



Cherry Orchard Point Phase 3

Environmental Report – Addendum to the Approved Phase 1 Parent EIAR

Volume 1: Non-Technical Summary

(Addendum to the Environmental Impact Assessment submitted for the Cherry Orchard Point scheme approved planning permission under ABP Ref. 318607-23)

September 2026



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Introduction

This Non-Technical Summary (NTS) of the Environmental Report – Addendum to Approved Phase 1 Parent EIAR prepared on behalf of Dublin City Council, in partnership with the Land Development Agency, in respect of a Proposed Development on lands located at Cherry Orchard, Dublin 10 (known as Development Site 5 in the Park West Cherry Orchard Local Area Plan 2019).

The overall Cherry Orchard Point Development ‘Development’ will be delivered across four Phases and will have a mix of residential, retail / commercial, community and art / cultural uses, including public, private, and communal open spaces, play areas and a creche facility. The current application represents Phase 3, which Phase 1 and Phase 2 under construction at the time of writing this NTS report.

Volume 1 of this report contains the non-technical summary of all the updated technical chapters as per the EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022) and subsequent details on any key issues and their implications arising from the Proposed Development on land located in Cherry Orchard, Dublin 10 (known as Development Site 5: Barnville Site in the Park West Cherry Orchard Local Area Plan 2019 or Cherry Orchard Point Phase 3) has been submitted alongside this Environmental Report. This Environmental Report has been prepared as an addendum to the parent Environmental Impact Assessment Report (EIAR) submitted as part of the approved Cherry Orchard Point Phase 1 development application (ACP Case Ref: 318607-23). This approach aligns with the strategy adopted and considered during the consent process for Phase 2 (ACP Case Ref.321931-25).

The parent EIAR assessed Phase 1 and all future phases of the overall Cherry Orchard Point scheme on Key Development Sites 4 and 5 within the Park West Cherry Orchard Local Area Plan (LAP) area. This planning application relates to Phase 3 of the overall Cherry Orchard Point development scheme located on Development Site 5: Barnville Site of the LAP. Therefore, this Addendum EIAR sets out any relevant updates / review of the surveys, baseline analysis, impacts and mitigation measures assessed under the Parent EIAR and now proposed for Phase 3 of the scheme. The updates within this Environmental Report focus on the environmental potential, cumulative, residual impacts and subsequent mitigation measures identified for Phase 3 of the scheme.

The Environmental Report should be read in conjunction with the Parent EIAR submitted as part of the approved Phase 1 application and seeks to update specific information and analysis based on the finalised Phase 3 layout.

The purpose of the NTS is to summarise and explain in non-technical language the likely direct and indirect environmental impacts arising from the proposed development. The below environmental topics have been included in the NTS due to the technical nature of the Chapters:

- **Air Quality**
- **Climate Factors**
- **Noise**
- **Biodiversity**
- **Archaeological, Architectural and Cultural Heritage**
- **Landscape and Visual Impact**
- **Land, Soils and Geology**
- **Water**
- **Population and Human Health**
- **Material Assets – Traffic and Transport**
- **Material Assets – Waste Management**
- **Interrelationships, Interactions and Indirect Effects**

- **Summary of Mitigation Measures and Residual Impacts**

It should be noted that a NTS is not required for Chapters 1-4 given their non-technical nature, while NTS has been prepared for Chapter 9 Archaeological, Architectural and Cultural Heritage, however, the impacts of the proposed scheme on Cultural Heritage have not materially changed since the initial assessment was done under the now approved Phase 1 Parent EIAR.

Requirement for an EIAR

Annex I of the EIA Directive 85/337/EC requires as mandatory the preparation of an EIA for all development projects listed therein. Schedule 5 (Part 1) of the *Planning and Development Regulations 2001 (as amended)* transposes Annex I of the EIA Directive directly into Irish land use planning legislation. The Directive prescribes mandatory thresholds in respect to Annex I projects. Annex II of the EIA Directive provides EU Member States discretion in determining the need for an EIA on a case-by-case basis for certain classes of project having regard to the overriding consideration that projects likely have significant effects on the environment should be subject to EIA. Schedule 5 (Part 2) of the *Planning and Development Regulations 2001 (as amended)* set mandatory thresholds for each project class.

Class 10 (b) (i) and (iv) addresses 'Infrastructure Projects' and requires that the following class of project be subject to EIA:

(b) (i) Construction of more than 500 dwelling units.

Furthermore Category 10(b)(iv) refers to:

'Urban development which would involve an area greater than 2 hectares in the case of business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.'

The requirement for an Environmental Impact Assessment Report was subject to informal scoping with An Coimisiún Pleanála over the course of the pre-planning consultation.

Project Team

This Environmental Report has been prepared by KPMG Future Analytics (Chartered Town Planning and Development Consultants) along with various competent specialist sub-consultants on behalf of the Land Development Agency (LDA). The list below presents the subject matter experts who contributed to the preparation of the report and their qualifications:

Table 1 Details of the subject matter experts who contributed to the preparation of the report and their qualifications

EIAR Number/ Aspect	Chapter	Company Name	Author Name	Qualifications
EIAR Author/Manager		KPMG Planning	Abis Zaidi	BE (Civil), MRUP
EIAR Co-Author/ Co-ordinator			Mae Ly Lim	BA, PGDip, MRUP
EIAR Reviewer			Stephen Purcell	BSc. (Hons) MRUP MSc. MIPI FCSCI FRICS
Chapter 5 Air Quality		AWN Consulting	Dr. Jovanna Arndt	BSc, PhD, AMIES, AMIAQM
			Tanmay Gojamgunde	MSc, B.Eng, AMIEnvSc
Chapter 6 Climate Factors		AWN Consulting	Mobin Ud Din	BE (Environmental Engg.), MSc
			Sarah Berry	Principal Environmental Consultant, BSc (Physical Geography)
Chapter 7 Noise and Vibration		AWN Consulting	Dan Boote	BSc (Hons), MIOA
Chapter 8 Biodiversity		Altemar Altemar	Emma Peters	BSc (Hons.) Environmental Science
			David Culleton	(B.Sc., M.Sc.)
Chapter 9 Archaeological, Architectural and Cultural Heritage		Archer	Maeve McCormick	BA MSc
Chapter 10 Landscape and Visual		Mitchell + Associates	Feargus McGarvey	BA (Hons) DipLA MILI HMGLDA
Chapter 11 Land, Soil and Geology		Waterman Moylan	Penelope Ingle	Civil Engineer (BEng)
			Ian Worrell	Civil Engineer (BscEng, DipEng, CEng, MIEI, DipPhysPlg).
Chapter 12 Water		Waterman Moylan	Penelope Ingle	Civil Engineer (BEng)
			Ian Worrell	Civil Engineer (BscEng, DipEng,

			CEng, MIEI, DipPhysPlg).
Chapter 13 Population and Human Health	KPMG Planning	Abis Zaidi	BE (Civil), MRUP
		Stephen Purcell	BSc. (Hons) MRUP MSc. MIPI FCSCI FRICS
Chapter 14 Material Assets – Traffic and Transportation	Waterman Moylan	Brian McCann	BE, MSc (Eng), DIC, CEng, FIEI, MIStructE, MConsEI
Chapter 15 Material Assets – Waste Management	AWN Consulting	Chonaill Bradley	BSc, PG DIP, MCIWM
Chapter 16 Material Assets – Utilities Chapter 16 Material Assets – Utilities	Waterman Moylan Waterman Moylan	Penelope Ingle	Civil Engineer (BEng)
		Ian Worrell	Civil Engineer (BscEng, DipEng, CEng, MIEI, DipPhysPlg).
Chapter 17 Interactions	All above (Compiled by KPMG)	All above (Compiled by KPMG)	All above (Compiled by KPMG)
Chapter 18 Summary of Mitigation Measures, Residual Impacts and Cumulative Impacts	All above (Compiled by KPMG)	All above (Compiled by KPMG)	All above (Compiled by KPMG)

Further details on the background and experience of the subject matter experts are set out in the introductory sections of the relevant Chapters.

Background to the Proposed Development

Overview of Phase 3 of the Scheme

The subject site is located on lands at Cherry Orchard, Dublin 10 on the east of Park West Avenue and forms part of the Site 5: Barnville Site as identified in the Park West Cherry Orchard Local Area Plan 2019. The site is bound by Cedar Brook Way to the north, Park West Avenue to the west, Barnville Park to the east, and the Park West - Cherry Orchard railway station is located on the south of the site along with existing residential developments at Barnville.

The subject site is outlined in red in Figure 1 below and will form the Phase 3 of the wider redevelopment of Development Sites 4 and 5 under the Cherry Orchard Point scheme (outlined in blue in Figure 2.1 below).

The site benefits from very good accessibility with its close proximity to numerous bus routes, the M50 and Park West and Cherry Orchard Railway Station.

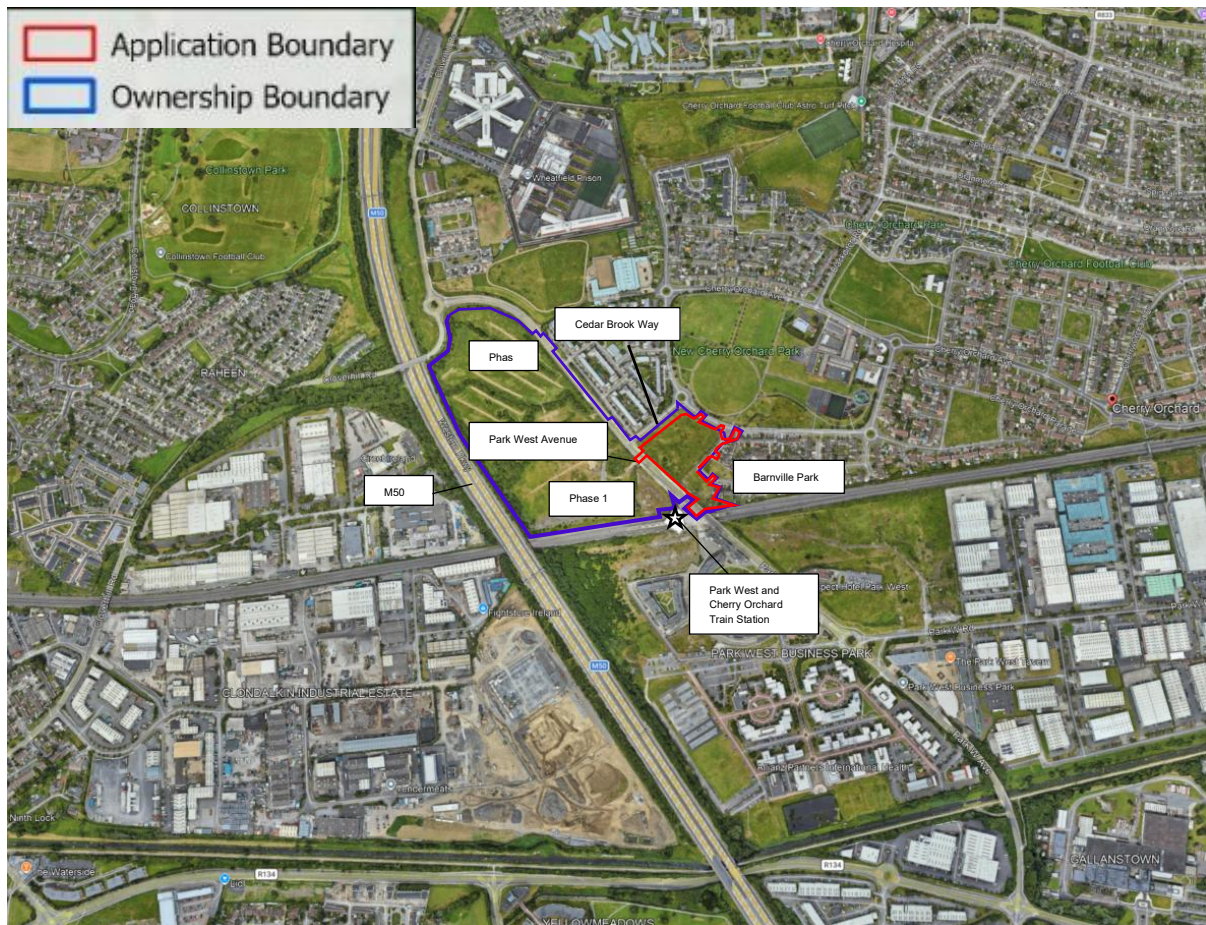


Figure 1 Aerial view with the extent of the site identified in red and Development Sites 4 and 5 under the Park West Cherry Orchard LAP (2019) marked in blue (prepared by KPMG).

The subject site (c. 1.72 hectares) is currently vacant greenfield site and is located between two existing housing estates. The lands are largely flat towards the southern boundary falling towards the rail station. There are no trees within site within the exception of a small scrub area of willow and briars as indicated in latest tree survey.

The site is strategically positioned bounded by the Cedar Brook Way to the north, Park West Avenue to the west, Barnville Park to the east and the Park West Cherry Orchard rail station to the south which provides excellent accessibility and connectivity opportunities. The site also benefits from direct access via Barnville Park which connects with Park West Avenue and is served by the No.60 and G1 bus routes providing direct linkages to Dublin City Centre and the Docklands. The surrounding area of the site is mixed use in nature with two large industrial estates each to the southwest and southeast of the site, residential developments located further east, Cloverhill Prison to the north and a number of recreational and green spaces including the new Cherry Orchard Park.

The summary development description for the proposed scheme is as follows:

The proposed development (Total GFA of c. 28413 sq.m) involves construction of 312no. residential apartments (c. 24556 sq.m residential GFA), across 7 apartment blocks (Core A-G) ranging in height from 4 to 10 Floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9 no. 3-bed units (9no. three-bed five-person) and 2no. 4-bed units (2no. four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1441 sq.m non-residential GFA), and all ancillary and sundry accommodation (c. 2,416 sq.m combined GFA). The proposed development is described on a block-by-block basis as follows:

- *Core A (c. 3904 sq.m Total GFA) within a block of 3 to 6 storeys (Total 6 Floors), consists of 44no. apartments comprising 4no. studio units, 30no. one-bed units, 10no. two-bed four person, together with 3no. Local Retail and Commercial units (c. 292 sq.m GFA), and all ancillary and sundry accommodation (505 sq.m GFA).*
- *Core B (c. 3757 sq.m Total GFA) within a block of 3 to 6 storeys above car parking storey (Total 7 Floors), consists of 39no. apartments comprising 4no. studio units, 27no. one-bed units, 8no. two-bed four person, together with 2no. Local Retail and Commercial units (c. 670 sq.m GFA), and all ancillary and sundry accommodation (c. 231 sq.m GFA).*
- *Core C (c. 5791 sq.m Total GFA) within a block of 3 to 9 storeys above car parking storey (Total 10 Floors) consists of 61no. apartments comprising 3no. studio units, 23no. one-bed units, 35no. two-bed four person, together with 3no. Local Retail and Commercial units (c. 479 sq.m GFA), and all ancillary and sundry accommodation (c. 303 sq.m GFA).*
- *Core D (c. 3930 sq.m Total GFA) within a block of 6 storeys (Total 6 Floors), contains 48no. apartments comprising 27no. one-bed units, 20no. two-bed units (9no. two-bed three person, 11no. two-bed four person), and 1no. four-bed seven person, and all ancillary and sundry accommodation (c. 298 sq.m GFA).*
- *Core E (c. 5069 sq.m Total GFA) within a block of 4 to 7 storeys (Total 7 Floors), contains 60no. apartments comprising 3no. studio units, 24no. one-bed units, 33no. two-bed four person, and all ancillary and sundry accommodation (c. 407 sq.m GFA).*
- *Core F (c. 3682 sq.m Total GFA) within a block of 3 to 5 storeys (Total 5 Floors), contains 40no. apartments comprising 2no. studio units, 11no. one-bed units, 27no. two-bed four person, and all ancillary and sundry accommodation (c. 402 sq.m GFA).*
- *Core G (c. 2280 sq.m Total GFA) within a block of 4 storeys (Total 4 Floors), contains 20no. apartments comprising 4no. one-bed units, 6no. two-bed three person, 9no. three-bed five-person, 1no. four-bed seven-person), and all ancillary and sundry accommodation (c. 270 sq.m GFA).*

The proposed development also includes the provision of landscaped public open spaces of c.1691 sq.m. and Communal open space of c. 2390 sq.m. The communal open space has been designed to incorporate a community garden, seating areas, play facilities, fitness areas and associated landscaping. The private open space is also provided for all residential units. The existing boundary

treatment is a retained rear boundary wall to the neighbouring back gardens and a steel fence to the railway station towards the south of the scheme.

The proposed development will include provision of 156no. car parking at undercroft (Ground level) and surface level throughout the development, of which 142 no. spaces are dedicated to residential use, 2no. car parking for local retail and commercial uses, 4no. car sharing spaces and 8no. designated accessible spaces for both public and residents. The overall car parking provision includes 78no. indicative EV parking spaces (50%), 8no. motorcycle spaces (5%) are also provided in the undercroft area to serve the development. 2no. loading bays are also provided to serve the proposed development. A total of 658no. secured bicycle parking spaces are proposed as part of the development. 631no. of these spaces are designated for residential use including the provision of 475no. long term and 156no. short stay / visitor spaces. 27no. bicycle parking spaces are provided for the local retail and commercial units.

The main vehicular access to the proposed development will be through a new access junction via Barnville Park leading to the undercroft parking court. The proposed development includes new pedestrian and cycle link along the northwestern end of the site, linking New Cherry Orchard Park and Park West Avenue with the train station. The scheme includes a Barnville link to the south of the site connecting Barnville Park with Park West Avenue and providing direct pedestrian access to the Park West and Cherry Orchard railway station, along with overall 4no. pedestrian crossing points connecting Park West Avenue, Barnville Park and New Cherry Orchard Park.

Please refer to the statutory notices for the full details on the proposed development.

The subject site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, Park West Cherry Orchard Rail Station to the southeast, the rail line to the south, and the M50 motorway to the west. Two large industrial estates can be found to the south and southwest of the site as well as many green spaces and parks softening the area. Located approximately 7km from the city centre, the proposed scheme is served by high-frequency transport (including the Park West Train Station and Bus Connect routes). The proposed scheme is hence ideally positioned with convenient access to other parts of the city.

Planning Policy Context

This Chapter of the EIAR describes the proposal in the context of the relevant planning policy as it relates to the environment. The accompanying planning report included as part of this planning application provides a detailed review of these policies and objectives.

Given that the Development Sites are located within the Dublin administrative area, the Dublin City Development Plan 2022-2028 is the key policy document for the Dublin City Council area. However, the site is located within the area identified under the Dublin City Development 2016-2022, as area for which a Local Area Plan will be prepared. This has been carried forward to the current Dublin City Development Plan 2022-2028. Therefore, the Park West Cherry Orchard Local Area Plan 2019 is the local statutory policy document of relevance for the subject site. The Park West Cherry Orchard Local Area Plan was adopted by Dublin City Council in 2019.

Other relevant policy documents include the Project Ireland 2040: National Planning Framework First Revision (April 2025); National Development Plan 2025; Delivering `Homes, Building Communities: An action plan on Housing Supply and targeting Homelessness, 2025-2030; Sustainable Residential Development and Compact Settlement Guidelines 2024; Design Standards for Apartments, Guidelines for Planning Authorities (2025); The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009); Climate Action Plan 2025 ; Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019); Dublin City Development Plan 2022-2028; Park-West Cherry Orchard Local Area Plan 2019.

This chapter sets out a summary of the National and Regional planning policies and Local Planning and Development Standards in context and the interaction of this policy context with the specialist chapters of the report.

The Development Sites, which are currently undeveloped lands have been zoned for regeneration as Strategic Development and Regeneration Area (Z14) under the Dublin City Development Plan 2022-2028. The proposed uses are permitted in principle on the subject site and hence, the proposed scheme would be considered acceptable in principle by the land use zoning objective.

The Development will minimise the potential environmental impacts as set out in the various Chapters of this EIAR. Additionally, risk management and interactions between environmental factors have been examined, and a programme of mitigation and monitoring measures has been set out.

Air Quality

Introduction

The assessment of Air Quality is contained within Chapter 5. The air quality assessment has focused on:

- Potential construction dust emissions and impacts to nearby sensitive receptors such as residential properties, schools, hospitals, etc and designated ecology sites (Natura 2000 and National sites); and
- Potential vehicle emissions from traffic accessing the site for construction works and during operation.

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.

Impact Assessment

Do Nothing Scenario

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

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 medium sensitivity to dust soiling and a 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 medium risk of dust related impacts associated with the proposed development. In the absence of mitigation there is the potential for direct, short-term, localised, negative and moderate impacts to air quality, which is an overall 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 HDVs accessing the site. Construction stage traffic did not meet the scoping criteria for a detailed modelling assessment outlined in Transport Infrastructure Ireland's 2025 guidance document 'Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106'. As a result, 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 effect in EIA terms.

Operational Phase

Operational phase traffic has the potential to impact air quality due to vehicle exhaust emissions as a result of the increased number of vehicles accessing the site. The change in traffic associated with the

operational phase of the proposed development did meet the PE-ENV-01106 criteria requiring a detailed air dispersion modelling assessment, and the changes in NO₂, PM₁₀ and PM_{2.5} were assessed at human receptors (existing and proposed) within 200 m of affected roads. It was determined that during the operational phase, for both human and ecological receptors, the proposed development will have **a long-term, direct, localised and not significant** effect in EIA terms.

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 5.7 of Chapter 5 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 effect on air quality associated with the construction phase of the proposed development is deemed direct, short-term, negative, localised and not significant.

The traffic data provided by the transport consultant for use in the operational phase road traffic emissions modelling included traffic generated by committed developments, and so cumulative effects were captured as part of the main operational phase assessment. Operational phase direct impacts on air quality associated with the proposed development are predicted to be long-term, localised, direct and not significant.

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

Mitigation

Construction Phase

Detailed dust mitigation measures are outlined within Section 5.7 of Chapter 5 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, localised and not significant** in EIA terms, posing no nuisance at nearby sensitive receptors (such as local residences).

Operational Phase

No site-specific mitigation measures are proposed for the operational phase.

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 air quality effect 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 and not significant**.

Monitoring

Construction Phase

The monitoring measures in Section 5.11 of Chapter 5 are proposed to ensure the dust mitigation measures are working satisfactorily.

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.

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 are implemented, the overall predicted air quality effect of the proposed development is **not significant**.

Climatic Factors

The assessment of Climate is contained within Chapter 6. The climate assessment is divided into two distinct sections – a greenhouse gas assessment (GHGA) and a climate change risk assessment (CCRA):

- Greenhouse Gas Emissions Assessment (GHGA) – Quantifies the GHG emissions from a project over its lifetime. The assessment compares these emissions to relevant carbon budgets, targets and policy to contextualise magnitude.
- Climate Change Risk Assessment (CCRA) – Identifies the impact of a changing climate on a project and receiving environment. The assessment considers a projects vulnerability to climate change and identifies adaptation measures to increase project resilience.

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. Data published in July 2026 (Environmental Protection Agency, 2026a), indicates that Ireland exceeded its 2025 annual limit set under EU's Effort Sharing Regulation (ESR) (EU 2018/842) by 5.01 MtCO_{2e}. The current estimates of National greenhouse gas emissions in 2025 are 14.5% below 2018 levels, at considerable variance from the National Climate ambition of a 51% reduction by 2030. The data indicates that from 2021 to 2025 Ireland has used 99.6%, or 293.9 MtCO_{2e}, of the 295 MtCO_{2e} Carbon Budget for the five-year period 2021-2025. This leaves 1.1 MtCO_{2e} of the budget available to be carried over into budget 2 for 2026-2030. In order to achieve Ireland's climate ambition of a 51% reduction by 2030, annual emission reductions of over 10% are required for the next 5 years.

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.

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.

Greenhouse Gas Assessment

Construction Phase

Calculation of the GHG emissions associated with the construction of the proposed development was calculated using the OneClick LCA 3D Carbon Designer tool and the online Transport Infrastructure Ireland Carbon 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 and a small fraction of the relevant sectoral 2030 emissions ceilings. The proposed development will incorporate some mitigation measures which will aim to reduce climate impacts during construction and once the development is operational. At a minimum these include the Part L 2022 compliance and targeting a Building Energy Rating (BER) to reduce 70% of energy consumption and 65% of carbon emissions.

Operational Phase

GHG emissions during the operational phase due to road traffic were assessed using the Transport Infrastructure Ireland (TII) 2022 guidance "PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (Offline & Greenways) – Overarching Technical Document". It was concluded that traffic related GHG emissions will not have a significant impact on climate due to the low-level changes in traffic volumes and thus, emissions. The GHG emissions from operational electricity use were calculated using mean Irish residential electricity consumption data by dwelling type and BER, based on the latest 2023 Central Statistics Office data, and combined with National Grid emission factors published by the Sustainable Energy Authority of Ireland (SEAI). The electricity emissions dominated the operational GHG emission totals with 100% of the share. A number of mitigation measures are incorporated to reduce the operational phase GHG emissions.

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 (pluvial); extreme heat; extreme cold; and extreme wind. The proposed development is predicted to have at most medium vulnerabilities to the various climate hazards and therefore climate change risk is considered **direct, long-term, negative**, and **not significant** which is considered overall **not significant** with regard to the construction and operational phase.

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

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.

Mitigation

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. These mitigation measures include a construction program, determining material reuse and waste recycling opportunities (in line with CAP25) and identifying and implementing lower carbon material choices and quantities during detailed design.

Operational Phase

During the operational phase the primary focus will be on operational energy usage and outlined through the incorporated design mitigation outlines how this will be reduced where possible. The buildings will meet modern energy performance standards, significantly reducing both energy consumption and associated emissions. This will be supported by high-quality construction that minimises heat loss and improves efficiency. Sustainable travel modes will be encouraged through support facilities for cycling, and infrastructure for electrical vehicle charging points.

Residual Impact Assessment

The impact to climate as a result of a proposed development must be assessed as a whole. The proposed development will result in some impacts to climate through the release of GHGs. TII PE-ENV-01104 guidance references the Institute of Sustainability and Environmental Professionals (ISEP) (formerly 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** impact due to its presence, that is **long-term** as a result of the atmospheric lifetime of GHG emissions, **negative** due to the emission of GHGs and **slight** based on the reduced contribution of GHG emissions to Ireland’s national trajectory to net zero, due to the outlined mitigation measures. Overall, the impact on the climate is considered to be **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 as a result of climate change. The residual effect of climate change on the proposed development is considered direct as climate extremes have a **direct** physical effect on buildings and infrastructure, **long-term** due to the response times of the climate in relation to changes in anthropogenic emissions, **negative** as climate extremes have been shown to damage or adversely affect infrastructure, and **not significant** due to the low vulnerability of the proposed development to the effects of climate change once mitigation measures have been embedded, which is overall **not significant** in EIA terms.

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.

Noise and Vibration

Introduction

The assessment of Noise and Vibration is contained within Chapter 7. The noise and vibration assessment has focused on:

- Potential construction noise and vibration and impacts to nearby sensitive receptors such as residential properties;
- Potential operation noise impacts from traffic and plant; and
- The inward noise impact on the proposed development and future occupants.

Existing Environment

Baseline noise surveys identified road traffic as the dominant source of environmental noise across the site. Additional sources included aircraft movements, pedestrian activity and birdsong. Measured levels indicate an established urban sound environment influenced by the surrounding transport infrastructure.

Impact Assessment

Do Nothing Scenario

In the Do-Nothing scenario, the proposed development would not proceed and construction and operational noise impacts would not occur. Existing environmental noise levels would remain broadly consistent with current conditions and would continue to change in response to wider development and traffic trends.

Construction Phase

An assessment of the potential noise and vibration impacts as a result of the construction phase of the proposed development was carried out based on the guidance within British Standard BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1: Noise and Part 2: Vibration. Baseline noise measurements were used to establish the threshold for potentially significant construction noise impacts.

Exact construction plant and methodologies for the proposed development are unknown at this stage, so the assessment has considered impacts from a range of plant items operating simultaneously. In the absence of mitigation, when works are within approximately 40m of existing sensitive receptors, there is potential for negative, moderate to significant, short-term impacts; at distances greater than 40m, impacts would be negative, not significant and short term.

In addition, construction phase traffic has the potential to impact noise, particularly due to the increase in the number of HGVs accessing the site. For construction stage traffic flows to have a perceptible noise impact, they would need to increase the existing traffic flows on the surrounding road network by 25%; given the existing volume of traffic on the surrounding roads, it is considered unlikely that construction traffic would for a development of this size to have a perceptible impact in terms of noise.

Whilst there is potential for vibration impacts from construction activities on site, given the distance between the site boundary and the nearest sensitive receptors, the magnitude of vibration impacts is considered to be imperceptible to not significant. On this basis, impacts are predicted to be negative, not significant, and short term.

Operational Phase

The operational assessment considered additional traffic generated by the development on the surrounding road network. While some road links show larger relative increases in traffic flow, detailed assessment indicates resultant traffic noise levels remain consistent with the existing urban environment. Operational traffic effects are predicted to be negative, imperceptible to slight and long-term.

Details regarding items of fixed plant that will be installed as part of the development are unavailable at the time of assessment. Building services plant will be designed in accordance with BS 4142 to ensure overall impacts are negative, not significant and long term.

The site is influenced by existing transportation noise sources and is classified as presenting a medium to high noise risk under the ProPG assessment framework. Noise modelling identified façades requiring enhanced acoustic treatment. The assessment demonstrates that suitable internal residential noise standards and acceptable external amenity conditions can be achieved through appropriate acoustic design, glazing and ventilation specifications. Following mitigation, inward noise impacts are predicted to be neutral, not significant and long-term

Cumulative Impact

There is the potential for cumulative impacts to noise and vibration should the construction phase of the proposed development coincide with that of other developments. 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.

The mitigation measures outlined in Section 7.5 of Chapter 7 will be applied during the construction phase which will avoid significant cumulative impacts on noise and vibration. With appropriate mitigation measures in place, the predicted cumulative effect on noise and vibration associated with the construction phase of the proposed development is deemed negative, slight to moderate and brief to short-term.

The traffic data provided by the transport consultant for use in the operational phase road traffic noise assessment included traffic generated by committed developments, and so cumulative effects were captured as part of the main operational phase assessment. Operational phase direct impacts on noise associated with the proposed development are predicted to be negative, imperceptible to slight and long-term.

Mitigation

Construction Phase

Detailed mitigation measures are outlined within Section 7.5 of Chapter 7 to ensure no significant impacts as a result of construction noise and vibration occurs at nearby sensitive receptors. Once these best practice mitigation measures, derived from the BS 5228 Parts 1 and 2, are implemented the residual impacts to noise and vibration during the construction of the proposed development are considered, negative, not significant, and short term.

Operational Phase

No site-specific mitigation measures are proposed for the operational phase in terms of traffic noise.

Mechanical and electrical plant associated with the development has not yet been fully specified. However, all plant will be designed and selected to ensure compliance with BS 4142 and to avoid adverse noise impacts at nearby sensitive receptors.

The proposed development is located within an established urban environment influenced by road traffic and other transportation noise sources. To ensure an appropriate residential amenity is achieved, specific acoustic mitigation measures have been incorporated into the building design.

Residual Impact Assessment

When the noise and vibration mitigation measures are implemented, the residual effect of noise and vibration from construction activities at the site will be negative, not significant, and short term

The noise effect during the operational phase of the proposed development as a result of noise from traffic on the surrounding road network have been assessed as negative, imperceptible to slight and long-term.

Following implementation of the sound insulation mitigation for the proposed development the residual impacts from inward noise are predicted to be neutral, not significant, and long-term.

Once noise emissions from operational plant are designed in accordance with BS 4142 residual impacts are predicted to be negative, not significant, and long-term.

Conclusion

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

Provided all mitigation measures as set out in this chapter are implemented, the overall predicted noise and vibration effect of the proposed development is not significant.

Biodiversity

Introduction

This chapter of the EIA was prepared by Altamar Limited to assess the potential for significant effects of the proposed development on the ecology/biodiversity of the surrounding area and within the potential zone of influence (ZOI).

This Chapter should be read in conjunction with:

- Chapter 2 (Project Description)
- Chapter 5 (Air Quality)
- Chapter 7 (Noise & Vibration)
- Chapter 10 (Landscape)
- Chapter 11 (Land, Soils and Geology)
- Chapter 12 (Water)
- Chapter 14 (Traffic & Transport)

The programme of work in relation to biodiversity aspects of the EIA has been designed to identify and describe the existing ecology of the proposed development site and outline habitats and species of conservation interest that may be present within the zone of influence (ZOI). It also assesses the significance of the likely impacts of the scheme on the biodiversity elements including designated conservation sites and designs mitigation measures to alleviate identified impacts. Mitigation measures and the phasing of the project are contained in the accompanying Outline Construction Environmental Management Plan (CEMP), which has been prepared by Waterman Moylan Consulting Engineers Limited. Additionally, Flood Risk Assessment was prepared by Waterman Moylan Consulting Engineers Limited to accompany the planning application.

Standard construction and operational phase control measures, in addition to monitoring measures will be carried out to minimise potential impacts. Additionally, an Appropriate Assessment Screening has been prepared by Altamar Ltd. to accompany this planning application.

Existing Environment

The proposed development consists of a greenfield, bare ground, and sparse scrub in an urban environment.

Impact Assessment

Do Nothing Scenario

Due to the zoning of the subject site, it would be expected that in the absence of this subject proposal a development of similar scale and nature would be progressed. Under this scenario, in the absence of specific development details, it is likely that the effect would be similar to this proposal as outlined below. However, in the absence of any development on the site it would be expected that the grassland, scrub and treeline habitats would continue to be utilised by local bird, mammal and bat populations.

Construction Phase

In the absence of mitigation, the overall development of the site is likely to have direct negative impacts upon the existing habitats, fauna and flora. Direct negative effects will be manifested in terms of the removal of the site's internal habitats. The removal of these habitats will result in a loss of species of low biodiversity importance. However, the scrub does provide a substantial nesting and foraging resource for birds. These construction effects would include effects that may arise during site clearance,

re-profiling of the site and the building phases of the Proposed Development. Potential impacts are assessed below for each of the ecological components:

- Designated sites
 - The proposed development is not within a designated conservation site. The nearest conservation site the Grand Canal Proposed Natural Heritage Area (pNHA)(623m). The nearest Natura 2000 site is the Rye Water Valley/Cartron SAC located approximately 7.9km from the proposed development site. The nearest official EPA Water Framework Directive watercourse to the subject site is the Grand Canal located 623m south of the proposed development site. There are no National Heritage Areas (NHAs) within 15 km of the proposed development and no potential hydrological pathways from the proposed development site to any NHAs located further than 15 km.
 - Given the nature of the works, the distance from the Grand Canal and the Rye Water Valley/Cartron SAC, and the lack of any watercourses onsite, it is considered there is no direct or indirect hydrological link to these designated sites. There is a remote indirect link during construction via surface water drainage to European sites in Dublin Bay. The surface water will outfall into two different surface water networks which outfall into the Blackditch Stream which leads to the Camac River. The Camac River connects to the River Liffey which outfalls into Dublin Bay. However, runoff will be attenuated from each drainage network through a dedicated flow control chamber at a permitted discharge rate before discharging to the public surface sewer network. SuDS measures provide both attenuation storage and water quality treatment prior to runoff entering the piped drainage network. This runoff will undergo significant dilution and settlement within the existing surface water network.
 - Given the distance from the proposed development site to these Natura 2000 sites (10.9 - 13.3km), the mixing, dilution and settlement that will occur within the surface water network, and that foul water drainage will be treated prior to being discharged into Dublin Bay, no significant effects on European sites arising from surface and foul water drainage are likely. In the absence of mitigation, no significant effects on the qualifying interests of European sites are likely.

Potential Impacts in the absence of mitigation: Low Adverse / Local / Negative Impact / Not significant / short-term.

Operational Phase

Once developed, the site would be seen as a stable ecological environment. Planting of native species and implementing a wildflower meadow will be important to re-establish nesting and foraging habitats lost. Bat species in the locality will be sensitive to light spill and as such appropriate measures will be implemented. The new drainage networks will comply with SuDS and County Council requirements and, as a result, would have negligible impact on habitats and species surrounding proposed development site.

Cumulative Impact

There are several proposed developments located in the area immediately surrounding the subject site. The following is a list of planning applications in close proximity to the subject site as identified on the Department of Housing, Local Government and Heritage's 'National Planning Application Database' portal. Following a review of the proximate projects it is considered that in combination effects with other existing and proposed developments in proximity to the application area would be unlikely, neutral, not significant and localised. It is concluded that no significant effects on European sites are likely as a result of the proposed development in combination with other projects. No in combination effects are foreseen. **No projects in the vicinity of the proposed development would be seen to have a significant in combination effect on European sites.**

Mitigation

Construction Phase

The following mitigation measures will be implemented:

Bats

- Lighting during construction will be managed sensitively with no direct lighting into adjacent habitats.
- All construction-phase lighting will comply with Bat Lighting Guidance and be implemented to the satisfaction of the project ecologist.

Birds

- Vegetation clearance will be undertaken in accordance with relevant guidelines and legislation (Section 40 of the Wildlife Acts 1976–2012). Where clearance during the bird nesting season cannot be avoided, a pre-works inspection will be undertaken by a suitably qualified ecologist to confirm the absence of active nests.
- During construction, light spill onto habitats used by breeding birds will not exceed 3 lux to minimise disturbance. All lighting will be directed inward toward the site, be downward-facing, and be implemented to the satisfaction of the project ecologist.

Mammals

- A pre-construction inspection will be undertaken to confirm the absence of badger setts within, or in close proximity to, the proposed development site.
- Construction lighting will be managed sensitively.

Operational Phase

The following mitigation measures will be implemented:

Bats

- Operational lighting will comply with Bat Lighting Guidance to the satisfaction of the project ecologist.
- A post-construction lighting assessment will be undertaken and reviewed by the project ecologist.
- Three bat boxes will be installed on site in locations agreed with the project ecologist.

Birds

- Five nest boxes will be installed on site to compensate for the loss of nesting resources, in consultation with the project ecologist.
- Landscape planting will be undertaken in consultation with the project ecologist to provide nesting cover and promote insect diversity that supports bird populations.
- Meadow areas within the development will include plant species that provide foraging opportunities for red- and amber-listed Birds of Conservation Concern in Ireland (BoCCI) species. Seed mixes will be reviewed by the project ecologist to ensure suitability.

Residual Impact Assessment

This section assesses potential significant environmental impacts which remain after mitigation measures are implemented.

Construction Phase

Based on the successful implementation of the construction phase controls and the works to be carried out in accordance with this EIAR, it is likely that there will be no significant ecological impact arising from construction works proposed for the proposed project. Designated conservation sites will not be impacted by the proposed development during construction.

A robust series of standard construction phase control measures in addition to design measures have been outlined to ensure that the proposed project does not impact on species or habitats of conservation importance, conservation areas or watercourses during construction. It is essential that these measures are complied with to ensure that the proposed works do not have downstream environmental impacts.

No significant environmental impacts are likely in relation to the construction of the proposed development.

Effects: Moderate / local / Negative effect / Not significant /short term/unlikely. Standard mitigation will be in place on site.

Operational Phase

Based on the successful implementation of the operational phase controls and the works to be carried out in accordance with this EIAR, it is likely that there will be no significant ecological impact arising from operation of the proposed project. Designated conservation sites will not be impacted by the proposed development.

Operational phase control measures have been outlined to ensure that the proposed project does not impact on species or habitats of conservation importance, conservation areas or watercourses. It is essential that these measures are complied with, to ensure that the proposed works do not have downstream environmental impacts. These measures are to protect Camac River, Grand Canal and associated biodiversity, which are potentially the primary vector of impacts from the site, is not impacted during operational phases of the proposed development. Light spill will be introduced into the area but these have been designed to have minimal impact on biodiversity. It would be expected that there would be no significant long-term impact on biodiversity with the implementation of mitigation measures in relation to this species as outlined above.

Monitoring

Construction Phase

A project ecologist will be appointed to oversee construction works on site. Pre-construction surveys will be carried out for terrestrial mammals of conservation concern.

Operational Phase

As per the mitigation above, monitoring will be carried out by the project ecologist in relation to the ensure all lighting, vegetation clearance, and other onsite works is in line with best practice and the mitigation outlined here.

Conclusion

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

Provided all mitigation measures as set out in this chapter are implemented, the overall predicted impact of the project on biodiversity is **not significant**.

Archaeological, Architectural and Cultural Heritage

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 site walkover survey. The desktop study 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 documentary research, site inspection, geophysical survey and test excavation assisted in providing an understanding of the receiving archaeological and cultural heritage environment and potential. The following factors were identified in the course of assessment:

- The subject site is moderate in scale at 1.72 Hectares
- There are no artefacts listed in the Topographical Files as found within or in close proximity to the subject site.
- There are no RMP's within the site. Burial Ground (DU017-083) is located c. 200m SE of the subject site.
- No potential archaeological features were recorded within the subject site during analysis of aerial photographs. The site was observed as having previously been disturbed by construction activity.
- No previous archaeological excavation works were undertaken on subject site.
- There are no Protected Structures within either subject area and the site does not lie within an ACA.
- No potential archaeological features were recorded during the site walkover survey. **The subject site has been disturbed by previous construction activities making it unsuitable for geophysical survey or test trenching.**
- Licensed geophysical survey of the Phase 1 and Phase 2 sites to the immediate west (22R0221) did not discover any potential archaeological features.
- Licensed Test Excavation (22E0522) uncovered three features of archaeological significance were identified in Trench 12. They comprised the ploughed out remains of a fulacht fia.
- Full archaeological excavation of the Phase 1 and Phase 2 sites to the immediate west (25E0914) recorded 4 archaeological features (F3, F4, F6 & F7). The archaeological features comprised one burnt spread (F3), one pit (F4) and two postholes (F6 & F7) which represented a burnt mound or Fulacht Fia. A fragment of Alder (F10, S1) collected from the fill of posthole F7 (25E0914:10:S1) returned a Late Bronze Age radiocarbon date of 999-835calBC (UBA-59736, 2774±26 BP).
- Archaeological Monitoring of groundworks (Phase 1 and 2) took place between September 2025 and March 2026 also under Licence No 25E0914. Nothing of archaeological significance was recorded in the course of the works.

Predicted Impacts

The proposed development will involve ground disturbance works across the subject site including excavations and other groundworks (e.g. provision of access roads and service trenches), movement of machines and storage of material in sensitive areas. Open area topsoil stripping has the greatest potential to expose and damage these remains. It is concluded that, in the absence of the mitigation measures described below, significant impacts on the potential buried archaeological remains at the site would be **Profound, Negative, Permanent and Direct**.

There is **low potential** for the survival of further buried archaeological remains across the remainder of the site.

Mitigation

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.

Recommended Pre-Construction Phase Mitigation Measure

The subject site is not suitable for test excavation or geophysical survey, as such, it is recommended that Archaeological Monitoring takes place during ground works.

Recommended Construction Phase Mitigation Measure

All ground disturbance works across the development site will be monitored by a suitably qualified archaeologist. In the event that further archaeological material is recorded during monitoring, 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.

Operational Phase Mitigation

No operational phase mitigation is anticipated. Issues of archaeological and cultural heritage interest will have been resolved prior to or during the construction phase.

Architecture

There are no Protected Structures or structures entered on the NIAH located within or in the immediate vicinity of the subject area. No mitigation measures are required.

Cultural Heritage

No further works are recommended.

Residual Impacts

The residual effects are the final predicted or intended effects which occur after the proposed mitigation measures have been implemented. It is not anticipated that there will be any residual impacts with the appropriate mitigation measures in place during the construction and operational phases.

Cumulative Impacts

It is noted that previous archaeological assessment and excavation has been carried out in advance of development to the west of the M50 Motorway at Gallanstown/Yellowmeadows/Ballymanaggin townlands. This work identified a ring ditch, burnt spreads and metalworking, largely of prehistoric date. Also, previous pre-development assessments at the Parkwest commercial complex identified an early medieval cemetery. Consequently the likely cumulative impacts of the proposed development have been increased. However, the proposed mitigation outlined in this Chapter will ensure that cumulative effects will not be significant.

Monitoring

All ground disturbance works across the development site (Area 5) should be monitored by a suitably qualified archaeologist.

Landscape and Visual

The full assessment of Landscape & Visual Character is contained within Chapter 10 of the EIAR.

Introduction

The Site 5 is part of a development plan site within the Park West Cherry Orchard Local Area Plan. It is currently a brownfield site of approx. 1.72 ha within the broader parcels of land that form the development plan, of which Phases 1 & 2 to the southern end have a grant of permission and are both under construction. It is located to the north east of Cherry Orchard railway station and to the southwest of Cherry Orchard Park. It is defined on its southwestern by Park West Avenue, to the north west is a residential area, Cedar Brook Way, to the southeast Barnville Park residential area, and to the north east Cherry Orchard Park open space. Phases 1 & 2 are under construction, including alterations to the road connection between Park West Avenue and Cherry Orchard Park.

Physical context – land use, topography and vegetation

The broader landscape setting is of the long-established Cherry Orchard residential area to the south and east, consisting of two-storey terraced housing forming a ring around Cherry Orchard Park. Cedarbrook to the north is a more recent residential development of 2-4 storey apartments. To the south west, beyond the railway station, are the Academy, Crescent and Concert buildings which are residential and commercial. A further site sits between the Academy building, and another vacant site (Park West Pointe, under construction) is on the eastern side of Park West Avenue to the south of the railway line. The site in discussion therefore forms another development site in a series of sites to the west of Cherry Orchard.

The site is a brownfield site that consists of a security fence, spoil heaps and rough vegetation.

Impact Assessment

Do Nothing

In the event of no development proceeding, the land is likely to continue to be left unmanaged, other than the grazing of horses, and vulnerable to anti-social activity. In time, as the site is zoned for development, 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 sustainable growth with enhanced emphasis on self-sustaining economic and employment-based development opportunities. The effects of any other type of development are predicted to be consistent with those outlined in the impact section below.

Construction Phase

Potential impacts during the Construction Phase are related to temporary works, site activity, and vehicular movement within and around the subject site. Vehicular movement may increase in the immediate area, and temporary vertical elements such as cranes, scaffolding, site fencing, gates, plant and machinery etc., will be required and put in place. Most of the construction impacts will be temporary, and may include the following:

- Site preparation works and operations;
- Site excavations and earthworks;
- Site infrastructure and vehicular access;
- Materials storage, spoil heaps etc;
- Construction traffic, dust and other emissions;
- Temporary fencing/hoardings, site lighting and site buildings (including office accommodation);
- Cranes and scaffolding;

Operational Phase

The designed scheme seeks to consolidate a key part of the urban plan, and harmonise and integrate the development within the existing landscape and the broader urban environment, in line with the Dublin City Development Plan 2022-2028, the Park West and Cherry Orchard LAP, and associated policies and objectives. It must do this whilst adhering to national planning policy which seeks the densification and the provision of increased height on appropriate urban sites. The design rationale and detail employed seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by:

- Establishing an integrated relationship between the proposed development and surrounding buildings, infrastructure, green infrastructure and permeability, and the broader urban landscape beyond, incorporating aspects of current and emerging trends in built-form, scale, texturing, colour and materials;
- The insertion, positioning and detailed modelling of the buildings, in order to assist in the appropriate visual assimilation of their mass
- Appropriate architectural detailing to assist in the integration of the external building facades – including the modulation of openings and fenestration;
- Rationalisation of all services elements and any other potential visual clutter and its incorporation internally within building envelopes (as far as practically possible);
- Simplification and rationalisation of the proposed roof lines.
- Use of appropriate materials in the architectural expression of the buildings. In this instance, brick is used in the facades across the scheme, with variation in colour, pattern, texture and tone occurring in the individual character areas or emphasising specific parts of facades. This approach reinforces the articulation of the massing of the blocks, as well as lending importance and interest to specific areas.
- The provision of community uses within the development, including public open space and associated amenities.
- The provision of secure communal open space
- Sustainable approach to nature-based drainage and enhancement of biodiversity
- Detailing in the architectural and landscape design to mitigate wind and shadow effects to create positive microclimates.
- Comprehensive planting of vegetation, particularly trees to ground the scheme in the landscape and provide amenity, habitat, shelter and screening.

Implementation of maintenance and management of buildings, infrastructure and vegetation. In terms of potential visual impacts, the proposed scheme is not uncharacteristic within the broader context. Sensitivities may well be somewhat reduced by the degraded nature of the site and the anticipation of new buildings and infrastructure. However, the quality of the proposed buildings and their setting offers a coherent and vibrant completion of this quarter. The potential for a measure of visual impact, experienced by people visiting, living in, or using these areas, is therefore reasonably high. The selected viewpoints for the preparation of photomontages takes this into account by taking views from corresponding locations.

Cumulative Impact

The cumulative effects are generated by schemes noted above and in the context of the Park West Cherry Orchard Local Area Plan. It is clear from the assessment that the gap sites are causing urban dereliction and antisocial behaviour, with a notable effect on the quality of the public realm. This results in an assessment of low sensitivity. The granting of schemes and the completion of permitted development will further consolidate the ambitions of the LAP and SDRA4 of the Dublin City Development Plan. Such ambitions represent a high magnitude of change. As schemes are permitted following national, regional and local guidance, it is fair to assume that the quality of design will be

required to adhere to those standards. In that regard, the generation of public realm with a good sense of place, innate wayfinding and definition in the streetscape is seen in a positive light. Increasing the population and amenity in proximity to public transport, and connecting it through green infrastructure to the local area, should be a positive way to make new, integrated communities. The cumulative effects are therefore seen as **moderate** and **positive**. There are no predicted significant effects.

Mitigation

Construction Phase

The Construction Management Plan to be prepared by the appointed contractor, and agreed with the Local Authority prior to the commencement of any construction works, will deal with all issues related to the construction, delivery and management of the scheme during the construction stage and will ultimately include details on the following:

- Daily and weekly working hours;
- Agreed haul routes for incoming materials;
- Licensed hauliers to be used;
- Disposal sites;
- Travel arrangements for construction personnel;
- Appropriate on-site parking arrangements for construction personnel to prevent overspill parking on the local road network;
- Temporary construction entrances to be provided;
- Wheel wash facilities if required;
- Road cleaning and sweeping measures to be put in place if required;
- Temporary construction signage to be put in place and maintained.

The planning application includes an Outline Construction Management Plan, prepared by Waterman Moylan Consulting Engineers, which outlines a range of Construction Phase mitigation measures, many of which are relevant to the reduction of the temporary impacts on the landscape and visual environment during the Construction Phase. This Outline Construction Management Plan forms the basis for the required measures to be included in the appointed Contractor's Construction Management Plan. As such it references Construction Phase mitigation measures which are relevant to the assessment of Landscape and Visual Impact.

Initially the erection of site hoarding and hedgerow/ tree protection measures will be completed, site access points established, and site accommodation units placed. Early in the construction period, demolitions, surface/topsoil stripping, tree/shrub removal and the required excavations for the construction of building foundations will commence. The erection of cranes and/or scaffolding as appropriate will take place and temporary site lighting will be established. Removal and/or storage of excavated materials from site and the delivery of construction materials will generate increased traffic within, to and from the site. As construction progresses over the construction period, impacts will vary with the on-going business of construction, delivery and storage of materials, the erection of the buildings, etc. Mitigation measures have been proposed to minimise the impact of the construction works on the site environs and generally where this occurs, they are effective in limiting Construction Phase effects.

The landscape and visual effects of these changes are most likely to be experienced as adverse effects by adjacent residents and users of Park West Avenue, Barnville, and Cedarbrook Way.

Generally, landscape and visual effects during the Construction Phase are likely to vary from **slight and neutral** to **moderate and negative**, depending on the stage of construction, and the intensity of site activity. The construction impacts will be of **short-term** duration. There are no predicted significant effects.

Operational Phase

The design rationale and detail employed seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by:

- Establishing an integrated relationship between the proposed development and surrounding buildings, infrastructure, green infrastructure and permeability, and the broader urban landscape beyond, incorporating aspects of current and emerging trends in built-form, scale, texturing, colour and materials;
- The insertion, positioning and detailed modelling of the buildings, in order to assist in the appropriate visual assimilation of their mass;
- Appropriate architectural detailing to assist in the integration of the external building facades – including the modulation of openings and fenestration;
- Rationalisation of all services elements and any other potential visual clutter and its incorporation internally within building envelopes (as far as practically possible);
- Simplification and rationalisation of the proposed roof lines;
- Use of appropriate materials in the architectural expression of the buildings. In this instance, brick is used in the facades across the scheme, with variation in colour, pattern, texture and tone occurring in the individual character areas or emphasising specific parts of facades. This approach reinforces the articulation of the massing of the blocks, as well as lending importance and interest to specific areas.
- The provision of community uses within the development, including public open space and associated amenities.
- The provision of secure communal open space.
- Sustainable approach to nature-based drainage and to enhance biodiversity.
- Detailing in the architectural and landscape design to mitigate wind and shadow effects to create good microclimates.
- Comprehensive planting of vegetation, particularly trees to ground the scheme in the landscape and provide amenity, habitat, shelter and screening.
- Implementation of maintenance and management of buildings, infrastructure and vegetation.

The proposed development has been designed to introduce a consolidated urban quarter and greater connectivity to and through the site by way of the integration with the existing network of routes in the area, taking into account the potential for future phases through a development plan, and in respect of the Local Area Plan. Landscape effects created by such new development on this compartmentalised site are relatively localised and will not be notably evident in the wider landscape.

The significance of the landscape effects resulting from a **low** landscape sensitivity, and a **high** magnitude of change, is **moderate**. Qualitatively the landscape effect is **neutral** to **positive**. There are no predicted significant effects.

Residual Impact Assessment

The degree of impact is seen as **moderate** in the context of a baseline of a brown and greenfield site with appropriate zoning and a landscape character that is not particularly sensitive in this locality.

The design of the scheme produces a **neutral** to **positive** quality in this context. There are no predicted significant effects.

Monitoring

The success of the proposed development is dependent on the proposal being properly executed as approved.

During construction, daily inspections of the site perimeter will be undertaken to ensure hoardings are maintained to a high standard.

Detailed agreement on finishes and materials to be employed needs to be ensured through the provision of and on-going adherence to reference samples provided on site for the duration of the construction works and defects period, and with ongoing maintenance.

During operation, the proposed soft landscape works will need to be maintained and managed especially over the initial period after planting, in order to ensure they are successfully established.

Summary

In summary, the landscape significance of effects resulting from a **low** landscape sensitivity, and a **high** magnitude of change, is **moderate**. Qualitatively the landscape effect is **neutral to positive**. There are no predicted significant effects.

Land, Soils, and Geology

This chapter assesses the potential effects of the proposed Cherry Orchard Point Phase 3 development on land, soils and geology during construction and operation. The assessment considers the existing condition of the subject site, the underlying soils and bedrock, the potential for groundwater interaction, and the management of excavated and imported materials.

The proposed development forms Phase 3 of the Cherry Orchard Point masterplan development and is located within Development Site 5 (Barnville) of the Park West and Cherry Orchard Local Area Plan lands in Dublin 10, within the administrative area of Dublin City Council. The Cherry Orchard Point masterplan development is bisected by Park West Avenue and comprises a number of development phases. A full description of the proposed development is available in Chapter 1.

The site has previously been subject to site modification and use as a construction-related area, and made ground/fill has been identified. Previous site investigations have identified topsoil, made ground, cohesive clay deposits and limestone/mudstone bedrock. The available site investigation information indicates poor infiltration characteristics, and the site is therefore not reliant on soakaway systems for primary attenuation storage as part of the surface water management strategy.

The underlying bedrock is mapped by the Geological Survey Ireland as a Poor Aquifer – Bedrock which is Generally Unproductive except for Local Zones. The groundwater body underlying the site was classified as having Good status for the 2016–2021 assessment period. No groundwater flooding has been identified at the site.

The principal potential construction effects relate to soil stripping and excavation, temporary exposure and compaction of soils, erosion and sediment mobilisation, accidental contamination from fuels or other potentially polluting materials, and the generation and removal of surplus excavated material. These effects will be controlled through the Construction Environmental Management Plan, appropriate soil and materials management, pollution prevention measures and appropriate management of excavated material.

During operation, no significant ongoing effects on land, soils or geology are anticipated. The proposed surface water drainage and SuDS strategy will manage runoff through attenuation, treatment and controlled discharge rather than relying on infiltration to the underlying soils. Water supply and foul drainage infrastructure will be designed and maintained in accordance with the requirements of Uisce Éireann.

Following implementation of the proposed mitigation measures, the residual effects on land, soils and geology are considered to be short-term, negative and slight during construction, and long-term, neutral and imperceptible during operation. No significant adverse effects on land, soils or geology are anticipated.

Water

This chapter assesses the likely significant effects of the proposed development on the hydrological and hydrogeological environment. The assessment considers the existing surface water, groundwater and drainage environment within and surrounding the subject site and the potential effects associated with the construction and operational phases of the proposed development.

The proposed development forms Phase 3 of the Cherry Orchard Point masterplan development and is located within Development Site 5 (Barnville) of the Park West and Cherry Orchard Local Area Plan lands in Dublin 10, within the administrative area of Dublin City Council. The Cherry Orchard Point masterplan is bisected by Park West Avenue and comprises a number of development phases.

The proposed development is located within the Liffey and Dublin Bay Catchment and the Liffey_SC_090 sub-catchment. The local surface water environment is associated with the Blackditch Stream, which is predominantly culverted through the Cherry Orchard area and forms part of the wider drainage pathway towards the River Camac and the CAMAC_040 Water Framework Directive (WFD) river waterbody. The River Camac ultimately drains towards the River Liffey, the Liffey Estuary and Dublin Bay.

The subject site is not identified as being at risk of coastal or fluvial flooding. The site-specific Flood Risk Assessment identifies the overall flood risk to the proposed development as low to negligible, with potential pluvial and groundwater flood risks also considered.

The groundwater body underlying the site was classified as having Good status for the 2016–2021 assessment period. The underlying bedrock is classified as a Poor Aquifer, generally unproductive except for local zones. Site investigations and infiltration testing identified poor infiltration characteristics, and no groundwater was encountered during the relevant site investigation.

During the **construction phase**, the main potential effects on the water environment, in the absence of mitigation, relate to the mobilisation of sediment and other pollutants in surface water runoff, accidental releases of fuels, oils, chemicals or other potentially polluting substances, and temporary changes to surface water runoff and drainage pathways. Construction activities also have the potential to result in localised pluvial flooding during periods of intense rainfall or accidental damage to water supply and foul drainage infrastructure.

These potential effects will be managed through construction-stage mitigation measures, including the implementation of a Construction Environmental Management Plan (CEMP), temporary surface water management and drainage measures, sediment and silt control, appropriate storage and handling of fuels and chemicals, spill prevention and response procedures, and measures to prevent obstruction of existing surface water flow paths.

During the **operational phase**, in the absence of appropriate surface water management measures, the increase in buildings, roads, footpaths and other hardstanding areas associated with the proposed development could result in increased surface water runoff and peak flows, with potential effects on the downstream drainage network, surface water quality and localised pluvial flood risk. There is also a potential, albeit unlikely, for leakage or failure of water supply or foul drainage infrastructure to affect surface water or groundwater quality.

The proposed development incorporates a comprehensive surface water drainage strategy comprising Sustainable Drainage Systems (SuDS), attenuation storage and controlled discharge. The drainage system will be designed to accommodate the 1-in-100-year rainfall event with a 30% allowance for climate change, with surface water discharge restricted to 2 l/s/ha. Approximately 1,700 m³ of attenuation storage will be provided. The proposed SuDS measures include blue and blue-green roofs,

bio-retention tree pits and rain gardens, permeable paving and surfacing, and a shallow detention basin with below-ground stone void storage.

The proposed SuDS measures will provide treatment of surface water runoff prior to discharge, while attenuation and restricted discharge will limit peak flows to the downstream drainage network. Appropriate inspection and maintenance of the drainage and SuDS infrastructure will be undertaken to ensure that the required storage capacity, treatment performance and discharge rates are maintained.

The proposed development will connect to the public water supply and foul wastewater networks operated by Uisce Éireann. The proposed water supply and foul drainage infrastructure will be designed, constructed, tested and maintained in accordance with the requirements of Uisce Éireann and the relevant Codes of Practice and Standard Details. A Confirmation of Feasibility dated 05 August 2026 confirms that the proposed water and foul water demand associated with the development can be accommodated, subject to completion of the planned public foul water network upgrades.

Following implementation of the proposed mitigation and design measures, the residual effects on the hydrological and hydrogeological environment are not expected to be significant. The residual effect during construction is considered to be **short-term, negative and of slight significance**, while the overall residual effect during operation is considered to be **long-term, neutral and imperceptible**.

The assessment has also considered potential cumulative and in-combination effects, including the relationship between the proposed development and the wider Cherry Orchard Point masterplan. Subject to implementation and maintenance of the proposed drainage, SuDS and pollution prevention measures, the proposed development is not anticipated to result in significant cumulative effects on surface water, groundwater, flood risk or the wider hydrological and hydrogeological environment.

The potential for the proposed development to affect the status of relevant WFD waterbodies has also been considered. Subject to implementation of the proposed mitigation, design, inspection and maintenance measures, the proposed development is not anticipated to result in significant deterioration of WFD waterbody status or prevent the attainment of WFD objectives.

Population and Human Health

This chapter of the EIAR assesses any potential impacts the Development may have on Population and Human Health in accordance with the requirements set out within the EIA legislation and guidance on preparation and content of EIAR.

The assessment of potential impacts of the proposed development on the Population and Human Health of residents in the Study Area are based on local population information sourced from the Central Statistics Office (CSO) Census data captured in the previous Censuses of 2016 and 2022. Data sets analysed in this assessment include Population and housing data, data on human health, economic activity, and employment data. To provide further context to the social and demographic assessment, a similar data analysis exercise, at a broader scale, was performed on the Local Electoral Area (LEA) for the site, Dublin City and the State. Furthermore, an assessment of the current provision of social infrastructure was conducted through spatial analysis.

The construction of the proposed development may give rise to short term impacts to the locality, such as construction traffic and surface contaminants, dust, exhaust emissions and noise. Residents of homes situated on Cedar Brook Avenue (east of the site), Park West Avenue (south of the site), Barnville Park (southeast) and St Oliver's Park adjacent to Cloverhill Road (north of the site) are likely to experience effects arising from the Development – construction and / or operational phase. Where applicable, these impacts have been considered in the relevant chapters of the EIAR and will be minimised or mitigated where appropriate. It is unlikely that these impacts will be of a scale to wither encourage people to move from the area of discourage people from moving to the area.

The operational phase of the overall development at Cherry Orchard Point scheme will result in the provision of 1,157 no. residential units, a creche facility, retail supermarket, independent retail / commercial units, community and art / cultural uses and significant public open space across four phases. This is anticipated to provide occupancy to approximately 3,240 persons, based upon an estimated occupancy rate of 2.8 persons per unit. The uplift in the local population generated by the proposed development will contribute to the compact development targets set out in the National Planning Framework i.e., at least 50% of all new homes within or contiguous to the existing built-up area in Dublin and 30% in other settlements. On consideration of the above, the development will have a significant permanent positive impact on the population and household in the area. The wide-ranging typology of the proposed residential units will cater to a wider cohort of persons.

This development will also support national and regional housing growth objectives, contribute towards addressing housing demand, and assist in achieving the Government's targets for the delivery of new homes. The proposal therefore aligns with current national policy priorities aimed at accelerating housing provision and facilitating sustainable population growth.

This Chapter sets out the slight positive impact on local economic activity. The construction of the proposed development is likely to have a slight positive effect on the local economy. The development in the short term will provide for increased construction-related employment. During the construction phase, businesses directly involved in the sector and those indirectly involved in the supply chain will generate economic benefits that will provide a positive net impact on the economy.

The operational phase of the proposed development will provide accommodation for approximately 3,240 persons, based upon an estimated occupancy rate of 2.8 persons per unit. Considering the demographics of the area as of 2022, the population aged 15-64 years is c. 70%, therefore, the approximate number of people that could be in a position to work (within Phase 1 of the scheme), is c. 2268 persons. The total population over 15 years, that are 'At work' in the study area is c. 54%, on the basis of which it can be expected that c. 1750 persons may be in a position to be working

when the scheme is fully delivered and occupied. This increase in occupancy in the area will enhance local spending power and will contribute to a critical mass of population to support a wide range of employment generating opportunities. The Proposed Development will be a positive effect for the local area and will provide a slight positive significant impact to the overall economy of the local area through indirect socioeconomic benefits to local services, including shops, restaurants, cafes within the locality. The proposed retail supermarket will also provide further services and employment opportunities, with the community and art / cultural units fulfilling requirement for any work / event spaces including other local activities.

Community and Social amenities such as childcare services, schools, healthcare facilities, sports and recreational facilities, retail services and religious institutions have also been identified and assessed as part of this planning application. The need for community and arts/cultural facilities has been identified, and the applicant proposes to make a contribution towards the Cherry Orchard Park Renewal Project to support wider community benefits. This will cater to the needs of the future and existing residents of the local area surrounding the Development Sites. Additionally, a creche facility of c. 672 sqm GFA is going to be delivered under approved and under construction Phase 1 development with a capacity for c. 135 no. child spaces and is considered sufficient to cater to the future demand generated within the overall Development.

It is also noted that the proposed scheme will be served by a high-frequency public transport with the delivery of the DART+ South West project on the currently existing DART line to the south of the Development Sites 4 and 5. The DART + South West is the second of the infrastructural projects of the DART+ Programme expected to be delivered. The Rail Order Application for this has been submitted for statutory approval for its design, as of March 2023. It is expected that once this project is delivered, it will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour to around 20,000 passengers per hour per direction. The route map proposed for the DART + South West extension also illustrates the new route passing adjacent to the Development Sites 4 and 5, through the Park West and Cherry Orchard train station. The deliver of this project in tandem with the proposed development will have a permanent positive impact on the Cherry Orchard local area encouraging people to move into the area to live and work.

The assessment concludes that the Development will provide employment, accommodation, childcare facilities, retail / commercial facilities, and community and art / cultural facilities which will be a significant long-term positive impact for the local area and the overall economy.

An overview of the impact assessment has been provided in the table below:

Table 2 Summary of Impacts / Significance of Effects:

Characteristics	Significance of Effects / Impact Assessment
Construction Phase	
Human Health	Slight or Non-Significant Impact
Air Quality	direct, short-term, negative, localised and not significant.
Climate Factors	direct, long-term, negative, moderate, not significant.
Noise and Vibration	negative, short-term, imperceptible to not significant.
Water	temporary, negative and slight significant
Traffic and Transport	No significant impact
Landscape and Visual	slight and neutral to moderate and negative
Operational Phase	
Human Health	Slight positive, long-term impact; no significant negative impact
Population	Positive permanent significant impact

Socio-Economic	Slight positive significant impact
Air Quality and Climate Factors	negative, long-term, direct, localised and imperceptible
Climate Factors	direct, long-term, negative, moderate, not significant.
Noise and Vibration	negative, imperceptible to slight and long-term.
Water	long-term, negative and slight significant
Traffic and Transport	No significant impact
Landscape and Visual	No significant negative impacts
Community and Social Amenities	Positive significant and long-term impacts

Material Assets – Traffic and Transport

Introduction

This chapter of the Environmental Report - Addendum to Permitted Phase 1 Parent EIAR (This Environmental Report) has been prepared by Waterman Moylan on behalf of the Land Development Agency (LDA) and provides an assessment of the impact that Phase 3 of the proposed development at Cherry Orchard Point, Park West Avenue, Dublin 10 will have on traffic and transportation infrastructure and network in the surrounding area.

A Traffic & Transport Assessment (TTA) was also prepared by Waterman Moylan in February 2026 in compliance with Section 2.3 of Appendix 5: Transportation and Mobility Technical Requirements of the Dublin City Development Plan 2022 – 2028. Further detail on the transportation aspects of the proposed development can be found in the TTA.

In this chapter, the planning board is referred to as An Bord Pleanála (ABP) before June 2025 and An Coimisiún Pleanála (ACP) after June 2025.

Methodology

In common with established practice and other transportation studies and reports, this chapter of this Environmental Report assesses the impact of the proposed development on the transportation network during the AM Peak.

Phasing

It is proposed to construct the development in four phases with Phases 1, 2 and 4 on Site 4 and Phase 3 on Site 5.

The T & TA assesses the traffic impact of Cherry Orchard Point on the basis of a single development notwithstanding the fact that the site is being developed in a number of phases.

Project Timescale

For the purpose of this chapter of the Environmental Report, the Base Year for the overall development has been taken as 2022, the Opening Year as 2027, the Design Year as 2032 (Opening Year + 5) and the future Year as 2042 (Opening Year + 15).

Location and Description of Site

The two sites for the overall development (part of the overall Park West – Cherry Orchard Local Area Plan), Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station. The LAP extends to an area of 267.5 ha of which Sites 4 M50-Cedarbrook Avenue and Site 5 Barnville extend to a total of 13.0 ha.

At the time of writing in June 2026, the construction of Phases 1 and 2 was in progress on Site 4.

Access by Walking and Cycling - Existing

Overall, the existing access for residents at Cherry Orchard by walking and cycling to the various services and amenities in the area of the subject site is good for some facilities but not so good for others.

Access also is good to local amenities and community services.

However, access is not good to retail or other commercial services with the nearest retail provision located to the northeast in the Ballyfermot area at a walking distance of 20 – 40 minutes or a cycling distance of up to 10 minutes.

The permitted supermarket in Phase 1 of Cherry Orchard Point is expected to make good this deficit.

In terms of public transport accessibility, the maps published by the National Transport Authority (NTA) for 2025 show that Sites 4 and 5 at Cherry Orchard Point are rated to have a Medium – High Level of Service for the periods 07h00- 08h00 and 08h00 – 09h00.

Permitted Development – Phase 1

The development approved by An Bord Pleanála (Presently An Coimisiún Pleanála) in July 2024 for Phase 1 on Site 4 will comprise 708 residential apartments, supermarket, retail units, creche and community facilities (ABP-318607-23).

Car parking with a total of 444 spaces comprising 328 spaces at surface level for residents (including 17 accessible spaces), 92 spaces at lower ground level for retail (including 4 accessible spaces), 7 retail spaces on Park West Avenue (including one loading bay), 6 surface spaces for the Creche and 11 spaces for car sharing (GoCar). Access will be from Park West Avenue.

222 spaces will be equipped with fully functional EV Charging Point(s) and the remaining 222 spaces designed to facilitate the relevant infrastructure to accommodate future EV charging.

A total of 22 spaces will be provided for motorcycle parking (5%).

A total of 1,618 bicycle parking spaces with 1,552 spaces for residents and visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

The permitted public realm around the site will incorporate an upgrade of the pedestrian and cycle environment.

The development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermains, foul water drains and surface water drains.

Construction of Phase 1 commenced in August 2025 for completion in 2028.

Permitted Development – Phase 2

The development approved by An Coimisiún Pleanála in September 2025 for Phase 2 on Site 4 will comprise a total of 137 residential units with 101 houses, 18 apartments and 18 duplexes.

A total of 141 car parking spaces and a total of 306 bicycle parking spaces will also be provided. The layout of the proposed development can be seen on the drawings included with the planning application for Cherry Orchard Point – Phase 2 (ACP321931-25).

Proposed Development – Phase 3

The proposed development of Phase 3 on Site 5 of Cherry Orchard Point will comprise 312 residential apartments, local retail and commercial facilities. A total of 156 car parking spaces and a total of 658 bicycle parking spaces will also be provided.

Refer to the enclosed statutory notices for a full description of development as part of this planning application.

Future Development – Phase 4

Future Phase 4 development on Site 4 of Cherry Orchard Point is expected to comprise 16,300 sqm Commercial. A total of 82 car parking spaces and a total of 300 bicycle parking spaces will also be provided.

Car Parking - Phase 3

The proposed car parking ratio for the residential development at Cherry Point – Phase 3 is 0.48 space per unit.

The proposed provision of car parking will be 156 spaces comprising 142 spaces for apartments, 8 accessible car parking spaces, 2 spaces for non-residential and 4 spaces for car sharing (GoCar).

Car Park Management

For residents, permits for access to the residential spaces will be issued by the Management Company with not more than one permit per unit.

For residents who require occasional car use without the need to own a vehicle, 4 spaces will be permanently allocated in Phase 3 for car sharing with vehicles supplied by GoCar or similar company.

Cycle Parking – Phase 3

A total of 658 bicycle parking spaces will be provided with 481 long stay spaces at Level 0 and 177 short stay spaces at Level 1.

Roads and Streets

The proposed development is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue is a wide single carriageway road with a north – south alignment and a posted speed limit of 50 kph. It is linked to Cloverhill Road via a roundabout junction at its northern end and to the R134 Nangor Road via signalised crossroads at its southern end. Park West Avenue has a 9.0 metre wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming but there are no parking restrictions.

Traffic Conditions

The Park West - Cherry Orchard LAP 2019 noted that the road network serving Park West – Cherry Orchard experiences some traffic congestion during peak hours in areas such as Cloverhill Road, Park West Avenue and Le Fanu Road with the highest delays occurring where these roads connect to regional roads such as Ballyfermot Road and the New Nangor Road.

The existing traffic conditions on the road network in the area were obtained from

A traffic survey in November 2022 which recorded a 24-hour traffic flow on Park West Avenue of some 11,004 vehicles per day and a 24-hour traffic flow on Barnville Walk of some 4,092 vehicles per day.

A traffic survey in April 2026 which recorded a reduction in the level of traffic between 2022 and 2026.

The results of the 2022 and 2026 surveys were compared by comparing the approach flow to the four junctions on Park West Avenue during the AM and PM peak hours as recorded in 2022 and 2026.

The comparisons recorded that

The overall level of traffic fell by 10% between 2022 and 2026.

The decrease varied from -4% at Junction 1 to -14% at Junction 4

The recorded HGV content on Park West Avenue was some 6 -8%.

In the absence of an identifiable cause(s) for the recorded decreases in traffic movements between 2022 and 2026, the results of the 2022 traffic survey have been used in the Phase 3 TTA for the generation of the traffic predictions for the future operational stage.

Natural changes in traffic flow between the Survey Year 2022 and the Opening Year 2027 are addressed by the application of factors from the TII Publication – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021).

Bus Services

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services provided under the auspices of Bus Connects. Dublin Bus Routes 79 and 79a which formerly served the Park West Avenue, and the Park West / Cherry Orchard Station were replaced by Routes G1 and 60 in October 2022.

Bus stops are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

Rail Services

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock.

The journey time to Heuston by rail is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9.

At other periods outside the AM Peak, rail services at Cherry Orchard & Park West are provided between Hazelhatch and Grand Canal Street at hourly intervals.

The Park West - Cherry Orchard LAP 2019 noted that rail users at Park West Cherry Orchard Station represent a very low modal split of 2%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

The DART Expansion Project proposed by Irish rail will deliver new electrified rail services between the existing DART network in the City Centre City and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

An application for a Railway Order for DART+ South West was approved by An Bord Pleanála (Presently An Coimisiún Pleanála) in November 2024 (ABP Ref: 316119). Construction is expected to commence in 2030.

Pedestrian and Cycle Facilities

Existing pedestrian facilities in the area of the subject site comprise footpaths on both sides of Park West Avenue, Barnville Walk, Barnville Place, Cedar Brook Walk and Cedar Brook Way.

There are no footpaths on Cedar Brook Avenue which is primarily a residential parking area.

Pedestrian crossing facilities are provided at the following locations:

Junction 1: Uncontrolled Crossing (Cloverhill Road / Park West Avenue)

Junction 4: Signalised Crossing (Park West Avenue / Barnville Walk).

The existing cycle facilities in the area of the subject site comprise cycle tracks on both sides of Park West Avenue, partly on-road and partly off-road.

This development provides for upgraded footpaths and cycle tracks on the Park West Avenue together with pedestrian and cycle phases in the signalised junction at Barnville Walk.

There are a number of new pedestrian or cycling facilities proposed in the area of the subject site including: -

New / improved off road pedestrian and cycle facilities along Ballyfermot Road as part of the Bus Connects Liffey Valley to City Centre Core Bus Corridor works.

New / improved pedestrian and cycle facilities within the adjacent City Edge development area immediately to the east and south of the subject site

New cycle facilities as part of the Grand Canal Greenway.

Cumulative Impact

This chapter of this Environmental Report addresses all committed developments within the vicinity of the site including sites which have previously been granted planning permission but which are yet to become operational as well as any planning applications that have been submitted but have yet to be determined.

In addition to the trips that will be generated by the permitted Phase 1, the permitted Phase 2 and the future development of Phases 3 and 4, the trips that would be generated by the approved Park West SHD development on Site 6 have been included in this assessment.

Contiguous Development

The Scoping for TTA prepared by Waterman Moylan in September 2022 identified that, in addition to the trips that will be generated by the future development of Sites 4 and 5, the trips that would be generated by the approved Park West SHD development on Site 6 should be included in the TTA.

Planning permission for a residential development of 750 units and 552 car parking spaces (including 14 car sharing) on a 9.4 ha site at Park West, Dublin 12 was granted by An Bord Pleanála (Presently An Coimisiún Pleanála) to Greenseed Ltd in June 2022 subject to 29 conditions (ABP Reg Ref 312290-21). The site included the Aspect Hotel.

Construction Traffic Access Routes

Construction traffic routes to the proposed development are facilitated by the high standard of the existing road network in the surrounding area.

The primary construction access route is expected to be from the R134 Nangor Road via Park West Avenue. The secondary construction access would be from Ballyfermot Road / Coldcut Road via Cloverhill Road and Park West Avenue.

At the time of writing in June 2026, both of the proposed construction access routes are fully operational and open to traffic including road markings and traffic signals.

Traffic Impact – Construction Stage

During the construction stage of the proposed development, some construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

The day-to-day traffic movements associated with the construction activities are predicted to be less than 3.0% of the existing traffic movements on Park West Avenue. As this increase is less than the benchmark of 10% set out in the Traffic and Transport Assessment Guidelines published by TII in May 2014, no further transportation assessment of the road network is required for the construction stage.

The number of construction vehicle movements is low compared to the number of vehicular trips expected to be generated by the proposed development during the operational phase. It should be noted that most of such trips will occur outside of the traditional peak hours, and it is not considered that this level of construction traffic would result in any operational problems.

Having regard to the predicted impacts described in this chapter, it can be concluded that no significant impact on roads and traffic will arise from the Construction Stage of the proposed development at Cherry Orchard Point.

Traffic Impact – Operational Stage

The traffic impact from the proposed development during the Operational Stage is predicted to be 10% or greater at all of the junctions which were included in the traffic modelling undertaken for this project.

The results of the assessments undertaken indicate that all assessed junctions, except Junctions 4 and 7, will operate within capacity with the proposed development in place in the Opening Year 2027 through the Design Year in 2032 to the Future Year 2042.

For the DO-NOTHING scenario, Junction 4 at the junction of Park West Avenue and the Site Access is predicted to operate within capacity during 2027, 2032 and 2042, should the proposed development not take place. For the DO-SOMETHING scenarios, Junction 4 is predicted to operate above capacity during 2027, 2032 and 2042 in both peak hours with the inclusion of the proposed development trips.

A similar assessment for Junction 4 was included in the planning application for Phase 1 for which planning permission was granted by ABP in July 2024 (ABP-318607-23).

Junction 4 is predicted to operate over capacity for short periods during the AM and PM Peaks from 2027 as a consequence of compliance with the design requirement of DMURS. The adoption of an alternative design for traffic movements albeit with longer crossing times for pedestrians and cyclists could bring the junction within capacity for 2027, 2032 and 2042.

For the DO-NOTHING scenario 2027, Junction 7 south of the railway at the junction of Park West Avenue and Park West Road is indicated to reach capacity in the PM Peak Hour even without the inclusion of the proposed development trips.

As a result and in conjunction with ongoing implementation of capacity upgrades and improved public transport as part of the Park West - Cherry Orchard LAP, it is likely that Junction 7 is likely to require upgrading, most likely to a signalised crossroads, about 2027 with or without development at Cherry Orchard Point.

A similar assessment of Junction 7 was included in the planning application for Phase 2 for which planning permission was granted by An Coimisiun Pleanála CP September 2025 (321931-25).

Overall, the impact of the proposed development at Cherry Orchard Point on the surrounding transportation network will not be significant. Six of the eight road junctions assessed will continue to operate satisfactorily up to 2042 with the development in place.

Public Transport Impact

In common with established practice and other transportation studies and reports, this chapter of this Environmental Report assesses the impact of the proposed development on the rail service during the AM peak.

The projected demand from the proposed development is projected to be well within the existing and proposed capacity of the public transport services, both rail and bus serving the surrounding area.

Having regard to the predicted impacts described in this chapter, it can be concluded that no significant impact on public transport services will arise from the Operational Stage of the proposed development at Cherry Orchard Point.

Summary

This chapter of this Environmental Report demonstrates that the proposed development will be consistent with the objectives for Transport and Mobility set out in the Dublin City Development Plan 2022 – 2028 and the Park West Cherry Orchard Local Area Plan 2019.

No significant impact on the existing and proposed traffic and transport in the surrounding area is predicted to arise from the Construction or Operational Stages of the proposed development at Cherry Orchard Point.

Material Assets – Waste Management

Material Assets: Waste

The assessment of Waste is contained within Chapter 15 of the EIA.

Existing Environment

In terms of waste management, the receiving environment is largely defined by Dublin City Council (DCC) as the local authority responsible for setting and administering waste management activities in the area. This is governed by the requirements set out in the *National Waste Management Plan for Circular Economy 2024-2030* (2024) (NWMPCE) and the Waste Action Plan for a Circular Economy – Waste Management Policy in Ireland.

The assessment of waste has utilised two geographically different study areas to examine the use of materials and the generation and management of waste:

- The first study area comprises the site boundary and any areas required for temporary access, site compounds and other enabling activities. Where materials will be consumed, and materials/waste will be generated; and
- The second study area extends to the availability of appropriate waste management infrastructure suitable (permitted for waste volume and type) to accept arisings and/or waste generated by the Proposed Development. This includes the Westmeath local authority area, the Eastern Midlands Region (EMR) (regional) and Ireland (national) as a whole where applicable in order to capture potential impacts of recovering, recycling or disposal of the waste generated from the Proposed Development at waste facilities located throughout the country.

In terms of physical waste infrastructure, DCC no longer operates any municipal waste landfill in the area. There are a number of waste permitted and licensed facilities located in the EMR Waste Regions for management of waste from the construction industry as well as municipal sources. These include soil recovery facilities, inert C&D waste facilities, municipal waste landfills, material recovery facilities, anaerobic digestion (AD) plants and waste transfer stations.

Impact Assessment

Do Nothing Scenario

In the event that the Proposed Development does not proceed (i.e. the 'Do-Nothing' scenario), the subject site at Cherrywood Dublin 10, would remain in its current use. No site clearance, excavation, construction, or operational activities would occur.

Under this scenario, waste generation would remain non-existent with existing baseline conditions.

- There would be:
- No construction phase waste, including soils, construction and demolition (C&D) waste, or packaging waste associated with building activities;
- No operational waste generation associated with residential units or commercial units; and
- No requirement for permanent waste storage areas, collection infrastructure, or waste management systems.

Accordingly, the 'Do-Nothing' scenario would result in a **neutral** effect in terms of waste, as there would be no change from the established baseline environment. While this avoids any potential adverse impacts associated with increased waste generation, it also precludes the opportunity to implement modern, compliant waste management infrastructure and practices that would arise as part of the Proposed Development.

Demolition Phase

There is no demolition associated with the Proposed Development and as such there will be no demolition waste produced.

Construction Phase

During the construction phase the mismanagement of waste, including the inadequate storage and management of waste, and the use of non-permitted waste contractors, would likely lead to negative impacts such as litter or pollution issues which may lead to vermin or runoff pollution from waste. In the absence of mitigation, the effect on the local and regional environment is likely to be **long-term, significant and negative**.

There is a quantity of topsoil and subsoil will need to be excavated to facilitate the Proposed Development. A detailed review of the existing ground conditions on a regional, local site-specific scale is presented in Land and Soils Chapter. Excavated material that cannot be reused onsite will need to be removed off-site. Correct classification and segregation of the excavated material is required to ensure that any potentially contaminated materials are identified and handled in a way that will not impact negatively on workers as well as on water and soil environments, both on and off-site. However, in the absence of mitigation, the effect on the local and regional environment is likely to be **short-term, significant and negative**.

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**.

Cumulative Impact

Adequate waste management facilities are available within the region to accommodate concurrent developments in construction and operation. Given the availability of appropriate waste facilities, along with the waste legislation and guidance that all sites are required to abide by, then the cumulative residual effect in terms of waste is predicted to be **short-term - long-term, not significant and neutral** during operation and construction, assuming full implementation of standard mitigation measures and adherence to regulatory requirements.

Mitigation

Incorporated Design

The concept of the 'Waste Hierarchy' and 'Circular Economy' is employed when considering all mitigation measures. The waste hierarchy states that the preferred option for waste management is prevention and minimisation of waste, followed by preparing for reuse and recycling / recovery, energy recovery (i.e. incineration) and, least favoured of all, disposal. The circular economy principle aims to keep materials, components, and products in-use in the economy for as long as possible. In circularity, the key objective is to design consumption and production systems to create and retain value. Both principles have been applied and will further be applied during the detailed design, construction and operational phases.

Demolition and Construction Phases

A project specific Resource and Waste Management Plan (RWMP) has been prepared in line with the requirements of the requirements of the EPA *Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects* (2021) and is included as Appendix 15.1 of this EIAR. The mitigation measures outlined in the RWMP will be implemented in full and form part of the mitigation strategy for the site. The mitigation measures presented in this RWMP

will ensure effective waste management and minimisation, reuse, recycling, recovery and disposal of waste material generated during the excavation and construction phases of the Proposed Development.

Operational Phase

A project specific Operational Waste Management Plan (OWMP) has been prepared and is included as an Appendix 15.2 of this EIAR. The mitigation measures outlined in the OWMP will be implemented in full and form part of the mitigation strategy for the site. Implementation of this OWMP will ensure a high level of recycling, reuse and recovery at the development. All recyclable materials will be segregated at source to reduce waste contractor costs and ensure maximum diversion of materials from landfill, thus achieving the targets set out in the *NWMPCE, Waste Action Plan for a Circular Economy – Waste Management Policy in Ireland* and the DCC Waste Bye-Laws.

Residual Impact Assessment

The implementation of the mitigation measures outlined in the Material Assets – Waste Management Chapter, RWMP and OWMP will ensure that targeted rates of reuse, recovery and recycling are achieved at the site of the Proposed Development during the construction and operational phases. It will also ensure that European, National and Regional legislative waste requirements with regard to waste are met and that associated targets for the management of waste are achieved.

Construction Phase

A carefully planned approach to waste management for the construction of the Proposed Development as set out in the Material Assets: Waste Chapter and adherence to the RWMP (which includes mitigation) during the construction phase will ensure that the predicted effect on the environment will be **short-term, imperceptible and neutral**.

Implementation of mitigation measures for waste management regarding soil and stone excavation, will ensure a high rate of prevention reuse, recycling and recovery is achieved and the predicted impact of the construction on the environment will be **short-term, not-significant and positive**.

Operational Phase

During the operational phase, a structured approach to waste management as set out in the Material Asset: Waste Chapter and adherence to the OWMP (which includes mitigation) will promote resource efficiency and waste minimisation. When the mitigation measures are implemented and a high rate of reuse, recycling and recovery is achieved, the predicted impact of the operational phase on the environment will be **long-term, imperceptible and neutral**.

Monitoring

The management of waste during the construction phase will be monitored by the appointed Resource Manager to ensure compliance with the above-listed mitigation measures, and relevant waste management legislation and local authority requirements, including maintenance of waste documentation.

The management of waste during the operational phase will be monitored by the Facilities Manager and individual residents and tenants to ensure effective implementation of the mitigation measures onsite and by the nominated waste contractor(s).

Material Assets – Utilities

This chapter assesses the potential effects of the Proposed Phase 3 development on existing and proposed utility infrastructure serving the Cherry Orchard Point masterplan. The utilities considered are water supply, foul wastewater, surface water drainage, electricity, gas and telecommunications.

The subject site is approximately 1.72 hectares and forms Phase 3 of the Cherry Orchard Point masterplan on Development Site 5 (Barnville) of the Park West and Cherry Orchard Local Area Plan lands. The proposed development comprises 312 residential apartments together with local retail/commercial and associated ancillary uses and infrastructure.

The site currently has no internal public watermain, foul wastewater or surface water drainage networks. Existing utility infrastructure is located within the surrounding road network and adjacent lands. Existing electricity, gas and telecommunications infrastructure is also present in the vicinity of the subject site.

For water supply, a Confirmation of Feasibility (CoF) dated 05 August 2026, reference CDS26004704, confirms that the proposed water demand associated with 312 residential units and associated commercial and non-commercial space can be accommodated without water network infrastructure upgrades. The proposed development will connect to the public water supply network subject to final design approval and Uisce Éireann requirements.

For foul wastewater, the same CoF confirms that the proposed foul water demand can be accommodated subject to completion of the planned public foul water network upgrades. The current programme provided by Uisce Éireann indicates that the relevant public foul water network upgrade works are scheduled for completion in early 2027, subject to change.

During construction, the principal potential effects on utility assets relate to accidental damage to existing services, temporary interruptions to utility supplies during connection or diversion works, and the installation and commissioning of new utility infrastructure. Appropriate service location, protection, utility-provider supervision and testing measures will be implemented.

During operation, the development will increase demand on the public water supply, wastewater, electricity, gas and telecommunications networks. The available Uisce Éireann feasibility information confirms that the proposed water demand can be accommodated and that foul capacity can be accommodated subject to completion of the identified public network upgrades. The proposed utility networks will be designed, constructed and commissioned in accordance with the requirements of the relevant utility providers.

Following implementation of the proposed mitigation, testing, commissioning, monitoring and utility-provider requirements, no significant residual effects on existing utility infrastructure are anticipated.

Interactions

This chapter deals with likely interactions between effects predicted as a result of the proposed development. The chapter has been prepared by KPMG Planning in accordance with the requirements set out within the Planning and Development Regulations 2002 to 2022 and the EPA's Guidelines on Information to be Contained in Environmental Impact Assessment Reports (2022) to summarise the interactions and interrelationships between key factors identified and assessed.

Impact interactions and inter-relationships have been considered throughout in the preparation of the individual, topic specific chapters of this EIAR so that it can take into account the broader picture of how the proposed scheme may affect the various environmental media. All environmental topics are interlinked to a degree such that interrelationships exist on numerous levels. It is general practice, to evaluate interaction of effects as a matrix between effects and key factors assessed, accompanied by brief text describing the interactions identified. This chapter has been compiled to list in one location of all of the interactions identified in the assessment of impacts set out in Chapters 5 to 16 of the EIAR Main Report.

Summary of Mitigation Measures and Residual Impacts

This chapter in the EIA provides a complete summary of mitigation measures and predicted residual impacts on the environment proposed in Chapters 5 to 15. The appointed contractor is required to adhere to the mitigation measure provided here to avoid or reduce significant effects and ensure sustainable development.

The EPA Guidelines on information to be contained in EIAs (2022) established four main strategies for mitigation of effects avoidance, prevention, reduction, and offsetting. Residual Impacts, according to the Draft EPA Guidelines (2022, p.88) are: - *“The final predicted effect / impact remaining after mitigation.”*

The project will be carried out in accordance with the Safety Health and Welfare at Work (Construction) Regulations 2013 and subsequent amendments. The mitigation risks for both construction and ‘in use’ risks will be considered by the design team. The design team will carry out risk reviews throughout design to ensure that the General Principles of Prevention are applied. Any residual risks will be documented in the Safety File issued on completion of project.

Additionally, the project will also follow the specific management plans prepared for the design elements which will define methodologies and requirement for management of risks to worker and the public, such as Waste Management Plans, Traffic and Environmental Managements Plans.

This chapter provides a detailed assessment of the mitigation measures and predicted residual impacts as follows:

- Air Quality
- Climatic Factors
- Noise and Vibration
- Biodiversity
- Archaeological, Architectural and Cultural Heritage
- Landscape and Visual
- Land, Soils and Geology
- Water
- Population and Human Health
- Material Assets – Traffic and Transport
- Material Assets – Waste
- Material Assts – Utilities