 ABP-313836-22	Packside Ltd (Applicant)	Lands at Turvey Avenue, Donabate, County Dublin	Aldi Store Donabate A single storey retail development consisting of 1 no. retail supermarket of 1,320 sq.m net floorspace (1,835 sq.m) (including ancillary off-licence) and additional associated storage, staff facilities, plant room, loading bay, signage, 80 no. car parking spaces at surface level and 16 no. bicycle parking spaces at surface level, landscaping, boundary treatments and all associated site and engineering works necessary to facilitate the development, including moving of proposed bus stop on Turvey Avenue. (The site adjoins a Protected structure).	Permission granted with revised conditions by An Coimisiún Pleanála on 24 January 2024. Under construction	
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 & associated substations; infrastructure works to facilitate the increase in service frequency and capacity.	Permission granted (confirmation of Railway Order with conditions) by An Coimisiún Pleanála on 19 August 2025.	EIAR, NIS
PA06f.3121331	Uisce Eireann	New wastewater treatment plant in the townland of Clonshagh and associated sludge hub centre, orbital sewer outfall pipeline and regional biosolids storage facility in	Clonshaugh WWTP Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, 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	Permission granted by An Coimisiún Pleanála on 09 July 2025.	EIAR, NIS

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
		various townlands in County Dublin	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.		
ABP-317121	National Transport Authority (NTA)	Swords to Dublin City Centre	BusConnects Swords to City Centre Bus Corridor Scheme The Swords to City Centre Core Bus Corridor Scheme consists of roadworks to facilitate bus, cycle, and urban realm improvements along with any associated ancillary/accommodation works for the scheme. The scheme has an overall length of approximately 12 km. The scheme commences south of Swords at Pinnock Hill Junction and travel in a southerly direction along the R132 Swords Road past Airside Retail Park, Dublin Airport and Santry Park. The route will continue on the R132 past Santry Demesne, where the Swords Road joins the R104 at Coolock Lane. The route will continue on the R132 in a southerly direction through Santry village. It will continue along the Swords Road past Whitehall to Griffith Avenue. The route will follow Drumcondra Road Upper past the DCU St Patrick's Campus to the river Tolka. It will continue through Drumcondra, on Drumcondra Road Lower to Binns Bridge on the Royal Canal. From there it will continue on Dorset Street Lower as far as Eccles Street, from where it will continue on Dorset Street Upper to North Frederick Street and Parnell Square, all in County Dublin and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas.	Permission granted by An Coimisiún Pleanála on 19 June 2024	EIAR & NIS;
ABP-314724-22	National Roads Authority	Metrolink - Estuary through Swords, Dublin Airport, Ballymun,	Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022	Permission granted (confirmation of Railway Order with conditions) by An Coimisiún	EIAR; NIS

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Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
	(Operating as TII)	Glasnevin, and City Centre to Charlemont, Co. Dublin	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 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	Pleanála on 30 September 2025	

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			new drainage infrastructure; provision of environmental mitigation measures; and other infrastructural modifications to facilitate the overall project.		
Proposed Developments					
LRD0064/S3E	Cairn Homes Properties Ltd.	Corballis Donabate, Dublin East, Co	Aledo Donabate Residential Development Cairn Homes Properties Limited intends to apply for permission for a Large-Scale Residential Development (LRD), consisting of amendments to an LRD permitted under FCC Reg. Ref. LRD0017/S3, at this site at Corballis East, Donabate, County Dublin. 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. No changes are proposed to the permitted Nature Park to the south of the DDR. The proposed amendments result in an overall decrease of 21 no. units, from 1,020 no. units previously permitted to 999 no. now proposed. The proposed amendments will result in an overall increase in the total number of apartments from 174 no. previously permitted to 278 no. proposed; a reduction in the total number of duplex/triplex units from 356 no. previously permitted to 45 no. proposed (duplex units only); and, an increase in the total number of houses from 490 no. previously permitted, to 676 no. now proposed (including 182 no. back-to-back townhouses). The proposed amendments result in an overall development, that includes the permitted units that are not included within this application, of 999 no. dwellings comprising 130 no. one-bed	Awaiting decision. Application lodged on 26 August 2025 to Fingal County Council	Addendum EIAR; NIS

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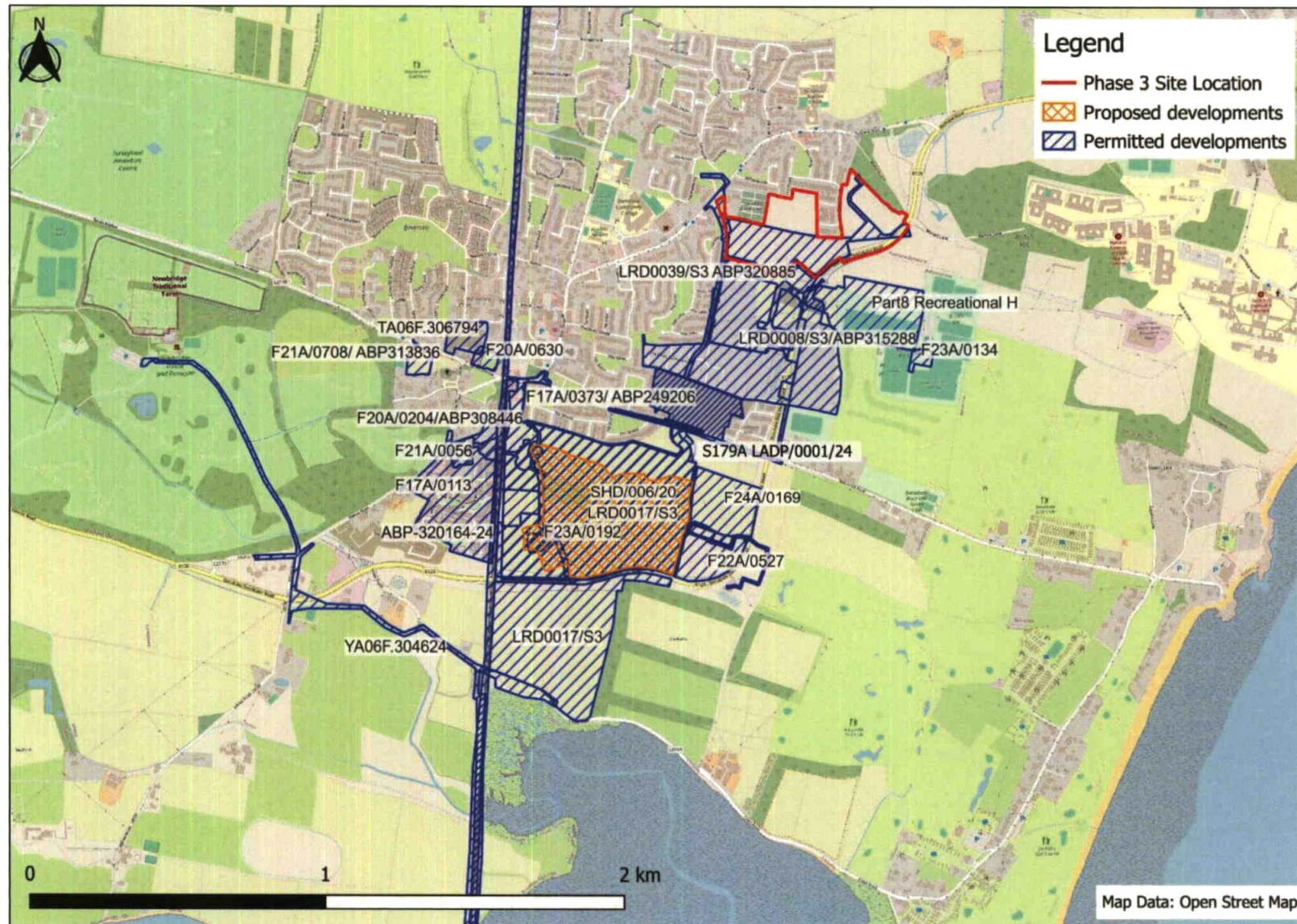
Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
			apartments; 138 no. two-bed apartments and 10 no. three-bed apartments arranged in 6 no. blocks (including 65 no. Independent Living units comprising 53 no. one-bed and 12 no. two-bed apartments); 21 no. one-bed, 2 no. two bed and 22 no. three bed duplex units; and 29 no. two-bed houses; 530 no. three-bed houses; 109 no. four-bed houses and 8 no. five-bed houses on an overall net site area of 25.42ha. The proposed amendments result in an increase in car parking from 902 no. car parking spaces permitted to 922 no. car parking spaces (comprising 844 no. residential spaces; 11 no. childcare facility drop off spaces, 67 no. on-street visitor parking). Bicycle parking spaces will increase from 3,013 no. spaces permitted to 3,291 no. spaces (comprising 3,086 no. long stay spaces and 205 no. short stay spaces). No changes are proposed to vehicular access; pedestrian or cycle access or connections; and the main internal street network or street levels except for some minor modifications to shorter cul-de-sac streets.		
ABP-319866-24	North Irish Sea Array Windfarm Limited	Off the coast of counties Dublin, Meath and Louth. The onshore infrastructure will be located in County Dublin	North Irish Sea Array Offshore Wind Farm 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.	Awaiting decision. Application lodged on 07 June 2024 to An Coimisiún Pleanála.	EIAR, NIS
F25A/0710E	National Transport Authority (Ian Gourley)	Lissenhall Little, West of the M1-Junction 4,	NTA Bus Park & Ride The development will consist of a Park & Ride facility with a total of 733 no. car parking spaces, including 522 standard spaces, 37	Submission registered on 06 August 2025.	EIAR, NIS

Ref.	Applicant	Location	Description - overview	Status	Environmental Assessments
		Lissenhall, Co. Dublin	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 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.		

Ballymastone Phase 3 LRD

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Figure 22.1 Permitted and proposed developments to which regard has been had in the assessment of potential cumulative impacts



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23 Mitigation Measures & 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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