

## CHAPTER 2

# PROJECT DESCRIPTION AND ALTERNATIVES EXAMINED

## 2.0 PROJECT DESCRIPTION & ALTERNATIVES

### 2.1 INTRODUCTION & TERMS OF REFERENCE

This section of the EIAR has been prepared by **John Spain Associates, Planning & Development Consultants**, and provides a description of the proposed development and also explains the evolution of the scheme design through the reasonable alternatives examined. This chapter of the EIAR was prepared by Kate Kerrigan, BA, MSc, MRTPI, and approved by Paul Turley, Executive Director, BA, MRUP, Dip Environmental & Planning Law, MIPI, of John Spain Associates, Planning and Development Consultants. The description of the proposed development is one of the two foundations upon which an EIAR is based (the other being the description of the existing environment described in this chapter and by each of the specialist consultants in the subsequent chapters). It is also a requirement of the EIA Directive (as amended) to present an outline of the reasonable alternatives considered and a justification of the final proposed development.

The Directive requires an EIAR to contain:

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

A systematic approach in accordance with the EPA’s Guidelines on the Information to be Contained in EIARs (2022), Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018), and other EIA guidance documents was used to ensure all relevant aspects of the development are accurately and fully described. The objective is to provide a description of the proposed development in sufficient detail, which when taken together with the description of the existing environment provided, will allow an independent reader without acquired technical environmental knowledge, to understand the significant impacts likely to arise from the proposed development.

The description of the proposed development is set out in this chapter and the following chapters by each specialist consultant in terms of those environmental topics which will form the basis of the impact assessment process and the characteristics of the proposed development which could potentially affect population, human health, cultural heritage and archaeology, biodiversity, landscape and visual impact, land and soil, water, air quality, climate, noise, vibration, microclimate, and material assets, and transportation. The EIA Directive also requires that the description of the site, design, size or scale of the development, considers all relevant phases of the existence of the project from its construction through to its existence and operation (and where applicable its restoration or decommissioning).

This EIAR document fully reflects the key environmental impacts of the proposed development which were recognised from the scoping carried out by the design team and the level of detail required will vary considerably according to the sensitivity of the existing environment and the potential of the project for significant effects.

### 2.2 SITE LOCATION AND DESCRIPTION

#### 2.2.1 Site Location and Description

The subject lands are located on lands at Dublin Road and the Shinkeen Road, within the townlands of Donaghcumper and Ballyoulster, Celbridge, Co. Kildare. The site is an accessible location, with existing frequent, high capacity public transport, as the land is serviced by several existing bus routes located on the Dublin Road and the Shinkeen Road, and within the town centre. Hazelhatch and Celbridge train station is located approximately 1.9km from the subject site, which the BusConnect’s local routes (L58 and L59) providing access

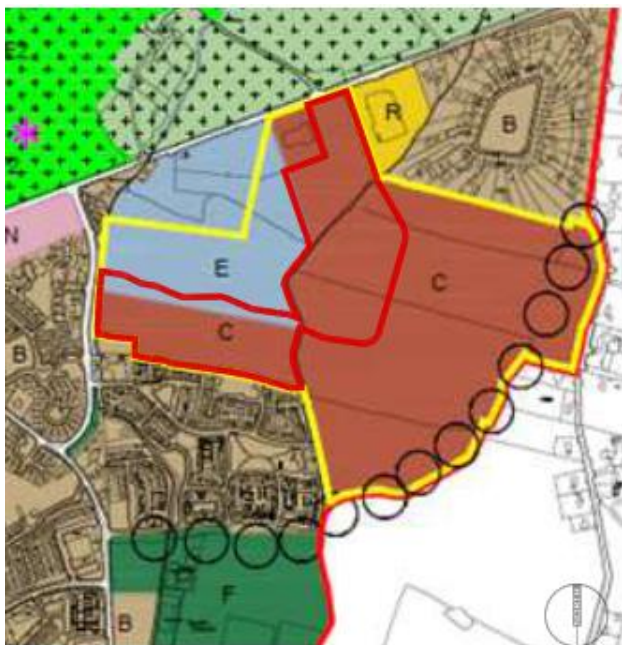
to the station. Further public transport enhancements are planned adjacent to the site including BusConnects and the Dart + South West proposals. The site is also in close proximity to employment areas adjoining the subject lands and within the town centre.

The subject lands are primarily zoned C - New Residential, which has an objective *'to provide for new residential development'* and partly zoned E - Community and Educational with the objective *'to provide for education, recreation, community and health'*, as per the Celbridge Local Area Plan 2017-2023. The lands are identified within the Celbridge Local Area Plan 2017-2023 as part of a key development area, 'KDA 2 Ballyoulster'. For ease, the application site is divided into three sites (A, B and C).

The proposed residential units and public open space are located solely on lands zoned 'C: New Residential' in accordance with the Celbridge Local Area Plan Land Use Zoning Objectives Map. The proposed uses (residential and open space) are permitted in principle under this zoning objective. The proposed childcare facility is within Site A, on lands zoned 'E: Community and Educational'. Section 13.4 of the LAP confirms that a 'creche/playschool' use is a permitted in principle use within the zoning objective.

The proposed access road connecting the Dublin Road to the Shinkeen Road and is referred to as 'The Boulevard' will serve the residential development and future schools site to the north, is located partly on lands zoned 'E: Community and Educational' (north of Site A) and partly on lands zoned 'C: New Residential'. The scheme includes pedestrian and cycle links along the Boulevard to serve the schools and the residential development, and it also includes 2 no. access points to the school lands. The Site Layout Plan also allows for additional landscape buffers / ancillary open space areas (partly on 'E' zoned lands) between the boulevard, the lands reserved for the schools and the proposed residential development in Site A (these are not factored into the public / communal open space requirements for the residential development).

This proposed access road is considered appropriate and in keeping with the land use zoning. Whilst part of the access road is located on the 'E' zoned lands, this is considered appropriate as the proposed access road will serve both the new residential development (including Phase 1 and future phases) and will also potentially provide access to the lands reserved for the Department of Education in relation to the provision of the 3 no. schools. This also accords with the LAP and the objectives for Ballyoulster KDA, which it states that vehicular access to this KDA should be provided from the Dublin Road, Shinkeen Road and the Loughlinstown Road and should provide for continuous routes through the KDA that connect to surrounding areas.



**Figure 2.1: Extract Site Layout Plan – Land Use Zoning** Source: OMP Design Statement

The subject site has an area of c. 13.4 hectares, and it is currently a greenfield site at the edge of the existing built-up area of the town.

The subject site is bound by a greenfield site, Donaghcumper Cemetery, Retronix Semiconductor company and the Dublin Road to the north, the Rye River Brewing Company and the Ballyoulster Park housing estate to the north east, the Primrose Gate housing estate to the south, agricultural lands to the east and Shinkeen Road to the west. Donaghcumper Medieval Church Ruins (RPS No. B11-02) and the house on Dublin Road, Donaghcumper (RPS No. B11-26), are protected structures located north of the application site. The adjoining residential areas consist of a range of single storey detached, semi-detached and terraced residential housing units to the north-east, a range of two storey detached, semi-detached and terraced residential housing units to the south-west and a range of three storey detached, semi-detached and terraced residential housing units to the west.



**Figure 2.2: Satellite Image of the subject site (approximate location marked in red)**

*Source: Google Maps*

The site is well serviced by public transport. The Traffic and Transport Assessment prepared by DBFL Consulting Engineers provides full details on the accessibility of the site. In summary, the subject site is serviced by several existing bus routes, with the Phase Two BusConnects Network Redesign commenced and operating within Celbridge. The nearest existing bus stops are located on the Dublin Road (c. 300-400m from the proposed access to Dublin Road) and the Shinkeen Road (c. 140m from the proposed access). Additional bus stops are within walking distance of the subject site on Primrose Hill and within the town centre.

Dublin Bus services C4, C6, X27, X28, L58 and L59 replace the previous Dublin Bus Services 67, 67x and 67n, with two additional 'Local' Routes L58 and L58 providing convenient bus connections to rail services available at the Hazelhatch & Celbridge train station. The C4 bus service operates between Ringsend and Maynooth with a 30 minute frequency whilst the X27 and X28 offer express services between Celbridge and UCD (Belfield) every 15-20 minutes during peak times. The C6 Route provides a nightly service between Maynooth and Ringsend operating between midnight and approx. 05:00. The Go-Ahead Commuter Route 120 is accessible on English

Row in Celbridge Town Centre and operates between Connolly Station and Edenderry. The subject site will also benefit from an additional orbital Route W6 which will provide a connection towards Maynooth to the north-west and Tallaght to the south-east. The route will travel via Citywest and will have a frequency of 30 minutes on both weekdays and weekends.

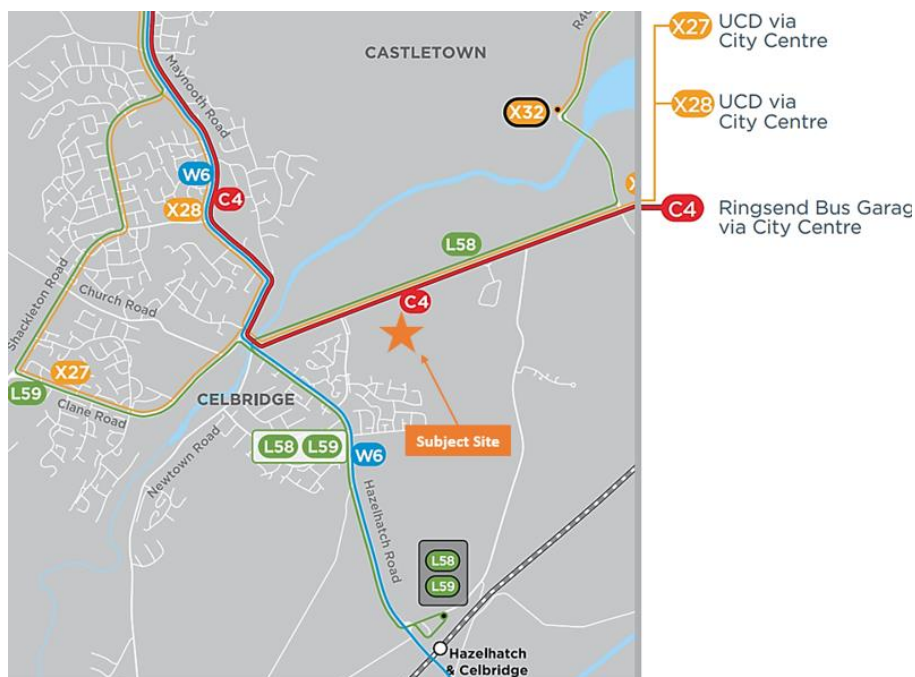
The Traffic and Transport Assessment prepared by DBFL provides a summary of the bus capacity identified during peak public transport times and identifies that the existing bus services have the capacity to accommodate up to 6244 no. passengers in the AM peak period and 6356 no. passengers in the PM peak period.



**Figure 2.3 Existing Bus Stops and Services** (Source: DBFL TTA)

The Hazelhatch and Celbridge Train Station is located approximately 1.9km south of the subject site and provides frequent train services to Dublin Heuston Station as well as regional routes serving Cork, Galway, Limerick and Waterford. The newly implemented BusConnects ‘Local’ Routes L58 and L59 (which are easily accessible from the subject site location) provide bus access to this station. The Traffic and Transport Assessment prepared by DBFL sets out the existing rail capacity analysis and reveals that, during peak travel periods, the existing rail services have the capacity to accommodate up to 6812 no. passengers in the AM peak period and 6288 no. passengers in the PM peak period.

The train station is part of the Dart+ programme and the Dart + South West Project from Hazelhatch & Celbridge to the City Centre. The Dart + programme aims to modernise and improve existing rail services in the Greater Dublin Area, delivering frequent, modern, electrified services to Celbridge. The statutory consultation period as part of the Railway Order application process for the Dart + South West is expected to commence in Summer 2022 / autumn 2022 and will further enhance the accessibility of Celbridge with increased train capacity and frequency of services.



**Figure 2.4: BusConnects Network** Source: BusConnects – Revised Network 2020)

## 2.2.2 Relevant Planning History / Cumulative Assessment

Further detail on the planning history of the subject site and surrounding area is included in Appendix 2.1, including details of permissions adjacent to the subject site, and permissions in the vicinity of the site. The details of these permissions / applications were provided to the EIA consultancy team and have informed the cumulative impact assessment undertaken as part of the preparation of this EIA, with each consultant considering and undertaking their own planning history search in respect to their cumulative impact assessment where necessary. The identification of relevant existing and permitted developments in terms of cumulative impacts has been undertaken based on a qualitative review of the planning history of the surrounding area and site visits and desktop analysis of the area undertaken by the EIA team. Site visits have informed the consideration of potential cumulative effects, allowing for identification of developments which are currently under construction or recently completed in the vicinity.

Relevant developments have been identified with regard to their size and scale, their use mix and composition, and their proximity to the proposed development, in particular to identify any substantial / strategic residential development or larger scale commercial development. Applications of a minor nature were discounted from the planning history search, for example applications for under 10 no. dwellings, or applications relating to minor extensions, works to existing dwellings, applications for commercial development of less than 1,000 sq.m, and change of use applications. The planning history search focussed on relevant permitted developments in the last 5 years, with a search also undertaken for permitted longer term permissions (i.e. with a 10 year permission).

A zone of influence of c. 500 metres was initially used for the desk-based identification of relevant development in close proximity to the site and given the limited planning permissions identified in this zone, this was subsequently extended to c. 1,000 metres. Larger developments with potential for in-combination construction or operational impacts have also been considered in the wider area beyond the 500 metre and 1,000 metre radius including permitted strategic housing developments. The 500 metre and 1,000m radius from the centre of the subject site was generated on the Kildare County Council online planning enquiry map.

This qualitative approach to the identification of relevant developments is effective in scoping the potential for cumulative impacts / in combination effects and has informed the EIA chapters and the accompanying application reports prepared by specialist consultants, which assists in the consideration of potential cumulative

impacts as part of this EIAR. However, it should be noted that, depending on the particular environmental factor, some of the accompanying chapters / reports may consider other developments either within the immediate surrounding area or further afield (for example more distant development that may be relevant for some factors such as traffic / noise, may be less relevant to other environmental factors such as, for example, archaeology and cultural heritage).

## 2.3 PROJECT OVERVIEW

A seven-year permission is sought for development described as follows in the public notices:

*“The proposed development comprises a Strategic Housing Development of 344 no. residential units (comprising 54 no. 1 beds, 30 no. 2 beds, 210 no. 3 beds and 50 no. 4 beds), a 2 no. storey childcare facility with a GFA of c. 369 sq.m, public and communal open space, landscaping, car and cycle parking spaces, provision of an access road from Dublin Road and Shinkeen Road, associated vehicular accesses, internal roads, pedestrian and cycle paths, bin storage, cycle storage, pumping station and all associated site and infrastructural works.*

*The residential component of the development consists 214 no. apartments / duplex units, and 130 no. houses of to be provided as follows:*

- *4 no. 3 bed two storey detached houses;*
- *28 no. 3 bed two storey semi-detached houses;*
- *48 no. 3 bed two storey terraced houses;*
- *50 no. 4 bed three storey semi-detached houses;*
- *214 no. duplex apartments / apartments (54 no. 1 beds, 30 no. 2 beds, and 130 no. 3 beds) in a series of 15 no. duplex apartment / apartment blocks of 3 no. storeys in height, and all duplex apartments / apartments are provided with a terrace / balcony or private garden;*

*The development includes a total of 585 no. car parking spaces, 4 no. loading bays and a total of 770 no. cycle spaces. The proposal includes hard and soft landscaping, lighting, boundary treatments, the provision of public and communal open space, including 3 no. Local Parks, children’s play areas, and an ancillary play area for the childcare facility.*

*The proposed development includes road upgrades, alterations and improvements to the Dublin Road / R403 and the Shinkeen Road, including the provision of new vehicular accesses and signalised junctions, pedestrian crossing points, and associated works to facilitate the same. The proposal includes internal roads, including 3 no. bridge crossings, cycle paths, footpaths, with proposed infrastructure and access points provided up to the application site boundary to facilitate potential future connections to adjoining lands.*

*The development includes foul and surface water drainage, pumping station, 3 no. ESB Substations, services and all associated and ancillary site works and development.”*

The application site area is c. 13.4 hectares. The red line on the site location map and site layout plans indicates the overall extent of the proposed development and associated works which are the subject of this application. The application site takes in an area of the public roads to the north (Dublin Road) and to the west (Shinkeen Road) of the applicant’s landholding, in order to provide for access arrangements, improvements to the public roads and connections to services. A letter of consent has been provided by the Planning Authority in relation to the proposed works on the public roads outside the applicant’s ownership.

The proposed development has been designed to maximise the use of the site whilst mitigating impact on the existing residential areas adjoining the site of the proposed development. The height is sympathetic to the neighbouring properties in proximity to the site boundaries. The childcare facility, houses and apartment buildings are 2 and 3 storeys in height, which respects the scale of the residences to the west and south of the site and will

not overshadow the single storey houses to the north-east of the site. The layout has been designed to reflect the vision, connectivity/movement, built form and landscape and spaces requirements set out in Section 12.2.2 of the LAP for the KDA 2 – Ballyoulster lands.

As discussed in greater detail in the Statement of Consistency and Planning Report and the Architectural Design Statement, this application also responds to feedback from the Planning Authority and the Board during pre-application consultations. The final scheme has been revised from the pre-application iterations and via the consideration of alternatives as documented within this chapter of the EIAR.

## **2.4 STATUTORY PLANNING CONTEXT**

### **2.4.1 National, Regional and Local Planning Policy Context**

The planning application in respect of the proposed development on the subject lands is subject to national, regional, and local planning policy. The following outlines the key planning documents of relevance to the future development of the subject lands. This section will not address the detailed policies and objectives contained in the various plans which are relevant to the proposed development, as these are addressed in a separate bound Statement of Consistency and Planning Report prepared by John Spain Associates, which accompanies the planning application.

#### **National Policy**

- National Planning Framework 2018;
- Housing for All 2021;
- Rebuilding Ireland – Action Plan for Housing and Homelessness, 2016;
- Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2020;
- Urban Development and Building Height Guidelines 2018;
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines – Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (2019);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- The Planning System and Flood Risk Management (2009);

#### **Regional Policy**

- Eastern and Midland Regional Assembly – Regional Spatial & Economic Strategy (RSES), (2018);
- Transport Strategy for the Greater Dublin Area 2016 – 2035; and
- Draft Transport Strategy for the Greater Dublin Area 2022-2042.

#### **Local Policy**

- Kildare County Council Development Plan 2017-2023; and
- Celbridge Local Area Plan 2017-2023.

The Kildare County Development Plan 2017-2023 (CDP) sets out the planning policy context for future development in the County up to 2023, including the core strategy, settlement hierarchy, development management standards and policies and objectives for the protection of the built and natural environment.



The CDP was subsequently varied on the 9th June 2020 to align with the National Planning Framework (NPF) and the Eastern and Midlands Regional Spatial and Economic Strategy (RSES). The Core Strategy was updated to reflect that the growth strategy for the region included delivering sustainable growth of the Metropolitan Area through the Dublin Metropolitan Area Strategy Plan (MASP), and this included Celbridge. The Settlement Hierarchy in Table 2.2 of the Core Strategy was updated to reflect Celbridge as a 'Self-Sustaining Town' in accordance with the RSES. It continued to identify as part of the preferred development strategy to achieve 'critical mass' in the MASP area, including Celbridge. The Core Strategy was updated to reflect the NPF Implementation Roadmap and RSES population projections for the County for the periods 2020-2026 and 2026-2031. The projections were adjusted to the end of the first quarter of 2023, to coincide with the life of the Plan. The population projection for County Kildare to the end of the Plan period is 238,993, giving rise to the need for 6,023 additional residential units by 2023.

There has been no change to the Celbridge LAP to reflect the housing allocation for Celbridge in Variation No. 1 and no change to the zoning objective of the application site. The subject land is primarily zoned 'C: New Residential' which seeks 'to provide for new residential development' and partly 'E: Community and Educational' with the objective 'to provide for education, recreation, community and health' in the Celbridge Local Area Plan 2017-2023. We note that Kildare County Council (KCC) have published the Draft Kildare County Development Plan 2023-2029 which is not due to come into effect until April 2023, and therefore the subject application will be considered by the Board under the current County Development Plan and Celbridge LAP.

The site is also located within an area subject to the Celbridge Local Area Plan 2017-2023, which was adopted by Kildare County Council in September 2017. In respect to the subject site, the Local Area Plan supports the delivery of residential development and supporting infrastructure.

The proposed development forms a comprehensive development, with good transport links that will deliver infrastructure, including the access roads and junctions to the reserved school lands, in addition to the significant provision of Public Open Space. The proposed Phase 1 development at Ballyoulster is currently expected to be constructed over a five year period, with the opening year in 2024 and all remaining units complete by 2029. The provision of 344 residential units and the scale and form of development proposed is consistent with the settlement development aims of the Core Strategy, and the development of the subject site would be in line with Section 2.11.4 of the CDP (as varied) as it would consolidate growth and the delivery of infrastructure while balancing housing delivery. As set out in the accompanying application documentation the proposed Phase 1 development forms a comprehensive development, with good transport links that will deliver infrastructure, including the access roads and junctions to the reserved school lands, in addition to the significant provision of Public Open Space. The proposed development would assist in meeting the housing shortfall to date, whilst also assisting in meeting the remaining housing allocation of up to 457 no. units to 2026. Post 2026, the housing need in the area must still be met and it is submitted that the delivery of housing at appropriate locations must not be suspended or curtailed. National policy places a strong emphasis on ensuring the adequate supply of new housing development to meet existing pent up demand and housing need, and normal housing demand. The proposed development will help to deliver this key government policy objective..

Moreover, the Key Development Area 2 of Ballyoulster is identified as a New Residential Area in the Local Area Plan with the vision "*To provide for the development of a new residential neighbourhood, including primary and post primary schools and a local park that integrates with its surroundings whilst having its own unique character and a strong sense of place.*"

The proposed development aligns with the key principles of the Local Area Plan as set out in Section 12.2.2 for the KDA 2 lands, including:

- The proposed Phase 1 development contributes the overall vision for the Ballyoulster KDA2 to provide for the development of a new residential development, including primary and post primary

- schools and a local park that integrates with its surroundings whilst having its own unique character and a strong sense of place;
- The proposed vehicular access to the subject site is provided from the Dublin Road and Shinkeen Road, and provides continuous routes through the KDA that connects to the surrounding areas. It is noted the connection from Loughlinstown Road is not required for this phase of development. The proposals also provide for a permeable network of pedestrian and cycle friendly streets that incorporate existing site features such as the Shinkeen stream and existing mature trees.
  - The proposed built form reflects the established pattern of development in the area. The site layout fully integrates with the identified primary and post primary school sites, of which the Department of Education are progressing separately. A mix of housing types are proposed with duplex units and houses ranging from two to three storeys in height.
  - The proposed landscaping incorporates the Shinkeen Stream as a landscape feature and includes for pedestrian and cycle links. The new residential area is structured around a variety of open spaces that provide for both active and passive recreation.

## 2.5 ALTERNATIVES EXAMINED

### 2.5.1 Consideration of Alternatives

Article 5 of the EIA Directive (as amended by Directive 2014/52/EU) states that the information provided in an EIAR should include a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the final choice, taking into account the environmental effects.

Accordingly, the presentation and consideration of various alternatives considered by the developer and its project design team is an important requirement of the EIA process. This section of the EIAR document provides an outline of the main alternatives examined throughout the design and consultation process, and this serves to indicate the main reasons for choosing the development proposed, taking into account and providing a comparison the environmental effects. For the purposes of this exercise, alternatives are described at three levels:

- Alternative Locations.
- Alternative Designs.
- Alternative Processes.

The DHPLG 2018 EIA Guidelines state:

*“Reasonable alternatives may relate to matters such as project design, technology, location, size and scale. The type of alternatives will depend on the nature of the project proposed and the characteristics of the receiving environment. For example, some projects may be site specific so the consideration of alternative sites may not be relevant. It is generally sufficient for the developer to provide a broad description of each main alternative studied and the key environmental issues associated with each. A ‘mini- EIA’ is not required for each alternative studied.”*

Pursuant to Section 3.4.1 of the 2022 EPA Guidelines, the consideration of alternatives also needs to be cognisant of the fact that *“in some instances some of the alternatives described below will not be applicable – e.g. there may be no relevant ‘alternative location’...”*

The 2022 EPA Guidelines are also instructive in stating:

*“Analysis of high-level or sectoral strategic alternatives should not be expected within a project level EIAR... It should be borne in mind that the amended Directive refers to ‘reasonable alternatives... which are relevant to the proposed project and its specific characteristics’”.*

A 'do-nothing' scenario would result in not delivering this substantial residential development, associated uses and infrastructure and therefore not responding to the demand for housing in the area. The site would remain greenfield in nature and underutilised when considered in the context of its location in Celbridge and accessibility profile. Accordingly, a do-nothing scenario would leave a suitably zoned, serviced and accessible site empty, which is considered to be an inefficient use of the site and contrary to the implementation of the policies and objectives of the Government and national, regional and local planning policy documents.

Alternative design and layouts for the subject lands were considered and discussed by the design team over an approximately two-year period up to the finalisation of the scheme. This process was informed by pre-application discussions with the Planning Authority and the tripartite pre-application consultation with the Planning Authority and An Bord Pleanála.

The key environmental and practical considerations which influenced the design of the proposed development and alternative layouts on the subject lands included the following:

- Provision of a vehicular access to and through the subject lands to provide a continuous route from the Dublin Road and the Shinkeen Road to serve the proposed residential development and the lands reserved for the primary and post primary schools;
- Facilitation and integration of the lands reserved for the primary and post primary schools;
- Consideration of the Shinkeen stream which runs through the site from the northeast to the south and the Hazelhatch watercourse along the western boundary, and the need to protect and enhance the setting of these watercourses and ensure that no development is at risk of flooding;
- The need to retain existing mature trees and hedgerows where possible;
- The need to consider the interaction of the proposed development with existing adjacent developments, and the need to preserve the amenity, privacy and security of these properties;
- The need to consider the relationship and integration of the proposed development with the surrounding context while providing for a development of exceptional architectural quality and achieving a sustainable density of development;
- The quality of the urban environment to be delivered and the associated potential impact on human health;
- The need to consider the proposed heights, local streetscape impacts and visual impacts from the surrounding area;
- The requirement for public open space, and the need to differentiate between communal and public;
- Provide for access, permeability and connectivity with surrounding areas and land uses.

The following sections of this chapter of the EIAR contains an analysis of the alternative development options for the site, describing design options and changes which were incorporated into the scheme as the proposals progressed. The key considerations and amendments to the design of the scheme, having regard to and comparing the key environmental issues, are set out and discussed.

### **2.5.2 Description of Alternative Locations**

As outlined above, the subject land is primarily zoned 'C: New Residential' and partly 'E: Community and Educational'. The proposed uses located within the land zoned C (residential units, public open space) and the proposed use within the land zoned E (childcare facility) are permitted in principle within the zoning objectives under the Celbridge Local Area Plan 2017 – 2023.

The proposed access road connecting the Dublin Road to the Shinkeen Road is located partly on lands zoned 'E: Community and Educational' and partly on lands zoned 'C: New Residential'. This is considered appropriate and in keeping with the land use zoning / KDA 2 objectives as the proposed access road will serve both the new

residential development and also provides the access to the lands reserved for the Department of Education in relation to the provision of the 3 no. schools.

The Development Plan policies CS 1 and CS 4 support the provision of new housing in accordance with the County Settlement Hierarchy and the delivery of sustainable compact urban areas. Section 2.4.2 of the Development Plan also encourages a sequential approach to the development of settlements. The Local Area Plan also supports and promote the delivery of residential development on the subject site, which the subject application will deliver. Thus, the consideration of alternative sites for the proposed residential units was not considered necessary.

The 2018 DHPLG Guidance on the preparation of EIARs notes specifically that the consideration of some types of alternatives, such as alternative locations, may not be appropriate in all cases. EIA is concerned with projects and the Environmental Protection Agency's guidelines (2022) state that, in some instances, neither the applicant nor the competent authority can realistically be expected to examine options that have already been previously determined by a higher authority, such as a national plan or regional programme for infrastructure which are examined by means of a Strategic Environmental Assessment (SEA), the higher tier form of environmental assessment. As the subject site has been identified to accommodate the uses proposed, it is not considered appropriate to evaluate alternative locations in the EIAR.

However, the SEA Environmental Report for the Celbridge Local Area Plan considered a range of alternatives in relation to land use. The options considered included the following:

- Scenario One: Transit oriented development- This development scenario focuses on increasing the density of lands in the vicinity of Hazelhatch train station and strategic placement of development along bus routes or in the town centre to reduce reliance on private vehicles as the primary mode of transport.
- Scenario Two: Town centre revitalisation- This development scenario would revitalise the town centre of Celbridge by redeveloping St Raphael's lands which lay on the southern side of the town centre. Additionally, zoning would be implemented to encourage living above town centre shops and the development of town centre/mixed use land along the Dublin Road.
- Scenario Three: School-focused strengthening- This development scenario would optimise access for new developments to the two school clusters within the town. The school clusters include the western cluster of St. Wolstan's Community School, Scoil Na Mainistreach and North Kildare Educate Together and the M4 cluster including Salesian College, Scoil Mochua and the temporary Celbridge Community School. This scenario would use the greenfield sites in vicinity of these school clusters for new development and further development would take place on the right bank of the River Liffey, near Primrose Hill School and St. Patrick's Primary School.
- Scenario 4: Standard suburban expansion- This develop scenario would place nearly all development on the edge of the town in greenfield sites. Further, this scenario considers that most development in Celbridge is slightly in excess of the minimum densities recommended by Kildare County Council (25 units per hectare).

The SEA considers each of these alternatives in turn in Section 7 of the report and outlines the likely impacts associated with each alternative scenario, before defining the chosen alternative as follows:

*“Scenario 1 Transit-oriented Development and Scenario 2 Town Centre Strengthening were identified as the most advantageous scenarios in the above assessments. A combination of alternatives considered above, focusing on Scenarios 1 and 2, were amalgamated to arrive at the Celbridge LAP zoning strategy.”*

The proposals contribute positively to the development of the wider area and optimises underutilised land at an appropriate location which is well serviced by infrastructure, transport and local facilities, as further demonstrated in the standalone Social and Community Infrastructure Audit / Assessment accompanying this application.

The subject site and the surrounding area have the environmental capacity to accommodate the proposed development without any significant risk of impact upon environmental sensitivities due to the site location.

### **2.5.3 Description of Alternative Uses on the site**

The subject site is zoned for residential and supporting uses as referenced above. The subject site is well served by existing social and community infrastructure with a wide mix and variety of uses in the surrounding area, in addition to the existing high quality transport infrastructure located nearby. The neighbourhood centre of St Wolston's Shopping Centre is in very close proximity to the site (c. 300) and includes a Super Valu, a fitness club, a medical centre and a pharmacy. A neighbourhood centre is also located in close proximity to the south within the Primrose Hill housing estate, including a Tesco, GP surgery, a pharmacy and a childcare facility. The subject site is also within walking distance (c. 1km) of the town centre with a large range of restaurants, cafes and other services/facilities such as churches, community centres, medical services and a library. There are a number of sports and recreational facilities available in proximity to the site, including Celbridge Abbey Gardens, Celbridge GAA Club and Celbridge Football Club.

In light of these nearby uses, the sites zoning, and current demand for high quality residential units, it is put forward that other land uses on site would not be considered viable alternatives or would not be in accordance with the planning policy context pertaining to the lands.

In this context, as noted above, the SEA for the Celbridge Local Area Plan considered alternate patterns of growth for Celbridge. The proposed use of the site is considered to accord with the selected alternative set out within the SEA, in that the proposals represent development at a sustainable density on an accessible, serviced site that is located near several public transports.

### **2.5.4 Description of Alternative Designs**

This section provides an overview as to how the proposed development has evolved to date by way of consideration of alternative designs and the iterative nature of the proposal now before the Board. Various options were considered as the scheme progressed and key considerations were incorporated into the evolving project design, having regard to the key environmental issues pertaining to the lands.

#### **Option 1- Development Strategy for the wider KDA 2 lands**

To inform the proposals for Phase 1, a development strategy document was prepared by the applicant to provide a coherent strategy for the overall landholding. This provided a framework for the layout and to ensure the proposals can fully integrate with the phased delivery of the lands including the future delivery of the education site. This strategy was developed following consultation with the Planning Authority, with feedback received from KCC in October 2020 and January 2021, with the strategy finalised in May 2021.



**Figure 2.5: Land Use and Density**

The land use strategy sought to align with the zoning and design concept set out in the LAP for the KDA 2 lands. It included a school site reserved to the north of the access road to provide the primary and post primary schools, with the remainder of the landholding zoned for residential development and public open space, accommodating a central local park, riparian prominence and pocket gardens. The applicant and design team then developed the scheme further for the Phase 1 lands, as discussed further below.

### **Option 2- Pre-Application Consultation with the Planning Authority with August 2021**

The first pre-application meeting with the Planning Authority was held on the 26th of August 2021, with the pre-application documentation finalised and submitted to the Planning Authority in August 2021.

The development proposed at the first pre-application meeting comprised c. 322 no. residential units (comprising 164 no. apartments / duplex units and 158 no. houses), a childcare facility, communal and public open space, landscaping, car and cycle parking spaces, provision of a secondary link street from Dublin Road and Shinkeen Road, associated internal roads, pedestrian and cycle paths and all associated site and infrastructural works.



**Figure 2.6: Site Plan of the Proposed Development Pre-Application Meeting No.1 (August 2021)**

Source: OMP

The Planning Authority expressed concerns and queries with regard to the design/layout. Further information was requested on the access and drop off facilities for the school, and further consideration was required on the southern boundary to provide a more meaningful link and modify the blocks for a better sense of enclosure.

It was identified that Site A was lacking in smaller open spaces / access to open space, and that further was consideration required in terms of the connections and the level of semi private open space.

Concern was raised with Site B and the potential location for a statement building that appropriately addressed the local park, in addition to clarification on building heights.

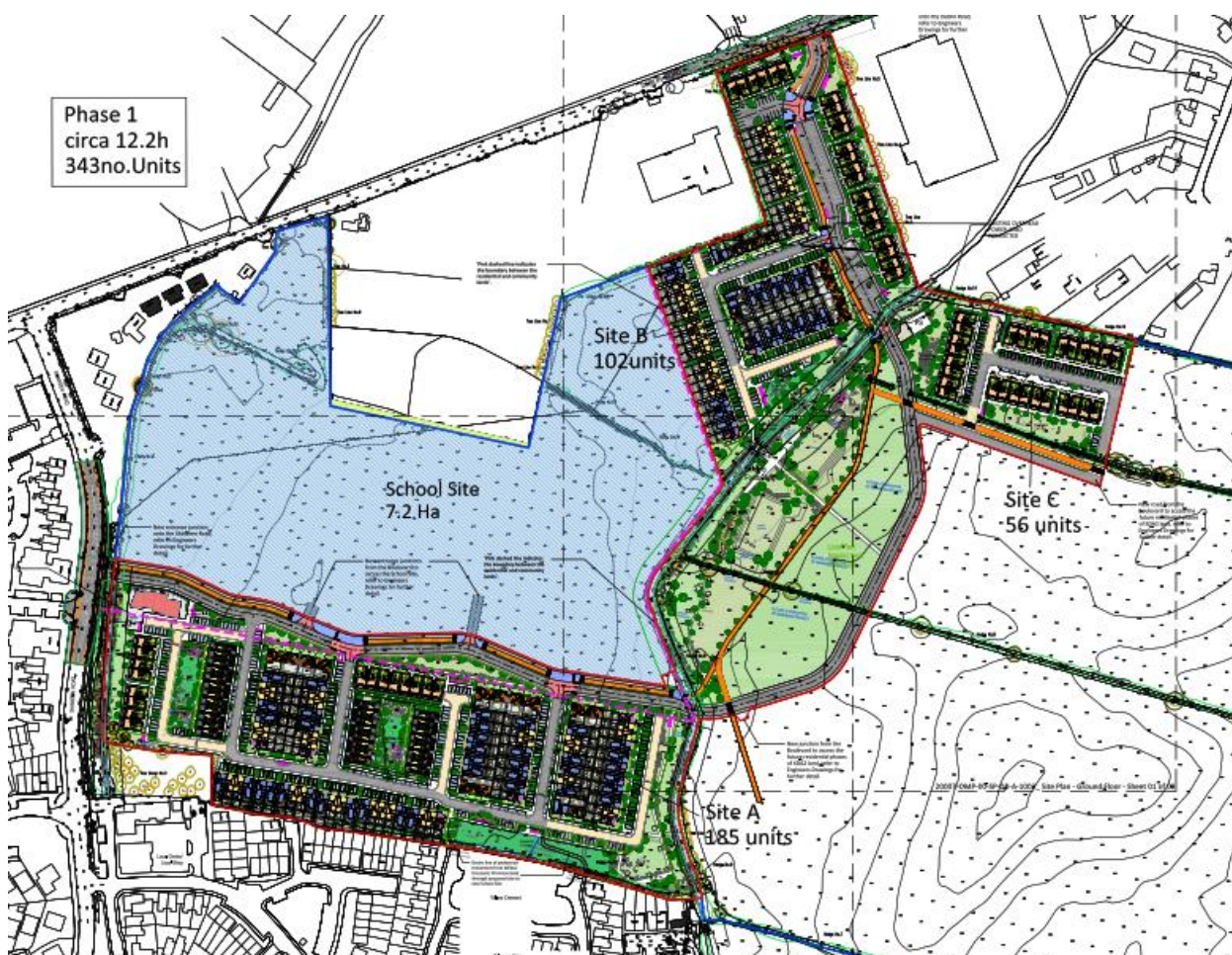
Further details were required in relation to traffic impact and the future school development which should be incorporated into the Traffic and Transport Assessment, along with further consideration required on linkages and security for vulnerable road users, the potential for signalised junctions, the widths of streets and the uncontrolled crossing on boulevard given the schools.

Further points discussed related to visitor parking spaces, electric charging point, public lighting, noise impact, parking standards, Part V, bins and landscaping.

### **Option 3- Scheme Submitted to An Bord Pleanála for Pre-Application Consultation (November 2022)**

The applicant and design team reviewed the proposal presented at the pre-application meeting in light of the feedback received and in advance of the pre-application consultation with the Board. An update was provided to the Planning Authority by email on 8th October 2021 outlining the changes made in in response to the issues

raised, to reflect further design team development and consultation with the Department of Education. This included a revision to the Site Layout Plan to ensure the proposed residential units are located solely on lands zoned 'C: New Residential' in accordance with the Celbridge Local Area Plan Land Use Zoning Objectives Map. This resulted in a slight reduction in the quantum of residential development located within Site A and a resultant increase in the lands reserved for the Department of Education in relation to the provision of the 3 no. schools. The lands reserved for the schools increased from 6ha to 7.2ha in total as a result. This also incorporated the lands that were previously identified in the LAP to extend the Donaghcumer Cemetery as KCC since confirmed the land is not suitable for the cemetery extension. This revised layout informed the scheme submitted to An Bord Pleanala.



**Figure 2.7: Site Plan of the Proposed Development (October 2021) Source: OMP**

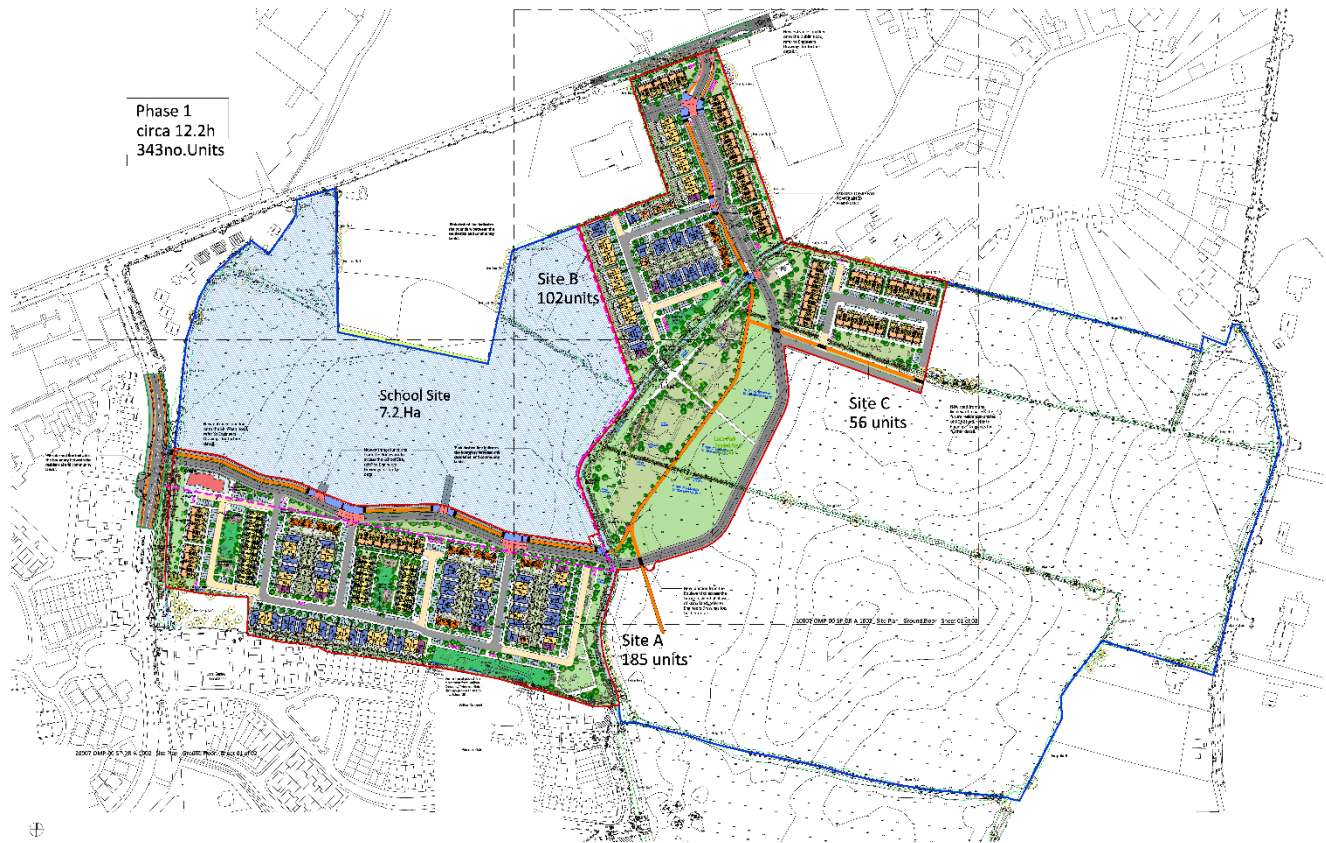
The pre-application request submitted to the Board related to a Strategic Housing Development comprising 343 no. units (123 no. dwellings and 220 no. apartment/duplex units + maisonettes), a childcare facility, communal and public open space, landscaping, car and cycle parking spaces, provision of a secondary link street from Dublin Road and Shinkeen Road, associated internal roads, pedestrian and cycle paths and all associated site and infrastructural works.

A summary of the revisions to the proposal from the first pre-application meeting can be summarised as follows:

- The total gross site area increased from 11.9Ha to 12.2Ha.
- The site boundary changed with the addition of the site C.
- The childcare was relocated from the east within the lands zoned C to the west within the lands zoned E – Community and Educational.
- The number of units on Site A reduced from 227 no. to 185 no.



- The number of units on Site B increased from 95 no. to 102 no.
- The addition of Site C to provide a further 56 no. units within the Phase 1 application, new roads are added.
- Addition of pedestrian desire line to the south of the site.
- The number of car parking increased from 508 to 524, with an increase for the visitor from 18 no. to 52no. car park spaces (from 3.5% to 10%)



**Figure 2.8: Site Plan of the Revised Site Layout ABP Pre-Application (November 2021) Source: OMP**

#### **Option 4- Pre-Application Consultation with the Planning Authority (March 2022)**

Further consultation was undertaken with the Planning Authority, with a revised scheme submitted to KCC in March 2022 and a subsequent meeting held on the 7<sup>th</sup> April 2022. The scheme was revised to address comments raised by the Planning Authority and An Bord Pleanála, however it also evolved to respond to updated flooding information received and in response to the archaeology investigations.

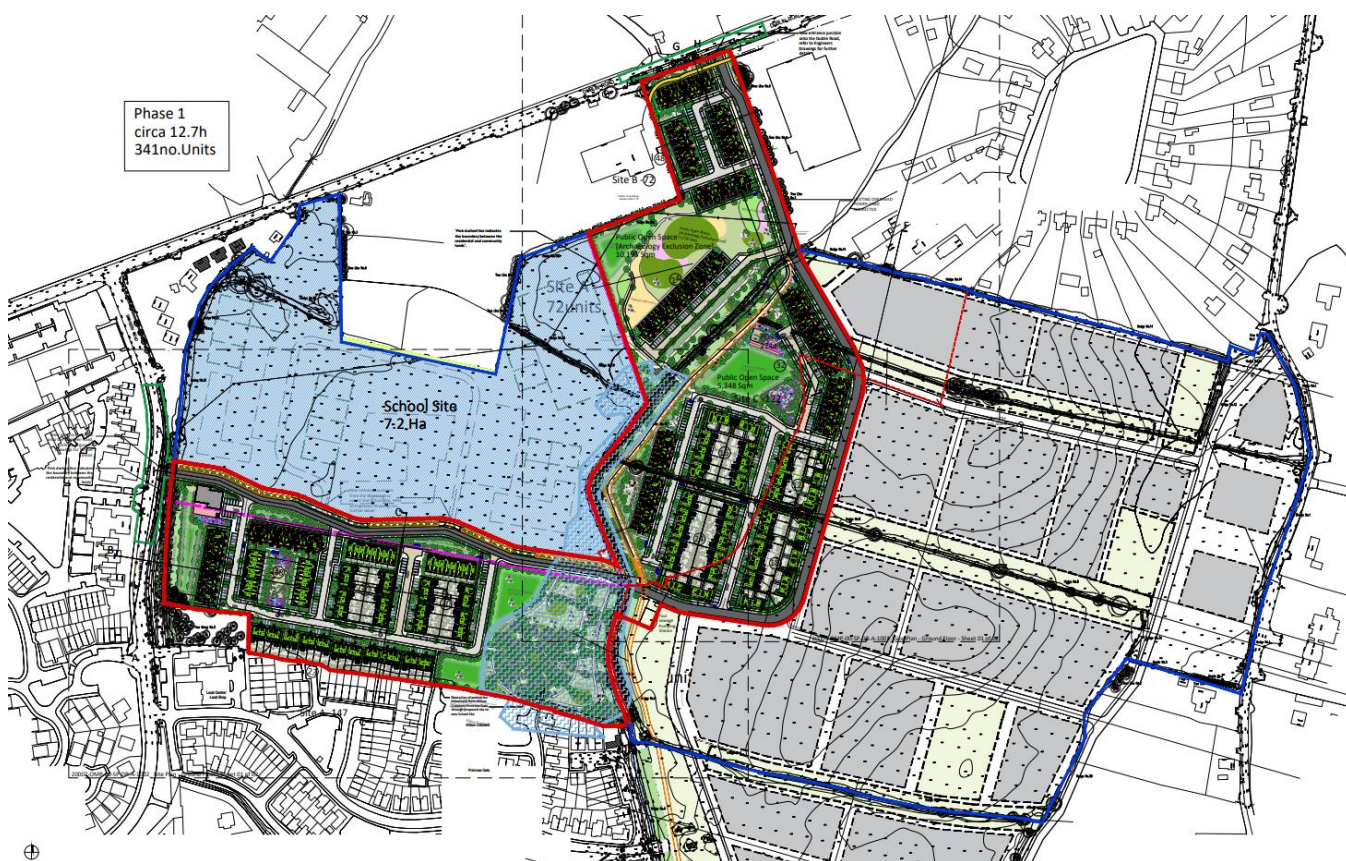
The new proposed scheme related to 341 no. units (121 no. dwellings and 220 no. apartment/duplex units), a childcare facility, communal and public open space, landscaping, car and cycle parking spaces, provision of a secondary link street from Dublin Road and Shinkeen Road, associated internal roads, pedestrian and cycle paths and all associated site and infrastructural works.

A summary of the revisions to the proposal development can be summarised as follows:

- The gross site area has increased from 12.2 to 12.7ha.
- The eastern site boundary changed, with the relocation of the site C.
- The number of units decreased from 343 no. to 341 no. units.
- The public open spaces has been restructured: three local parks are provided, one for each site, along with other public open spaces that provide for both passive and active recreation.

- The Shinkeen Stream and its Riparian corridors has been incorporated into new development as a landscape feature which includes a continuous pedestrian and cycle link setback along its bank.
- Buildings have been setback an additional 10m to integrate green links, public lighting and landscape thresholds in compliance with current IFI guidelines.
- The proposed layout and organisation of Site B provides a future vehicular connection to the adjoining third party lands in the interests of community integration and forward planning. The site layout has been revised in response to protecting and retaining an area of Archaeological Interest located within Site B.
- The entrance and alignment of the Link Road into the KDA2 lands from the Dublin Road is revised where the duplex block entrances has frontage onto the street strengthening the Urban Design response to this entrance.
- In response to the Hazelhatch Flood Study 2021, the scheme has been revised to remove all residential development from the area with risk of flooding to the east of Site A.

The resulting scheme proved for improvements in environment impact when compared to the previously discussed design with the Planning Authority and An Bord Pleanala. The layout and design of the scheme ensured improvements in terms of permeability and enhanced amenity (resulting in likely improvement in terms of human health for future residents), while also allowing for a significant public open space. The design of the scheme also responds to the Hazelhatch Flood Study 2021, with the scheme revised to ensure no residential development is located in the area with risk of flooding. It also ensures an integrated approach with the preservation in situ of archaeology features within Site B.



**Figure 2.7: Site Plan of the Proposed Development (March 2022) Source: OMP**

### Preferred Option - Development Submitted for Approval

The subject scheme is described in detail in the following sections, in the Statement of Consistency and Planning Report and the Architectural Design Statement which accompanies this application. It is considered that the finalised design as assessed in this EIAR takes account of the key environmental factors relevant to the proposed

development. The final scheme design has been informed by the pre-application meetings with the Planning Authority and with the Board. The current proposals provide the optimal form of development on this first phase of the KDA2 lands and help deliver a development that provides residential units and supporting infrastructure in a high-quality development, whilst protecting the amenities of neighbouring properties and providing for a reduction in negative environmental impacts vis a vis the alternative layouts and designs previously set out.

The Opinion issued by An Bord Pleanála on the 3<sup>rd</sup> March 2022 identified three items requiring further consideration / amendment, in addition to 8 no. items of specific information. The standalone Statement of Response Report prepared by John Spain Associates, which accompanies this application, provides a concise response to each of these items requiring further consideration / amendment and the items of specific information, and identifies the relevant documents in the application documentation where the individual issues raised are addressed in greater detail.

Having carefully considered all relevant factors, the number of proposed units has decreased compared to the scheme submitted for pre-application consultation with the Board, from 343 to 344 no. residential units. For the avoidance of doubt, there is no legal requirement under the 2016 Act which mandates that the quantum of units in the final application must be the same as the proposal submitted at the pre-application stage.

The key issues from an environmental perspective which influenced the final design included:

1. The site area increased from 12.7 hectares to 13.4 hectares to add a portion of the Dublin Road and Shinkeen Road for proposed improvement and public realm works, including construction of 2 no. signalised junctions.
2. The layout has developed to create a coherent strategy that responded to the significant constraints of flooding and archaeology features identified within the site, whilst also ensuring a high quality design in respect of streetscape, enclosure and passive surveillance.
3. The public open space has been revised to provide a series of Local Parks integrating with the Shinkeen Stream and the 10m riparian corridor. This sequence of connected public spaces creates a unique landscape setting and amenity for each character area providing the residents with a mix of passive and active uses, a distinct sense of place and a designated local park.
4. The proposed access and alignment of the access road from Dublin Road has been revised in response to protecting and preserving archaeological features in situ.
5. Site C is revised and relocated central to the site overlooking both local parks and provide a strong urban edge to the access road.
6. The setbacks from existing mature trees and hedgerows has been improved to provide for the retention of these biodiversity corridors as illustrated in the Arboricultural Report and accompanying drawings. The wider landscape scheme for the development has also been further developed, with a significant level of consideration given to proposed planting, landscape layout and species, resulting in improvements in terms of landscape impact vis a vis the previously considered alternatives.

In summary, the design of the proposed development takes into account all environmental issues raised in respect to previous design alternatives and provides for a development that has been optimised to amplify positive environmental effects whilst reducing negative environmental impacts wherever possible. The final proposed scheme also responds to the characteristics and constraints of the subject site vis a vis the previous iterations of the scheme and the alternative layouts considered. Figure 2.9 to 2.11 below provide illustrations of the final scheme design.

<b>Likely Effect</b>	<b>Design Option 1 – Draft Layout for KCC Pre-Application No. 1</b>	<b>Design Option 2 – Pre-Application Consultation Scheme ABP</b>	<b>Design Option 3 – Draft Layout for KCC Pre-Application No. 2</b>	<b>Preferred Option – Final SHD Scheme</b>
<b>Connectivity (Material Assets)</b>				
<b>Pedestrian and cycle accessibility (Population and Human Health)</b>				
<b>Visual Impact on Adjoining Areas and architectural detailing (Landscape and Visual Impact)</b>				
<b>Incorporation of SUDS (Water and Material Assets)</b>				
<b>Design of Communal and Public Open Space (Landscape impact and human health)</b>				
<b>Traffic and Transportation</b>				

**Table 2.1: Comparison of Environmental Effects (note – qualitative comparison provided in the preceding text) – Orange indicates increased / negative impact, green indicates reduced / positive impact, with design option 1 taken as the baseline.**

#### 2.5.4 Description of Alternative Processes

The relevance of alternative processes and technologies is limited in the case of this EIAR having regard to the nature of the proposed development, which is primarily for a residential development. The Energy Report prepared by Waterman Moylan Consulting Engineers confirms that the proposed development will incorporate energy efficiency measures to achieve low levels of thermal bridging high levels of insulation, and will utilise low energy heating equipment, such as air source heat pumps and/or an alternative heating system (such as gas boilers with PV panels for renewable energy) for the houses and individual plant in each unit, either exhaust air heat pumps or electric heaters and hot water heat pumps for the apartments.

The building fabric has been selected to meet the requirements of Part L building Regulations. The incorporation of these elements and technologies into the scheme will ensure higher performance and improved building sustainability when compared to alternative out-dated, less energy efficient materials and technologies.

## 2.6 CHARACTERISTICS OF THE PROJECT

The description of the development as set out within the public notices has been provided in Section 2.4 above. The following provides a summary of the key characteristics of the project of most relevance to the EIAR, which should be read in conjunction with all accompanying application documents and reports. Each chapter of the EIAR includes details of the characteristics of the project of most relevance to that particular aspect of the environmental assessment.

The following table sets out the key figures and quanta associated with the proposed Strategic Housing Development.

**Table 2.2: Proposed Development Details**

	<b>Proposed</b>
<b>Application Site Area (red line boundary)</b>	13.4 ha
<b>Net Development Area</b>	9.7ha
<b>No. Residential Units</b>	344 no. units
<b>Non-residential units</b>	Site A – Childcare facility 369 sq.m
<b>Mix</b>	<p><u>All units (Duplex and houses)</u></p> <ul style="list-style-type: none"> <li>• 54 no. 1 beds</li> <li>• 30 no. 2 beds</li> <li>• 210 no. 3 beds</li> <li>• 50 no. 4 beds</li> </ul> <p><u>Breakdown</u></p> <ul style="list-style-type: none"> <li>• 4 no. 3 bed two storey detached houses;</li> <li>• 28 no. 3 bed two storey semi-detached houses;</li> <li>• 48 no. 3 bed two storey terraced houses;</li> <li>• 50 no. 4 bed three storey semi-detached houses;</li> <li>• 214 no. duplex apartments / apartments (54 no. 1 beds, 30 no. 2 beds, and 130 no. 3 beds) in a series of 15 no. duplex apartment / apartment blocks of 3 no. storeys in height</li> </ul>
<b>Site Coverage</b>	18%
<b>Plot Ratio</b>	0.4
<b>Density</b>	35.5 (based on net site area of 9.7ha)
<b>Car Parking</b>	<ul style="list-style-type: none"> <li>• 585 no. spaces in total: <ul style="list-style-type: none"> <li>○ 260 no. spaces for houses (2 spaces / unit)</li> <li>○ 214 no. spaces for duplex units (1 space / unit)</li> <li>○ 102 no. visitor spaces</li> <li>○ 9 no. spaces for the childcare facility</li> </ul> </li> <li>• 4 no. loading bays</li> </ul>
<b>Cycle Parking</b>	<ul style="list-style-type: none"> <li>• 770 no. spaces in total: <ul style="list-style-type: none"> <li>○ 378 no. residential on curtilage spaces</li> <li>○ 120 no. residential shared, covered and secure spaces</li> <li>○ 272 no. visitor spaces (including 13 no. creche cycle parking spaces)</li> </ul> </li> </ul>
<b>Public Open Space</b>	25,586 sq.m (18% gross of site area / 25% of net site area)
<b>Communal Open Space</b>	2,151 sq.m
<b>Part V</b>	<p>69 no. units (pepper potted across the site)</p> <p>Includes:</p> <ul style="list-style-type: none"> <li>• 7 no. houses</li> <li>• 62 no. apartments / duplex units</li> </ul>

## **Duration of Permission**

As set out in the public notices and having regard to the scale of the proposed development, the intended phasing of delivery and the fact that the application is subject to an EIAR, a seven year planning permission is sought for this development having regard to the provisions of Section 41 of the Planning and Development Act 2000, as amended.

## **Residential Density**

The proposed development of 344 no. units equates to a net density of 35.5 uph on a net site area of 9.7 ha. The density and building height respect the adjoining areas.

The net development area also excludes the riparian strip along the northern boundary of the. This accords with the Sustainable Residential Development in Urban Areas Guidelines (2009), where Appendix A sets out that open spaces serving a wider area and significant landscape buffer strips should be excluded from net density calculations.

The Celbridge LAP does not state any maximum density figure for the KDA 2 lands and instead provides an estimate figure. Table 4.1 of the Celbridge LAP states the estimated density for the KDA 2 lands is 30 dph, with an estimated capacity of 885 no. units. This is based on an area of 29.5 ha, which Table 4.1 states is the quantum of land for housing for KDA 2. However, it notes that the estimated residential capacity represents an estimate only, and that ‘the density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics and local sensitivities’. Section 12.2.2 relating to the KDA 2 lands also states that ‘this site will accommodate medium to low-density residential development in the order of 30 units per hectare.’

Therefore, it is clear that the LAP allows for flexibility with regards to the density of the site, and as demonstrated by the OMP Architectural Design Brochure and following the full assessment of the site characteristics, the Phase 1 lands can deliver a scheme with a net density of 35.5 uph whilst also meeting all other required objectives of the LAP and the CDP.

Table 4.2 of the CDP sets out a density figure of 30-50 dph for a greenfield site in a large town, such as the subject site. As set out in Section 3, this is aligned with national policy and ministerial guidelines, including the Sustainable Residential Development in Urban Areas Guidelines (2009), the Urban Development and Building Height Guidelines for Planning Authorities 2018, and the Apartment Guidelines 2020 which seek to encourage compact growth and higher density development in accessible locations, such as the subject site.

## **Building Height**

The proposed building heights range from 2 and 3 no. storeys across the development. This accords with the LAP which identifies the KDA 2 lands should include a mix of housing types that range from two to three storeys in height.

## **Residential Units**

The proposed development will have a total of 344 no. houses, apartment and duplex units, broken down as follows:

- 54 no. 1 beds (16%)
- 30 no. 2 beds (9%)
- 210 no. 3 beds (61%)
- 50 no. 4 beds (15%)

The houses (130 no. in total) comprise of semi-detached, detached and terrace units, with a mix of 80 no. 3 bedroom units and 50 no. 4 bedroom units.

In relation to the apartment and duplex units (214 no. in total), the mix is broken down as follows:

- 54 no. 1 beds (25%)
- 30 no. 2 beds (14%)
- 130 no. 3 beds (61%)

The apartments are compliant with the Apartment Guidelines 2020 in respect of floorspace, layout, private open space and parking. Please refer to Section 6 of the Statement of Consistency and Planning Report and the Housing Quality Assessment prepared by OMP for further details.

### **Childcare Facility**

The proposed development includes a childcare facility with a GFA of 369 sqm located to the west of the site. The childcare facility also includes an outdoor play area, with an area of 80 sq.m, in addition to 9 no. parking spaces. The childcare facility has been estimated as being capable of accommodation c. 74-92 childcare spaces (based on a gross floorspace requirement of c. 4-5 sq.m per child). It is considered that this facility will be able to accommodate the demand for childcare spaces generated by the proposed development with potential additional capacity to accommodate demand from the surrounding area.

### **Landscape and Open Space**

A landscape design for the proposed development has been prepared by BSLA, and we refer to the Landscape Design Report and accompanying landscape drawings for further details. In summary, provision is made for extensive public and communal open space, and the aim of the landscape design is to create a high quality attractive environment with amenity facilities for the proposed apartments and the surrounding area.

The landscape scheme protects and enhances biodiversity through the following:

- The inclusion of the riparian corridor along Shinkeen Stream into the open space network
- Protection of hedgerows and existing trees along the boundaries, and within the site
- An appropriate planting pallet selection and landscape planted structure to mitigate loss of habitat and create ecological linkages

The landscape strategy creates a network of external spaces that allows for flexibility in recreation activity, social interaction and active play, as well as spaces that are quiet and calming, and connects to and utilises existing green infrastructure for walking cycling and running. The proposed landscaping has been fully co-ordinated in respect of SUDS and public lighting.

All houses are provided with private amenity space in the form of gardens. All apartments and duplex units are provided with private amenity spaces in the form of balconies and terraces. The landscape strategy includes provision of a privacy strip planting to ground floor apartments and play facilities, in accordance with the Apartment Guidelines 2020.

### **Public Open Space and Riparian Zone**

The proposed development provides for 25,586 sq.m (2.56 ha) of public open space (excluding the riparian strip) which equates to 18% of the total site area (13.4 ha) and 25% of the net site area (9.7 ha). This increases to 3.36ha in total when including the riparian strips, equating to c. 26% of the total site area in the applicant's

ownership (12.9 ha). The linear open space along the edge of the Shinkeen Stream accommodates pedestrian and cycle movement as well as recreation use.

The Public Open Space includes provision of 3 no. Local Parks, one for each site. Each public space is integrated with existing hedgerows and mature trees, in addition to proposed footpaths, cycle ways, green links, landscaping and a variety of play spaces. Formal play and football pitches cannot be accommodated within these local parks due to the existing site features of archaeology and flood areas which must be retained.

The Shinkeen Stream and its Riparian corridors is incorporated into new development as a landscape feature which includes a continuous pedestrian and cycle link setback along its bank. Buildings have been setback an additional 10m to integrate green links, public lighting and landscape thresholds in compliance with current IFI guidelines

### Communal Open Space

Provision is made for 2,151 sq.m of communal open space, exceeding the Apartment Guidelines 2020 minimum requirement of 1,650 sq.m based on the proposed unit mix and numbers. The communal open spaces are provided between the public open space and the house in the Site B, in courtyard spaces and along the west watercourse in the site A, with lawns, outdoor seating, garden areas, communal dining, play facilities, picnic areas and outdoor gym equipment.

### Connectivity and Permeability

The proposed development will enhance the connectivity and permeability of the site and its surrounding area. a pedestrian / cycle way is provided along the Boulevard, along a part of the stream and through the site B.

The proposals also allow for potential future links with the lands reserved for the school and to the future residential phases to the east, which are lands under the applicant's control. The proposals also allow for potential future links with the lands to the west of Site B (in terms of potential vehicular connections), and also allows for potential future links with the adjoining residential development to the south, which will need to be delivered by the Planning Authority as the land to the south is not in the applicant's control. The public realm strategy also focuses on prioritising pedestrians and cyclists throughout the site.

**Figure 2.12: CGI view within the proposed development**





## **Transport and Access**

The main site access / egress will be via 2 no. new junctions including one on the Shinkeen Road and another on the Dublin Road. Both junctions will take the form of signal-controlled junctions. These accesses will also accommodate future vehicular access to the schools' site and future residential development on the wider KDA 2 lands.

The proposed site layout has been designed to maximise permeability and connectivity to, through and from the site by foot and by bicycle. Dedicated cycle and pedestrian facilities are proposed at the two vehicular access junctions on Dublin Road and Shinkeen Road.

The subject proposals include for the provision of a new 6.5m wide "Local Distributor Road" between the aforementioned site access junctions located on Shinkeen Road and Dublin Road. In addition, provision has been made for 2 no. access locations to the aforementioned schools' site to the north as well as links to future phases of the KDA2 lands to the east and south. Dedicated pedestrian footways are proposed along both sides of the corridor with a 2-way cycle track proposed on the northern / western side.

The site includes for the provision of 3 no. proposed bridge crossings for pedestrian and vehicular traffic. These bridges will require Section 50 consent by OPW prior to construction under the Arterial Drainage Act 1945. However, it is noted that a Section 50 consent cannot be provided prior to planning permission, as such this application will be made post receipt of planning permission.

Further details are set out in the Traffic and Transport Assessment (TTA) prepared by DBFL, and the Infrastructure Design Statement, supporting reports, and associated drawings by DBFL. The TTA concludes that there are no traffic or transportation related reasons that should prevent the granting of planning permission for the subject Phase 1 residential development.

Sufficient sight lines are provided, and the development will be compliant with the Design Manual for Urban Roads and Streets as confirmed in the documentation prepared by DBFL.

## **Car Parking**

The development proposal contains a total of 585 no. car parking spaces, 260 no. car parking spaces for the proposed housing, 214 no. car parking spaces for the apartments/duplexes, 9 no. creche car parking spaces and 102 no. car spaces for the visitors, including accessible spaces and EV charging spaces. 4 no. loading bays are also proposed.

## **Bicycle Parking**

The proposed development provides a total of 770 no. bicycle parking spaces in total, comprising 378 no. in curtilage spaces, 120 no. residential secure and covered spaces, and 272 no. visitor spaces (including 13 no. spaces for the childcare facility).

The proposed development will provide for a high-quality cycle infrastructure throughout the site. The proposed entrance includes the provision of footpath and cycle lane facilities.

## **Site Services**

In relation to foul water drainage, as the topography of the site is largely flat, a new strategic foul pumping station for the site and for future development lands will be provided. Therefore, a foul rising main and associated pumping station and rising main discharge (header) manhole is proposed to service the Phase 1 development and also accounts for the wider KDA 2 lands.

The proposed foul pumping station is to be located in the central area of the developed lands on the western side of the Shinkeen Watercourse (in accordance with the requirements of Irish Water Code of Practice for Wastewater Infrastructure) and constructed in accordance with Irish Water Standard Details. It will accommodate 24 hours of emergency storage as agreed with Irish Water. A rising main will pump forward flows to the proposed new gravity network on the Shinkeen Stream and discharge (header) manhole shall be located upstream of the new gravity network (constructed in accordance with Irish Water Standard Details).

The proposed foul drainage network comprises of a series of 225/300mm diameter pipes, discharging to the pumping station described above. Each residential unit is serviced by individual 100mm diameter connections in accordance with Irish Waters Code of Practice for Wastewater.

A Confirmation of Feasibility from Irish Water has been received and is submitted with the application. Irish Water have confirmed a wastewater connection is feasible subject to upgrades, The Confirmation of Feasibility confirms that Irish Water's Capital Investment Plan includes for projects in the Celbridge and Lower Liffey Valley Catchment which will provide long term strategic solutions and ensure sufficient capacity for the proposed development. Two such capital projects include the:

- Primrose Hill WwPS Project
- New gravity sewer extension conveying flow from the edge of the site boundary along the Shinkeen Road and Hazelhatch Roads and to a proposed outfall manhole located upstream of Primrose Pumping Station

The Primrose Hill pumping station project is due to be complete in Q4 of 2023 while the gravity sewer upgrade is scheduled to be complete by 2025. Correspondence with Irish water has been conducted to provide further details and timeframes for the delivery of the gravity sewer. The upgrade works can be delivered in a timely manner as they are to be delivered by or on behalf of Irish Water and whilst it would be preferential if the gravity sewer programme could be brought forward to match that of the Primrose Hill pumping station project, however, a programme of delivery for the gravity sewer by 2025 would be in line with the delivery of the first phase of units in the Ballyoulster SHD assuming a 6 month pre-construction phase and an 18 month construction time frame. This is discussed further below.

The proposed gravity sewer extension forms part of Irish Waters capital delivery programme and thus costs included as part of these capital works are included in the standard connection fee by applicants. DBFL have confirmed with Irish Water that no other planning or other third party consents are required to deliver the infrastructure.

In relation to water supply, the Confirmation of Feasibility from Irish Water confirms a water connection is feasible subject to upgrades. In order to accommodate this development, Irish Water have advised an upgrade is required on the existing network resulting in approximately 400m of new 200mm watermain extension approximately 3km away from the proposed development and the removal of an existing 150mm diameter sewer. The upgrade works will be carried out by Irish Water under their exempted development powers and will be paid for by the applicant. The upgrade works can be delivered in a timely manner, DBFL have confirmed with Irish Water that the upgrade works do not need planning permission and are located within public roads/verges. Following a grant of permission, Irish Water will confirm the cost the applicant is to pay, which is completed as part of the Connection Application process.

Surface water discharged from the proposed surface water drainage network will be controlled by a vortex flow control device (Hydrobrake or equivalent) and associated SUDS features and overland nature based systems such as ponds, swales and detention basins. The proposed development includes a number of SUDS features including, tree pits, bio-retention areas and swales. Surface water runoff from the development will be attenuated to greenfield runoff rates in accordance with the Greater Dublin Strategic Drainage Study (GDSDS). Surface water runoff from the site's road network will be directed to the proposed pipe network via conventional road gullies where there are no adjacent open green areas. Where there are open green adjacent areas surface water

shall overflow into open green areas via strategically placed dropped kerbs where there will be bio-swailes installed to collect the surface water while surface water runoff from driveways will be captured by permeable paving. Both of these features will be fitted with an overflow to drain into the main pipe network.

Surface water runoff from roofs will be primarily routed to the proposed surface water pipe network via the porous aggregates beneath permeable paved driveways (providing an additional element of attenuation). However, in some instances as noted in the drawings packages, rain gardens will be provided at the backs of some properties to act as a form of attenuation and biodiversity.

The existing watercourses within the site to provide a suitable surface water discharge point for the proposed development. Surface water discharged from the proposed surface water drainage network will be controlled by a vortex flow control device (Hydrobrake or equivalent) and associated SUDS features and overland nature based systems such as ponds, swales and detention basins. Surface water discharge will also pass via a full retention fuel / oil separator (sized in accordance with permitted discharge from the site) and shall be restricted to 2.2l/s/ha.

## **2.7 THE EXISTENCE OF THE PROJECT**

### **2.7.1 Introduction**

The purpose of this section is to provide a description of the proposed development which considers all aspects of the project life cycle both during construction and post construction (and decommissioning if applicable). These include the following:

- Construction Stage (Land Use Requirements, Construction Activity & Significant Effects);
- Operation Stage (Processes, Activities, Materials Used);
- Changes to the Project; and,
- Secondary and Off-Site Developments

### **2.7.2 Description of Construction Stage**

This section of the EIAR summarises the construction and phasing of the proposed development and summarises the measures to be taken to ensure that the impact of construction activity is minimised. The *Construction and Environmental Management Plan* and *Resource and Waste Management Plan*, which are included as standalone reports with this application, should be referred to for a more detailed assessment of the construction, waste and indicative construction phasing proposals for this development.

#### **Construction Stage**

The construction of the development is anticipated the proposed construction of the development has been split into three number distinct phases over a 5-year construction programme. The phases will allow the provision or upgrading of any external infrastructure and services to be provided on a phased basis and provide an appropriate quantum of development and supporting infrastructure within each part of the overall scheme. This will also include any site enabling works. A seven year permission is sought for the development which has regard to the scale of development, likely timeframe for tendering and construction of each phase.

It is proposed that Site A (131 residential units and the childcare facility) along with the local distributor road linking the Shinkeen and Dublin roads would be developed first. This would include the 3 number bridge crossings over the Shinkeen and Hazelhatch watercourses, which would prevent any temporary structures being constructed, the foul pumping station and associated infrastructure and the junction upgrades. During this period, it is anticipated that any field works in the area of archaeological interest would be undertaken. It is proposed this would be over a 24-month programme. This is aligned with the Irish Water upgrade works, including the Primrose Hill gravity sewer project which is due to be delivered by 2025. This would align with the delivery of the first phase

of units on the subject lands, assuming grant of permission by Q4 2022 / Q1 2023, with the 6 month pre-construction phase to commence in 2023, followed by an 18 month construction time frame over 2023 to the end of 2024. First occupation in 2025 aligns with the completion of the Irish Water upgrade works.

The early delivery of infrastructure within the Phase 1 works, including the full extent of the local distributor road, also facilitates the key infrastructure to support the delivery of the lands reserved for the schools.

Phase 2 would consist of all housing units and associated infrastructure within Site B (71 residential units) and would include the pedestrian and cycle links along the riparian strip which join Sites A and B respectively. It is anticipated this would be over a 12-month programme.

The final phase (Phase 3) will consist of all housing and infrastructure works associated with Site C (142 residential units) and would be anticipated to be completed over a 24-month programme.

### **Construction Activities**

The Preliminary Construction and Environmental Management Plan [PCEMP], prepared by DBFL Consulting Engineers, sets out the provisions for the construction phase of the proposed development. In general, the PCEMP addresses working houses, traffic management, stripping of topsoil and excavation of subsoil, erosion and sediment control, accidental spills and leaks, biodiversity, waste management, noise and vibration, air, dust and climatic factors, archaeology, site compound facilities and parking.

The ground conditions are described in further detail in Chapter 7 - Land and Soils and Chapter 8 - Water. A Ground Investigation Report by Ground Investigations Ireland Ltd included with application; (Included as Appendix A of the Infrastructure Design Report prepared by DBFL).

### **Potential Impacts of the Construction Stage**

There are a number of impacts that may arise during the construction phase, and which are subject to assessment in the relevant chapters of the EIAR and related application documentation. This list is non-exhaustive but covers the major issues to be considered in the assessment of potential impacts of the development:

- Construction methods – duration and phasing;
- Construction traffic, parking and site working hours;
- Health and Safety issues;
- Noise & Vibration due to construction work;
- Air quality (principally dust);
- Construction waste management (see separate standalone report which accompanies this application).

### **Construction Methods**

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

- Phasing of construction;
- Efficiency;
- Minimisation of waste generated;

## **Construction Traffic, Parking and Site Working Hours**

The CEMP addresses these issues in greater detail and considers that the works associated with the proposed development will develop additional traffic on the public road network associated with the removal of excavated material and the delivery of new materials and concrete trucks, and all construction traffic will enter the site via the Shinkeen Road, and the entrances previously constructed as part of this development. This site entrance will also facilitate construction of the proposed road network within the site.

It is proposed that for the duration of the proposed infrastructure works the maximum working hours shall be 07:00 to 18:00 Monday to Friday and 08:00 to 15:00 Saturdays, subject to the restrictions imposed by the local authority, with no work on Sunday or Bank Holidays.

Should construction work be required out of normal hours, then they shall be subject to prior agreement of the local authority. Examples of when this may be required are to facilitate water main connections or foul drainage connections, concrete pouring, road works.

## **Health and Safety Issues**

The proposed development will comply with all relevant Health and Safety legislation and best practice during the construction of the project. Where possible potential risks have been omitted from the design so that the impact on the construction phase is reduced.

## **Noise and Vibration due to Construction Work**

The potential impacts associated with noise and vibration due to construction work, are addressed in Chapter 10 Noise & Vibration. The CEMP includes measures to monitor, reduce and eliminate where possible the noise and vibration levels.

## **Air Quality and Climate**

The potential impacts associated with air quality due to construction work are addressed in Chapter 9 Air Quality and Climate. The CEMP includes dust and dirt monitoring and mitigation measures, and complaints procedures to be taken should they be necessary.

## **Construction Waste Management**

A standalone Resource and Waste Management and an Operational Phase Waste Management Plan have been prepared by AWN for the proposed development and are included with this application and have informed the relevant assessments included in this EIAR. The purpose of both reports is to ensure the best practice is followed in terms of waste and environmental management during the construction and operational phases of the proposed development, and to ensure adverse impacts on the receiving environment – including local residents - are minimised. The plans aim to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, where possible. They also provide guidance on the appropriate collection and transport of waste from the site to prevent issues associated with litter or more serious environmental pollution (such as contamination of soil and/or water).

### **2.7.3 Description of the Operation Stage of the Project**

Pursuant to the EIA Directive an EIAR document is required to set out a description of the project processes, activities, materials and natural resources utilised; and the activities, materials and natural resources and the effects, residues and emissions anticipated by the operation of the project.

The proposed development is primarily a residential development including a childcare facility. The primary direct likely significant environmental effects will arise during the construction stage. As a result, post-construction, the operation of the proposed development is therefore relatively benign and not likely to give rise to any significant additional impacts in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on population and human health, biodiversity, soils, water, air, climate, or landscape. This is further outlined in subsequent chapters of this EIAR.

The primary likely and significant environmental impacts of the operation of the proposed development are fully addressed in the EIAR document.

The proposed development also has the potential for cumulative, secondary and indirect impacts, particularly with respect to such topics as traffic. Each chapter within this EIAR addresses the cumulative, secondary and indirect impacts which the development may have. On the basis of the assessment carried out as part of this EIAR, it is considered that all cumulative secondary and indirect impacts are unlikely to be significant; and where appropriate, have been addressed in the content of this EIAR document.

#### **2.7.4 Description of Changes to the Project**

The *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022 state in relation to change:

*‘Very few projects remain unaltered throughout their existence. Success may bring growth; technology or market forces may cause processes or activities to alter. All projects change and- like living entities - will someday cease to function. The life cycles of some types of projects, such as quarries, are finite and predictable. Such projects often consider their closure and decommissioning in detail from the outset, while for most projects a general indication of the nature of possible future changes may suffice. While the examination of the potential consequences of change (such as extension) does not imply permission for such extension, its identification and consideration can be an important factor in the determination of the application.*

*Descriptions of likely changes may cover:*

- *Extension*
- *Decommissioning*
- *Other Changes’.*

As per the *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022 and in the interests of proper planning and sustainable development it is important to consider the potential future growth and longer-term expansion of a proposed development in order to ensure that the geographical area in the vicinity of the proposed development has the assimilative carrying capacity to accommodate future development.

Given the nature and layout of the proposals included in this application, it is considered that there is limited potential for further significant expansion within the subject site, however accesses are provided at the northern and eastern boundaries of the subject site to allow a good permeability with potential future developments within the undeveloped lands to the north of site A and to the east of the subject land. Any such proposals will be subject to separate planning application and environmental assessments. Appendix 2.1 includes details of nearby planning history and adjacent developments of relevance, which have informed the cumulative impact assessments undertaken as part of this EIAR process.

The parameters for the future development of the area in the vicinity of the subject site are governed by the Kildare County Development Plan 2017-2023 (and any subsequent Development Plan(s) adopted thereafter), the Celbridge Local Area Plan 2017-2023 and Section 28 Guidelines.

## **2.7.5 Description of Secondary and Off-Site Developments**

No significant secondary enabling development is necessary to facilitate the proposed development, with the exception of the Irish Water foul sewer and water upgrades discussed above and in the Infrastructure Design Report, and which will be delivered by Irish Water and therefore do not form part of this application. As noted above, the proposed Irish Water upgrade works form part of their capital works programme to facilitate existing / planned development in the town, and therefore can be delivered by Irish Water under their statutory powers and consent. Furthermore, the water upgrades will be which will be delivered by or on behalf of Irish Water, subject to a connection agreement and do not form part of this application.

The planning application includes details of the necessary road infrastructure and services works along the Dublin Road and the Shinkeen Road, which are required to facilitate this development and which will be delivered by the application. These works are assessed within this EIAR, and are minor in nature.

## **2.8 RELATED DEVELOPMENT AND CUMULATIVE IMPACTS**

Each Chapter of the EIAR includes a cumulative impact assessment of the proposed development with other existing, permitted, and planning projects in the immediate area. As noted in Section 2.2 above and Appendix 2.1 the EIAR team has been advised of the relevant planning history on the application site and in the surrounding area, and also undertook their own relevant planning history research. The potential cumulative impacts primarily relate to traffic, dust, noise and other nuisances from the construction of the development, with other planned or existing projects, and each of the following EIAR chapters has regard to these in the assessment and mitigation measures proposed.

As such, with the necessary mitigation for each environmental aspect, it is anticipated that the potential cumulative impact of the proposed development in conjunction with other planned developments will be minimal.

## **2.9 MITIGATION MEASURES**

As Chapter 2 is generally concerned with providing a description of the proposed development and setting out the alternatives considered, no specific mitigation measures are required, with the remaining chapters of this EIAR providing mitigation for identified impacts under each of the relevant environmental topics.

As described in this chapter, the consideration of reasonable alternatives by the applicant and design team has allowed for the selection of the most appropriate development proposal, with cognisance and comparison of the likely environmental effects of the alternatives considered assisting in the consideration of these options. Thus, an element of mitigation by design is inherent in the final scheme now proposed.

Each individual chapter deals with specific aspects of the proposed development and includes mitigation and monitoring measures were considered appropriate.

## **2.10 CONCLUSION**

This chapter of the EIAR has provided a description of the development proposal and outlined the reasonable alternatives considered by the developer and design team.

In summary, the development relates to comprises a Strategic Housing Development of 344 no. residential units (comprising 54 no. 1 bedroom units, 30 no. 2 bedroom units, 210 no. 3 bedroom units, and 50 no. 4 bedroom units), in 4 no. 3 bed two storey detached houses, 28 no. 3 bed two storey semi-detached houses, 48 no. 3 bed two storey terraced houses, 50 no. 4 bed three storey semi-detached houses and 214 no. duplex apartments / apartments. The proposals include a 2 no. storey childcare facility with a GFA of c. 369 sq.m, public and communal open space, landscaping, car and cycle parking spaces, provision of an access road from Dublin Road

and Shinkeen Road, associated vehicular accesses, internal roads, pedestrian and cycle paths, bin storage, pumping station ESB substations and all associated site and infrastructural works.

This chapter has outlined the reasonable alternatives considered as required under the 2014 EIA Directive and Irish planning legislation. This chapter has explained that the consideration of alternative locations was not considered reasonable or appropriate, however details have been provided of considerations of alternative designs. The reasons for the choice of the preferred design proposed have been set out.

## 2.11 REFERENCES

- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA, 2022
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (2017) – European Commission
- Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment Guidelines for Regional Authorities and Planning Authorities DOELG, 2004
- Authorities Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems - Key Issues Consultation Paper, Department of Environment, Community and Local Government, 2017
- Circular letter PL 1/2017 - Advice on Administrative Provisions in Advance of Transposition (2017)
- The requirements of Part X of the Planning Acts, and Part 10 of the Planning Regulations
- National Planning Framework 2018
- Regional Spatial and Economic Strategy (RSES) 2019-2031 for the Eastern and Midland Region
- Building Height Guidelines 2018
- Apartment Guidelines 2020
- Kildare County Development Plan 2017-2023
- Celbridge Local Area Plan 2017-2023



## **APPENDIX 2.1- REVIEW OF SURROUNDING DEVELOPMENT AND PLANNING HISTORY**

This appendix provides further detail on the planning history of the subject site and the surrounding area, including details of permissions on the subject site (where relevant), current live applications and permissions in the vicinity of the site to inform the assessments undertaken in each chapter.

The EPA Guidelines on Information to be contained in Environmental Impact Assessment Reports (2022) defines 'Cumulative Effects' as:

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

The cumulative impacts of the proposed development in combination with other relevant existing or approved projects will be considered during the preparation of this SHD application to determine whether these would give rise to significant impacts on the environment.

The EIAR under preparation for the current application will include a cumulative assessment of existing and permitted development in the area.

The details of these permissions / applications, along with the planned development adjoining the current proposals, have been provided to the EIAR consultancy team and inform the cumulative impact assessment to be undertaken as part of the preparation of this EIAR, with each consultant considering and undertaking their own planning history search in respect to their cumulative impact assessment where necessary.

### ***Planned Development***

The proposed development is for the construction of a residential development, a childcare facility, communal and public open space, landscaping, car and cycle parking, provision of a secondary link street, and associated internal roads, pedestrian and cycle paths and all associated site and infrastructural works.

The subject site is identified as part of the 'Key Development Area (KDA2) – Ballyoulster' within the Celbridge Local Area Plan 2017-2023 and the proposed development forms the Phase 1 lands of the overall KDA2. It is planned to construct the adjoining and remaining KDA 2 lands for educational use (provision of 3 no. schools to be brought forward and delivered by the Department of Education and Skills) and residential development to be brought forward on a phased basis as part of potential future development subject to planning approval (Future Development). In each of the chapters, the impact of the proposed and future planned development will be considered as well as other known 'committed developments' within the surrounding area.

### ***Existing and Permitted Development***

The identification of relevant existing and permitted developments in terms of cumulative impacts has been undertaken based on a review of the planning history of the surrounding area. Site visits have also informed the consideration of potential cumulative effects, allowing for identification of developments which are currently under construction or recently completed in the vicinity.

Relevant developments have been identified with regard to their size and scale, their use mix and composition, and their proximity to the proposed development, in particular to identify any substantial / strategic residential development or larger scale commercial development. Applications of a minor nature were discounted from the planning history search, for example applications for under 5 no. dwellings, or applications relating to minor extensions, works to existing dwellings, and change of use applications. The planning history search focussed on relevant permitted developments in the last 5 years, with a search also undertaken for permitted longer term permissions (i.e. with a 10 year permission).

A zone of influence of c. 500 metres was initially used for the desk-based identification of relevant development in close proximity to the site and given the limited planning permissions identified in this zone, this was subsequently extended to c. 1,000 metres. Larger developments with potential for in-combination construction or operational impacts have also been considered in the wider area beyond the 500 metre and 1,000 metre radius including permitted strategic housing developments (for example 3 no. recent SHD permissions at Crodaun (2 no.) and Oldtown, Celbridge). The 500 metre and 1,000m radius from the centre of the subject site was generated on the Kildare County Council online planning enquiry map, with an accompanying report generated from the webpage of relevant planning applications within that area.

This qualitative approach to the identification of relevant developments is effective in scoping the potential for cumulative impacts / in combination effects and has informed the EIA chapters prepared by specialist consultants, which assists in the consideration of potential cumulative impacts as part of the EIA. However, it should be noted that, depending on the particular environmental factor, some of the EIA chapters may consider other developments either within the immediate surrounding area or further afield (for example more distant development that may be relevant for some factors such as traffic / noise may be less relevant to other environmental factors such as archaeology and cultural heritage).

### **Subject Site**

Based on a planning history search, there have been no recent applications for any form of development on the subject site.

### **Within 500m Radius of the Subject Site**

There were no relevant permitted planning applications of significance within 500m radius (area illustrated in the figure below) from the centre of the site.

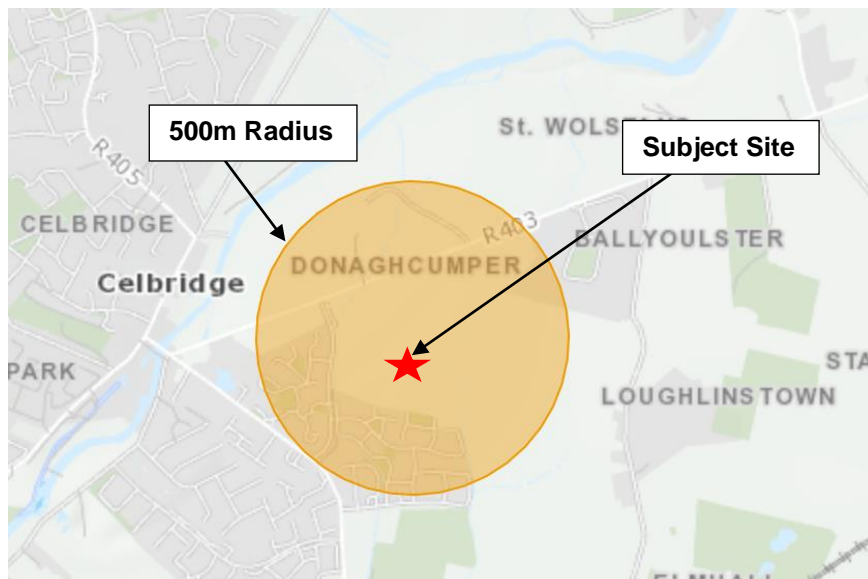


Figure 1. 500m radius (Source: KCC Online Planning Enquiry System)

It is noted a planning application (Reg. Ref.: 22209) was submitted on the adjoining site at Rye River Brewing Company, Dublin Road, Celbridge, Co. Kildare for the proposed development of a new detached building comprising of a single storey high bay warehouse storage element to the rear and a 2-storey element to the front with commercial use/brewery visitor centre to ground floor and ancillary office accommodation to first floor. KCC issued a Request for Further Information on the 22<sup>nd</sup> of April 2022, with 9 no. items.

### **Within 1,000m Radius of the Subject Site**

Given the limited relevant applications within 500m of the subject site, the zone of influence was subsequently extended to a 1,000m radius from the centre of the site, as illustrated below.

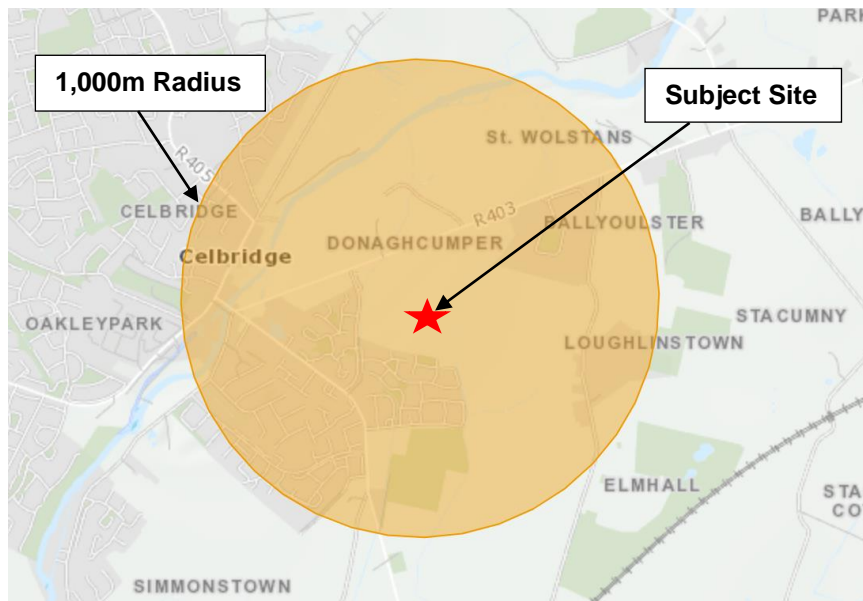


Figure 2. 1,000m radius (Source: KCC Online Planning Enquiry System)

Table 1 sets out the 2 no. relevant permitted planning applications identified within the 1,000m zone, however, the applications do not relate to any significant form of residential or commercial development.

**Table 1: Relevant Planning Permissions in Proximity to the Application Site**

<u>Reg. Ref.:</u>	<u>Location</u>	<u>Description</u>	<u>Decision</u>
Reg. Ref.: 17914	The Commons, Hazelhatch Road, Celbridge	Development comprising 11 no. dwellings	Final grant 17 <sup>th</sup> July 2018
Reg. Ref.: 171481 / ABP Ref.: 302312-18	Tony King motors, Dublin Road, Celbridge	Demolition of existing buildings and construction of 6 no. dwellings	ABP Granted permission 15/01/2019

### **Permitted Larger Developments and SHD Developments**

3 no. larger scale residential developments, permitted under the SHD process, with potential for in-combination construction or operational impacts have also been considered in the wider area beyond the 500 metre and 1,000 metre radius, as set out in Figure 3 and Table 2.

**Table 2: Relevant SHD Planning Permissions in Proximity to the Application Site**

<u>Reg. Ref.:</u>	<u>Location</u>	<u>Description</u>	<u>Decision</u>
ABP Ref.: 303295-19	Land at Shackleton Road, Oldtown, Celbridge	251 no. residential units (167 no. houses and 84 no. apartments), creche and all associated site works.	Granted Permission 12 <sup>th</sup> April 2019
ABP Ref.: 306504-20, as amended by S. 146B ABP Ref.: 309361-21	Townland of Crodaun, Celbridge	Demolition of existing structure, construction of 372 no. residential units (218 no. houses, 154 no. apartments), childcare facility and associated site works. ( <b>Note:</b> reduced from 372 to 352 no.	Parent permission Granted 3 <sup>rd</sup> September 2020, S.146B approved 10 <sup>th</sup> May 2021

		permitted units under the S. 146B amendment)	
ABP Ref.: 307100-20	Crodaun, Celbridge* currently subject to a JR	467 no. residential units (199 no. houses, 216 no. apartments, 52 no. duplexes), childcare facility, gym, café, retail unit and associated site works.	Granted Permission 8 <sup>th</sup> September 2020

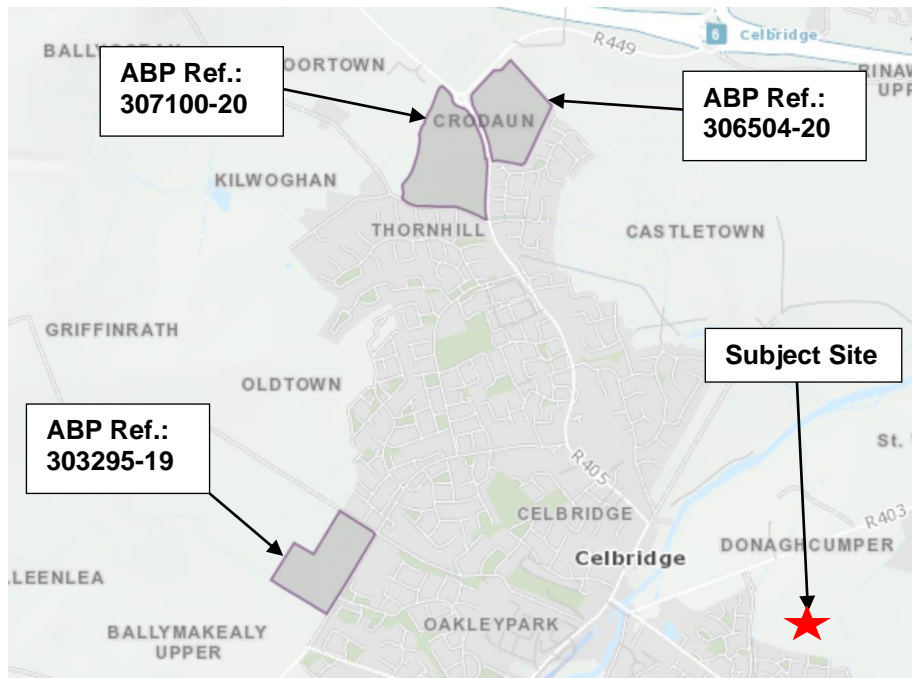


Figure 3. Strategic Housing Developments (Source: KCC Online Planning Enquiry System)