



*Figure 11-14: Current View of Site B Library Car Park*



*Figure 11-15: Proposed CGI View of Site B Library Car Park*

This CGI illustrates the height and detailed design of the Site B, Library Carpark, development.

The height of the building, when viewed within the overall context of the Blanchardstown Development (Figure 10-20), gives a structured corner point to the overall site.

The building creates a local landmark at node point.

The buildings are scaled down towards library.

The building defines the street scape and acts as gateway into main civic quarter.

The Proposed Development provides active frontages.



*Figure 11-16: Current View of Site C (Blue Car Park)*





Figure 11-17: Proposed CGI View of Site C (Blue Car Park)

This CGI illustrates the height and detailed design of the Site C, Blue Carpark, development.

The building creates a prominent corner building which establishes a defined street edge.

The height of the buildings have been modulated to fit in with context.

The building lines the multi storey carpark with volume to give an urban street edge as well as providing active frontage.

The building, together with the Site B building, defines the street scape and acts as gateway into main civic quarter.





*Figure 11-18: Current View of Gateway to Shopping Centre*



The buildings on Site B and Site C define the street scape and act as gateway into main civic quarter.

The buildings create a local landmark at node point and have been modulated to fit in with the context.

*Figure 11-19: Proposed CGI View of Gateway to Shopping Centre*





*Figure 11-20: Ariel CGI View of Proposed Development within Context of Overall Blanchardstown Town Centre*



Figure 11-20 illustrates the Proposed Development within the overall context of the Blanchardstown Town Centre. The buildings create a corner point to the overall Blanchardstown Town Centre Site which form part of the hierarchy of nodes and landmarks for the entire site. The proposed heights are considered to be justified in the context of National Planning Policy and specifically the Urban Development and Building Heights Guidelines which seek to increase building heights and densities in our towns and cities, on brownfield sites and in areas with good public transport accessibility, all of which apply to the subject site. As detailed in Figure 11-21, the height of the Crowne Plaza Building, the node/landmark at the northwest of the site is 11-15 storeys. The Liberty Insurance building at the north of the site is 15+ storeys. The Height of the node proposed at the Site B building is 13 storeys which is within the context.

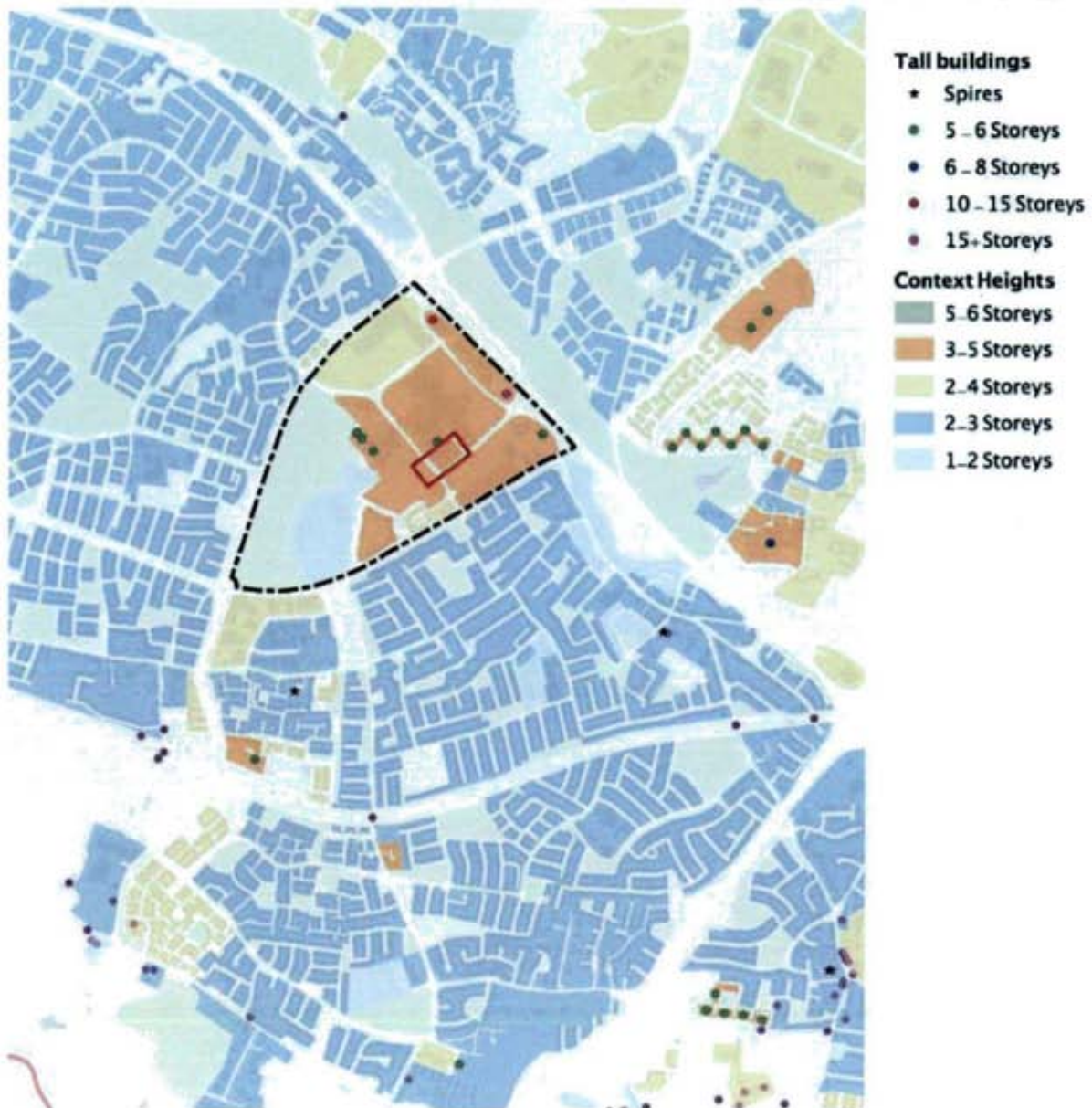
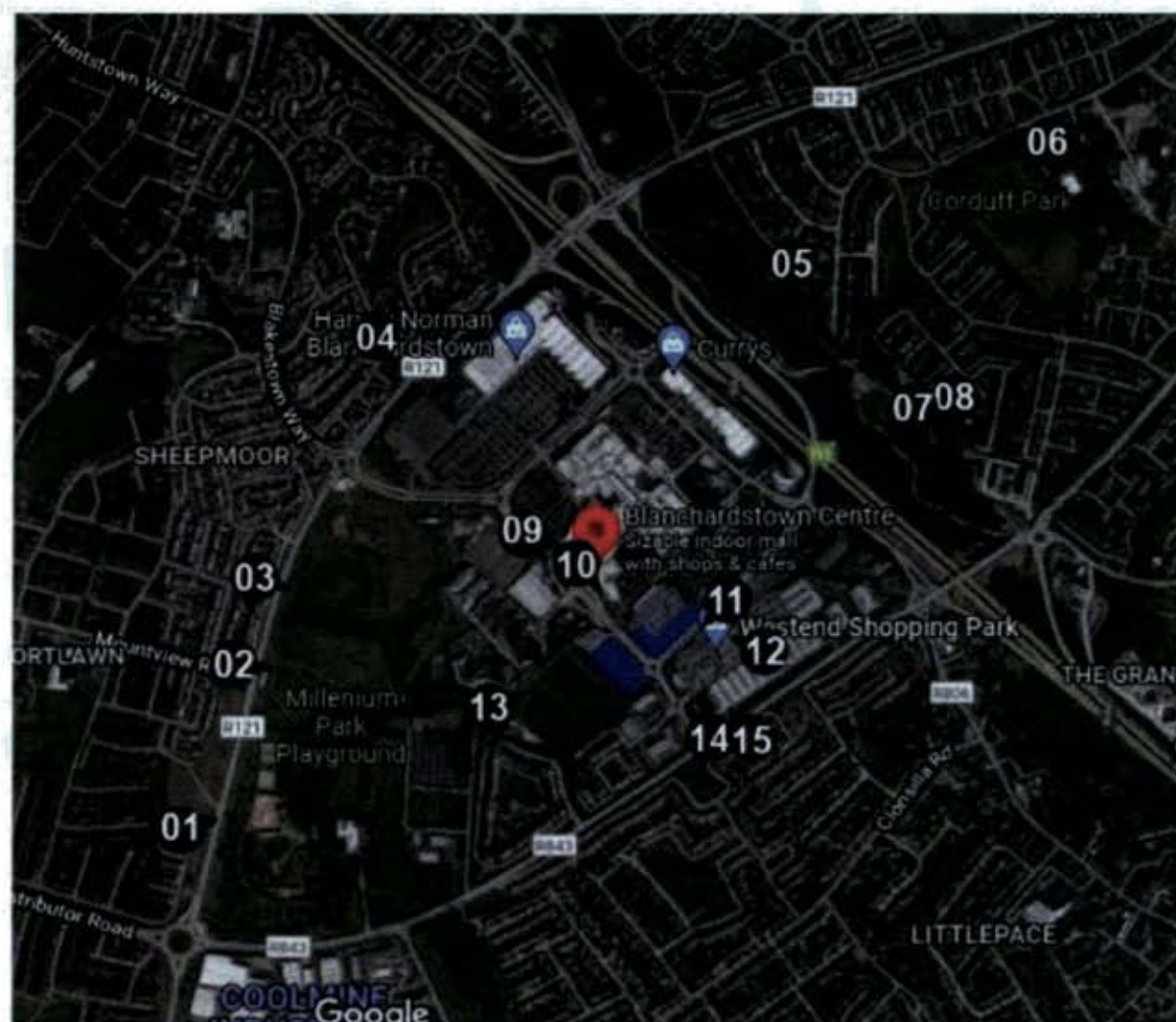


Figure 11-21: Context Heights of Existing Buildings





●

Table 11-11: Visual Impact Summary of Proposed Development

No	Viewpoint Location	Visual Sensitivity	Magnitude of Change	Significance & Quality of Visual Effects		
				Construction (Temporary)	Operation (Permanent)	Residual (Permanent)
1	Lohunda Green	Medium – low	Negligible – None	Negligible	Negligible	Negligible – neutral
2	Mountview road	Medium – low	Minor	Slight to negative	Not significant - neutral	Minor – neutral
3	Blanchardstown road south	Medium – low	Low	Slight to negative	Not significant - neutral	Minor – neutral
4	Whitestown Ave.	Medium – low	Negligible – None	Negligible	Negligible	No Impact
5	Tolka Valley @ Brookhaven Park	Medium – High	Negligible – None	Negligible	Negligible	No Impact
6	Corduff park	Medium – low	Minor	Slight negative	Moderate neutral	Negligible – neutral
7	Tolka Valley @ Edge-wood Lawns	Medium – High	Negligible – None	Slight negative	Slight neutral	No Impact
8	Edgewood Lawns	Medium – low	Negligible – None	Slight negative	Slight neutral	No Impact
9	Blanchardstown Shopping Centre - existing access road within Blanchardstown Town Centre	Medium	Moderate	Minor negative	Slight neutral	Moderate – positive
10	Blanchardstown Shopping Centre	Medium	Moderate	Minor negative	Moderate positive	Moderate – positive
11	Blanchardstown Shopping Centre – road just off the L3020	Medium	Moderate	Minor negative	Slight neutral	Moderate – positive
12	Westend Shopping Park	Medium	Moderate	Minor negative	Slight neutral	Moderate – positive
13	Major Town Centre zoned lands in use by a Sports & Leisure Club	Medium – low	Moderate –	Moderate negative	Moderate neutral	Moderate – positive



14	Snugborough road	Medium	Moderate	Moderate negative	Moderate – neutral	Moderate – positive
15	Summerfield Rise	Medium	Moderate	Moderate negative	Moderate – neutral	Moderate – positive

As detailed in Table 11-11, Viewpoint Locations 1 to 8 of the Photo Montage report show that the Proposed Development will have a negligible, minor or low impact at those locations. View Point Location 9 will result in a moderate impact and is shown and discussed further in Section 11.6 Cumulative Impacts. Viewpoint Locations 10 to 15 will result in a moderate impact. Images showing the current views and proposed view of each of these locations are detailed in Figure 11-23 to Figure 11-38.





*Figure 11-23: View 7, Edgewood Lawns Tolka Valley, Existing View*



*Figure 11-24: View 7, Edgewood Lawns Tolka Valley, Proposed View*

**Location:** Latitude & Longitude: 53.39433, -6.38363

### Impact:

This view is from Edgewood Lawns Tolka Valley, a walkway that overlooks Tolka Valley Park. This view was identified on the Zone of Theoretical Visibility as one of high importance due to the sensitivity of this location for visual receptors. As shown in Figure 11-24, the Proposed Development is not visible from this viewpoint due to the vegetation between this View and the Site of the development. This viewpoint depicts the Proposed Development in winter. In summer months, the foliage will be thick and therefore this viewpoint can be considered a worst-case scenario. As per Table 11-11 above, it is considered that this view has a 'Medium – High' sensitivity, and during the Operational Phase the Proposed Development will result in a 'Slight, Neutral' impact, with 'no residual impact' on nearby receptors.





*Figure 11-25: View 8, Edgewood Lawns Tolka Valley, Existing View*



*Figure 11-26: View 8, Edgewood Lawns Tolka Valley, Proposed View*

**Location:** Latitude & Longitude: 53.39383, -6.38269

**Impact:**

This view is from Edgewood Lawns Tolka Valley, a walkway that overlooks Tolka Valley Park. This view was identified on the Zone of Theoretical Visibility as one of high importance due to the sensitivity of this location for visual receptors. As shown in Figure 11-26, the Proposed Development is not visible from this viewpoint due to the vegetation between this View and the Site of the development. This viewpoint depicts the Proposed Development in winter. In summer months, the foliage will be thick and therefore this viewpoint can be considered a worst-case scenario. As per Table 11-11 above, it is considered that this view has a 'Medium – Low' sensitivity, and during the Operational Phase the Proposed Development will result in a 'Slight, Neutral' impact, with 'no residual impact' on nearby receptors.





*Figure 11-27: View 10, Blanchardstown Shopping Centre, Existing View*



*Figure 11-28: View 10, Blanchardstown Shopping Centre, Proposed View*

**Location:** Latitude & Longitude: 53.39176069, -6.39144383

**Impact:**

This view is from one of the entrance points of Blanchardstown Shopping Centre. There are no protected views of any value from this location. From this specific viewpoint, the eastern side of the Proposed Development is visible. The level of this visual impact is mitigated by the existing number of commercial buildings in the vicinity of the local landscape. The facade of the Proposed Development is designed to be in keeping with the surrounding architecture. As per Table 11-11 above, it is considered that this view has a 'Medium' sensitivity, and during the Operational Phase the Proposed Development will result in a 'Slight, Neutral' impact, with a 'Moderate, Positive' residual impact on nearby receptors.





*Figure 11-29: View 11, Blue Car Park, Existing View*



*Figure 11-30: View 11, Blue Car Park, Proposed View*

**Location:** Latitude & Longitude: 53.3913261, -6.3875059

### **Impact:**

This view is from the existing access road within Blanchardstown Town Centre, towards the Blue Carpark. The Proposed Development will result in a visual impact on this view. The rhythm, tonal shifts, and datum lines create a coherent composition when viewed from the Westend Retail Park. The gaps between the buildings have a framed backdrop with plants growing up the facade. As per Table 11-11 above, it is considered that this view has a 'Medium' sensitivity, and during the Operational Phase the Proposed Development will result in a 'Moderate, Positive' impact, with a 'Moderate, Positive' residual impact on nearby receptors.





*Figure 11-31: View 12, Westend Shopping Park, Existing View*



*Figure 11-32: View 12, Westend Shopping Park, Proposed View*

**Location:** Latitude & Longitude: 53.3903862, -6.3870681

### **Impact:**

This view is from the Westend Shopping Park carpark. As above, the Proposed Development will result in a visual impact on this view, however this viewpoint would be considered as consistent with existing trends in the area, and blends in well with the local commercial and industrial buildings within the existing town. The rhythm, tonal shifts, and datum lines create a coherent composition when viewed from the Westend Retail Park. The gaps between the buildings have a framed backdrop with plants growing up the facade. According to Table 11-11 above, it is considered that this view has a 'Medium' sensitivity, and during the Operational Phase the Proposed Development will result in a 'Slight, Neutral' impact, with a 'Moderate, Positive' residual impact on nearby receptors.



*Figure 11-33: View 13, Major Town Centre zoned lands in use by a Sports & Leisure Club, Existing View*



*Figure 11-34: View 13, Major Town Centre zoned lands in use by a Sports & Leisure Club, Proposed View*

**Location:** Latitude & Longitude: 53.38976513, -6.39335466



**Impact:** This view is from Major Town Centre zoned lands in use by a Sports & Leisure Club. The Proposed Development will result in a visual impact on this view however this viewpoint would be considered as consistent with existing trends in the area and in line with the 'Major Town Centre' zoning objective proposed for this land-use. The Lands are zoned 'Major Town Centre'. From the southern edge, the node building cascades down to a more appropriate scale. The tonal variation and well-proportioned facades present a backdrop to the pitches. According to Table 11-11 above, it is considered that this view has a 'Medium-Low' sensitivity, and during the Operational Phase the Proposed Development will result in a 'Moderate, Neutral' impact, with a 'Moderate, Positive' residual impact on nearby receptors.

A Daylight & Sunlight- Internal Daylight, Sunlight and Overshadowing Report (GIA Chartered Surveyors, March 2022) was completed for the Proposed Development and will be submitted as part of the Planning Application (Appendix F). A Transient Overshadowing Assessment (GIA Chartered Surveyors, February 2022)(Appendix G) was also complete for the purpose of the Proposed Development. The purpose of this report is to ascertain whether the Proposed Blanchardstown Sites B and C Development will result in transient overshadowing of the surrounding area and whether this will be deemed acceptable in terms of impacting any potential future proposed developments in the area.

In relation to Transient Overshadowing, the BRE Guides states within paragraph 3.3.14 *'If a space is used all year round, the equinox (21 March) is the best date for which to prepare shadow plots as it gives an average level of shadowing. Lengths of shadows at the autumn equinox (21 September) will be the same as those for 21st March, so a separate set of plots for September is not required.'*

The BRE goes on to state in paragraph 3.3.15 *'As an optional addition, plots for summertime (e.g. 21 June) may be helpful as they will show the reduced shadowing then, although it should be borne in mind that 21st June represents the best case of minimum shadow, and that shadows for the rest of the year will be longer. Conversely if winter shadows (e.g. 21 December) are plotted, even low buildings will cast long shadows. In a built up area, it is common for large areas of the ground to be in shadow in December.'*

The BRE Guidance also provides further recommendations in relation to overshadowing of amenity spaces. The summary within section 3.3 of the guide states:

*"It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March."*

A visual inspection of the shadow diagrams for 21st June display that overshadowing of the Major Town Centre zoned lands to the south of the site occurs as a result of the early morning sunrise (between 6am-9am on the 21st June and between 8am and 9am on the 21st March). This is due to the sun's lower trajectory in the sky and not considered significant and it is not predicted this will impact negatively on users of the Major Town Centre zoned lands in use by a Sports & Leisure Club, or indeed on any potential future developments that may take place on this Major Town Centre zoned land due to the time of the day the shadow cast occurs. This



amenity space to the south of the Proposed Development meets the recommendations of the BRE Guidelines for the more detailed 'Sun Hours on Ground test' as it will clearly receive in excess of 2 hours sunlight over 50% of the open space.

### **11.5.2 Potential Visual Impacts**

#### **11.5.2.1 Construction Phase**

The potential visual impacts during the Construction Phase will be as described for landscape impacts. As receptors can be expected to have partial, infrequent views of the construction of the Proposed Development, the landscape impacts can be viewed as minor to moderate, negative and short term for the Construction Phase.

#### **11.5.2.2 Operational Phase**

As the views of the new buildings become familiar, it is worth mentioning that developments that at first might be regarded by the public as notable can be expected overtime to gradually diminish and will be perceived as part of the townscape with time with potential visual impacts will further reduce the initial visual impacts from minor/moderate to minor/negligible.

## **11.6 Potential Cumulative Impacts**

### **Potential Cumulative Impacts**

Cumulative Impacts can be defined as "*impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project*". Effects which are caused by the interaction of effects, or by associated or off-site projects, are classed as indirect effects. Cumulative effects are often indirect, arising from the accumulation of different effects that are individually minor. Such effects are not caused or controlled by the project developer.

A review of other off-site developments and proposed developments was completed as part of this assessment. The following projects and plans were reviewed and considered for possible cumulative effects with the Proposed Development:

Table 11-12 details the existing, proposed and granted planning permissions on record in the area. The following relatively large-scale developments have been permitted:

Table 11-12 Potential Cumulative Impacts

Planning Ref No.	Development Name	Summary of Development	Cumulative Impact Assessment
FW22A/0010	Green Mall (Also known as the Central Mall) & Yellow Mall	<p>A planning application was registered on 28<sup>th</sup> January 2022 at the existing Green Mall, awaiting final decision:</p> <p>"The proposal relates to the identification of three external mobile food stall zones to provide for the placing of a total of 7 no. food stalls or vans and associated seating at the Green Mall Entrance, the Yellow Mall Entrance and to the front of Unit 418 and Unit 419 (currently occupied by Homestore and More and Woodies DIY, respectively) at Retail Park 2.</p> <p>The proposed development will include the following:</p> <ul style="list-style-type: none"> <li>•Area A adjacent to the Green Mall Entrance, comprises a mobile food stall zone and seating area to accommodate 4 no. food stalls or vans and associated seating;</li> <li>•Area B adjacent to the Yellow Mall Entrance, comprises a mobile food stall zone and seating area to accommodate 2 no. food stalls or vans and associated seating. The existing bicycle / trolley bay is to be removed and replaced by a new bicycle shelter;</li> <li>•Area C to the front of Unit 418 and Unit 419 at Retail Park 2, comprises a mobile food stall zone to accommodate 1 no. food stall or van.</li> </ul> <p>The proposed use of the individual mobile food stalls or vans is to be Restaurant / Café use, including take-away use.</p> <p>The proposed development includes for typical signage and lighting affixed to the individual mobile food stalls or vans, and all other works in connection with the proposed use."</p>	<p>Due to the nature of this Proposed Development, no potential cumulative impacts have been identified or are anticipated if this development is granted planning permission.</p>



FW18A/0168	Blue Mall	<p>A planning application was granted permission on the 11th of September 2019 for the following development at the existing Blue Mall within the Blanchardstown Centre:</p> <p>"The demolition of 369 sq.m of existing floorspace to provide for an extension of the Blue Mall over two levels, with plant at roof level, and an internal mall plaza area, resulting in an additional GFA of 4,559 sq.m.</p> <p>The extension includes the provision of 9 no. café/restaurant units ranging in size from 105 sq.m to 827 sq.m, provision of a retail unit with a GFA of 63 sq.m (to provide for the relocation of Unit 309) and associated signage zones.</p> <p>A new Blue Mall entrance comprising a large entrance portico, glass canopy and centre signage which is flanked on either side by the proposed café/restaurant units and terraces with outdoor seating areas.</p> <p>A public plaza containing seating and public art/sculpture, landscaping and ancillary improvement works.</p> <p>The re-alignment of the northern lane of Road D, the provision of new pedestrian crossings and the upgrade of the existing pedestrian crossing at the Blue Mall entrance to include shared surfaces on Road D and on the slip road south of Road D.</p> <p>The reconfiguration of part of the existing Leisureplex car park to incorporate a proposed taxi stacking area to provide for the relocation of the existing taxi rank. The proposal includes associated changes to car parking areas, provision of 28 no. additional bicycle parking spaces, an ESB double substation and switchroom, lighting, landscaping, site development and ancillary works."</p>	Refer to Section 11.6.1 and Figures 11-34; 11-35 and 11-36.
FW20A/0030 (Amendment to the permitted Blue Mall extension Reg. Ref.: FW18A/0168)	Blue Mall	<p>A planning application was granted permission on the 2<sup>nd</sup> July 2020 at the existing Blue Mall for the following development:</p> <p>"Provision of two internal kiosk zones of 62 sq.m each to accommodate retail/commercial kiosk units along with all associated signage, storage, service areas, kiosk seating, queuing, circulation and all other site development works within the mall areas (Level 2) of the permitted Blue Mall extension."</p>	Planning has been granted for the development of The Blue Mall. Development works have been completed.
FW20A/0018 (Amendment to the permitted Blue Mall extension Reg. Ref.: FW18A/0168)	Blue Mall	<p>A planning application was granted permission on the 2<sup>nd</sup> July 2020 at the existing Blue Mall for the following development:</p> <p>"Provision of an additional café / restaurant unit with a GFA of 90sq.m at ground floor level (Level 2) adjacent to permitted Unit 724 and existing Unit 311, including relocation of existing ATM unit and omission of a permitted secondary entrance to the internal mall. Associated alterations to internal mall seating and modifications to fenestration.</p> <p>Alterations to permitted landscape treatment to the northwest of the main Blue Mall entrance. All associated and ancillary works."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>

FW17A/0147	Red Mall	<p>A planning application was granted permission on the 28<sup>th</sup> November 2017 at the existing Red Mall for the following development:</p> <p>"The application site relates to The Red Mall area of the Blanchardstown Centre including existing unit numbers 183-184, 185,188, 189,190, 191, 191A, and 196 on Level 1 and existing unit numbers 188, 189 190, 217,219-221, 222 and 500 on Level 2, and includes the existing service yard and part of the surface car park.</p> <p>The proposed development involves the demolition of the internal and external walls, service yard walls and associated structures, to provide for an extension of the Red Mall over two levels , resulting in a total addition GFA of 3,359 sq.m with a plant area and 21 sq. m plant room proposed at roof level. The proposal results in an additional gross retail area of 2,270 sq.m consisting of 1,066 sq. m at Level 1 (Units 184,185 and MSU (Medium Sized Unit) and 1,204 sq. m at Level 2 (Units 181,216,276-289 and MSU) and includes an extension of the internal mall at Level 2 to connect to the existing Cental Mall.</p> <p>The proposal removes the existing service yard area to provide a MSU retail unit, with external signage proposed on the north-east and south-east elevation. The service yard is proposed to be relocated north west of the proposed MSU and will include a switchroom, substation, bins and storage units. The proposal involves the removal of 55 no. car parking spaces, the provision of 26 no. bicycle parking spaces and associated landscaping works and boundary treatments, and the provision of 1 no. electric car charging station."</p>	<p>Planning has been granted for the development of The Red Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
18/4206	Red Mall	<p>A planning application was granted permission on the 17<sup>th</sup> October 2018 at the existing Red Mall for the following development:</p> <p>"It is proposed to extend the existing Red Mall within Blanchardstown Town Centre by constructing 3 new units and rearranging the existing mall entrance."</p>	<p>Planning has been granted for the development of The Red Mall. Development works have been completed.</p>



FW18A/0143	Red Mall	<p>A planning application was granted permission on the 30<sup>th</sup> January 2019 at the existing Red Mall for the following development:</p> <p>"The proposed development includes the demolition of internal and external walls, service yard walls and associated structures, to provide for a single level extension of the Red Mall, resulting in an additional gross floor area of 2,064 sq.m. The proposed development will provide a single level retail unit (including off-licence use) with a GFA of 2,066 sq.m and associated service yard, a café unit (GFA 63 sq.m), a shop mobility unit (GFA 44 sq.m) and an entrance extension (GFA 52 sq.m). The proposal includes the demolition and upgrade of the existing Red Mall entrance to include a new canopy and integrated vertical entrance structure and centre signage. A signage zone is proposed on the south-east elevation of the proposed retail extension and on the café / mobility unit. The proposal includes the re-configuration of the existing service yard area and car park area, including a net removal of 87 no. car parking spaces. The proposal includes the provision of 2 no. electric car charging spaces, the re-location of existing bicycle parking spaces and provision of 22 no additional bicycle parking spaces providing a total of 60 no. bicycle parking spaces to be located within a bicycle shelter, the provision of a new pedestrian crossing on Road C and all associated landscaping and ancillary works.</p> <p>The proposed development supersedes the Red Mall extension scheme permitted under Reg. Ref.: FW17A/0147."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
------------	----------	--	---



FW19A/0017	Red Mall	<p>A planning application was granted permission on the 30<sup>th</sup> April 2019 at the existing Red Mall for the following development:</p> <p>"We, Blanche Retail Nominee Limited, intend to apply for planning permission for amendments to the development permitted under Reg. Ref.: FW18A/0143 at the Red Mall, Blanchardstown Town Centre, Coolmine, Dublin 15. The application site relates to the Red Mall area of the Blanchardstown Centre, including the existing entrance and unit number 191 on Level 1, the existing service yard, part of the surface car park and a section of the public footpath and Road C to the south east of the Red Mall.</p> <p>Permission is sought to amend Conditions No. 2(i), 4(i), and 12 and omit Condition No. 11 of the above referenced permission as follows.</p> <ul style="list-style-type: none"> <li>•Amend Condition No.2(i) to include reference to the off-licence use within the single-level retail unit as referenced in the development description under Reg. Ref.: FW18A/0143;</li> <li>•Amend Condition No.4(i) to refer specifically to the signage zone for the retail unit and mobility unit;</li> <li>•Omit Condition 11 which relates to the control of delivery hours;</li> <li>•Amend Condition 12 to extend the trading hours of the retail unit and the cafe unit to the following: <ul style="list-style-type: none"> <li>• Monday - Friday: 08.00 (8 am) to 22.00 hours (10 pm)</li> <li>• Saturday: 08.00 (8 am) to 21.00 hours (9 pm)</li> <li>• Sunday and Bank Holidays: 09.00 (9 am) to 21.00 hours (9 pm)."</li> </ul> </li> </ul>	<p>Planning has been granted for the development of The Red Mall.</p> <p>Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
dac/145/19	Red Mall	<p>A planning application was granted permission with conditions on the 4<sup>th</sup> December 2019 at the existing Red Mall for the following development:</p> <p>"Internal fit out of a shell unit (No 196) Red Mall, Blanchardstown Shopping Cent"</p>	<p>Planning has been granted for the development of The Red Mall.</p> <p>Development works have been completed.</p>
19/4224	Red Mall	<p>A planning application was granted permission with conditions on the 12<sup>th</sup> March 2020 at the existing Red Mall for the following development:</p> <p>"The fitting out of a shell unit (Unit 196) which is part of an extension to the existing Red Mall at Blanchardstown Shopping Centre for use as a licensed convenience foodstore with associated storage and loading facilities."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>

FW17A/0074	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 31<sup>st</sup> July 2017 at the existing Green Mall for the following development:</p> <p>"The proposed development involves the demolition of internal walls, service yard walls and associated structures, to provide for an extension of the Central Mall over three levels, resulting in a total additional GFA of 2,901 sq.m, with a screened tenant plant area proposed at roof level. The proposal results in an additional gross retail area of 2,666 sq.m, consisting of 784 sq.m at Level 1 (Unit 114/116 and 117), 702 sq.m at Level 2 and 1,180 sq.m at Level 3 (an additional floor level) (Unit 206-207, 208, 211-212 at Level 2 and 3).</p> <p>The proposal part infills the existing service yard and extends the service yard area, which includes a relocated switchroom, substation, telecoms room (all within a utilities building), plant and refuse storage areas, into the adjacent car park. The proposal involves the removal of 46 no. car parking spaces in the adjacent car park (Green), the provision of 30 no. bicycle parking spaces and associated landscaping works and boundary treatments."</p>	<p>Planning has been granted for the development of The Green Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
FW18A/0105	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 16<sup>th</sup> October 2018 at the existing Green Mall for the following development:</p> <p>"intend to apply for planning permission for amendments to the development permitted under Reg. Ref.: FW17A/0074 at Blanchardstown Town Centre, Coolmine, Dublin 15. The application site relates to the Central Mall (also known as Green Mall) area of the Blanchardstown Centre, including existing unit numbers 114, 115/116, 206, 208, 211 and 212, and includes the adjacent service yard and part of the surface car park.</p> <p>The proposed modifications to the permitted Central Mall scheme (Reg. Ref.: FW17A/0074), will consist of the omission of level three, to provide a two level extension of the Central Mall, with a proposed reduction in the total additional GFA from 2,901 sq.m to 1,486 sq.m. The proposal results in an additional gross retail area of 1,419 sq.m, consisting of 746 sq.m at Level 1 (Unit 114/116) and 673 sq.m at Level 2 (Unit 206, 208, 211-212). A screened tenant plant area is proposed at roof level. The proposed development includes part infill of the service yard area, and provision of an extended service yard with all associated structures, the removal of 46 no. car parking spaces, the provision of 16 no. bicycle parking spaces, associated landscaping and boundary treatments, and all associated development works."</p>	<p>Planning has been granted for the development of The Green Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development</p>



<b>FW18A/0116</b>	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 31<sup>st</sup> October 2018 at the existing Green Mall for the following development:</p> <p>"Demolition and upgrade of the existing Green Mall entrance to include a new canopy and integrated vertical entrance structure, centre signage, and a cafe unit (GFA 59 sq.m) and associated signage zone. The proposal includes associated landscaping and ancillary works."</p>	<p>Planning has been granted for the development of The Green Mall. Development works have been completed.</p>
<b>18/4234</b>	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 31<sup>st</sup> October 2018 at the existing Green Mall for the following development:</p> <p>"Proposed changes relate to the extension of the green mall at Blanchardstown Shopping Centre. A new cafe will be constructed as an extension to the existing centre, and the existing centre entrance will be modified."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development</p>
<b>FW18A/0011</b>	<b>Yellow, Green, Central, Red and Blue Malls.</b>	<p>A planning application was granted permission with conditions on the 22<sup>nd</sup> May 2018 at the existing Yellow, Green, Central, Red and Blue Malls for the following development:</p> <p>"The proposal relates to the identification of a Kiosk Zone (relating to a total floor area of c. 5,534 sq.m.) in the mall area of Level 1 and Level 2 of the Blanchardstown Centre, encompassing the Yellow, Green, Central, Red and Blue Malls.</p> <p>The proposed kiosk zone could accommodate a maximum of 54 no. retail/commercial kiosk units of a range of sizes, with the maximum cumulative GFA of the kiosks not exceeding a total of 979 sq.m, and all associated signage, storage, service areas, kiosk seating, queuing, circulation areas and all site development works. The potential maximum kiosk GFA of 979 sq.m represents a potential net increase of kiosk GFA of 516 sq.m, based on the total GFA of existing kiosks of c. 463 sq.m.</p> <p>The development of individual kiosks within the Kiosk Zone will adhere to the design parameters set out in the Kiosk Design Guidelines which accompany this application.</p> <p>The proposed use of individual kiosks to be for retail or commercial use in accordance with the definition of Class 1 (Shop) or Class 2 (Services) use, Part 4 of Schedule 2 of the Planning &amp; Development Regulations 2001-2017, or for use primarily as a restaurant, café or food takeaway."</p>	<p>This planning has been granted for the development of The Green Central, Red and Blue Malls. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development</p>



F07A/1416/E1	<p><b>Site Known As Yellow Car Park, Adj. To Yellow Entrance Of Blanchardstown Centre, Bordered By Rds Known As E &amp; D &amp; On Site Known As White Car Park, Bordered By Roads E, G &amp; Blanch Rd, Blanchardstown Centre, Coolmine, Dublin 15</b></p>	<p>Demolition of Entrance Pavilion and removal of 380 No. car parking spaces, to provide for the Construction of: 3 storey development totaling 32,082 m<sup>2</sup> excluding carparking; and consisting of 25,286m<sup>2</sup> of Retail/Restaurant units, including 12,918 m<sup>2</sup>. Major Store Unit over 3 storeys, 17 No. Internal Retail Units, 8 No. External Retail/Restaurant Units and a food court, over two storeys; 1457 m<sup>2</sup> of Mall as an extension to the existing Yellow Mall; 5,339 m<sup>2</sup> of associated Plant and Services space; all over 2 No. Underground Levels of Carparking containing a total of 749 underground car spaces adjacent to underground service tunnel; Glazed Entrance Link from underground Carpark to Street outside new proposed Entrance to Yellow Mall 5 No. ESB Sub Stations; Revised Signal Controlled Crossroads incorporating Pedestrian Crossings to replace existing roundabout at junction of Roads known as E, G, D, including new road between proposed revised crossroads and Blanchardstown Road South, incorporating access and egress ramps and associated tunnel to proposed underground Carpark. Associated entrances and works to existing White Carpark adjacent to Retail Park 3, the removal of 250 No. Car parking spaces and the provision of 227 No. Car parking spaces resultant in the provision of a net gain of 344 number Car parking spaces when combined with basement carparking and removal of spaces from existing Yellow Carpark; all associated hard and soft landscaping, signals and signage. An EIS will be submitted to the Planning Authority with the planning application.</p>	<p>Extension Of Duration Of Permission was granted. However this planning grant has now expired. Therefore there are no potential cumulative impacts from this planning application.</p>
--------------	---	---	--

### 11.6.1 Cumulative Impact (FW18A/0168)

Cumulative impacts can be described as impacts that result from changes caused by a development in conjunction with other past, present or reasonably foreseeable actions. Given the zoning of the adjoining lands it is reasonable to expect additional development in close proximity. The "Blue Mall" has been permitted planning permission (Grant date 11 September 2019) and this development has been taken into consideration when reviewing the potential cumulative landscape impacts in the area. Visual Labs have issued drawings (Figure 11-35 to Figure 11-37 below) that depicts the existing view of Blanchardstown Shopping Centre, the existing view of Blanchardstown Shopping Centre with the Proposed Development Only, and the existing view of Blanchardstown Shopping Centre with both the Proposed Development and the Permitted & Proposed "Blue Mall" development.



*Figure 11-35: View 9, Blanchardstown Shopping Centre, Existing View*



*Figure 11-36: View 9, Blanchardstown Shopping Centre, View with Proposed Development Only*





*Figure 11-37: View 9 Cumulative Impact showing view of Proposed Development together with Permitted & Proposed "Blue Mall" development*

**Location:** Latitude & Longitude: 53.39226063, -6.39275274

It is proposed that the cladding on the "Blue Wall" development will be black, therefore, in terms of landscape and visual impacts to nearby receptors, it is considered there will be a negligible long-term impact as both developments are carefully designed to blend into the fabric and character of the existing townscape.

Figure 11-38 below is a CGI prepared by Visual Labs to illustrate the cumulative impact of the Proposed Development when the Blue Mall is developed.





*Figure 11-38: CGI Cumulative Impact showing Blue Mall Development together with the Proposed Development*

With the implementation of the current Development Plan Standards it is reasonable to expect the orderly and legible development of the area which mitigates any landscape and visual impacts to a minor or below impact.

### **11.7 “Do Nothing” Impact**

The do-nothing impact refers to the non-implementation of the Proposed Development. The primary effect of this would be that the impacts and effects identified would not directly occur. In the event that the development does not proceed it is very likely that the subject site would be developed in the future in line with its zoning. If the site is left in its current state, it will be likely continued to be maintained in its current manner and hence a neutral impact will persist on the existing landscape.

### **11.8 Avoidance, Remedial & Mitigation Measures**

The key landscape and visual mitigation measures used during the Construction Phase have been incorporated into the layout of the site and design of the proposed buildings. The buildings will be clad in a similar neutral coloured material as the existing and will have a similar horizontal emphasis. The set back of the buildings from the site boundary and the positioning of the new buildings along extensions of existing building lines helps to link the Proposed Development with the existing and localises the visual and landscape impacts.

The following mitigation measures are proposed to ensure the trees and hedgerows are fully protected in accordance with 'BS5837 (2012) Trees in relation to the Design, Demolition and Construction – Recommendations' or as may be updated.



In order to avoid physical damage to the roots during demolition or construction the following mitigation measures are proposed:

- Careful manual excavation using hand-held tools will be carried out around the Root Protection Areas (RPAs). Soil may be washed off roots as an alternative. Approximately 85% of roots will be expected to be in the top 600mm.
- Exposed roots will be protected to prevent drying out or damage from temperature changes. Roots will be protected immediately on exposure with hessian sacking or similar. The excavation will be backfilled as soon as possible once the protection has been removed.
- All root protection works will be completed under supervision of a suitably qualified Arborist.
- Individual roots and clumps of less than 25mm width can be pruned without further consultation, if necessary, making a clean cut. Roots and clumps greater than 25mm in width will only be cut if agreed by the supervising Arborist.
- Root Protection Zones will be protected from machinery/scaffolding access with scaffolding boards or similar to spread point loads.
- Backfill around retained roots will be with topsoil or uncompacted sharp sand, or other loose inert granular fill.

A Hedgerow Management Plan will be put in place to ensure the long-term survival of the hedgerow by the Arborist that will be appointed to oversee the construction phase of the Proposed Development.

### 11.9 “Worst Case” Scenario

The worst-case effects arise when the mitigation measures as proposed substantially fail. This would result in landscape and visual impacts lasting in the medium to long term as due to the location of the proposed development on valuable zone land it would be highly likely that it would be redeveloped in the near future.

The failure of the proposed landscape mitigation measures is very unlikely. Also, if the Proposed Development is granted, the proposed landscaping will become a part of the plans and particulars of the planning application and as such can be made subject of an enforcement notice by the local authority to rectify the situation.

### 11.10 Residual Impacts

Residual Impacts are defined as ‘*effects that are predicted to remain after all assessments and mitigation measures*’. They are the remaining ‘*environmental costs*’ of a project and are the final or intended effects of a development after mitigation measures have been applied to avoid or reduce adverse impacts. Potential residual impacts from the Proposed Development were considered as part of this environmental assessment. No negative residual impacts in the context of landscape and visual impact are anticipated regarding this Proposed Development.

In conclusion, it is considered that the Proposed development is consistent with the landscape policy context as set out in the Building Height Guidelines 2018 and the Fingal County Council Development Plan. The Proposed Development is appropriate to the area and the design and



the proposed mitigation measures successfully address potential adverse impacts. The proposed development has been designed to take account of the existing surrounding area, it is considered that due to the already urban nature of the Site of the Proposed Development, as well as the landscaping proposals, there will be a positive contribution to the landscape and visual impact.

#### **11.10.1 Construction Phase**

Notwithstanding the proposed ameliorative and mitigation measures proposed during the Construction Phase, it is considered that the initial development of the site, including removal of trees and hedgerows and general construction activity will result in overall residual effects that are moderate, negative temporary impacts and ongoing residual effects that will be moderate, neutral short-term impacts by the closest receptors and reduce rapidly with distance to impacts which are minor/negligible, neutral short term impacts.

#### **11.10.2 Operational Phase**

On completion, the disturbance and change associated with the construction stage will be gradually altered by the influence that the new development establishes on the character and visual context of its environs. In this regard it is considered that the Proposed Development of the site will have a residual minor/negligible local impacts on the landscape character of its environs and reduce rapidly with distance to impacts which are negligible, neutral long term impacts.

### **11.11 Monitoring**

#### **11.11.1 Construction Phase**

Landscape tender drawings and specifications have been produced to ensure that the landscape work is implemented in accordance with best practice. This document will include tree work procedures, soil handling, planting and maintenance. The contract works will be supervised by a suitably qualified landscape architect. The planting works will be undertaken in the planting season after completion of the main civil engineering and building work.

#### **11.11.2 Operational Phase**

Monitoring of the mitigation measures will form part of the landscape management plan. Replacement trees, replacement planting and pruning measures will be captured in landscape maintenance plans, and are intrinsically linked to the proposed mitigation measures. All landscape works will be in an establishment phase for the initial three years from planting. Prior to completion of the landscape works, a competent landscape contractor will be engaged and a detailed maintenance plan, scope of operation and methodology will be put in place.

### **11.12 Interactions**

Interactions between Landscape and Visual Impact and other aspects of this Environmental Impact Assessment Report have been considered and are detailed below.

#### **11.12.1 Population and Human Health**

It is not considered that the Proposed Development by virtue of its visual appearance and in the context of the proposed zoning of the Site of the Proposed Development and the urban



and industrial nature of the surrounding landscape, will cause any issues for the residential local population.

#### **11.12.2 Biodiversity (Flora and Fauna)**

The proposed landscaping of the Site interacts with its biodiversity and ecology through the changes that will occur to the existing habitats and flora at the Site. The landscaping proposals will entail losses and contributions in terms of vegetation at the Site, which in turn will affect the ecology of the Site. The Site in its current condition is not of high ecological value, and the proposed landscaping will not result in significant adverse effects in this regard. It is noted that, although largely being retained, a break in the western hedgerow will be required in its southernmost point; to facilitate an internal access roadway to the Major Town Centre zoned lands in use by a Sports & Leisure Club. This will be offset by the proposed tree, hedge and shrub planting to be carried out at the Site.

#### **11.12.3 Archaeology and Cultural Heritage**

As there are no known archaeological or architectural remains found during the desk top survey as well as the walkover survey, it is not predicted that any changes in landscape or visual impact will affect in any way the archaeology of the area.

It is noted that, although largely being retained, a break in the western hedgerow will be required in its southernmost point; to facilitate an internal access roadway to the Major Town Centre zoned lands in use by a Sports & Leisure Club. This hedgerow is an historic hedgerow and is of cultural heritage significance. This is discussed further in Chapter 12 of this EIAR.

#### **11.13 Difficulties Encountered When Compiling**

No difficulties were encountered in the preparation of this Chapter.

#### **Overall Conclusion**

In conclusion, it is considered that the Proposed development is consistent with the landscape policy context as set out in the Building Height Guidelines 2018 and the Fingal County Council Development Plan. The Proposed Development is appropriate to the area and the design and the proposed mitigation measures successfully address potential adverse impacts. The proposed development has been designed to take account of the existing surrounding area, it is considered that due to the already urban nature of the Site of the Proposed Development, as well as the landscaping proposals, there will be a positive contribution to the landscape and visual impact.

#### **11.14 References**

EPA Maps, website, <https://gis.epa.ie/EPAMaps/>

Fingal County Council Development Plan 2017-2023

Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. - Department of Housing, Planning and Local Government 2018.

Historic Landscape Characterisation in Ireland: Best Practice Guidance 2013 - The Heritage Council.



Revised Guidelines (Draft) on the Information to be contained in Environmental Impact Statements (2015) Environmental Protection Agency.

The National Parks and Wildlife Service (NPWS) website, [www.npws.ie](http://www.npws.ie).

## 12 ARCHAEOLOGY AND CULTURAL HERITAGE

### 12.1 Introduction

This chapter of the EIAR describes and assesses the potential effects of the Proposed Development of the application site at Site B, Blanchardstown Town Centre, Coolmine, Dublin 15.

The Site of the Proposed Development comprises an existing surface car park (known as the Library Car Park) to the southeast of the Blanchardstown Library and offices, the multi-storey car park site (known as the Blue Car Park) located to the southeast of the Blanchardstown Centre and in a section of Road C and Road D, including the associated roundabout junction, verges and footpaths. The Proposed Development is for a Mixed Use Development.

The aim of this chapter is to assess the baseline Archaeological, Architectural and Cultural Heritage conditions of the surrounding environment for the Proposed Development, in order to determine any significant impacts that may arise as a result of the Proposed Development and highlight any potential effects this may have on these resources. In addition, if deemed appropriate, mitigation measures are recommended, in accordance with the policies of Fingal County Council, the Department of Culture, Heritage and the Gaeltacht, National Monuments Acts 1930-2004 and best practice guidelines.

The assessment consisted of a paper survey and cartographic research. The sources used were the Record of Monument and Places (RMP), Department of Culture, Heritage and the Gaeltacht (DoCHG), the National Museum of Ireland topographical files, the County Development plans and other available literature resources as detailed in the list of references.

The RMP is a series of manuals listing all known archaeological sites and monuments in each county with accompanying maps locating these sites and additional information from archaeological excavations and assessment records in the intervening period. All sites included in the RMP are protected under the National Monuments Acts (1930-2004). The record is continually updated with information from the results of on-going research and excavation, as new sites are discovered. The types of Recorded National Monuments, both within the study area and in the immediate vicinity, have served to inform the author in the development of a hypothesis as to the potential sub-surface archaeology within the study area. This is backed up by the results of previous archaeological excavations and investigations both within and without the study area published in excavation summary reports for each year ([www.excavations.ie](http://www.excavations.ie)).

The National Museum maintains a register of finds of archaeological objects from each townland in the twenty-six counties of the Republic of Ireland. Detailed records are held for each find, many of which are regarded as 'stray finds' having been recovered by farmers in the course of ploughing or other such activities and received to the museum in accordance with national monuments legislation. The records contain information such as type and location of find, correspondence between the museum and the finder, and, where applicable, results of excavations carried out by museum staff at the location of the finds.

The Fingal County Development Plan (2017-2023) has a list of protected structures which has established the preservation of these structures including their settings. The Record of



Protected Structures was established under the Local Government (Planning and Development) Act 2000 and is a listing of structures of architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest, along with accompanying maps. It also safeguards the protected structures along with their curtilage against any development without the express permission of the Minister for the Department of Arts Heritage and the Gaeltacht.

A number of literary sources and Cartographic maps were also consulted. Literary sources are a valuable means of completing the written archaeological record of an area and gaining insight into the history of the environs of the proposed works. The principal sources consulted are listed in the bibliography at the end of this chapter. Cartographic maps consulted were the OS 6-inch first edition mapping (1837-1842), 25-inch mapping series (1889-1913) and third edition (1909) for Co. Dublin.

## 12.2 Study Methodology

### 12.2.1 Guidance and Legislation

The following legislation and guidance documents were consulted as part of this assessment. This legislation makes up the main legal mechanisms by which Archaeological, Architectural and Cultural Heritage resources are protected in Ireland.

- National Monuments Act, 1930-2014;
- Heritage Act, 1995;
- Architectural Heritage and Historic Properties Act, 1999;
- Local Government (Planning and Development) Act, 2000
- The Planning and Development (Strategic Infrastructure) Act, 2006;
- EPA 'Advice Notes for preparing Environmental Impact Statements' (Draft 2015);
- EPA 'Guidelines on the Information to be Contained in Environmental Impact Statements' (EPA, 2002);
- Frameworks and Principles for the Protection of the Archaeological Heritage, 1999, (formerly) Department of Arts, Heritage, Gaeltacht, and Islands.
- Architectural Heritage Protection: Guidelines for Planning Authorities, 2011, (formerly) Department of Arts, Heritage, and the Gaeltacht.

The assessment contained in this chapter has involved a desktop study / paper survey which considered all available archaeological, architectural, historical, and cartographic sources. This information was used in order to assess any potential impact on the receiving environment and to identify measures to ensure the conservation of any monuments or features.

### 12.2.2 Desk Study

The following archaeological, historical and cartographic sources were examined as part of the paper study:

**Records of Monuments and Places (RMP)** is a list of monuments recorded under Section 12 (1) of the National Monuments (Amendment) Act 1994.

**Sites and Monuments Record (SMR)** is a national baseline database of known archaeological sites and monuments in Ireland.

**Topographical Files of the National Museum of Ireland** is an archive containing records of all finds logged by the National Museum.

**Aerial Photographs** provide an important archaeological resource in terms of detecting new sites and identifying the exact location and extent of known sites. These features can be identified through surface anomalies such as earthworks or distinct vegetation marks.

**Excavations Bulletin** is an annual publication, started in 1970, which summarises all archaeological excavations carried out in Ireland each year ([www.excavations.ie](http://www.excavations.ie)).

**The National Inventory of Architectural Heritage** is a comprehensive database of structures relating to the architectural heritage of Ireland.

**Fingal County Development Plan** contains a list of Architectural Conservation Areas and recorded Protected Structures for County Dublin.

**Cartographic Sources** are important in providing topographical information on areas of archaeological potential as well as tracing land use development within the Proposed Development area.

### 12.3 The Existing and Receiving Environment (Baseline Situation)

The subject site comprises of the existing surface car park (known as the Library Car Park) to the southeast of the Blanchardstown Library and offices, the multi storey car park site (known as the Blue Car Park) located to the southern corner adjoining the Blanchardstown Centre, a section of Road C and Road D and the associated roundabout junction, verges and footpaths. Townlands in the area include Mulhuddart to the north, Corduff to the east, Coolmine to the west and Castleknock to the south.

Ringforts and enclosures are undoubtedly the most common field monuments within the Irish landscape and there are no. 2 ringforts and no. 1 enclosure located within a 2km radius of the Proposed Development. A ringfort is a space surrounded by an earthen bank formed by material thrown up from a fosse or ditch located immediately outside the earthen bank. Generally, ringforts vary in size from 25–50 metres in diameter and are usually circular in plan but can also be oval or D-shaped. Figure 12-1 below indicates the location of the Proposed Development in relation to archaeological monuments and architectural features.



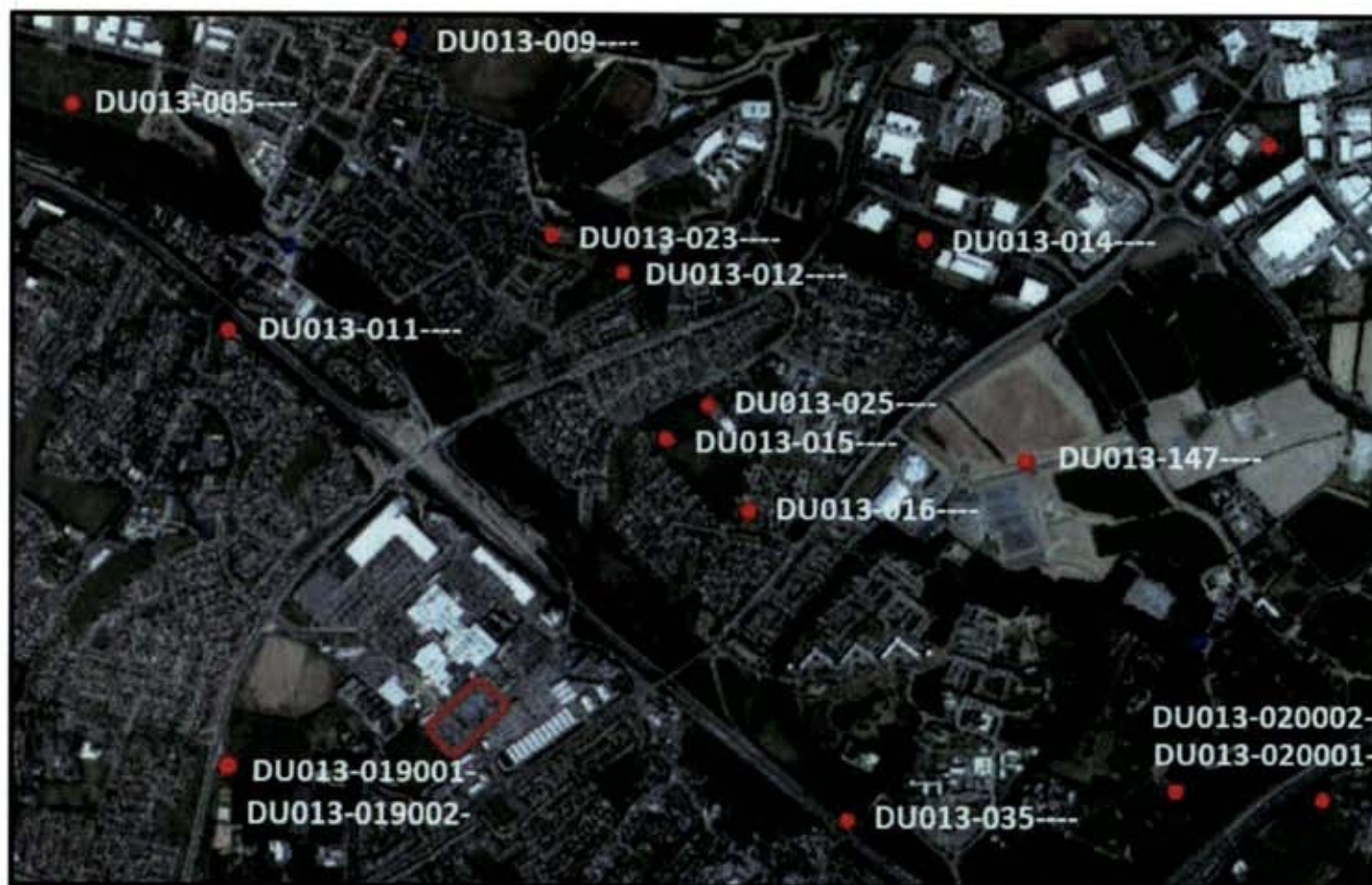


Figure 12-1: Location of Proposed Development (red line boundary) in relation to archaeological monuments and architectural features (red and blue dots)

## 12.4 Characteristics of the Proposed Development

### 12.4.1 RMP files (Record of Monuments and Places) close to the study area

Within a 2km radius of the development Site there are fifteen recorded archaeological monuments. The monuments are listed below, and identified by townland, RMP number, site type, site status and distance of the site for the Proposed Development. The RMP reference consists of a three-letter county code, the relevant number of the Ordnance Survey six-inch sheet on which the Site is located, and the number of the individual monument. This information is gathered from the online Historic Environment Viewer provided by the Department of Culture, Heritage, and the Gaeltacht. These monuments are discussed below within the context of the historical and archaeological background of the surrounding area. No Recorded Monuments will be affected by the development plans.

**RMP No.** DU013-019001-

**Townland** Coolmine (Castleknock By.)

**Site Type** Church

**Description** There is a raised oval area (dims. L 50m E-W, Wth.30m) formerly within the grounds of Coolmine House. According to Healy there were human bones exposed on the site (1974, 21). Traditionally associated with St. Machtus and believed to be the site of the 'white chapel' which went out of existence about 1490 (Ronan 1940, 188). In the list of the churches of the dioceses c. AD 1275, the Crede Mihi, the church of 'Culmyn' is mentioned. It is also mentioned in the Taxation of 1292 and 1294.

Now contained within the Blanchardstown Millennium Park. The site was subject to geophysical survey (Licence no. 09R195) in advance of the proposed Metro West. Remains of enclosure ditches and possible pit type features associated with the Coolmine Church (DU013-019001-) and graveyard (DU013-019002-) were identified. A sub-circular enclosure (c.50m diam. NS) and further ditch remains extending to the south and east were associated with possible burnt/fired features which may indicate hearths or kilns (Nicholls 2009, 14). A dog run was installed directly abutting the eastern limit of the oval area without archaeological supervision.

**Distance** This RMP site is located 0.6km west of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-019002-

**Townland** Coolmine (Castleknock By.)

**Site Type** Graveyard



**Description** A raised oval area (dims. L 50m E-W, Wth.30m) formerly in the grounds of Coolmine House, now Blanchardstown Millennium Park. According to Healy there were human bones exposed on the site (1974, 21). There are no grave markers. Associated with the 'white chapel' which went out of existence about 1490 (Ronan 1940, 188 (DU013-019001-)).

The site was subject to geophysical survey (Licence no. 09R195) in advance of the proposed Metro West. Remains of enclosure ditches and possible pit type features associated with the Coolmine Church (DU013-019001-) and graveyard (DU013-019002-) were identified. A sub-circular enclosure (c.50m diam. NS) and further ditch remains extending to the south and east were associated with possible burnt/fired features which may indicate hearths or kilns.

**Distance** This RMP site is located 0.6km west of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-035----

**Townland** Blanchardstown

**Site Type** Mill - unclassified

**Description** Named 'corn mill' on the 1837 OS 6-inch map. This 19th century, four bay, three storey mill probably occupies the site of an earlier mill. Described in the Civil Survey (1654-6) as 'one waste mill' belonging to Simon Luttrell (Simington 1945, 242). Test excavation (Licence no. 08E0147) was undertaken in the vicinity in advance of the Blanchardstown Regional Water Scheme but no archaeological remains were identified.

**Distance** This RMP site is located 1km southeast of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-016----

**Townland** Corduff (Castleknock By.)

**Site Type** Ringfort - unclassified

**Description** One of three sites within close proximity named 'fort' on the 1837 OS 6-inch map. There is a housing estate on the site. Nothing is visible at ground level.

**Distance** This RMP site is located 0.9km east of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No. DU013-015----**

**Townland** Corduff (Castleknock By.)

**Site Type** Ringfort – unclassified

**Description** A circular earthen platform which is scarped all around (diam.42m; H 3m); probably the remains of a platform ringfort. Named 'fort' on the 1837 OS 6-inch map. The site was formerly under dense tree cover on the grounds of Corduff House. Now within green space abutted by two playing pitches and a pathway. Remains of well established trees edging and upon mound which is defined on its top edge by large boulders. Some denuding along southwest quadrant. Being used for anti-social behaviour.

**Distance** This RMP site is located 0.9km east of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No. DU013-025----**

**Townland** Corduff (Castleknock By.)

**Site Type** House - 16th/17th century

**Description** There is a large multi-gabled dwelling marked on the Down Survey (1655-6) map compiled. The Civil Survey (1654-6) mentions a 'stone house, slated' (Simington 1945, 246). Possibly incorporated into the make-up of the later Corduff House. Test excavation and monitoring (Licence no. 05E0360) were undertaken in advance of the construction of a sports hall. The vestiges of eight rooms representing the foundation level of the later house, part of a tiled area from the ground floor and remnants of a pond 20m north of the house location were excavated (Carroll, 2006).

**Distance** This RMP site is located 1km east of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No. DU013-012----**

**Townland** Corduff (Castleknock By.)

**Site Type** Mound

**Description** Located at eastern end of open space for Warrenstown housing estate, close to a stream that runs into the Tolka. The mound (diam.28m; H 2m) is completely overgrown with brambles and the area appears to have been used for construction scarping and dumping as well as domestic dumping. The mound is within an area designated as a flood plain.

**Distance** This RMP site is located 1.3km northeast of the Proposed Development Site.



**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-011----

**Townland** Coolmine (Castleknock By.)

**Site Type** Designed landscape - tree-ring

**Description** This site is marked as a tree-covered mound in the 1837 OS 6 inch map, one of a line of such mounds which bordered the northern end of Coolmine estate. It was removed during land reclamation in the late 1950s and appears as a continuous circular cropmark on Cambridge photography (CUCAP AP1 27). Excavations in advance of the Navan Road Improvement Scheme in 1989 identified an enclosure (26m diam.). It consisted of a ditch (3m w. x 1m d.) that contained post medieval delft and clay pipe and was interpreted as a tree ring.

**Distance** This RMP site is located 1.2km north of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-147----

**Townland** Deanstown (Castleknock By.)

**Site Type** Fulacht fia

**Description** The site was subject to geophysical survey (12R0111) and excavation (Licence no. 13E134Ext.) in advance of the construction GAA pitches. This monument consisted of three pits filled with burnt mound types deposits. Pit 1 was oval in plan (1.7, x 1.1m ). Pit 2 was circular in plan (1.8m diam.) and Pit 3 oval (1.1m x 0.8m) was associated with a possible trough (2.1m x 1.7m). A sample of hazel from the fill of the trough returned a calibrated date of 1917-1747 BC, dating it to the Early Bronze Age (Coughlan 2013, 4).

**Distance** This RMP site is located 1.7km east of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-020001-

**Townland** Abbotstown

**Site Type** Church

**Description** St. Coemhin's Church is located on a high point within an oval graveyard. Fragments of the North and West walls are all that survive and are very overgrown. These are built of randomly coursed masonry (L 7.6m, Wth 5.5m, H 2.5m, wall T 0.97m). At the West

end of the North wall is a door rebate with draw bar holes in the E jamb. There are two splayed opes and putlog holes also in this wall. The ground falls away steeply S of the church where there is an enclosing stone-faced fosse (Wth 4.7m, D 1.6m). This is replaced by a wall along the West and North side of the site, which appears to be built on an earlier earthwork. Within the graveyard (dims. E-W 60m, N-S 40m) there are 18th and 19th century graveslabs.

**Distance** This RMP site is located 1.9km southeast of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-020002-

**Townland** Abbotstown

**Site Type** Graveyard

**Description** Located at the end of a low ridge. The graveyard at Abbotstown is situated on the grounds of the State Laboratory (Healy 1975, 21). The ground falls steeply south of the church where there is an enclosing stone faced fosse w.4.7m, d.1.6m. This is replaced by a wall and appears to be built on an earlier earthwork. The north eastern boundary consists of a modern breeze block wall. It contains numerous 18th century memorials dedicated to merchants from the city of Dublin including Philip Reilly (1774), Maurice Ward (1773) and Daniel Darcy (1757). Associated with St Coemhin's well or Caveen well which was closed up by the landlord (O'Danachair 1958, 74).

**Distance** This RMP site is located 1.9km southeast of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No.** DU013-023----

**Townland** Buzzardstown

**Site Type** House - 16th/17th century

**Description** The Down Survey (1655-6) map shows a dwelling at Buzzardstown near Buzzardstown House. In the second half of the 18th century the family of Flood owned Buzzardstown House-on a winter's night in 1761 it is recorded that the gable-end of Mr Flood's house at Mulhuddart suddenly gave way, whereby Mrs Flood and her daughter were killed. Test excavation (Licence no. 06E0184) was undertaken at the site of Buzzardstown House but archaeological remains were not located.

**Distance** This RMP site is located 1.3km noreast of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.



**RMP No. DU013-014----**

**Townland** Corduff (Castleknock By.)

**Site Type** Mound

**Description** Comprises a large earthen mound (diam.50m, H 3m). Located within the IDA Industrial estate, large landscaped mound serving as a roundabout. Treeplanting has become established and drainage inserted into base.

**Distance** This RMP site is located 1.8km east of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No. DU013-009----**

**Townland** Tyrrelstown

**Site Type** Ritual site - holy well

**Description** This vaulted well-house stands by the roadside. The well is approached by stone steps. On the roof are two finials, one a stone carved with a cross in relief and the other a stone niche with an inscription. It is still venerated. Formerly a pattern day was held on the 8th of September (Ó Danachair 1958-60, 76; Daly 1957, 19). The water is traditionally reputed to cure sprains, cuts, bruises and rheumatism. The well is recognised by Fingal County Council as 'County Geological Site' (Parkes 2012, 52).

**Distance** This RMP site is located 1.8km north of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

**RMP No. DU013-005----**

**Townland** Parslickstown

**Site Type** Enclosure

**Description** Situated to the north of the river Tolka. An aerial photograph taken in 1971 (FSI I. 063/2/1) shows cropmark evidence for a subcircular enclosure (diam. c. 20m). Now within playing pitches. Not visible at ground level

**Distance** This RMP site is located 2km north of the Proposed Development Site.

**Impact** This site will not be affected by the Proposed Development.

#### 12.4.2 Topographical files, National Museum of Ireland (NMI)

There are no topographical files from the Site, or within the vicinity of the Site of the Proposed Development in the National Museum files. The closest recorded topographical file to the Proposed Development is a "polished stone axehead" in the townland of Clonsilla (1.8km west of the Site)- Name 1979:104.

#### 12.4.3 Cartographic Analysis

##### 12.4.3.1 Historic six-inch Ordnance Survey Map, 1837-1842

The first edition of the six-inch Ordnance Survey map was carried out from 1837-1842. This map shows the Proposed Development Site and surrounding areas as a series of agricultural fields divided by field boundaries. Coolmine Cottage and Coolmine House are located west and southwest of the Proposed Development, respectively. There is a road located north of the Proposed Development. This similar layout is recorded in all mapping consulted.

See Figure 12-2 OS mapping historic 6" First Edition Colour (GEOHIVE).



Figure 12-2: First Edition 6-inch Ordnance Survey Map, 1838-1842 with approximate project site (Red outline)

#### 12.4.4 Fingal County Council Development Plan 2017 – 2023

The Fingal County Council Development Plan addresses Architectural Conservation Areas, historic areas and Protected Structures, and recognises the statutory protection afforded to all Records of Monuments and Places (RMP) and all archaeological heritage sites under the National Monuments Legislation (1930-2004), and the development plan lists a number of aims and objectives in relation to archaeological and architectural heritage.

- Objective CH03: Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments



and Places and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process

- Objective CH07: Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature, and is sited and designed appropriately
- Objective CH20: Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected StructureObjective CH21 copy and paste objective from CPD)
- Objective CH25: Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual impact must be minimised through appropriate mitigation measures such as high quality design and/or use of screen planting.

#### **12.4.4.1 Architecture**

Protection is also recognised to areas of cohesive architectural value and these areas can be classified as Architectural Conservation Areas (ACA), and any works that may have a material effect on the special character of an ACA needs planning permission. An area can be designated an ACA often because it contains a group of historic buildings or has a distinctive street size/plot size that contributes to the distinct character of a town or village. In the Fingal area, there are thirty-two Architectural Conservation Area Locations, as follows:

- Abbeville Demesne
- Ardgillan Demesne
- Balbriggan – Nos. 14 to 28 Hampton Street (even numbers only)
- Balbriggan Historic Town Core
- Baldoyle
- Balrothery
- Balscadden
- Castleknock
- Donabate – Newbridge House Demesne & The Square
- Garristown
- Howth Castle Demesne
- Howth Historic Core
- Howth – Nashville Road & Park
- Howth – St. Nessan's Terrace, St. Peter's Terrace, Seaview Terrace & The Haggard
- Lusk
- Luttrellstown Demesne
- Malahide Castle Demesne

- Malahide Historic Core
- Malahide – The Bawn, Parnell Cottages & St. Sylvesters Villas
- Malahide – The Rise
- Milverton Demesne
- Naul
- Portrane – Grey Square
- Portrane – Red Square
- Portrane – St. Ita's Hospital complex
- Old Portmarnock (Drimnigh Road)
- Oldtown
- Rowlestown
- Skerries
- Sutton – Sutton Cross & Environs
- Sutton – No. 20a to 26 Strand Road
- Sutton – Martello Terrace, Strand Road

The Proposed Development does not lie within the vicinity of any of the above designated areas.

#### **12.4.4.2 Protected Structures**

A protected structure is a structure or part of a structure that a planning authority considers to be a special interest from an "*architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest*".

In certain circumstances, some archaeological structures may also be considered as architectural heritage, meaning they may therefore appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS). These structures are protected by both the National Monuments Acts and the Planning and Development Acts 2000 (as amended).

According to Appendix 2 of the Fingal County Council Development Plan 2017-2023, there are no records of Protected Structures within the Site of the Proposed Development.

#### **12.4.4.3 Inventory of Architectural Heritage**

The National Inventory of Architectural Heritage (NIAH) was reviewed in order to identify any buildings/features of architectural significance within 2km of the Proposed Development Site. The NIAH Registration Number refers to the registration number on the National Inventory of Architectural Heritage building survey of Fingal. The NIAH is a section within the Department of the Arts Heritage and the Gaeltacht, and the work involves identifying and recording the architectural heritage of Ireland from 1700 to present day Ireland. It is important to note that there may be structures in the NIAH survey that are also included in the RPS, however not all of them are. There are 14 buildings of architectural significance located within 2km of the Proposed Development Site. Information from the National Inventory of Architectural Heritage on this building and its features are given below.



**Reg. No.** 11354001

**Townland:** Blanchardstown

**Date:** 1855 – 1860

**Original Use:** Church/Chapel

**Categories of Special Interest:** Architectural, Artistic, Social

**Description:** Detached three-bay gable-fronted Roman Catholic church, built 1858. Three-bay side elevation to nave, with single-bay three-stage bell tower and spire to west. Single-bay sacristy to east and two single-bay entrance porches to north elevation. Curved extension with additional two-bay extension to south elevation. ROOF: Double pitched; slate; cast-iron rainwater goods; hipped polychromatic slates and tiles to spire; limestone coping having cross apex. WALLS: Rough cast rendered; nap rendered quoins. OPENINGS: Gothic arch windows; nap rendered surrounds and cills; limestone mullions; replacement timber doors; blind arched openings to front gable. INTERIOR: Single cell interior; rib vaulted ceiling with Romanesque style corbels; panelled timber gallery resting on cast-iron columns; stained glass windows, c.1880; Gothic arched niches to altar; timber wainscoting; moulded cill course.

**Distance:** This is located 1km south of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11354002

**Townland:** Blanchardstown

**Date:** 1800-1820

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Technical

**Description:** Single-arch ashlar granite humpback road bridge over canal, c.1810.

**Distance:** This is located 1.5km south of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11353009

**Townland:** Coolmine

**Date:** 1870-1900

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Technical

**Description:** Single-arch bridge over river, c.1885, with rough faced limestone walls and granite dressings.

**Distance:** This is located 1.4km north of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11354003

**Townland:** Blanchardstown

**Date:** 1815-1825

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Technical

**Description:** Single-arch ashlar granite and limestone humpback road bridge over canal, built 1819. Limestone name and date plaque. Pair of lock gates to west. Road diverted; bridge now pedestrianised.

**Distance:** This is located 1.7km south of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11354004

**Townland:** Castleknock (without Phoenix Park)

**Date:** 1800 - 1820

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Technical

**Description:** Single-arch humpback road bridge over Royal Canal, c.1810, now pedestrianised.

**Distance:** This is located 1.4km southwest of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.



**Reg. No.** 11361032

**Townland:** Sheephill

**Date:** 1790 - 1800

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Technical

**Description:** Single-arch stone road bridge over river, built 1795, with ashlar parapet walls, cut stone keystones and voussoirs, having stone date and name plaques.

**Distance:** This is located 2km south of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11361002

**Townland:** Porterstown

**Date:** 1860 - 1880

**Original Use:** Water Pump

**Categories of Special Interest:** Artistic, Social

**Description:** Cast-iron water pump, c.1870, now missing parts.

**Distance:** This is located 1.4km west of the Proposed Development Site.

**Impact:** This feature will not be affected by the Proposed Development.

**Reg. No.** 11361001

**Townland:** Kellystown

**Date:** 1850 - 1860

**Original Use:** School

**Categories of Special Interest:** Architectural, Artistic, Historical, Social

**Description:** Detached gable-fronted three-bay two-storey over basement former school with attic accommodation, built 1854, with gabled central projecting bay flanked by entrance porches. Now vacant. Architect: James Kennedy Esq.

**Distance:** This is located 1.6km west of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11361004

**Townland:** Porterstown

**Date:** 1790 - 1810

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Historical, Technical

**Description:** Single-arch limestone bridge over canal, c.1800, with plaque over arch. Plaque reads: "In memory of sixteen people/who lost their lives/when the/Dublin to Longford/passenger boat sank here/25 November 1845/Erected by R.C.A.G. 25 Nov 1995.

**Distance:** This is located 1.5km west of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11361005

**Townland:** Porterstown

**Date:** 1840 - 1860

**Original Use:** Worker's House

**Categories of Special Interest:** Architectural, Social

**Description:** Detached three-bay single-storey former railway keeper's house, c.1850, with central gable-fronted projecting porch. Now derelict. ROOF: Hipped; slate; rendered chimney stack; terracotta pots; overhanging eaves; gable fronted double pitched slate porch roof with timber barge boards. WALLS: Lime washed. OPENINGS: Square headed windows; lugged rendered surrounds; painted stone sill, 2/2 timber sash window; segmental headed door ope; tongue and groove timber panelled half door.

**Distance:** This is located 1.6km west of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11354005

**Townland:** Abbotstown



**Date:** 1500 - 1700

**Original Use:** Graveyard/cemetery

**Categories of Special Interest:** Architectural, Social

**Description:** Graveyard and ruined Church dating from pre-1700, now overgrown with vegetation.

**Distance:** This is located 1.9km southeast of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11354006

**Townland:** Sheephill

**Date:** 1840 - 1880

**Original Use:** Graveyard/cemetery

**Categories of Special Interest:** Architectural, Artistic

**Description:** Detached five-bay two-storey former house, c.1860, with advanced central entrance bay to ground floor. Two-storey return to rear and six-bay two-storey wing to north-east. Extended to north, c.1930 and c.1970. Farmyard complex to north. Now in use as laboratories and offices. **ROOF:** Hidden behind parapet wall; double pitched slate roof to right wing, nap rendered chimney stacks with terracotta pots. **WALLS:** Nap rendered with a moulded cornice; **OPENINGS:** Square headed window opening with nap rendered architraves and cornice stone cills; cill course; 6/6 and 1/1 timber sash windows; nap rendered porch with Doric pilasters; wreaths, cornice and balustrade; flat panelled timber door flanked by timber side windows to porch.

**Distance:** This is located 2km east of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11350040

**Townland:** Belcamp

**Date:** 1825 - 1875

**Original Use:** Bridge

**Categories of Special Interest:** Architectural, Technical

**Description:** Single-arch concrete road bridge over river, c.1850. Balustraded parapet with cast-iron balusters.

**Distance:** This is located 1.9km northeast of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

**Reg. No.** 11353010

**Townland:** Tyrrelstown

**Date:** 1650 - 1750

**Original Use:** Holy Well

**Categories of Special Interest:** Archaeological, Historical, Social

**Description:** Rubble stone corbelled roof structure surrounding holy well, c.1700, with inscribed stone to gable. Isaac Butler wrote in 1740 about the well and the great Pattern that would occur yearly at it.

**Distance:** This is located 1.9km northeast of the Proposed Development Site.

**Impact:** This site will not be affected by the Proposed Development.

#### **12.4.4.4 Historic Hedgerow**

It has been determined that an historic hedgerow, of cultural heritage significance, is located at the western boundary of the Site. This hedgerow is visible on Historic 6 Inch (1837 – 1842) mapping indicating that it is historic and is of Cultural Heritage significance, providing landscape character to the site.

It is proposed that the hedgerow will be maintained as much as possible and conserved in line with current Guidelines to protect the value of this protected feature. A section of this hedgerow will be removed to provide access to the adjoining field as detailed in the Landscaping Plan prepared by Cameo Partners Landscape Architects.

#### **12.4.5 Construction Phase**

This section assesses the impact of the Proposed Development on the Archaeology and Cultural Heritage of the area during the Construction Phase.

The greatest impact to buried archaeological deposits occurs during large-scale removal of topsoil during the initial construction phase groundworks. However, as the closest recorded RMP site is located 0.6km from the Site, it is predicted that the Construction Phase of the development will not cause any significant impact on the Archaeology and Cultural Heritage of the area as a result of construction and excavation works.



#### 12.4.6 Operational Phase

The Operational Phase of the Proposed Development will not result in any impact on the Archaeology and Cultural Heritage of the area.

#### 12.4.7 Potential Cumulative Impacts

##### Potential Cumulative Impacts

Cumulative Impacts can be defined as *"impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project"*. Effects which are caused by the interaction of effects, or by associated or off-site projects, are classed as indirect effects. Cumulative effects are often indirect, arising from the accumulation of different effects that are individually minor. Such effects are not caused or controlled by the project developer.

A review of other off-site developments and proposed developments was completed as part of this assessment. The following projects and plans were reviewed and considered for possible cumulative effects with the Proposed Development:

Table 12-1 details the existing, proposed and granted planning permissions on record in the area. The following relatively large-scale developments have been permitted:

Table 12-1 Potential Cumulative Impacts

Planning Ref No.	Development Name	Summary of Development	Cumulative Impact Assessment
FW22A/0010	Green Mall (Also known as the Central Mall) & Yellow Mall	<p>A planning application was registered on 28<sup>th</sup> January 2022 at the existing Green Mall, awaiting final decision:</p> <p>"The proposal relates to the identification of three external mobile food stall zones to provide for the placing of a total of 7 no. food stalls or vans and associated seating at the Green Mall Entrance, the Yellow Mall Entrance and to the front of Unit 418 and Unit 419 (currently occupied by Homestore and More and Woodies DIY, respectively) at Retail Park 2.</p> <p>The proposed development will include the following:</p> <ul style="list-style-type: none"> <li>•Area A adjacent to the Green Mall Entrance, comprises a mobile food stall zone and seating area to accommodate 4 no. food stalls or vans and associated seating;</li> <li>•Area B adjacent to the Yellow Mall Entrance, comprises a mobile food stall zone and seating area to accommodate 2 no. food stalls or vans and associated seating. The existing bicycle / trolley bay is to be removed and replaced by a new bicycle shelter;</li> <li>•Area C to the front of Unit 418 and Unit 419 at Retail Park 2, comprises a mobile food stall zone to accommodate 1 no. food stall or van.</li> </ul> <p>The proposed use of the individual mobile food stalls or vans is to be Restaurant / Café use, including take-away use.</p> <p>The proposed development includes for typical signage and lighting affixed to the individual mobile food stalls or vans, and all other works in connection with the proposed use."</p>	<p>Due to the nature of this Proposed Development, no potential cumulative impacts have been identified or are anticipated if this development is granted planning permission.</p>



FW18A/0168	Blue Mall	<p>A planning application was granted permission on the 11th of September 2019 for the following development at the existing Blue Mall within the Blanchardstown Centre:</p> <p>"The demolition of 369 sq.m of existing floorspace to provide for an extension of the Blue Mall over two levels, with plant at roof level, and an internal mall plaza area, resulting in an additional GFA of 4,559 sq.m.</p> <p>The extension includes the provision of 9 no. café/restaurant units ranging in size from 105 sq.m to 827 sq.m, provision of a retail unit with a GFA of 63 sq.m (to provide for the relocation of Unit 309) and associated signage zones.</p> <p>A new Blue Mall entrance comprising a large entrance portico, glass canopy and centre signage which is flanked on either side by the proposed café/restaurant units and terraces with outdoor seating areas.</p> <p>A public plaza containing seating and public art/sculpture, landscaping and ancillary improvement works.</p> <p>The re-alignment of the northern lane of Road D, the provision of new pedestrian crossings and the upgrade of the existing pedestrian crossing at the Blue Mall entrance to include shared surfaces on Road D and on the slip road south of Road D.</p> <p>The reconfiguration of part of the existing Leisureplex car park to incorporate a proposed taxi stacking area to provide for the relocation of the existing taxi rank. The proposal includes associated changes to car parking areas, provision of 28 no. additional bicycle parking spaces, an ESB double substation and switchroom, lighting, landscaping, site development and ancillary works."</p>	<p>In the context of archaeology and cultural heritage impact, no cumulative effects are anticipated from the Proposed Development.</p>
FW20A/0030 (Amendment to the permitted Blue Mall extension Reg. Ref.: FW18A/0168)	Blue Mall	<p>A planning application was granted permission on the 2<sup>nd</sup> July 2020 at the existing Blue Mall for the following development:</p> <p>"Provision of two internal kiosk zones of 62 sq.m each to accommodate retail/commercial kiosk units along with all associated signage, storage, service areas, kiosk seating, queuing, circulation and all other site development works within the mall areas (Level 2) of the permitted Blue Mall extension."</p>	<p>Planning has been granted for the development of The Blue Mall. Development works have been completed.</p>
FW20A/0018 (Amendment to the permitted Blue Mall extension Reg. Ref.: FW18A/0168)	Blue Mall	<p>A planning application was granted permission on the 2<sup>nd</sup> July 2020 at the existing Blue Mall for the following development:</p> <p>"Provision of an additional café / restaurant unit with a GFA of 90sq.m at ground floor level (Level 2) adjacent to permitted Unit 724 and existing Unit 311, including relocation of existing ATM unit and omission of a permitted secondary entrance to the internal mall. Associated alterations to internal mall seating and modifications to fenestration.</p> <p>Alterations to permitted landscape treatment to the northwest of the main Blue Mall entrance. All associated and ancillary works."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>

FW17A/0147	Red Mall	<p>A planning application was granted permission on the 28<sup>th</sup> November 2017 at the existing Red Mall for the following development:</p> <p>"The application site relates to The Red Mall area of the Blanchardstown Centre including existing unit numbers 183-184, 185,188, 189,190, 191, 191A, and 196 on Level 1 and existing unit numbers 188, 189 190, 217,219-221, 222 and 500 on Level 2, and includes the existing service yard and part of the surface car park.</p> <p>The proposed development involves the demolition of the internal and external walls, service yard walls and associated structures, to provide for an extension of the Red Mall over two levels , resulting in a total addition GFA of 3,359 sq.m with a plant area and 21 sq. m plant room proposed at roof level. The proposal results in an additional gross retail area of 2,270 sq.m consisting of 1,066 sq. m at Level 1 (Units 184,185 and MSU (Medium Sized Unit) and 1,204 sq. m at Level 2 (Units 181,216,276-289 and MSU) and includes an extension of the internal mall at Level 2 to connect to the existing Cental Mall.</p> <p>The proposal removes the existing service yard area to provide a MSU retail unit, with external signage proposed on the north-east and south-east elevation. The service yard is proposed to be relocated north west of the proposed MSU and will include a switchroom, substation, bins and storage units. The proposal involves the removal of 55 no. car parking spaces, the provision of 26 no. bicycle parking spaces and associated landscaping works and boundary treatments, and the provision of 1 no. electric car charging station."</p>	<p>Planning has been granted for the development of The Red Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
18/4206	Red Mall	<p>A planning application was granted permission on the 17<sup>th</sup> October 2018 at the existing Red Mall for the following development:</p> <p>"It is proposed to extend the existing Red Mall within Blanchardstown Town Centre by constructing 3 new units and rearranging the existing mall entrance."</p>	<p>Planning has been granted for the development of The Red Mall. Development works have been completed.</p>



FW18A/0143	Red Mall	<p>A planning application was granted permission on the 30<sup>th</sup> January 2019 at the existing Red Mall for the following development:</p> <p>"The proposed development includes the demolition of internal and external walls, service yard walls and associated structures, to provide for a single level extension of the Red Mall, resulting in an additional gross floor area of 2,064 sq.m. The proposed development will provide a single level retail unit (including off-licence use) with a GFA of 2,066 sq.m and associated service yard, a café unit (GFA 63 sq.m), a shop mobility unit (GFA 44 sq.m) and an entrance extension (GFA 52 sq.m). The proposal includes the demolition and upgrade of the existing Red Mall entrance to include a new canopy and integrated vertical entrance structure and centre signage. A signage zone is proposed on the south-east elevation of the proposed retail extension and on the café / mobility unit. The proposal includes the re-configuration of the existing service yard area and car park area, including a net removal of 87 no. car parking spaces. The proposal includes the provision of 2 no. electric car charging spaces, the re-location of existing bicycle parking spaces and provision of 22 no additional bicycle parking spaces providing a total of 60 no. bicycle parking spaces to be located within a bicycle shelter, the provision of a new pedestrian crossing on Road C and all associated landscaping and ancillary works.</p> <p>The proposed development supersedes the Red Mall extension scheme permitted under Reg. Ref.: FW17A/0147."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
------------	----------	--	---

FW19A/0017	Red Mall	<p>A planning application was granted permission on the 30<sup>th</sup> April 2019 at the existing Red Mall for the following development:</p> <p>"We, Blanche Retail Nominee Limited, intend to apply for planning permission for amendments to the development permitted under Reg. Ref.: FW18A/0143 at the Red Mall, Blanchardstown Town Centre, Coolmine, Dublin 15. The application site relates to the Red Mall area of the Blanchardstown Centre, including the existing entrance and unit number 191 on Level 1, the existing service yard, part of the surface car park and a section of the public footpath and Road C to the south east of the Red Mall.</p> <p>Permission is sought to amend Conditions No. 2(i), 4(i), and 12 and omit Condition No. 11 of the above referenced permission as follows.</p> <ul style="list-style-type: none"> <li>•Amend Condition No.2(i) to include reference to the off-licence use within the single-level retail unit as referenced in the development description under Reg. Ref.: FW18A/0143;</li> <li>•Amend Condition No.4(i) to refer specifically to the signage zone for the retail unit and mobility unit;</li> <li>•Omit Condition 11 which relates to the control of delivery hours;</li> <li>•Amend Condition 12 to extend the trading hours of the retail unit and the cafe unit to the following: <ul style="list-style-type: none"> <li>• Monday - Friday: 08.00 (8 am) to 22.00 hours (10 pm)</li> <li>• Saturday: 08.00 (8 am) to 21.00 hours (9 pm)</li> <li>• Sunday and Bank Holidays: 09.00 (9 am) to 21.00 hours (9 pm)."</li> </ul> </li> </ul>	<p>Planning has been granted for the development of The Red Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
dac/145/19	Red Mall	<p>A planning application was granted permission with conditions on the 4<sup>th</sup> December 2019 at the existing Red Mall for the following development:</p> <p>"Internal fit out of a shell unit (No 196) Red Mall, Blanchardstown Shopping Cent"</p>	<p>Planning has been granted for the development of The Red Mall. Development works have been completed.</p>
19/4224	Red Mall	<p>A planning application was granted permission with conditions on the 12<sup>th</sup> March 2020 at the existing Red Mall for the following development:</p> <p>"The fitting out of a shell unit (Unit 196) which is part of an extension to the existing Red Mall at Blanchardstown Shopping Centre for use as a licensed convenience foodstore with associated storage and loading facilities."</p>	<p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>



FW17A/0074	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 31<sup>st</sup> July 2017 at the existing Green Mall for the following development:</p> <p>"The proposed development involves the demolition of internal walls, service yard walls and associated structures, to provide for an extension of the Central Mall over three levels, resulting in a total additional GFA of 2,901 sq.m, with a screened tenant plant area proposed at roof level. The proposal results in an additional gross retail area of 2,666 sq.m, consisting of 784 sq.m at Level 1 (Unit 114/116 and 117), 702 sq.m at Level 2 and 1,180 sq.m at Level 3 (an additional floor level) (Unit 206-207, 208, 211-212 at Level 2 and 3).</p> <p>The proposal part infills the existing service yard and extends the service yard area, which includes a relocated switchroom, substation, telecoms room (all within a utilities building), plant and refuse storage areas, into the adjacent car park. The proposal involves the removal of 46 no. car parking spaces in the adjacent car park (Green), the provision of 30 no. bicycle parking spaces and associated landscaping works and boundary treatments."</p>	<p>Planning has been granted for the development of The Green Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development.</p>
FW18A/0105	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 16<sup>th</sup> October 2018 at the existing Green Mall for the following development:</p> <p>"intend to apply for planning permission for amendments to the development permitted under Reg. Ref.: FW17A/0074 at Blanchardstown Town Centre, Coolmine, Dublin 15. The application site relates to the Central Mall (also known as Green Mall) area of the Blanchardstown Centre, including existing unit numbers 114, 115/116, 206, 208, 211 and 212, and includes the adjacent service yard and part of the surface car park.</p> <p>The proposed modifications to the permitted Central Mall scheme (Reg. Ref.: FW17A/0074), will consist of the omission of level three, to provide a two level extension of the Central Mall, with a proposed reduction in the total additional GFA from 2,901 sq.m to 1,486 sq.m. The proposal results in an additional gross retail area of 1,419 sq.m, consisting of 746 sq.m at Level 1 (Unit 114/116) and 673 sq.m at Level 2 (Unit 206, 208, 211-212). A screened tenant plant area is proposed at roof level. The proposed development includes part infill of the service yard area, and provision of an extended service yard with all associated structures, the removal of 46 no. car parking spaces, the provision of 16 no. bicycle parking spaces, associated landscaping and boundary treatments, and all associated development works."</p>	<p>Planning has been granted for the development of The Green Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development</p>

FW18A/0116	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 31<sup>st</sup> October 2018 at the existing Green Mall for the following development:</p> <p>"Demolition and upgrade of the existing Green Mall entrance to include a new canopy and integrated vertical entrance structure, centre signage, and a cafe unit (GFA 59 sq.m) and associated signage zone. The proposal includes associated landscaping and ancillary works."</p>	<p>Planning has been granted for the development of The Green Mall. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p>
18/4234	<b>Green Mall (Also known as the Central Mall)</b>	<p>A planning application was granted permission with conditions on the 31<sup>st</sup> October 2018 at the existing Green Mall for the following development:</p> <p>"Proposed changes relate to the extension of the green mall at Blanchardstown Shopping Centre. A new cafe will be constructed as an extension to the existing centre, and the existing centre entrance will be modified."</p>	<p>This development has been considered within the baseline assessment for the Proposed Development</p>
FW18A/0011	<b>Yellow, Green, Central, Red and Blue Malls.</b>	<p>A planning application was granted permission with conditions on the 22<sup>nd</sup> May 2018 at the existing Yellow, Green, Central, Red and Blue Malls for the following development:</p> <p>"The proposal relates to the identification of a Kiosk Zone (relating to a total floor area of c. 5,534 sq.m.) in the mall area of Level 1 and Level 2 of the Blanchardstown Centre, encompassing the Yellow, Green, Central, Red and Blue Malls.</p> <p>The proposed kiosk zone could accommodate a maximum of 54 no. retail/commercial kiosk units of a range of sizes, with the maximum cumulative GFA of the kiosks not exceeding a total of 979 sq.m, and all associated signage, storage, service areas, kiosk seating, queuing, circulation areas and all site development works. The potential maximum kiosk GFA of 979 sq.m represents a potential net increase of kiosk GFA of 516 sq.m, based on the total GFA of existing kiosks of c. 463 sq.m.</p> <p>The development of individual kiosks within the Kiosk Zone will adhere to the design parameters set out in the Kiosk Design Guidelines which accompany this application.</p> <p>The proposed use of individual kiosks to be for retail or commercial use in accordance with the definition of Class 1 (Shop) or Class 2 (Services) use, Part 4 of Schedule 2 of the Planning &amp; Development Regulations 2001-2017, or for use primarily as a restaurant, café or food takeaway."</p>	<p>This planning has been granted for the development of The Green Central, Red and Blue Malls. Development works have been completed.</p> <p>Therefore, there are no potential cumulative impacts.</p> <p>This development has been considered within the baseline assessment for the Proposed Development</p>



F07A/1416/E1	<p><b>Site Known As Yellow Car Park, Adj. To Yellow Entrance Of Blanchardstown Centre, Bordered By Rds Known As E &amp; D &amp; On Site Known As White Car Park, Bordered By Roads E, G &amp; Blanch Rd, Blanchardstown Centre, Coolmine, Dublin 15</b></p>	<p>Demolition of Entrance Pavilion and removal of 380 No. car parking spaces, to provide for the Construction of: 3 storey development totaling 32,082 m<sup>2</sup> excluding carparking; and consisting of 25,286m<sup>2</sup> of Retail/Restaurant units, including 12,918 m<sup>2</sup>. Major Store Unit over 3 stories, 17 No. Internal Retail Units, 8 No. External Retail/Restaurant Units and a food court, over two storeys; 1457 m<sup>2</sup> of Mall as an extension to the existing Yellow Mall; 5,339 m<sup>2</sup> of associated Plant and Services space; all over 2 No. Underground Levels of Carparking containing a total of 749 underground car spaces adjacent to underground service tunnel; Glazed Entrance Link from underground Carpark to Street outside new proposed Entrance to Yellow Mall 5 No. ESB Sub Stations; Revised Signal Controlled Crossroads incorporating Pedestrian Crossings to replace existing roundabout at junction of Roads known as E, G, D, including new road between proposed revised crossroads and Blanchardstown Road South, incorporating access and egress ramps and associated tunnel to proposed underground Carpark. Associated entrances and works to existing White Carpark adjacent to Retail Park 3, the removal of 250 No. Car parking spaces and the provision of 227 No. Car parking spaces resultant in the provision of a net gain of 344 number Car parking spaces when combined with basement carparking and removal of spaces from existing Yellow Carpark; all associated hard and soft landscaping, signals and signage. An EIS will be submitted to the Planning Authority with the planning application.</p>	<p>Extension Of Duration Of Permission was granted. However this planning grant has now expired. Therefore there are no potential cumulative impacts from this planning application.</p>
--------------	---	---	--

#### 12.4.8 "Do Nothing" Impact

A do-nothing scenario would result in the Site remaining as surface car park site and a multistorey carpark. If the Proposed Development were not to proceed, the existing Site would continue to be present and operational. Archaeological or cultural remains will not be impacted upon, the same as the scenario for the Proposed Operational Phase of the Development.

### 12.5 Avoidance, Remedial & Mitigation Measures

#### 12.5.1 Construction Phase

It is possible that excavation works associated with the Proposed Development may have an adverse impact on small or isolated previously unrecorded archaeological feature or deposits that have the potential to survive beneath the current ground level. If any archaeological remains are discovered during this project, all works will cease and an expert archaeologist will be brought to Site and all future works will be carried out under the supervision of the archaeologist.

### 12.5.2 Operational Phase

Since no known archaeological, architectural or cultural heritage remains were found during the desk top survey, it is likely that there are no further mitigation measures required for this development.

### 12.5.3 "Worst Case" Scenario

In the worst-case scenario where mitigation measures fail for the Proposed Development, it is considered that there is potential that a monument of cultural heritage or importance could be damaged. This is considered highly unlikely and indeterminable.

## 12.6 Residual Impacts

No negative residual impacts in the context of archaeology and cultural heritage are anticipated regarding this Proposed Development.

## 12.7 Monitoring

No specific monitoring measures are required in relation to archaeology and cultural heritage given the fact that it is not predicted that the Proposed Development will have any adverse impacts on any archaeological features or deposits.

## 12.8 Interactions

Interactions between Archaeology and Cultural Heritage and other aspects of this Environmental Impact Assessment Report have been considered and are detailed below.

### 12.8.1 Landscape and Visual:

It is not predicted that any changes in landscape or visual amenities will affect in any way the archaeology and cultural heritage of the area.

## 12.9 Difficulties Encountered When Compiling

There were no difficulties in compiling the specified information with regard to archaeological, architectural and cultural heritage.

## 12.10 References

Archaeological Survey Database, available at:  
<http://webgis.archaeology.ie/historicenvironment/>

Department of Arts, Heritage, Gaeltacht and the Islands (1999b). Policy and Guidelines on Archaeological Excavation. Dublin. Government Publications Office.

National Monuments of Ireland database available at:  
<http://webgis.archaeology.ie/historicenvironment/>



National Inventory of Archaeological Heritage, available at:  
<http://www.buildingsofireland.ie/Surveys/Buildings/>

OSI mapping (<https://osi.ie/>)

<https://heritagemaps.ie/WebApps/HeritageMaps/index.html>

Fingal County Development Plan 2017 - 2023

[www.excavations.ie](http://www.excavations.ie)

## 13 MATERIAL ASSETS: TRAFFIC, WASTE AND UTILITIES

### 13.1 Traffic

#### 13.1.1 Overview

CSEA has been commissioned to prepare a Traffic and Transport Assessment (TTA) for a proposed mixed-use development at Site B (Library Car Park) and Site C (Blue Car Park) within Blanchardstown Town Centre, Blanchardstown, Dublin 15. This TTA is accompanied by a Residential Travel Plan, contained within a separate document.

#### 13.1.2 Site Location and Overview of Proposed development

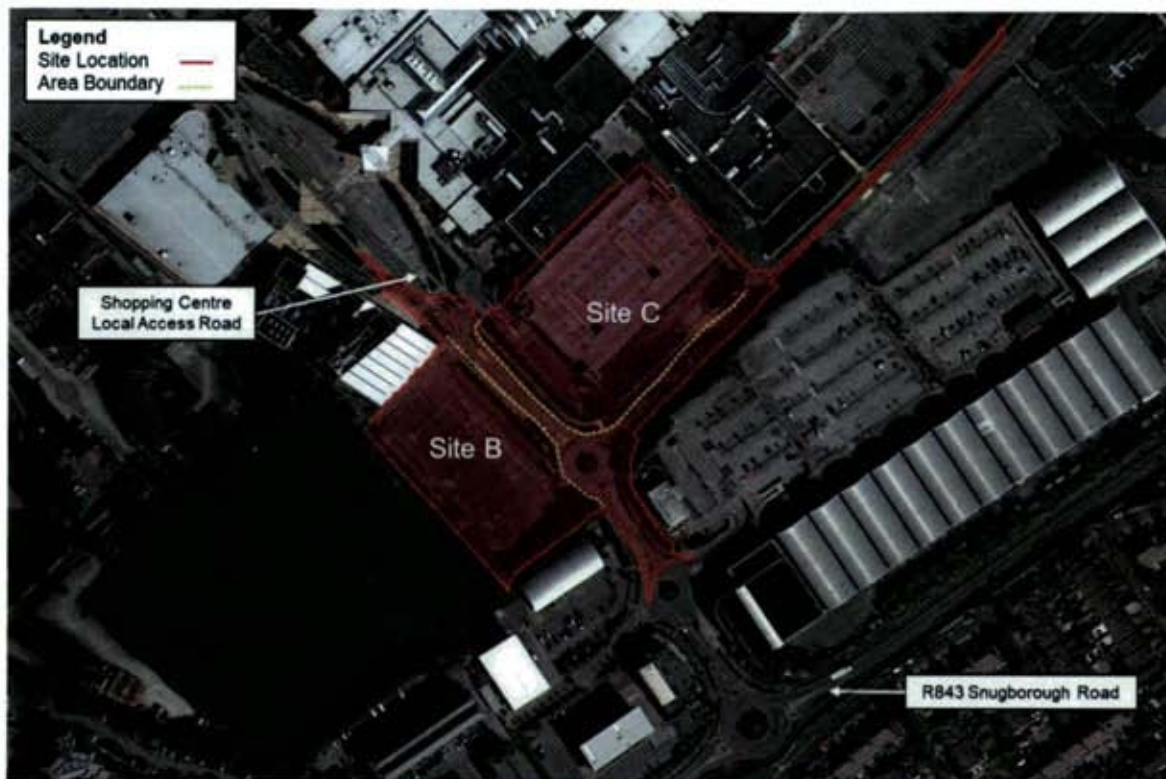
##### 13.1.2.1 Site Location

The proposed development site is located within Blanchardstown Town Centre, Dublin 15. The subject site is currently occupied by 2 car parking areas, accommodating 378 no. car parking spaces. Figure 13.1 and Figure 13.2 below, illustrates the site location in relation to surrounding road network and inside the Shopping Centre. Details about the car parking reduction expected as a result of the proposed development is discussed within section 13.8 of this Chapter.



Figure 13-1 Site Location





*Figure 13-2: Site Location Inside Blanchardstown Shopping Centre*

As shown above, the development proposal spreads over two areas, labelled as sites B and C in Figure 13.2. Site B comprises the car park directly to the southeast of Blanchardstown Library and Site C comprises the area in and around the existing Multi-Storey Car Park.

#### **13.1.2.2 Overview of Proposed development**

The proposed development comprises:

- 352 no. apartments (comprising 44 no. studios, 132 no. 1-bed apartments, 155 no. 2-bed apartments, and 21 no. 3-bed apartments) which should be distributed as follow:
  - Site B: 225 no. apartment units (in the form of 36 no. studios, 85 no. 1-bed units, 91 no. 2-bed units, and 13 no. 3-bed units);
  - Site C: 127 no. apartment units (in the form of 8 no. studios, 47 no. 1-bed units, 64 no. 2-bed units, and 8 no. 3-bed units);
- Ancillary resident amenity floorspace
- 5 no. commercial units (511 sq.m in total) to accommodate Class 1-Shop, or Class 2- Office / Professional Services or Class 11- Gym or Restaurant / Café use, including ancillary takeaway use), and 1 no. community facility.
- 205 no. residential car parking spaces including 11 no. disabled spaces and 10 no. electric charging spaces; and
- 730 no. cycle parking spaces.

The proposed apartments have been designed in accordance with national best practice, namely the Design Manual for Urban Roads and Streets (DMURS) and the Design Standards for New Apartment, Guidelines for Planning Authorities. A more detailed description of the



proposed development, including proposed site access arrangements and internal layout is provided within Section 13.7 of this Chapter.

### 13.1.2.3 Multi-Storey Car Park Additional Decks

In addition to the proposal described above, the works to be delivered with the proposed development include the provision of two additional levels to the Multi-Storey Car Park, permitted in 2006 (under Reg. Ref.: F05A/1409). These two new decks will accommodate a total of 458 no. car parking spaces.

The abovementioned additional spaces will allow the introduction of 90 residential spaces for the proposed development and relocation of 368 surface retail spaces, which are currently accommodated within the car parks where the development is proposed.

### 13.1.3 Methodology

This chapter has been prepared taking the following documents into account:

- *Fingal County Council Development Plan 2016-2022*, Fingal County Council;
- *Blanchardstown Urban Structure Plan 2007*, Fingal County Council;
- *TII Traffic and Transport Assessment Guidelines*, Transport Infrastructure Ireland 2014;
- *Design Manual for Urban Roads and Streets (DMURS)*, 2019, Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government;
- *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities*, December 2020, Department of Housing, Planning and Local Government;

Table 1.4 of the Traffic Management Guidelines (DoT/ DoEHLG/ DTO, 2003) and Table 2.1 of TII's Traffic and Transport Assessment Guidelines (PE-PDV-02045), May 2014 sets out thresholds above which a Transport Assessment is automatically required (see Figure 13-3).

Table 2.1 Traffic Management Guidelines Thresholds For Transport Assessments
Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive.*
Residential development in excess of 200 dwellings.
Retail and leisure development in excess of 1,000m <sup>2</sup> .
Office, education and hospital development in excess of 2,500m <sup>2</sup> .
Industrial development in excess of 5,000m <sup>2</sup> .
Distribution and warehousing in excess of 10,000m <sup>2</sup> .

\* In locations that experience particularly heavy congestion and when traffic flows from a proposed development are less than 5% of the traffic flows on the adjoining road, a Transport Assessment may still be required. When in doubt, the requirement for a Transport Assessment should always be scoped with the relevant local authority.

Figure 13-3: Thresholds for Transport Assessment



The development is a residential development of more than 200 dwellings; therefore, a transport assessment is required.

The methodology used to conduct the assessment is as follows:

- Establishing Baseline Conditions: The existing conditions will be recorded including existing site location and use, surrounding road network, public transport services, baseline traffic volumes, existing pedestrian and cycle facilities, and existing Road Safety performance within the Local Area.
- Defining the Proposed development: This includes proposed no. apartments, access arrangements, parking provision, and trip generation.
- Assessing the Impact of the Development: The impact of the proposed development on the surrounding road network will be assessed using Arcady/ Linsig Modelling Package.

The future development analysis has regard to the adjoining Major Town Centre zoned lands to the south of Site B and the future potential for residential development. As this development has not yet undergone the planning process, an indicative development size of 500 units has been used to estimate trip generation. This estimate has been guided by FCC as part of the pre-application discussions. Furthermore, the Horizon Development in the vicinity of the site is the proposed BusConnects Scheme which incorporates the local road network has also been taken into consideration.

Indicative trip generation from these developments are used to estimate Future Year and Horizon Year traffic flows as an alternative to TII growth factors.

- Mitigation: Mitigation measures will then be proposed to offset any impacts that may result from the development.

#### 13.1.4 Scoping

A number of pre-planning meetings were conducted with Fingal County Council in relation to the scheme. Several comments were provided by the Council representatives in relation to the design and transport assessment such as the following:

- *Appropriate cycle parking provision is critical to compensate the low car parking provision.*
- *Balance of parking for 3 beds a minimum of 1 space per unit should be considered.*
- *Residential parking in multi-story needs to be separated and segregated from public parking*
- *Cycle infrastructure for residents. Cargo bike parking spaces for apartments and lockable unit for apartments.*
- *Upgrade all arms on the internal roundabouts to pedestrian and cycle friendly zebra crossings.*
- *Zoned lands to the south of site should show a suitable vehicle access as well as a pedestrian and cycle access this would be better placed to the west side of the development.*
- *Light rail reservation needs to be shown as it currently is shown as an open space to the front of the site.*
- *EV bike charging points must be provided.*
- *Layout for basement in details with dimensions etc.*



- *The inclusion of the zoned lands for housing on FCC lands to be taken into account in the Traffic Assessment.*

The transport elements of the proposal have been designed in accordance the comments provided by FCC. The methodology utilised for the assessment presented within this Chapter have been based on the comments from FCC transport pre-planning comments

### 13.1.5 Relevant National and Local Policy

#### 13.1.5.1 National Policy

##### 13.1.5.1.1 Traffic and Transport Assessment Guidelines (2014)

Transport Infrastructure Ireland's (TII's) *Traffic and Transport Assessment (TTA) Guidelines (May 2014)* provides guidelines for best practice in relation to the preparation of a Traffic and Transport Assessment.

In relation to scoping, the guidance states:

*"The scoping study is a very important part of the TTA process. It is a precursor to the preparation of a TTA and should be undertaken at the earliest stages of planning for development. For a planning application, this phase may be the initial contact between the developer and the planning authority and, as such, the opportunity should be taken to emphasise the role of transport as both a possible asset and liability to the development. The planning authority should avail of such contact to address traffic and transport implications as an integral element of the development proposal."*

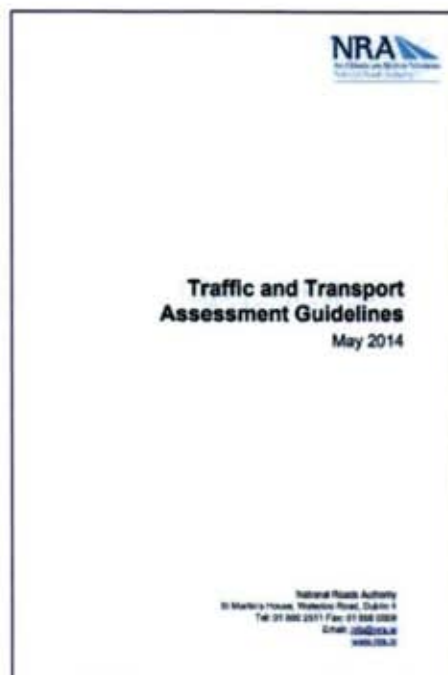
In relation to the Assessment:

*"The Traffic and Transport Assessment should be written as an impartial assessment of the traffic impacts of a scheme, and it should not be seen to be a "best case" promotion of the development. All impacts, whether positive or negative, should be recorded. The level of detail to be included within the report should be sufficient to enable an experienced practitioner to be able to follow all stages of the assessment process and to reach a similar set of results and conclusions."*

Within Table 2.2 of the TTA Guidelines, the following threshold is provided in relation to the requirement for a full TTA "where national roads are affected" i.e., the most onerous thresholds presented in the Guidelines:

"Housing - 100 dwellings within urban areas with a population equal to or greater than 30,000."

The threshold of 100 no. residential units contained within the preceding Guidelines is exceeded by the proposed development, as such a TTA is required.





### 13.1.5.1.2 Design Manual for Urban Roads and Streets (DMURS)

The *Design Manual for Urban Roads and Streets (DMURS)* was jointly published by the Department of Transport, Tourism and Sport and Department of Environment, Community and Local Government in 2013, and updated in 2019. The principles, approaches and standards set out in the Manual apply to the design of all urban roads and streets (streets and roads with a speed limit of 60 km/h or less).

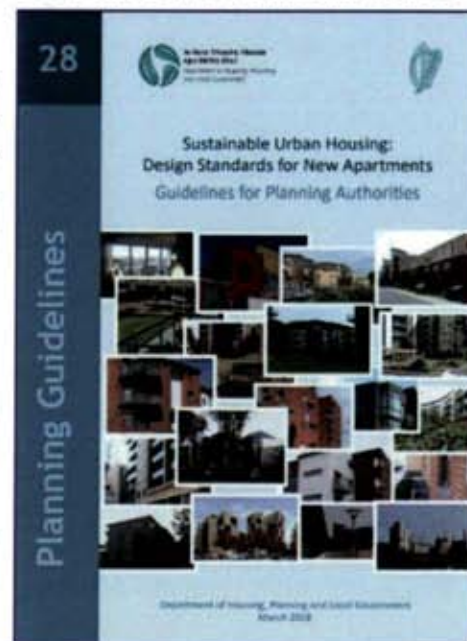
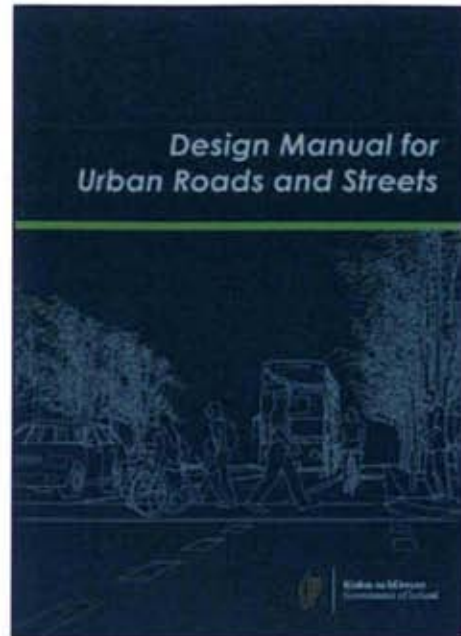
Section 4.3.3 of DMURS provides guidance in relation to corner radii at junctions and site accesses, advising that *"reducing corner radii will significantly improve pedestrian and cyclist safety at junctions by lowering the speed at which vehicles can turn corners and by increasing inter-visibility between users. Reduced corner radii also assist in the creation of more compact junctions that also align crossing points with desire lines and reduce crossing distances."* It also recommends that *"where design speeds are low and movements by larger vehicles are infrequent, such as on Local streets, a maximum corner radii of 1-3m should be applied."*

Section 4.3 of the Manual specifies that a *"minimum footway widths are based on the space needed for two wheelchairs to pass each other (1.8m). In densely populated areas and along busier streets, additional width must be provided to allow people to pass each other in larger groups."*

### 13.1.5.1.3 Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, December 2020

*Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* was published in December 2020 and provides guidance on different aspects of new residential developments, including cycle parking and car parking provision.

In relation to cycle parking, Section 4.17 of the Design Standards state *"the accessibility to, and secure storage of, bicycles is a key concern for apartment residents"*, with specific guidance provided in relation to the location, quantity, design, and management of cycle parking facilities. In terms of cycle parking quantity, *"a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units."*





The proposed development includes the provision of 549 no. bedrooms within 352 no. apartments. This indicates the requirement of 549 no. cycle parking spaces to accommodate residents and 176 no. cycle parking spaces to accommodate visitors (725 no. spaces in total). A total of 730 no. cycle parking spaces will be provided with the proposed development, in excess of the requirements established within this guidance.

In terms of qualitative requirements, it is stressed that cycle storage/ parking facilities shall be sufficiently accessible, offer an adequate level of safety and security, be well-lit and properly maintained. It is further recommended that cycle parking is provided within *"a dedicated facility of permanent construction."*

The proposed development cycle parking provision (both capacity and specification) is consistent with the Design Standards' requirements presented above.

Section 4.18 of the Design Standards stipulates that car parking provision at apartment developments shall have regard to the type of location, based on *"proximity and accessibility criteria"*. As per Section 4.22, *"as a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space every 3-4 apartments, should generally be required."* However, as per Sections 4.19 and 4.20 *"in larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. (...) These locations are most likely to be in cities, especially in or adjacent to (i.e., within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."*

As detailed above, the Design Standards recommend a reduced level of car parking provision for highly accessible sites which are well served by alternative transport modes. As the application site is located within a short walk from several bus stops with high frequency services (see section 13.1.6.4), and short walk from the amenities and retail available within Blanchardstown Shopping Centre, a reduced level of on-site car parking provision is deemed entirely consistent with its policy provisions.

### **13.1.5.2 Regional Policy**

#### **13.1.5.2.1 BusConnects: Bus Network Redesign and Core Bus Corridors Project**

The 'BusConnects' programme was launched by the National Transport Authority (NTA) in May 2017 and is described as "a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors."



The BusConnects programme contains three key elements:



- Dublin Area Bus Network Redesign Project;
- fare and ticketing enhancements; and
- better quality bus infrastructure, including the Core Bus Corridors Project.

The revised proposed bus network plan emerging from the Dublin Area Bus Network Redesign Project was published by the NTA in September 2020. Figure 13.4 presents the proposed bus network in the application site's surrounding.



Figure 13-4: Proposed BusConnects network in vicinity to the site (Source: Blanchardstown Area Network Map)

As shown in Figure 13-4, the development site is located in close proximity to the bus terminus proposed inside the Blanchardstown Shopping Centre. The B Spine Corridor will be serviced every 4 minutes throughout the day, with a 15-minutes bus frequency. These services will connect the site with Dublin City Centre and several areas within north and south-west Dublin.

The bus network in the vicinity of the site will therefore remain high frequency in nature following implementation of the proposals contained within the Dublin Area Bus Network Redesign Project.

#### 13.1.5.2.2 Greater Dublin Area Cycle Network Plan (2013)

The Greater Dublin Area Cycle Network Plan was published by the NTA in December 2013 and sets out proposals to develop a cycle network within the region to achieve the national 10% cycle mode share target. It proposes a comprehensive and integrated network of



infrastructure comprising primary, secondary, greenway and inter-urban components. The network within the development site's vicinity is presented in Figure 13-5.

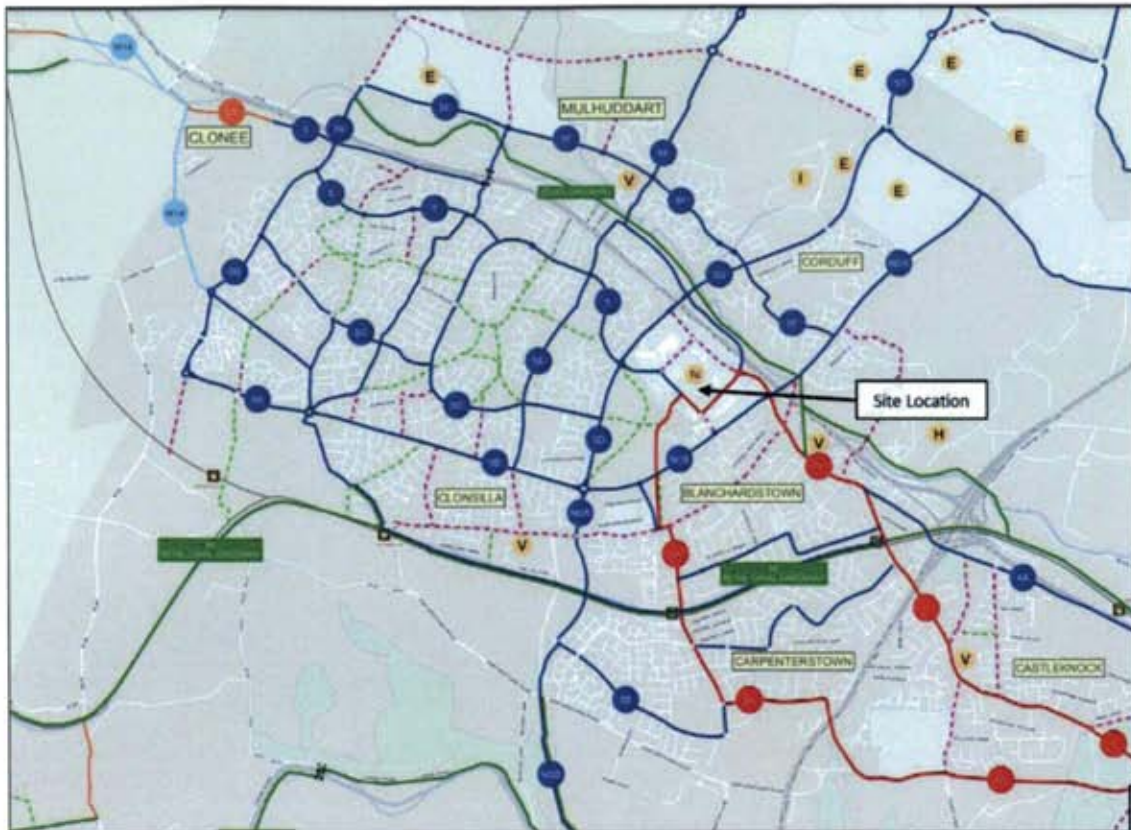


Figure 13-5: Cycle Network Plan in the Vicinity of the Site (Source: Greater Dublin Area Cycle Network Plan, 2013)

As shown in Figure 13-5, the development Site is located in close proximity to the Tolka and Royal Canal Greenways, primary cycle routes number 5 and 5A and secondary cycle route 5b-5F. These routes extend from the site to Dublin City Centre, and several areas within north and south-west Dublin.

### 13.1.5.3 Local Policy

#### 13.1.5.3.1 Fingal County Council Development Plan 2017-2023

The *Fingal County Council Development Plan 2017-2023* sets out the Council's policies and objectives for development in the County over the period from 2017 through 2023.



The development of sustainable residential communities within Blanchardstown has been presented as an objective of the Council in the Development Plan. Objective SS12 in page 44 of the Plan aims to *"Promote the Metropolitan Consolidation Towns of Swords and Blanchardstown as Fingal's primary growth centres for residential development in line with the County's Settlement Hierarchy."*

Chapter 4 of the Plan presents development strategy of Blanchardstown to include *"the provision of civic, cultural, retail, commercial, residential and employment activity within Blanchardstown at a level appropriate for a Metropolitan Consolidation Town."*

Chapter 12 of the plan provides guidance in relation to the car parking provision. The car parking standards for residential land uses are provided within Table 12.8 of the Plan.

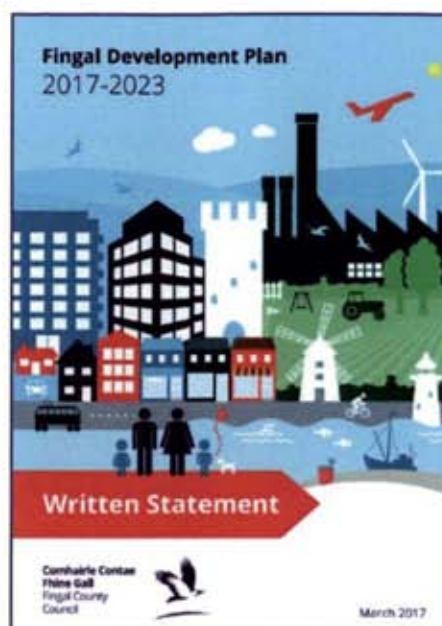


Table 13-1 provides an overview of the car parking standards and the corresponding car parking allowed within the proposed development.

Table 13-1: FCC Car Parking Standards (Source: Table 12.8 FCC Development Plan 2017-2023) \* Land Use Retail - Shopping Centre assumed for commercial units to simplify analysis

Land Use	Proposed no. units/ Sqm	FCC Standard per Apartment	Car Parking Spaces Allowed
Studio/1-bed	175	1 per apartment	175
2-beds	151	1.5 per apartment	227
3-beds	21	2 per apartment	42
Retail - Shopping Centre	700 sqm	1 per 20 sqm	35
<b>Total</b>			<b>479</b>

As shown on Table 13-1, a total of 477 no. car parking spaces can be provided with the proposed development. A reduced provision of 205 no. Residential Car Parking spaces is proposed, of which,

- 113 no. spaces will be provided at ground floor in Site B;
- 90 no. spaces will be provided across the two new decks of the Multi-Storey Car Park; and
- 2 no. spaces will be provided at ground level in Site C.

It is anticipated that parking demand for the commercial units will be accommodated within the general mix of spaces inside the Multi-Storey Car Park. A detail breakdown of the car parking allocation for the different land uses is presented within section 13.7.3 of this Chapter.

Due to the strategic location and good public transport available near the proposed development site, such reduced provision is in line with the recommendations of the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, December 2020* (see section 13.1.5.1)

The Plan provides guidelines in relation to car parking for electric vehicles and disable users. It is stated that "One space or more per 100 spaces should be reserved for disabled parking bays and one space or more per 100 spaces should be reserved for electric vehicles with charging facilities." In accordance with this, a total of 11 no. disable parking and 10 no. electric vehicle parking will be provided with the proposed development.

In relation to cycle parking provision, Table 12.9 of the Plan sets out the Bicycle Parking Rates for all new developments in the County.

Table 13-2 provides an overview of the cycle parking standards and the corresponding cycle parking required for the development

Table 13-2: FCC Cycle Parking Standards (Source: Table 12.9 FCC Development Plan 2017-2023) \* Land Use Retail - Shopping Centre assumed for commercial units to simplify analysis

Land Use	Standard	Visitors	No. Proposed Apartments	Cycle Parking Spaces Required
Apartment, townhouse 1 bedroom	1 per apartment	1 per 5 apartments	352	424
Commercial units*	1 per 100 sqm	-	511 sqm	5

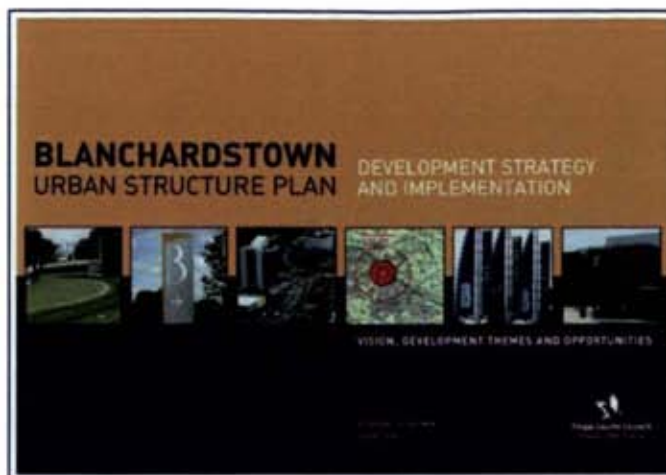
As shown on Table 13-2 above, a total of 423 no. cycle parking spaces must be provided with the proposed development. A total of 730. no cycle parking spaces are proposed in excess of the Development Plan Standards.

Cycle parking provision for the proposed development has been designed in accordance with the standards presented within the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, December 2020*, discussed in Section 13.5.1 of this Chapter.



### 13.1.5.3.2 Blanchardstown Urban Structure Plan 2007

The Blanchardstown Town Centre Development Framework / Masterplan (non-statutory) was adopted in 2009 to provide a comprehensive policy for Blanchardstown Town Centre. This built on the 2007 Urban Structure Plan which set out a vision and a framework for Blanchardstown. The Framework / Masterplan includes guidance on the scale of development, mix of land uses and the overall urban design elements for future development at the centre.



The proposed development has regard to the key principles of the Blanchardstown Town Centre Development Framework / Masterplan, however, the current Development Plan and national planning policy and guidelines which support mixed use development, densification and increased building heights on Town Centre lands are considered to take precedence.

### 13.1.6 Existing Conditions

#### 13.1.6.1 Site Location

As noted previously the proposed development site is located within Blanchardstown Town Centre, Dublin 15. The subject site is currently occupied by 2 car parking areas, accommodating 378 no. car parking spaces.

#### 13.1.6.2 Existing Access Arrangements

##### 13.1.6.2.1 Vehicular Access

At present, Blanchardstown Shopping Centre is accessed via 5 no. access points on R121 Blanchardstown Road South, R843 Snugborough Road, and the N3. Figure 13-6, below, illustrates the location of these in relation to the local road network.

##### 13.1.6.2.2 Pedestrian Access

As shown on Figure 13-6, Pedestrian access is available from most roads surrounding the site. Footpaths are also available along the internal road network.

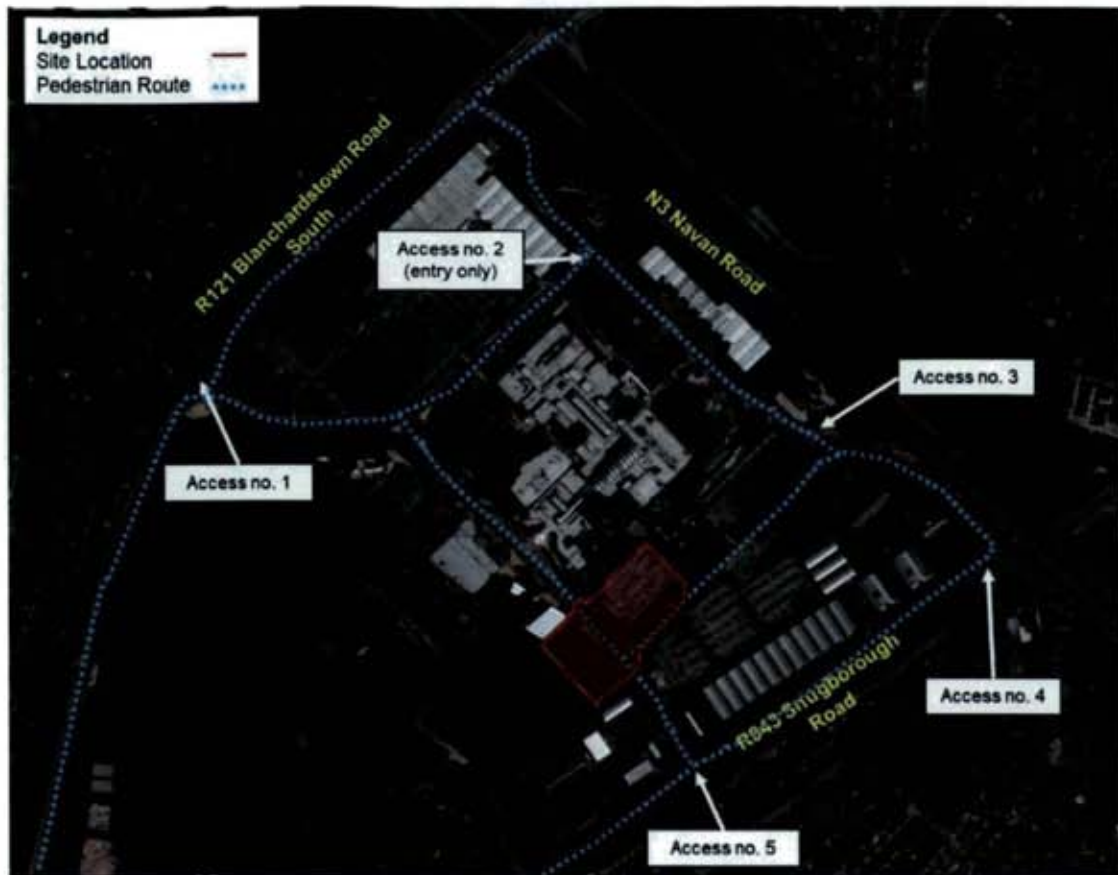


Figure 13-6: Existing Access Arrangements

### 13.1.6.3 Local Road Network

#### 13.1.6.3.1 R121 Blanchardstown Road South

R121 Blanchardstown Road South is a two-way regional road located to the northwest of the proposed development site. Near the site, this road accommodates 1 no. lane for general traffic on each direction, in addition to a bus lane on each direction, within a 12.5 metres wide carriageway. The R121 connects the site with Clonsilla to the south and Northwest Business Park to the north. Shared spaces for pedestrians and cyclists are available on both sides of the road.





#### 13.1.6.3.2 R843 Snugborough Road

R843 Snugborough Road is a two-way regional road located to the southwest of the subject site. Near the site, this road accommodates 1 no. lane on each direction within a 7.5 metres wide carriageway. The R843 connects the site with Clonsilla to the south and Rosemount Business Park to the north. Shared spaces for pedestrians and cyclists are available on both sides of the road.



#### 13.1.6.3.3 N3 Navan Road

The N3 Navan Road is located to the north of the development site. Near Blanchardstown Town Centre, it accommodates 2 no. lanes on each direction. This road provides access from the site to the M50, which is located ca. 2.0 km to the east.

#### 13.1.6.4 Existing Public Transport Services

Several Bus routes currently serve the Blanchardstown Town Centre. Figure 13-7 illustrates the location of the bus stops in the vicinity of the proposed development site.

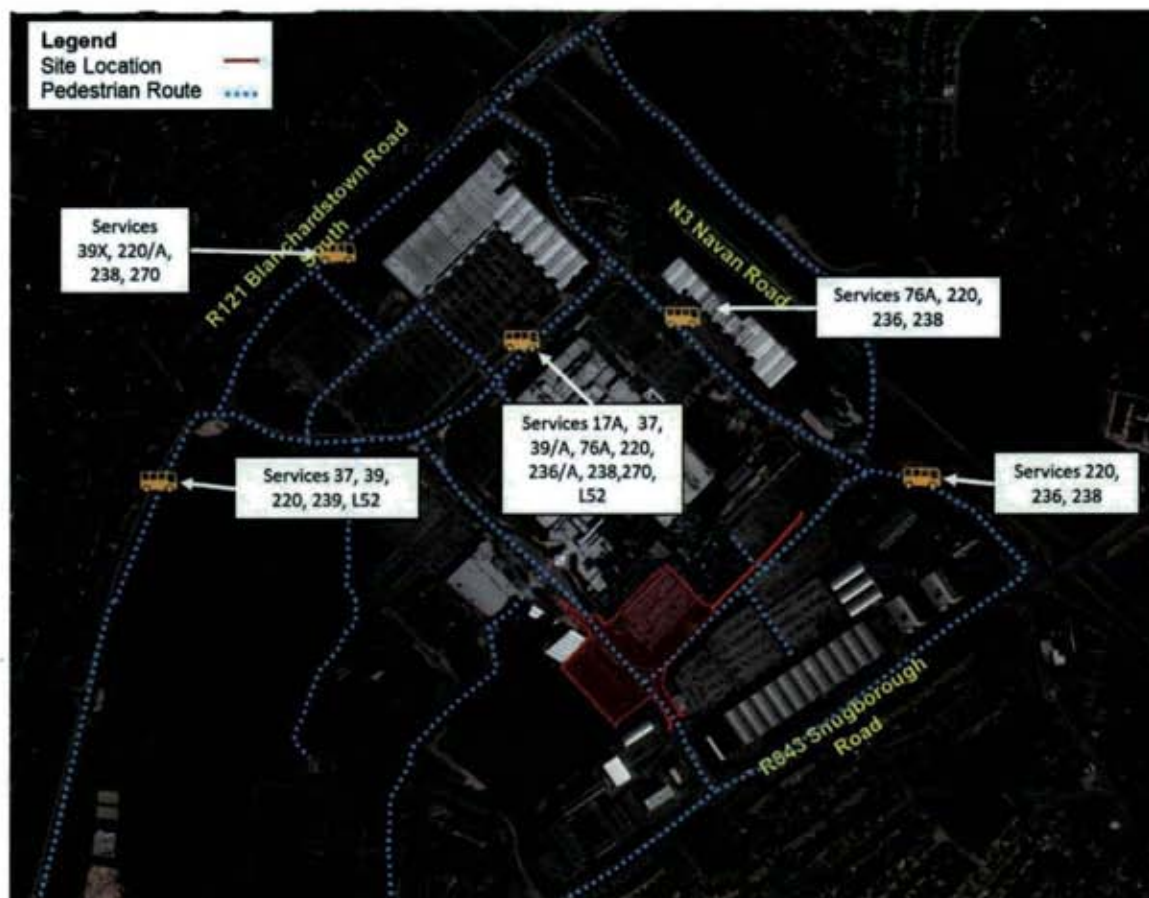


Figure 13-7: Public Transport stops in the Vicinity of the Site.

Table 13-3 summarises the bus routes available at these stops and their frequency.

*Table 13-3: Existing Public Transport Services*

Stop Name	Route No.	Route	Peak Hour Frequency
<b>Millennium Park</b>	37	Dublin City Centre to Blanchardstown Centre	10 minutes
	39	Dublin City Centre to Ongar	15-20 minutes
	220/a	DCU (The Helix) to Blanchardstown	60 minutes
	239	Liffey Valley to Blanchardstown	60 minutes
	L52	Adamstown Station to Blanchardstown,	60 minutes
<b>Retail Park</b>	39X	Dublin City Centre to Ongar	20 minutes (Afternoon only)
	238	Mulhuddart to Tyrrelstown	60 minutes
	270	Dunboyne to Blanchardstown	60 minutes
<b>Blanchardstown SC</b>	39a	UCD Belfield to Ongar	5-10 minutes
	17a	Kilbarrack - Blanchardstown	15-20 minutes (morning only)
	76a	Tallaght to Blanchardstown	60 minutes
	236A	Blanchardstown to IBM Campus	60 minutes (Afternoon peak hours only)
<b>Baie Bars Banchardstown</b>	236	Blanchardstown to IBM Campus	60 minutes (Morning peak hours only)



### **13.1.6.5 Existing Traffic Volumes**

Due to the ongoing global COVID-19 pandemic and related restrictions implemented by the Irish Government in December 2020, traffic volumes in the road network surrounding the site have significantly decreased. As a result, it has not been possible to undertake traffic surveys to obtain updated traffic volumes at the time of the assessment. In light of this, and in order to determine baseline traffic conditions and provide a basis from which the future development's traffic impact can be analysed, historic data has been utilised for the assessment.

A classified 12-hour traffic survey was conducted at the junctions under study on Thursday 28th November 2019 (see section 13.9.1 for details). The counts were commissioned by BusConnects and carried out in accordance with NTA guidelines. The traffic flows for the network AM and PM peak hour were made available to CSEA for assessment purposes. The results of these surveys have been included within Appendix B of this Report.

It should be noted that this traffic survey was conducted before any government enforced COVID-19 travel restrictions advising against non-essential travel were implemented and therefore provide a robust representation of existing traffic volumes on the roads in the vicinity of the site. More up to date traffic volumes would not be worthwhile as traffic volumes are heavily influenced by the government enforced COVID-19 restrictions against non-essential work, non-essential travel, organised events, and social gatherings. No adjustments were made to normalise the data as it is not feasible to forecast future traffic demand due to influencing socio-economic factors such as further COVID-19 travel restrictions, unemployment rates, the shift to working from home and shift from local retailing to online shopping/deliveries. While the constraint in the data is recognised, it still represents the best available data.

### **13.1.6.6 Permitted Developments**

There is one development in the vicinity of the site that received planning/was constructed after the traffic counts were taken.

#### **13.1.6.6.1 Red Mall Extension (Planning Ref FW19A/0017)**

*Planning Ref FW19A/0017* is an amendment to *Planning Ref FW18A/0143* which is described as:

*The proposed development includes the demolition of internal and external walls, service yard walls and associated structures, to provide for a single level extension of the Red Mall, resulting in an additional gross floor area of 2,064 sq.m. The proposed development will provide a single level retail unit (including off-licence use) with a GFA of 2,066 sq.m and associated service yard, a café unit (GFA 63 sq.m), a shop mobility unit (GFA 44 sq.m) and an entrance extension (GFA 52 sq.m).*

*The proposal includes the demolition and upgrade of the existing Red Mall entrance to include a new canopy and integrated vertical entrance structure and centre signage. A signage zone is proposed on the south-east elevation of the proposed retail extension and on the café / mobility unit. The proposal includes the re-configuration of the existing service yard area and car park area, including a net removal of 87 no. car parking spaces. The proposal includes the provision of 2 no. electric car charging spaces, the re-location of existing bicycle parking spaces and provision of 22 no additional bicycle parking spaces providing a total of 60 no.*

*bicycle parking spaces to be located within a bicycle shelter, the provision of a new pedestrian crossing on Road C and all associated landscaping and ancillary works.*

*The proposed development supersedes the Red Mall extension scheme permitted under Reg. Ref.: FW17A/0147.*

This development is now fully operational and therefore the traffic counts in the associated TTA Chapter submitted as part of Planning Ref FW18A/0143 is added to the Do-Nothing assessment year (Table 13-4).

*Table 13-4: Estimated Trip Generation for the Red Mall Extension as per Appendix A of Planning Ref FW18A/0143*

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	46	12	58
PM Peak (17:00-18:00)	27	53	80

#### **13.1.6.7 Existing pedestrian and cyclist facilities**

There are presently footpaths along both sides of all roads in the vicinity of the subject site. Shared facilities for cyclist and pedestrians are available along R843 Snugborough Road and R121 Blanchardstown Road South.

#### **13.1.6.8 Road Safety**

Data from the Road Safety Authority (RSA) collision database was used to assess the safety performance characteristics of the local road network. The database contains information on all reported collisions by severity of injury incurred (i.e., fatal, serious or minor) and by year the collision occurred. The following Figure 13-8 illustrates all collisions recorded on the road network surrounding the site during the 12-year period from 2005 to 2016, inclusive.





Figure 13-8: RSA Collisions Map

As can be seen in Figure 13-8, many collisions have been registered in the road network near the site during the 12-year assessment period.

The large quantity of collisions recorded can be attributed to the high volumes of traffic transiting through the network. Even though these have occurred in the vicinity of the subject site, the available data indicates that there are no location-specific road safety concerns of relevance to the Proposed development.

### 13.1.7 Proposed Development

#### 13.1.7.1 Proposed Development Description

The proposed development comprises:

- 352 no. apartments (comprising 44 no. studios, 132 no. 1-bed apartments, 155 no. 2-bed apartments, and 21 no. 3-bed apartments) which should be distributed as follow:
  - Site B: 225 no. apartment units (in the form of 36 no. studios, 85 no. 1-bed units, 91 no. 2-bed units, and 13 no. 3-bed units);
  - Site C: 127 no. apartment units (in the form of 8 no. studios, 47 no. 1-bed units, 64 no. 2-bed units, and 8 no. 3-bed units);
- Ancillary resident amenity floorspace.

- 5 no. commercial units (511 sq.m in total) to accommodate Class 1-Shop, or Class 2- Office / Professional Services or Class 11- Gym or Restaurant / Café use, including ancillary takeaway use), and 1 no. community facility.
- 205 no. residential car parking spaces including 11 no. disabled spaces and 10 no. electric charging spaces; and
- 730 no. cycle parking spaces.

All commercial units will be located at ground floor.

#### **13.1.7.2 Proposed Site Access/ Egress**

##### **13.1.7.2.1 Vehicular Access**

Figure 13-9 illustrate the Proposed Development's ground floor layout and access arrangements for all users.

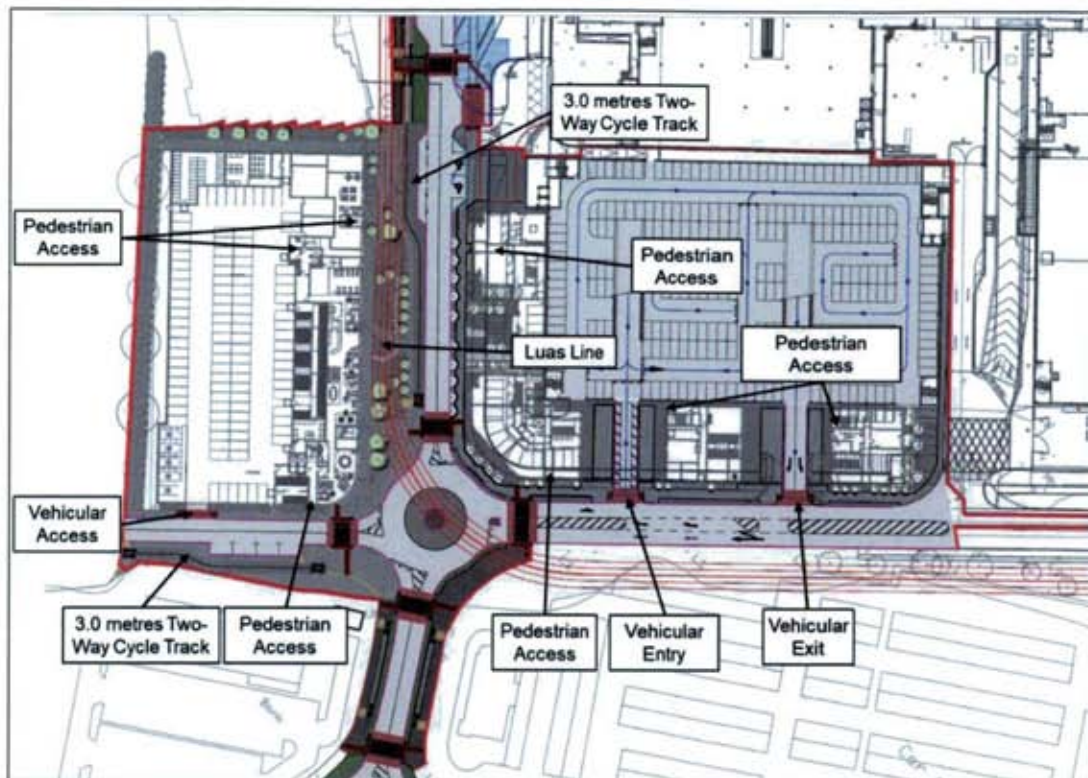
Vehicular access to the sites will be via local access road inside the town centre. These access points will 5.5 metres in width and will provide direct connection to the car parks at ground level. Corner radii of 3.0 metres will be provided between the site access and the local Access Road in accordance with DMURS guidance.

##### **13.1.7.2.2 Pedestrian/Cyclist Access**

Pedestrian access to the site will be via access gates linked to footpaths surrounding the buildings and access point inside Site B car park. The footpaths around the proposed buildings will be minimum 2.0 metres wide.

A 3.0 metres cycle track will be provided along the northern and eastern side of Site B, facilitating cyclists transit around the development. Figure 13-9 illustrate the proposed development's ground floor layout and access arrangements for all users.





*Figure 13-9: Proposed Access Arrangements*

The scheme has been designed to ensure the LUAS/Metro West line as shown on the FCC Development Plan is not restricted in the future.

### **13.1.7.3 Car Parking**

#### **13.1.7.3.1 Site B Car Parking**

A total of 128 no. car parking bays are proposed to accommodate the future residents of Site B, divided within the following:

- 109 no. spaces will be provided at ground level inside the Site B car park.
- 4 no. spaces provided at ground level adjacent to the eastern local access road outside Site B.
- 15 no. spaces proposed within the additional decks of the Multi-storey Car Park.

It is anticipated that the 15 no. spaces proposed for site B within the Multi-Storey Car Park will be allocated as follow:

- 13 no. car parking spaces will be allocated to the residents of the 3-bed apartments.
- 2 no. car parking spaces will be marked as disable spaces and will be allocated as needed by the apartments' occupants.

The car parking spaces will comprise the following:

- 116 no. standard car parking bays;
- 5 no. electric car charging bays; and

- 7 no. disabled car parking bays.

Figure 13-10 illustrates the car parking arrangements provided for Site B. The car parking numbers presented in Figure 13-10 do not include the 15 no. bays proposed in the Multi-Storey Car Park.

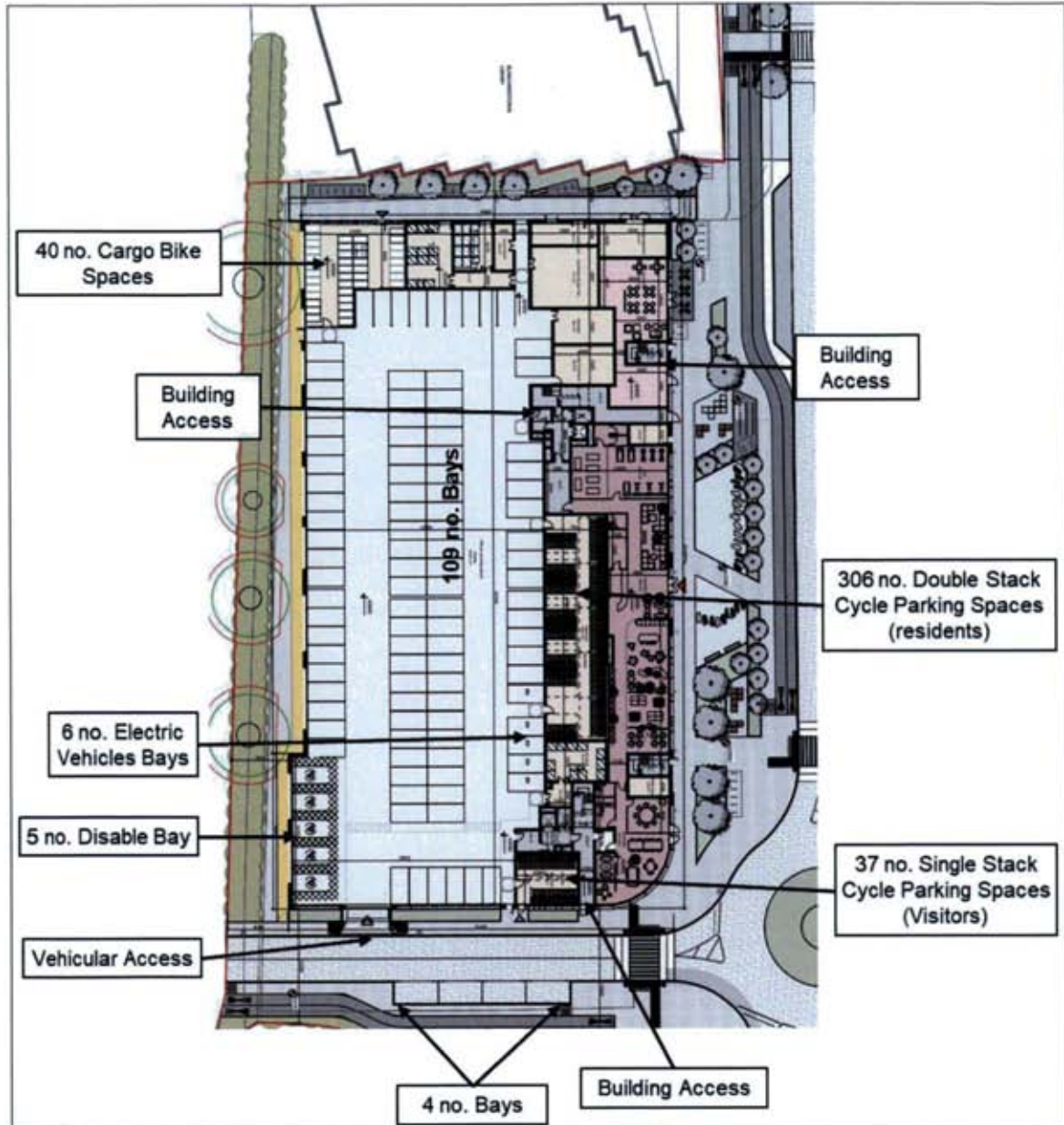


Figure 13-10: Proposed Car Parking and Cycle Parking Provision (Site B)

#### 13.1.7.3.2 Site C Car Parking

A total of 77 no. car parking bays are proposed to accommodate the residents of Site C, with 75 no. spaces provided within the 2 new decks of the Multi-storey Car Park, and 2 no. spaces provided at ground level in the southern side of the building.

The car parking spaces will comprise the following:

- 68 no. standard car parking bays;
- 5 no. electric car charging bays; and



- 4 no. disabled car parking bays (2 bays inside the Multi-storey Car Park and 2 bays at ground level).

Figure 13-11, below, illustrates the car parking and cycle arrangements provided for Site C at ground level.

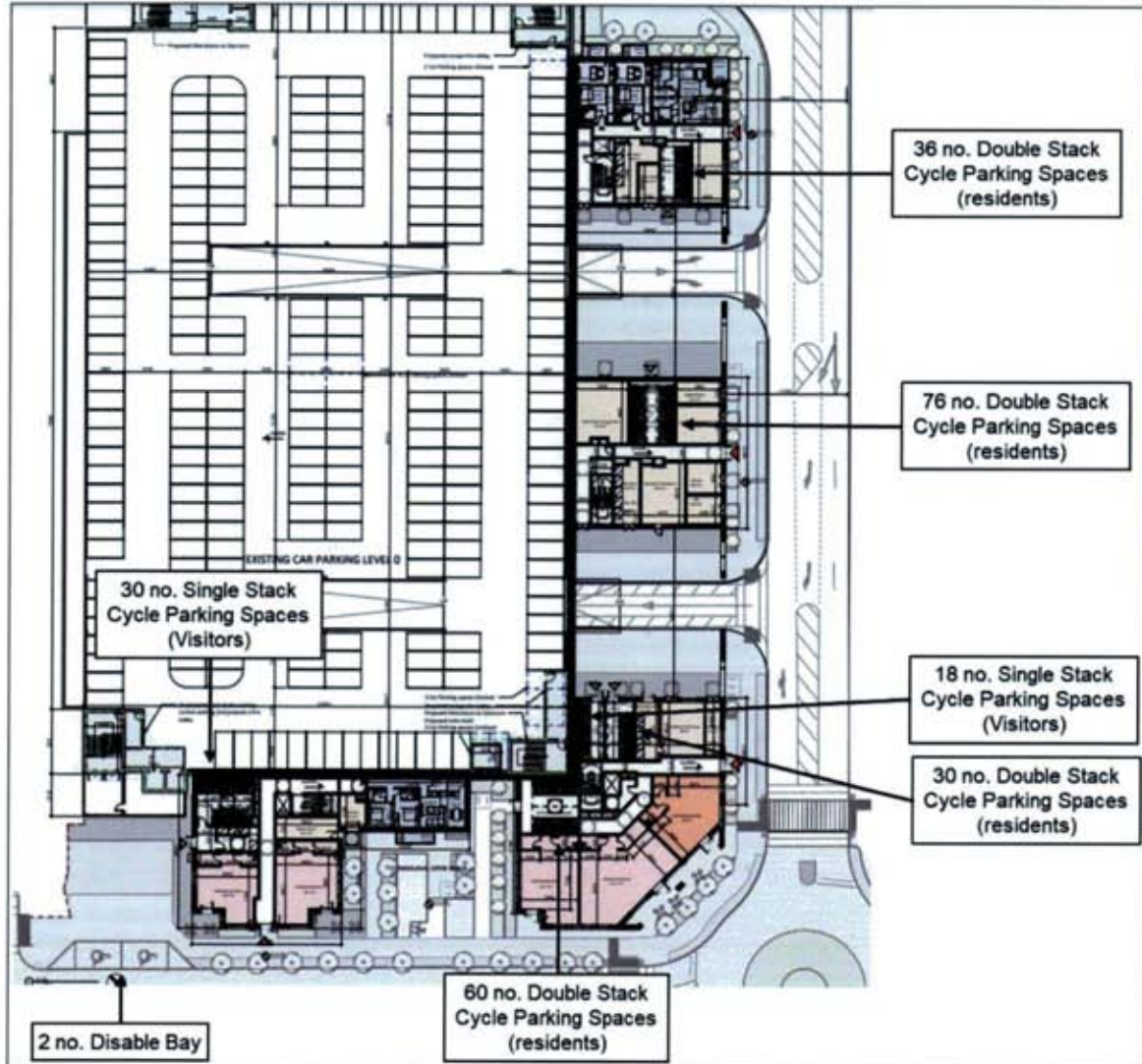


Figure 13-11: Proposed Ground Level Car Parking and Cycle Parking Provision (Site C)

Figure 13-12 and Figure 13-13 illustrate the car parking arrangements provided inside the Multi-Storey Car Park in decks number 3 and 4. The car parking numbers presented in these Figures, also include the 15 no. bays proposed for Site B in the Multi-Storey Car Park.

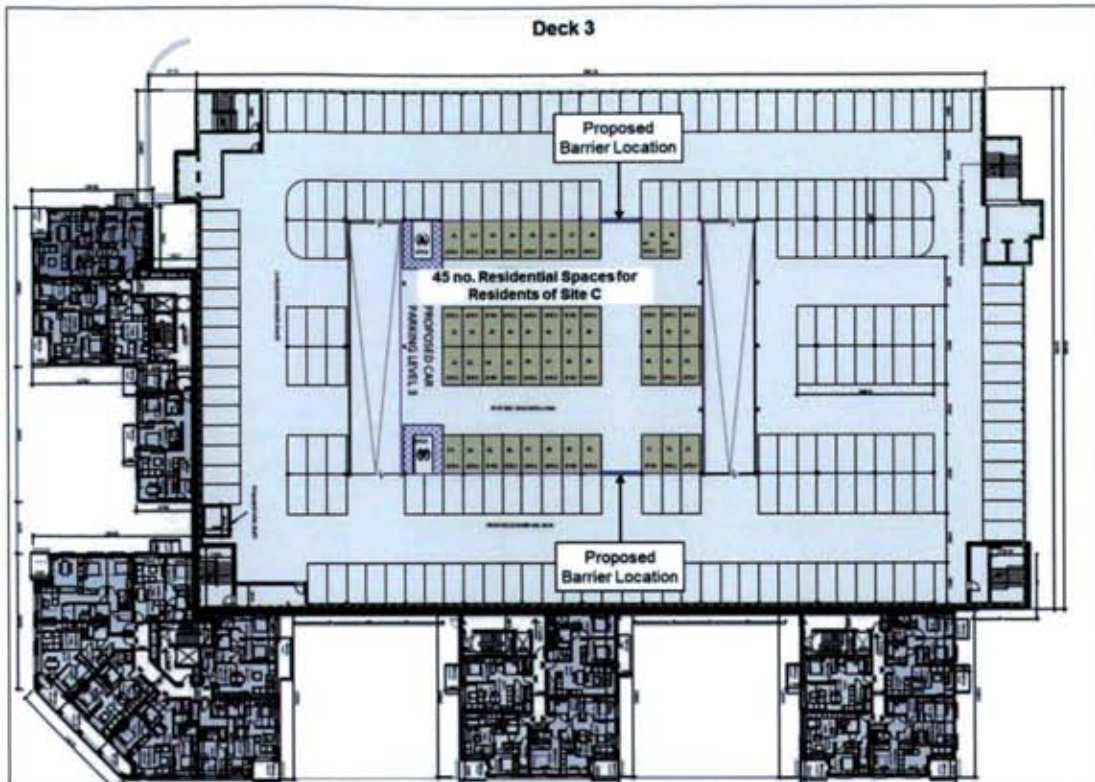


Figure 13-12: Proposed Multi-Storey Car Park Parking Provision (Deck 3)

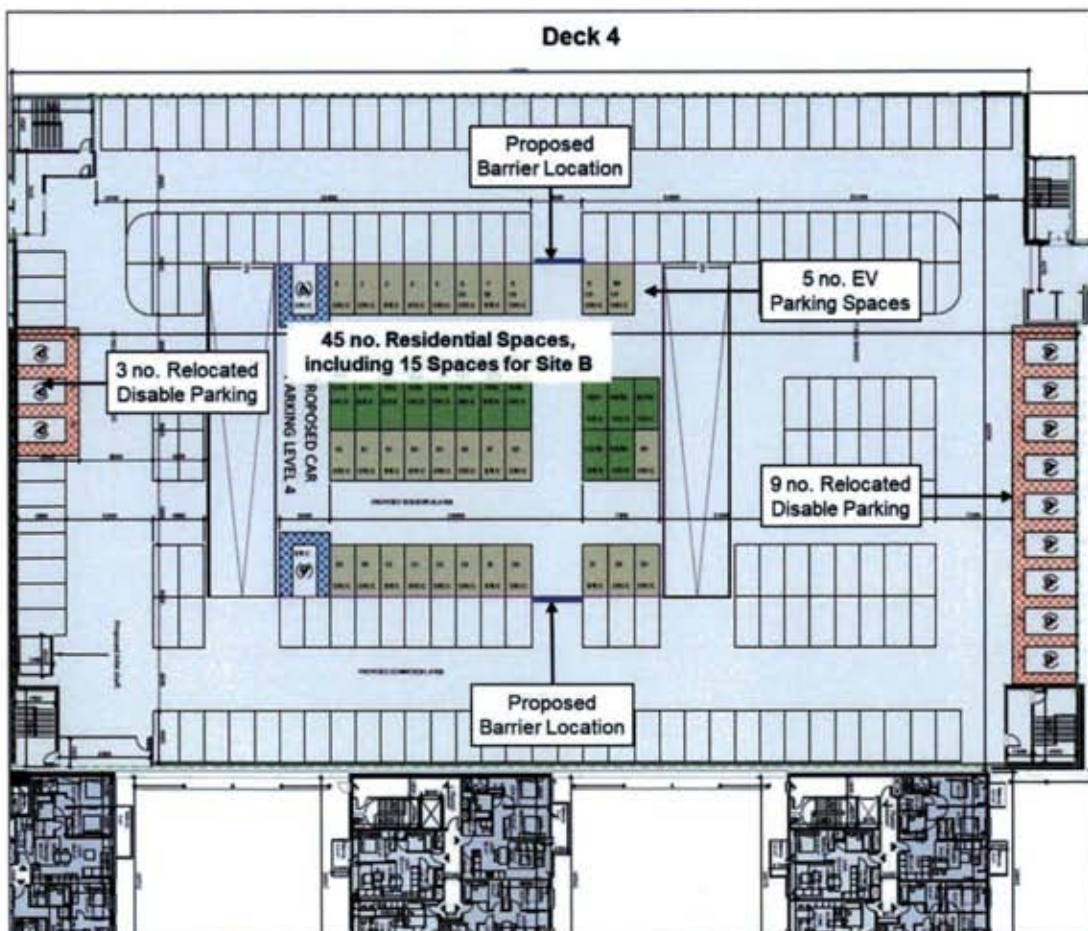


Figure 13-13: Proposed Multi-Storey Car Park Parking Provision (Deck 4)



A total of 45 no. car residential parking spaces are provided on each Deck (with 15 no. spaces allocated to Site B). As shown above the car parking spaces allocated for the residents will be provided in the centre of the decks. Two barriers will be provided to restrict the regular shopping centre users from circulating into this area of the car park. Car parking bays will be marked for residents' use only. 5 no. car parking spaces for electric vehicles are proposed for Site C.

As noted previously, the car parking demand for users of the commercial units proposed with the development will be accommodated within the general mix of bays inside the Multi-Storey Car Park.

As shown in Figure 13-13 the car parking spaces provided in the general mix of Deck 4 includes the provision of 12 no. relocated disable parking which are currently accommodated in the car parking areas where the development is proposed. Details on the impacts associated with the car parking reduction are discussed in Section 13.8 of this Chapter

#### **13.1.7.4 Cycle Parking**

##### **13.1.7.4.1 Site B Cycle Parking**

It is proposed to provide a total of 460 no. cycle parking spaces for Site B, of which 346 no. spaces will accommodate residents, 112 no. spaces will accommodate visitors, and 2 no. spaces will serve the commercial units. The cycle parking provision has been calculated in line with the standards set out within the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities* (see Sections 13.1.5.1 of this TTA for further details).

As shown in Figure 13-10 (see section 13.1.7.3), residential cycle parking for Site B will be provided in two compounds inside the car park. One of the compounds will accommodate 306 cycle parking spaces, layout as double stack spaces, and the remaining compound will have 40 no. individual cargo bike sheds. Figure 13-14, below, illustrates the layout of the double stacked stands proposed for the development.



*Figure 13-14: Double Stacked Cycle Parking Layout*

A total of 112 no. spaces will be provided for visitors. Of this, 37 spaces will be accommodated in a compound inside the car park, layout as single stacks, and the remaining 75 no. spaces will be accommodated around the building as Sheffield stands.

The 2 no. spaces proposed for the commercial units will also be accommodated outside the building as Sheffield stands.

#### **13.1.7.4.2 Site C Cycle Parking**

It is proposed to provide a total of 270 no. cycle parking spaces for Site C, of which 202 no. spaces will accommodate residents, 63 no. spaces will accommodate visitors, and 5 no. spaces will serve the commercial units.

As shown in Figure 13-11 residential cycle parking for site C will be provided in four different locations across the blocks, which will be layout as double stack spaces. 48 no. spaces for visitors will be provided inside two compounds, layout as single stacks, and the remaining 15 no. spaces will be provided around the building as Sheffield stands.

5 no. commercial cycle parking will be provided as Sheffield stands outside the building.



### 13.1.7.5 Proposed Changes to the Road Network

Several changes are proposed to the adjacent road network to ensure compliance with the guidelines established in DMURS, the efficient flow of traffic and the safety of all users. The proposed changes are as follow:

- Road access to the Blue Multi-deck carpark is improved by providing separate entrance and exit locations and improved traffic circulations and search patterns within the carpark. These improvements will reduce the current delays due to conflicting exit and entry right turn movements at the current carpark access.
- Reduction of the Main Street carriageway width in front of the library carpark from 9 metres to 6 metres.
- The roundabout directly outside the Multi-Storey Car Park will be changed to reduce circulating carriageway width to 1-lane only.
- Zebra crossings will be provided in all sides of the abovementioned roundabout, in accordance with the National Cycle manual design guidelines to assist pedestrian and cyclist movement.

The scheme has been designed to ensure the LUAS/Metro West line as shown on the *FCC Development Plan* is not restricted in the future.

### 13.1.7.6 Proposed development Trip Generation

Vehicular trip rates were estimated for the proposed development using TRICS database for 'Land Use 03 Residential/ Flats Privately Owned' and 'Land Use 01 - Retail/M - Mixed Shopping Malls'. The proposed development is predicted to generate an additional 636 no. trips a day, between the hours of 07:00 and 21:00. Table 13-5 below sets out the total number of arrivals and departures estimated to be generated by the proposed development during the network peak periods and throughout the day.

Table 13-5: Daily Trips Generated by Development estimated from TRICS Database

Time Period	Arrivals	Departures	Total
<b>AM Peak (08:00-09:00)</b>	18	38	56
<b>PM Peak (17:00-18:00)</b>	31	19	50
<b>Full Day (07:00-21:00)</b>	311	325	636

From the daily trips presented above, a total of 485 no. trips will be associated with the residential elements of the development and the remaining 151 no. trips will be generated by the retail.

Full TRICS outputs report is included within Appendix H of this Report.

## 13.1.8 Parking Reduction Impacts

### 13.1.8.1 Blanchardstown Shopping Centre Parking Survey

#### 13.1.8.1.1 Overall Car parking Occupancy

A parking survey was undertaken in Blanchardstown Shopping Centre over the course of 3 days on November 8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup>, 2019. The data was collected from all 9 parking areas

between 07:00am and 08:00pm. The results survey results obtained for the areas under study shown in Figure 13-15 and Figure 13-16.

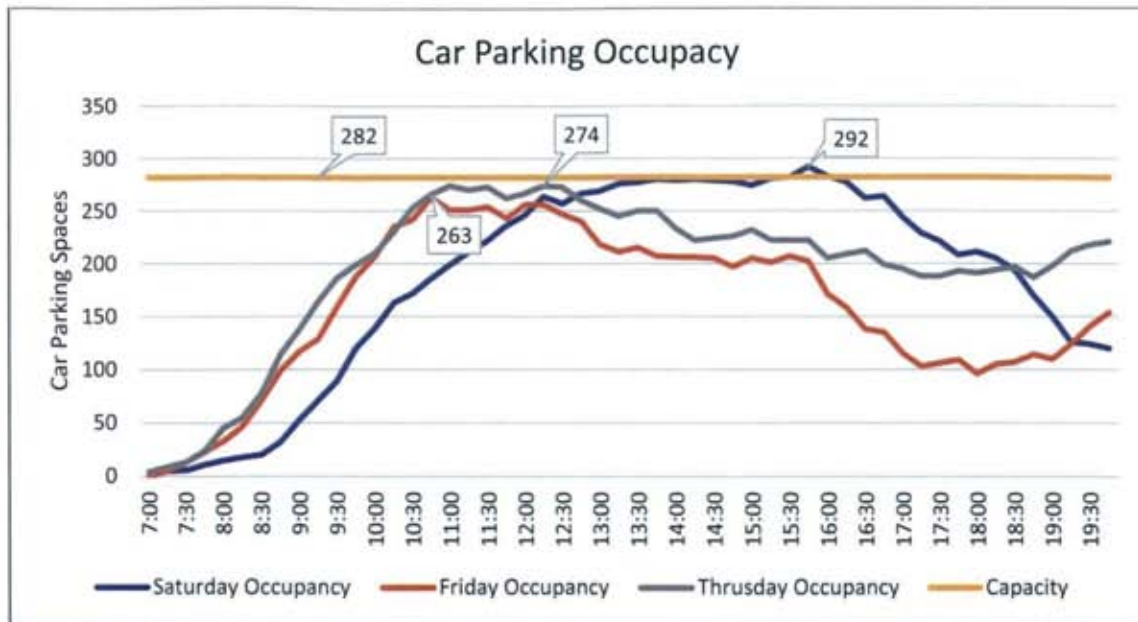


Figure 13-15: Existing Car Parking Occupancy (Site B)

As shown above, Saturday was determined to be the busiest day for Site B with a peak car parking occupancy of 292. This represents around 104% occupancy rate. The Thursday and Friday peak occupancy obtained were 274 and 263, respectively.

Figure 13-16, below, presents the car parking occupancy for Site C (including all spaces inside the Multi-Storey Car Park).

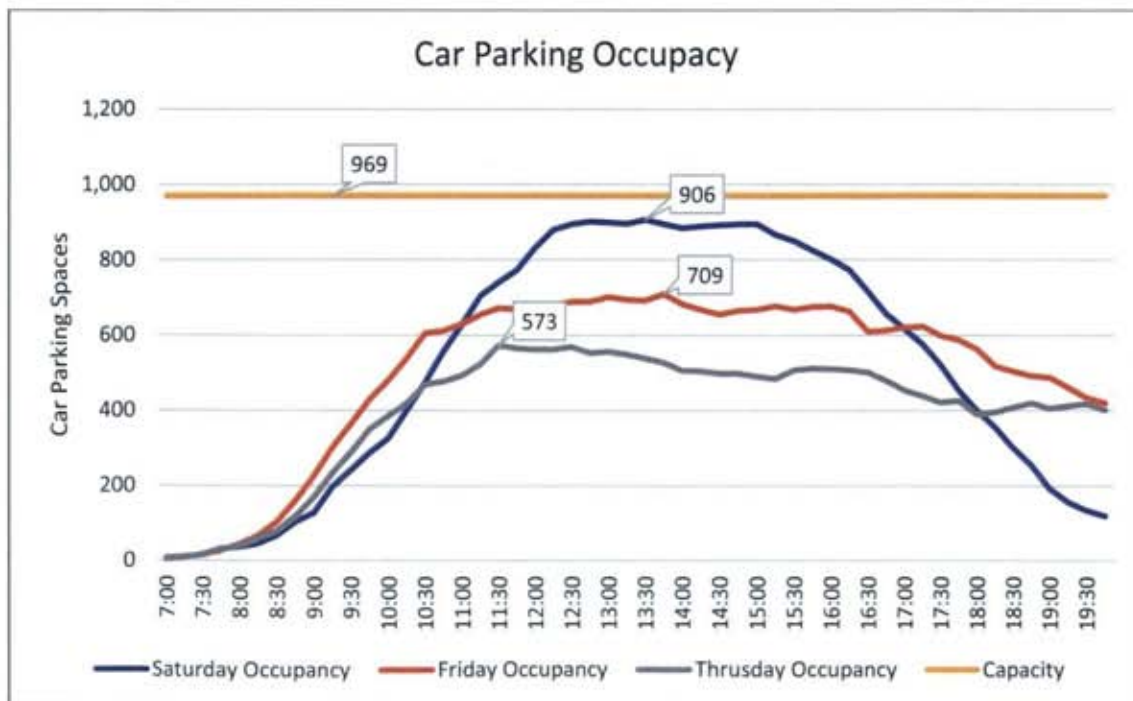


Figure 13-16: Existing Car Parking Occupancy (Site C)



As shown above, Saturday was also determined to be the busiest day for Site C with a peak car parking occupancy of 906. This represents around 94% occupancy rate. The Thursday and Friday peak occupancy obtained were 573 and 709, respectively.

Since the survey data was collected during the month of November, it must be noted that the analysis presented above represents a worst-case scenario in terms of carparking occupancy. It is very likely that the retail activity leading up to Christmas had a significant impact on the occupancy recorded for the survey days.

#### **13.1.8.2 Parking Reduction Impact**

The proposed development will remove/relocate a total of 475 existing retail car parking spaces from the following locations:

- 282 of these spaces will be removed from the at-grade carpark adjacent to the library (Site B);
- 96 at-grade spaces will be removed from the area adjacent to the existing Multi-Storey Car Park (Site C); and
- 47 no. spaces will be removed from the space available inside the existing decks of the Multi-Storey Car park to accommodate additional circulation areas.

Two additional levels to the Multi-Storey Car Park were permitted in 2006 (under *Reg. Ref.: F05A/1409*) and will be delivered as part of the proposed development. These two additional decks will accommodate a total of 458 no. car parking spaces.

The abovementioned additional spaces will allow the relocation of 368 surface retail spaces, currently accommodated where the development will be delivered, and the introduction of 90 residential spaces. Therefore, a total of 57 no. retail car parking spaces will be lost as a result of the proposed development.

The car parking in proposed for Deck 4 includes the provision of 12 no. relocated disable parking which are currently accommodated in the car parking areas where the development is proposed.

As noted in previous section, the survey data was collected during the month of November, it must be noted that the analysis presented above represents a worst-case scenario in terms of carparking occupancy. It is very likely that the retail activity leading up to Christmas had a significant impact on the occupancy recorded for the survey days, and the number for regular months is lower than what is presented above.

Furthermore, a mode shift from private car to public transport and walking will be experienced due to the improvements expected as part of BusConnects and the improvements to the walking facilities implemented in the area. This will reduce the car parking demand inside the shopping centre as less people will drive to the area.

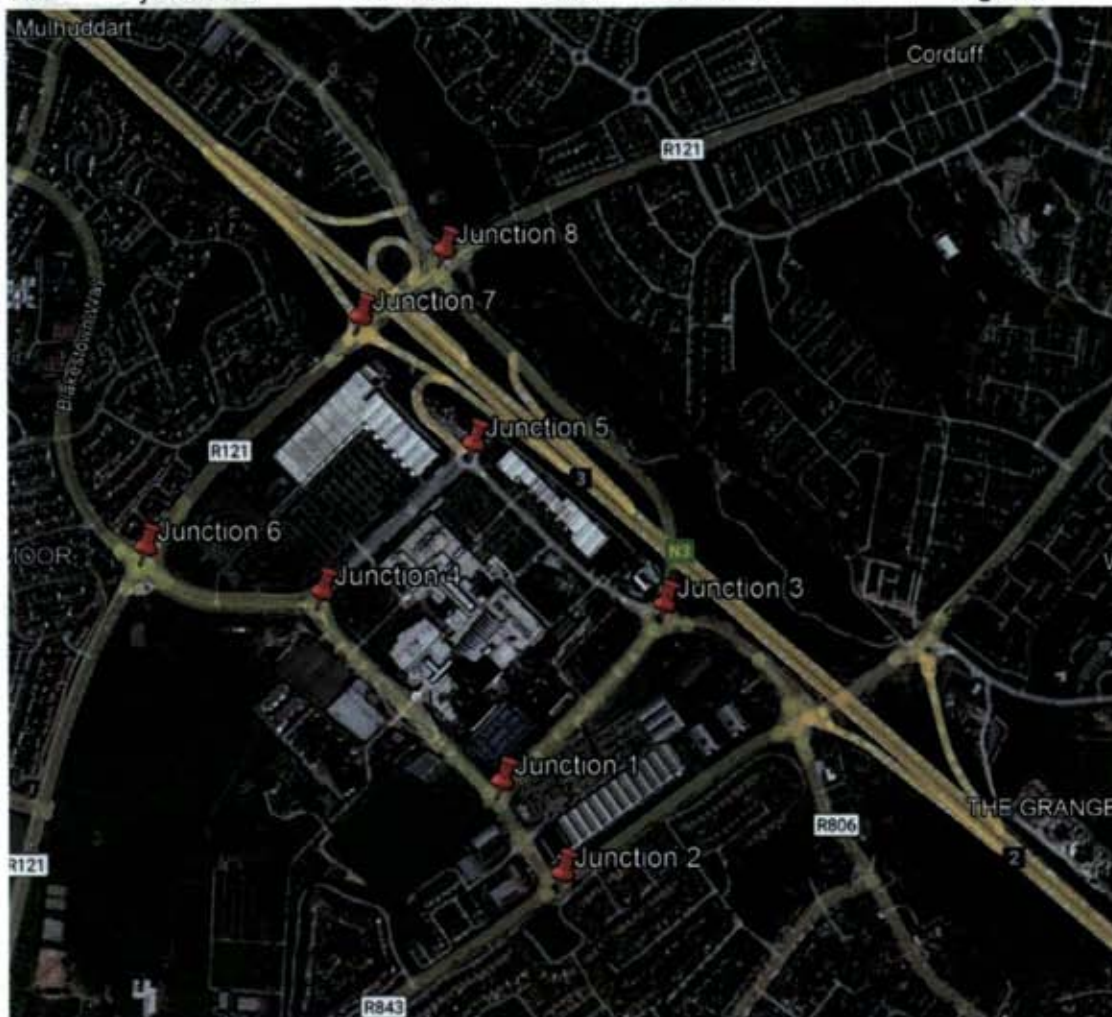
#### **13.1.9 Proposed Development Traffic Impact**

##### **13.1.9.1 Junction Network Modelled**

The junction network modelled includes the main junctions leading to/from the Proposed development site to the main road network. The junctions include 2 internal junctions of Blanchardstown Town Centre, the 4 junctions that connect the Blanchardstown Town Centre



to the wider road network and 2 junctions that link the Blanchardstown Road (R121) to the N3. These junctions cater for the majority of the traffic associated with the Blanchardstown Town Centre as per the traffic counts (Appendix H) and therefore will adequately show the impact of the Proposed development on traffic volumes within the vicinity of the site. Outside of these junctions, it is expected that the traffic generated by the Proposed development will dissipate and be diluted by the background traffic volumes to the extent that the impact is imperceptible. The junctions modelled are shown in Figure 13-17.



*Figure 13-17: Junction Network Modelled*

The junctions are described as:

- Junction 1 – Junction of South Street, South Street Extension, East Street and Area 1
- Junction 2 – South Street Extension, Snugborough Road N (R843) and Snugborough Road S (R843)
- Junction 3 – East Street, L3020, Slip Road Extension and North Street
- Junction 4 – South Street, West Street and Blakestown Way Extension
- Junction 5 – West Street, North Street, Crowne Plaza and North Street Extension
- Junction 6 - Blakestown Way Extension, Blakestown Way, Blanchardstown Road N (R121) and Blanchardstown Road S (R121)
- Junction 7 - Blanchardstown Road S (R121), Off-slip, On-slip and Blanchardstown Road N (Bridge) (R121)



- Junction 8 - Blanchardstown Road S (Bridge) (R121), Slip Road Extension, Mulhuddart Road and Blanchardstown Road N (R121)

It should be noted that the junctions intersecting the Snugborough Road (R843) and the N3 (located to the northeast of the site) were not considered. These junctions are currently being upgraded to increase capacity by up to 20% as part of the Snugborough Interchange upgrade. Therefore, these junctions can't be reliably modelled as there is no corresponding traffic data and junction layout.

### **13.1.9.2 Proposed Development Traffic**

#### **13.1.9.2.1 Trip Generation**

The expected trip generation for the Proposed Development is shown in Section 13.1.7.6 and summarised in Table 13-6, which follows.

*Table 13-6: Peak Hour Trips Generated by Development estimated from TRICS Database*

Time Period	Arrivals	Departures	Total
<b>AM Peak (08:00-09:00)</b>	18	38	56
<b>PM Peak (17:00-18:00)</b>	31	19	50

#### **13.1.9.2.2 Modal Choice**

For the purposes of this of this assessment, a worst-case scenario has been assumed for traffic generation by assuming all trips to the site are by private car. This represents a conservative approach as by not including for public transport and active travel modes, the impact of the maximum number of additional vehicles that could be generated by the Proposed Development is assessed.

#### **13.1.9.2.3 Trip Distribution**

It is assumed that all trips to the site will be new trips (i.e., trips that would not appear on the road network without the development). This represents the worst-case scenario for trip generation.

#### **13.1.9.2.4 Trip Assignment**

All operational trips will travel to and from the site via the junctions outlined above. It is assumed that the traffic originating from and destined to the Proposed Development site will continue to match the distribution of traffic currently accessing the site.

### **13.1.9.3 Analysis Scope, Assessment Years and Time Periods, and Assessment Scenarios**

#### **13.1.9.3.1 Analysis Scope**

The analysis presented within this Chapter has focused on assessing the development's impact on the 8 junctions outlined in Section 13.1.9.1.

#### **13.1.9.3.2 Assessment Years and Time Periods**

As recommended by TII's TTA Guidelines, the assessment years considered are the year of opening (YoO) which is assumed to be 2023, The Future Year, and the Horizon Year. The



assessment will focus on the critical time periods for the local road network i.e., the AM peak (08:00-09:00hrs) and the PM peak period (17:00hrs-18:00hrs) for assessing the proposed development's traffic impact.

#### 13.1.9.3.3 Assessment Scenarios

The following scenarios have been developed in assessing the proposed development's traffic impacts:

- **Do-Nothing Scenario (DN):** To assess the traffic impact of the development proposals on the local road network, it is first necessary to establish background traffic conditions without the proposed development, also referred to as the 'do-nothing' scenario. Such background traffic flows have been determined from the traffic survey detailed in Section 13.6.5 of this Report. The committed development traffic presented in Section 13.6.6 has been accounted for in the do-nothing scenario.
- **Do-Something Scenario (DS):** The with-development or 'do-something' scenario represents traffic conditions following completion of the proposed development, i.e. do-nothing plus additional traffic generated by the proposed development.
- **Future Scenario (DV)** – The future scenario represents traffic conditions following completion of the proposed residential development on the adjoining Major Town Centre zoned lands to the south of Site B.
- **Horizon Scenario (DBC)** - The horizon scenario represents traffic conditions following completion of the proposed BusConnects Scheme which incorporates the local road network.

#### 13.1.9.4 Traffic Modelling Software and Outputs

##### 13.1.9.4.1 Traffic Modelling Software

Different modelling software have been used to assess the junction performance during base year (2019) and future years. The industry standard Arcady traffic modelling software have been used for predicting the capacities, queues, and delays at the roundabout junctions, while the industry standard LinSig traffic modelling software has been used to assess the signalised junctions.

Arcady is a modelling software dedicated for analysing the capabilities of priority-controlled roundabout. Key functions of this software include capacity-based traffic assignment across the roads and lanes forecasting of performance parameters for the entire network, individual junctions, and individual lanes. The models analyse the junctions in relation to their geometry and traffic flows and calculate the Ration of Flow to Capacity (RFC).

LinSig is a modelling software dedicated for analysing isolated signal-controlled junctions and small junction networks. Key functions of this software include capacity-based traffic assignment across the roads and lanes forming the modelled network, traffic signal timing optimisation, and forecasting of performance parameters for the entire network, individual junctions, and individual lanes. The models analyse the junctions in relation to their geometry and traffic flows and calculate the Practical Reserve Capacity (PRC).

##### 13.1.9.4.2 Traffic Modelling Outputs

The following outputs were obtained from the Arcady models:



- Queue Length: The values are the total number of queueing vehicles on the arm in PCUs.
- Junction Delay: This is the total delay experienced by a quantity of traffic at a particular junction in a given time period.
- Ration of Flow to Capacity (RFC): The RFC provides a basis for judging the acceptability of junction designs and typically an RFC of less than 0.85 is considered to indicate satisfactory performance.

The following outputs were obtained from the LinSig models:

- Degree of Saturation: this output presents the ratio of demand flow to the maximum flow which can be passed through an junction from a particular approach i.e. number of vehicles that could cross the stop line in an hour on a particular lane. A lane with a degree of Saturation greater than 90% is considered to be approaching its theoretical capacity.
- Maximum Queue Length: queue lengths at junctions are measured in Passenger Car Units (PCU), which represents a standard vehicle length including a buffer length to the front and back. For the purposes of this assessment, a PCU length of 5.75 metres has been assumed.
- Delay: the delay is based on the estimated average delay per vehicle among all traffic passing through the junction. The delay per vehicle provides an insight into operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. Average delays greater than 80 seconds per vehicle is considered generally considered to be excessive for signalised intersections.

### **13.1.9.5 Junction Analysis**

#### **13.1.9.5.1 Proposed Development Impact**

The results of the capacity analysis of the junctions during the operational phase of the Proposed Development are shown in Table 13-7 -

The LinSig junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of Blanchardstown Road S (R121), Off-slip, On-slip and Blanchardstown Road N (Bridge) (R121) in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The highest DoS value will increase from at 77.3% to 77.4% at the AM peak hour and from 82.6% to 82.9% during the PM peak hour.
- At the AM peak, the worst effected arm is the Blanchardstown Road S (R121) both with and without the proposed development. At the PM peak, the worst effected arm is Blanchardstown Road N (R121) both with and without the Proposed development.;
- The longest queue length will remain the same at the AM and PM peak with and without the proposed development.
- Delays will increase by 0.02 seconds on worst affected lane during AM peak; and increase by 0.03seconds on worst affected lane during the PM peak.



While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with a highest DoS value of 79.1% in AM Peak, and 84.4% PM Peak) and at a satisfactory level.

Table 13-14.

Table 13-7: Junction Analysis YoO - Junction 1

Junction	Year	Peak Hour	RFC		Max. Queue (pcu)		Max. Delay (s)	
			DN	DS	DN	DS	DN	DS
1 South Street, South Street Extension, East Street and Area 1	2023	AM	0.57 @ South St	0.56 @ South St	1.3 @ South St	1.3 @ South St	9.33 @ South St	9.09 @ South St
	2023	PM	0.69 @ East St	0.71 @ South St Ext.	2.2 @ South St Ext.	2.5 @ South St Ext.	13.47 @ South St	13.45 @ South St

The ARCADY junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of the South Street, South Street Extension, East Street and Area 1 in the YoO 2023, compared to "do nothing" case scenario in the same year. It should be noted that with the proposed development, it is proposed to improve the roundabout geometry which is also impacting upon the junction performance.

- The Ratio of Flow to Capacity (RFC) value will remain reduce from 0.57 to 0.56 at the AM peak hour and will increase from 0.69 to 0.71 in the PM peak hour with the Proposed development.
- At the AM peak, the worst effected arm is South Street both with and without the Proposed development. At the PM Peak, the worst effected arm is South Street Extension both with and without the Proposed development;
- The longest queue length will remain at 1.3pcus during the AM peak and will increase by 0.3pcus during the PM peak.
- Delays will decrease by 0.22 seconds on worst affected lane during AM peak; and decrease by 0.02seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with an RFC value of 0.44 in AM Peak, and 0.60 in PM Peak) and at a satisfactory level.

Table 13-8: Junction Analysis YoO - Junction 2

Junction	Year	Peak Hour	RFC		Max. Queue (pcu)		Max. Delay (s)	
			DN	DS	DN	DS	DN	DS
2 South Street Extension, Snugborough Road N (R843) and Snugborough Road S (R843)	2023	AM	0.57 @ Snugborough Rd S	0.57 @ Snugborough Rd S	1.3 @ Snugborough Rd S	1.3 @ Snugborough Rd S	6.47 @ Snugborough Rd S	6.50 @ Snugborough Rd S
	2023	PM	0.55 @ Snugbor	0.55 @ Snugbor	1.2 @ Snugbor	1.2 @ Snugbor	6.40 @ Snugbor	6.48 @ Snugbor



				ough Rd S	ough Rd S	ough Rd S	ough Rd S	ough Rd S	ough Rd S
--	--	--	--	--------------	--------------	--------------	--------------	--------------	--------------

The ARCADY junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of the South Street Extension, Snugborough Road N (R843) and Snugborough Road S (R843) in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The Ratio of Flow to Capacity (RFC) value will remain the same at the AM peak hour and in the PM peak hour with the Proposed development.
- At the AM and PM peak, the worst effected arm Snugborough Road South both with and without the Proposed development;
- The longest queue length at the AM peak will remain at 1.3pcus and will remain at 1.2pcus during the PM peak.
- Delays will increase by 0.03 seconds on worst affected lane during AM peak; and increase by 0.08seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with an RFC value of 0.57 in AM Peak, and 0.55 in PM Peak) and at a satisfactory level.

Table 13-9: Junction Analysis YoO - Junction 3

Junction	Year	Peak Hour	RFC		Max. Queue (pcu)		Max. Delay (s)	
			DN	DS	DN	DS	DN	DS
3 East Street, L3020, Slip Road Extension and North Street	2023	AM	0.48 @ Slip Rd Ext.	0.55 @ Slip Rd Ext.	0.9 @ Slip Rd Ext.	1.2 @ Slip Rd Ext.	6.06 @ Slip Rd Ext.	7.00 @ Slip Rd Ext.
	2023	PM	0.64 @ East St	0.65 @ East St	1.8 @ East St	1.8 @ East St	6.87 @ North St	6.97 @ North St

The ARCADY junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of the East Street, L3020, Slip Road Extension and North Street in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The Ratio of Flow to Capacity (RFC) value will increase at the AM peak hour from 0.48 to 0.55. During PM peak hour, the RFC will increase from 0.64 to 0.65.
- At the AM peak, the worst effected arm Slip Road Extension both with and without the Proposed development. At the PM Peak, the worst effected arm is East Street both with and without the Proposed development.
- The longest queue length at the AM peak will increase by 0.3pcus and remain the same during the PM peak.

- Delays will increase by 0.54 seconds on worst affected lane during AM peak; and increase by 0.10seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with an RFC value of 0.55 in AM Peak, and 0.65 in PM Peak) and at a satisfactory level.

Table 13-10: Junction Analysis YoO - Junction 4

Junction		Year	Peak Hour	RFC		Max. Queue (pcu)		Max. Delay (s)	
				DN	DS	DN	DS	DN	DS
4	South Street, West Street and Blakestown Way Extension	2023	AM	0.51 @ Blakestown Way Ext.	0.51 @ Blakestown Way Ext.	1.1 @ Blakestown Way Ext.	1.1 @ Blakestown Way Ext.	3.43 @ Blakestown Way Ext.	3.47 @ Blakestown Way Ext.
		2023	PM	0.42 @ Blakestown Way Ext.	0.42 @ Blakestown Way Ext.	0.7 @ Blakestown Way Ext.	0.8 @ Blakestown Way Ext.	3.21 @ West St	3.25 @ West St

The ARCADY junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of the South Street, West Street and Blakestown Way Extension in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The Ratio of Flow to Capacity (RFC) value will remain the at the AM peak hour at 52. During PM peak hour, the RFC will remain at 0.42.
- At the AM and PM peak, the worst effected arm is Blakestown Way Extension both with and without the Proposed development.
- The longest queue length at the AM peak will remain at 1.1pcus and will increase by 0.1pcus during the PM peak.
- Delays will increase by 0.04 seconds on worst affected lane during AM peak; and increase by 0.04seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with an RFC value of 0.51 in AM Peak, and 0.42 in PM Peak) and at a satisfactory level.

Table 13-11 Junction Analysis YoO - Junction 5

Junction		Year	Peak Hour	RFC		Max. Queue (pcu)		Max. Delay (s)	
				DN	DS	DN	DS	DN	DS
5	West Street, North Street, Crowne Plaza and North Street Extension	2023	AM	0.32 @ North St Ext.	0.32 @ North St Ext.	0.5 @ North St Ext.	0.5 @ North St Ext.	4.48 @ Crowne Plaza	4.48 @ Crowne Plaza
		2023	PM	0.28 @ North St Ext.	0.28 @ North St Ext.	0.4 @ North St Ext.	0.4 @ North St Ext.	4.50 @ Crowne Plaza	4.51 @ Crowne Plaza



The ARCADY junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of the West Street, North Street, Crowne Plaza and North Street Extension in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The Ratio of Flow to Capacity (RFC) value at the AM peak hour will remain at 0.32. During PM peak hour, the RFC will remain at 0.28.
- At the AM and PM peak, the worst effected arm is North Street Extension both with and without the Proposed development;
- The longest queue length at the AM peak will remain at 0.5pcus and at 0.4pcus during the PM peak.
- Delays at the AM peak will remain at 4.48seconds and increase by 0.1seconds during the PM peak.

The performance of the junction remains the same with and without the opening of the Proposed development and it operates within capacity (with an RFC value of 0.19 in AM Peak, and 0.26 in PM Peak) and at a satisfactory level.

Table 13-12: Junction Analysis YoO - Junction 6

Junction	Year	Peak Hour	RFC		Max. Queue (pcu)		Max. Delay (s)	
			DN	DS	DN	DS	DN	DS
6 Blakestown Way Extension, Blakestown Way, Blanchardstown Road N (R121) and Blanchardstown Road S (R121)	2023	AM	0.82 @ Blanch Rd S	0.85 @ Blanch Rd S	4.4 @ Blanch Rd S	5.4 @ Blanch Rd S	12.19 @ Blanch Rd S	14.71 @ Blakestown Way
	2023	PM	0.74 @ Blanch Rd S	0.74 @ Blanch Rd S	2.9 @ Blanch Rd S	2.9 @ Blanch Rd S	11.13 @ Blanch Rd S	11.26 @ Blanch Rd S

The ARCADY junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of Blakestown Way Extension, Blakestown Way, Blanchardstown Road N (R121) and Blanchardstown Road S (R121) in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The Ratio of Flow to Capacity (RFC) value will increase from 0.82 to 0.85 at the AM peak hour and from 0.68 to 0.69 During PM peak hour.
- At the AM peak, the worst effected arm is Blanchardstown Road N (R121) both with and without the Proposed development. At the PM peak, the worst effected arm is Blanchardstown Road S (R121) both with and without the Proposed development.;

- The longest queue length at the AM peak will increase by 0.9pcus and remain the same during the PM peak.
- Delays will increase by 2.52 seconds on worst affected lane during AM peak; and increase by 0.13seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with an RFC value of 0.85 in AM Peak, and 0.69 PM Peak) and at a satisfactory level.

Table 13-13 Junction Analysis YoO - Junction 7

Junction	Year	Peak Hour	Highest DoS (%)		Max. Queue (pcu)		Total Delay (s)	
			DN	DS	DN	DS	DN	DS
7 Blanchardstown Road S (R121), Off-slip, On-slip and Blanchardstown Road N (Bridge) (R121)	2023	AM	77.3 @ Blanch Rd S	77.4 @ Blanch Rd S & Blanch Rd N	16.1 @ Blanch Rd S	16.1 @ Blanch Rd S	36.1 For Whole Junction	36.3 For Whole Junction
	2023	PM	82.6 @ Blanch Rd N	82.9 @ On-Slip	17.9 @ Blanch Rd N	17.9 @ Blanch Rd N (Bridge)	44.4 For Whole Junction	44.7 For Whole Junction

The LinSig junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of Blanchardstown Road S (R121), Off-slip, On-slip and Blanchardstown Road N (Bridge) (R121) in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The highest DoS value will increase from at 77.3% to 77.4% at the AM peak hour and from 82.6% to 82.9% during the PM peak hour.
- At the AM peak, the worst effected arm is the Blanchardstown Road S (R121) both with and without the proposed development. At the PM peak, the worst effected arm is Blanchardstown Road N (R121) both with and without the Proposed development.;
- The longest queue length will remain the same at the AM and PM peak with and without the proposed development.
- Delays will increase by 0.02 seconds on worst affected lane during AM peak; and increase by 0.03seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity (with a highest DoS value of 79.1%in AM Peak, and 84.4% PM Peak) and at a satisfactory level.

Table 13-14 Junction Analysis YoO - Junction 8

Junction	Year	Peak Hour	Highest DoS (%)		Max. Queue (pcu)		Total Delay (s)	
			DN	DS	DN	DS	DN	DS



8	Blanchardstown Road S (Bridge) (R121), Slip Road Extension, Mulhuddart Road and Blanchardstown Road N (R121)	2023	AM	108.0 @ Slip Rd Ext.	108.0 @ Slip Rd Ext.	53.5 @ Blanch Rd S (Bridge)	54.0 @ Blanch Rd S (Bridge)	145.9 For Whole Junction	147.8 For Whole Junction
		2023	PM	96.5 @ Blanch Rd S	96.9 @ Slip Rd Ext.	26.1 @ Blanch Rd S	26.1 @ Blanch Rd S	61.9 For Whole Junction	63.1 For Whole Junction

The LinSig junction analyses indicate the following main impacts that the Proposed development will have on the performance of the roundabout junction of Blanchardstown Road S (Bridge) (R121), Slip Road Extension, Mulhuddart Road and Blanchardstown Road N (R121) in the YoO 2023, compared to "do nothing" case scenario in the same year:

- The highest DoS value will remain at 108.0% at the AM peak hour and increase from 96.5% to 96.9% during the PM peak hour.
- At the AM peak, the worst effected arm is the Slip Road Extension/Blanchardstown Road S (R121) both with and without the Proposed development. At the PM peak, the worst effected arm is the Blanchardstown Road S (R121) with and without the Proposed development.;
- The longest queue length at the AM peak will increase by 0.6pcus and will remain the same during the PM peak.
- Delays will increase by 1.9 seconds on worst affected lane during AM peak; and increase by 1.8seconds on worst affected lane during the PM peak.

While the performance of the junction does become lower, as would be expected with the opening of the Proposed development, it will still operate within capacity at the PM peak (with a highest DoS value of 96.9%). The junction will be over capacity at the AM peak, although this is the case with or without the proposed development.

### 13.1.9.6 Cumulative Development Impact

#### 13.1.9.6.1 Future Development

The Future Development is the proposed residential development on the adjoining Major Town Centre zoned lands to the south of Site B (DV Scenario). The future development has regard to the adjoining Major Town Centre zoned lands to the south of Site B and the future potential for residential development. As this development has not yet undergone the planning process, an indicative development size of 500 units has been used to estimate trip generation. This estimate has been guided by FCC as part of the pre-application discussions. The corresponding trip generation is shown in Table 13-15.

Table 13-15: Future Development Trip Generation

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	18	53	71
PM Peak (17:00-18:00)	40	19	59

The trip assignment to the Future Development site is proposed as follows;



- 20% of trips will access/egress via a proposed access road within the Proposed development site in Area 1 and therefore have the same assignment as the Proposed development;
- 20% of trips will access/egress the site via the Snugborough Road N (R843) and travel through Junction 2;
- 30% of trips will access/egress the site via the Blanchardstown Road N (R121) and travel through Junctions 6, 7 and 8;
- 30% of trips will access/egress the site via the Ongar Distributor Road (R843) and not travel through the modelled junction network.

Table 13-16 and Table 13-17 show the junction analysis for the Future Year (DV) in comparison with the DN and DS scenario.

*Table 13-16 Junction Analysis Future Development (Development on the adjoining Major Town Centre zoned lands to the south of Site B Development) - Roundabout Junctions*

Junction	Year	Peak Hour	RFC			Max. Queue (pcu)			Max. Delay (s)		
			DN	DS	DV	DN	DS	DV	DN	DS	DV
1 South Street, South Street Extension, East Street and Area 1	Future	AM	0.57 @ South St	0.56 @ South St	0.57 @ South St	1.3 @ South St	1.3 @ South St	1.3 @ South St	9.33 @ South St	9.09 @ South St	9.26 @ South St
	Future	PM	0.69 @ East St	0.71 @ South St Ext.	0.68 @ South St Ext.	2.2 @ South St Ext.	2.5 @ South St Ext.	2.5 @ South St Ext.	13.47 @ South St	13.45 @ South St	13.68 @ South St
2 South Street Extension, Snugborough Road N (R843) and Snugborough Road S (R843)	Future	AM	0.57 @ Snugborough Rd S	0.57 @ Snugborough Rd S	0.58 @ Snugborough Rd S	1.3 @ Snugborough Rd S	1.3 @ Snugborough Rd S	1.4 @ Snugborough Rd S	6.47 @ Snugborough Rd S	6.50 @ Snugborough Rd S	6.61 @ Snugborough Rd S
	Future	PM	0.55 @ Snugborough Rd S	0.55 @ Snugborough Rd S	0.55 @ Snugborough Rd S	1.2 @ Snugborough Rd S	1.2 @ Snugborough Rd S	1.2 @ Snugborough Rd S	6.40 @ Snugborough Rd S	6.48 @ Snugborough Rd S	6.53 @ Snugborough Rd S
3 East Street, L3020, Slip Road Extension and North Street	Future	AM	0.48 @ Slip Rd Ext.	0.55 @ Slip Rd Ext.	0.55 @ Slip Rd Ext.	0.9 @ Slip Rd Ext.	1.2 @ Slip Rd Ext.	1.2 @ Slip Rd Ext.	6.06 @ Slip Rd Ext.	7.00 @ Slip Rd Ext.	7.02 @ Slip Rd Ext.
	Future	PM	0.64 @ East St	0.65 @ East St	0.56 @ East St	1.8 @ East St	1.8 @ East St	1.8 @ North St	6.87 @ North St	6.97 @ North St	6.99 @ North St
4 South Street, West Street and Blakestown Way Extension	Future	AM	0.51 @ Blakestown Way Ext.	0.51 @ Blakestown Way Ext.	0.51 @ Blakestown Way Ext.	1.1 @ Blakestown Way Ext.	1.1 @ Blakestown Way Ext.	1.1 @ Blakestown Way Ext.	3.43 @ Blakestown Way Ext.	3.47 @ Blakestown Way Ext.	3.50 @ Blakestown Way Ext.
	Future	PM	0.42 @ Blakestown Way Ext.	0.42 @ Blakestown Way Ext.	0.43 @ Blakestown Way Ext.	0.7 @ Blakestown Way Ext.	0.8 @ Blakestown Way Ext.	0.8 @ Blakestown Way Ext.	3.21 @ West St	3.25 @ West St	3.27 @ West St
5 West Street, North Street, Crowne Plaza and North	Future	AM	0.32 @ North St Ext.	0.32 @ North St Ext.	0.32 @ North St Ext.	0.5 @ North St Ext.	0.5 @ North St Ext.	0.5 @ North St Ext.	4.48 @ Crowne Plaza	4.48 @ Crowne Plaza	3.48 @ Crowne Plaza
	Future	PM	0.28 @	0.28 @	0.28 @	0.4 @	0.4 @	0.4 @	4.50 @	4.51 @	4.51 @



Junction	Year	Peak Hour	RFC			Max. Queue (pcu)			Max. Delay (s)		
			DN	DS	DV	DN	DS	DV	DN	DS	DV
Street Extension			North St Ext.	North St Ext.	North St Ext.	North St Ext.	North St Ext.	North St Ext.	Crowne Plaza	Crowne Plaza	Crowne Plaza
6	Blakestown Way Extension, Blakestown Way, Blanchardstown Road N (R121) and Blanchardstown Road S (R121)	Future AM	0.82 @ Blanch Rd S	0.85 @ Blanch Rd S	0.85 @ Blanch Rd S	4.4 @ Blanch Rd S	5.4 @ Blanch Rd S	5.7 @ Blanch Rd S	12.19 @ Blanch Rd S	14.71 @ Blakestown Way	15.23 @ Blakestown Way
		Future PM	0.74 @ Blanch Rd N	0.74 @ Blanch Rd N	0.75 @ Blanch Rd N	2. @ Blanch Rd S	2.9 @ Blanch Rd S	2.8 @ South St	11.13 @ Blanch Rd S	11.26 @ Blanch Rd S	11.45 @ Blanch Rd S

For the roundabout junctions modelled, the RFC, maximum queue and maximum delay increases with the addition of the Future Development. This is the expected result. The DV scenario has a higher trip generation than the DS scenario across the network, particularly for Junction 6. Therefore, the DV scenario has a bigger impact on traffic congestion across the junctions. All the roundabout junctions modelled operate within capacity and therefore the Future Development can be accommodated.

Table 13-17: Junction Analysis Future Development (Development on the adjoining Major Town Centre zoned lands to the south of Site B) - Signalised Junctions

Junction	Year	Peak Hour	Highest DoS (%)			Max. Queue (pcu)			Total Delay (s)		
			DN	DS	DV	DN	DS	DV	DN	DS	DV
7	Blanchardstown Road S (R121), Off-slip, On-slip and Blanchardstown Road N (Bridge) (R121)	2023 AM	77.3 @ Blanch Rd S	77.4 @ Blanch Rd S & Blanch Rd N	78.1 @ Blanch Rd S	16.1 @ Blanch Rd S	16.1 @ Blanch Rd S	16.4 @ Blanch Rd S	36.1 For Whole Junction	36.3 For Whole Junction	36.7 For Whole Junction
		2023 PM	82.6 @ Blanch Rd N	82.9 @ On-Slip	83.6 @ On-Slip	17.9 @ Blanch Rd N	17.9 @ Blanch Rd N (Bridge)	17.9 @ Blanch Rd N (Bridge)	44.4 For Whole Junction	44.7 For Whole Junction	45.2 For Whole Junction
8	Blanchardstown Road S (Bridge) (R121), Slip Road Extension, Mulhuddart Road and Blanchardstown Road N (R121)	2023 AM	108.0 @ Slip Rd Ext.	108.0 @ Slip Rd Ext.	108.1 @ Blanch Rd S	53.5 @ Blanch Rd S (Bridge)	54.0 @ Blanch Rd S (Bridge)	56.5 @ Blanch Rd S (Bridge)	145.9 For Whole Junction	147.8 For Whole Junction	154.0 For Whole Junction
		2023 PM	96.5 @ Blanch Rd S	96.9 @ Slip Rd Ext.	97.7 @ Blanch Rd N	26.1 @ Blanch Rd S	26.1 @ Blanch Rd S	28.9 @ Blanch Rd N	61.9 For Whole Junction	63.1 For Whole Junction	65.1 For Whole Junction



For the signalised junctions modelled, the DoS, maximum queue and total delay increases with the addition of the Future Development. This is the expected result. The DV scenario has a higher trip generation than the DS scenario across the network, particularly for Junctions 7 and Junction 8. Therefore, the DV scenario has a bigger impact on traffic congestion across the junctions. Both the signalised junctions modelled operate within capacity and therefore the Future Development can be accommodated.

#### 13.1.9.6.2 Horizon Development

The Horizon Development is the proposed BusConnects scheme (DBC Scenario). As this development has not yet undergone the planning process, an indicative development network has been established. This estimated network has been guided by BusConnects and FCC.

The proposed Horizon Year road network involves the development of a new signalised junction (Junction 9 in Figure 13-18) with the Blanchardstown Town Centre and Blanchardstown Road (R121) and the associated closure of a Left-In, Left-Out access from the Blanchardstown Town Centre to Blakestown Road Extension.

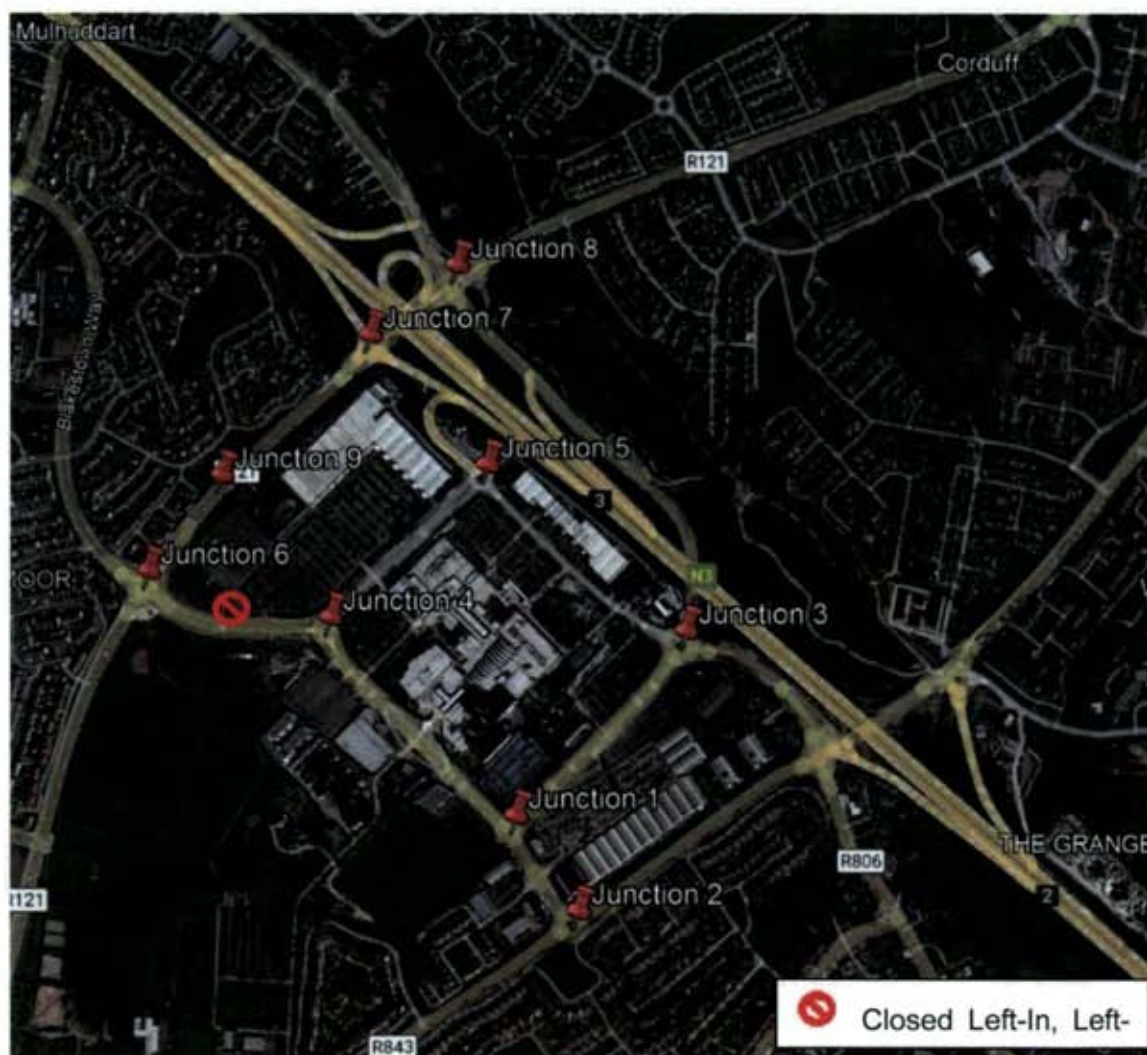


Figure 13-18: Horizon Junction Network Modelled



Taking a conservative approach, the traffic volumes from the DV scenario were redistributed across the network.

The proposed Horizon Development Road network also involves the signalisation of the following junctions:

- Junction 3 – East Street, L3020, Slip Road Extension and North Street
- Junction 4 – South Street, West Street and Blakestown Way Extension
- Junction 5 – West Street, North Street, Crowne Plaza and North Street Extension
- Junction 6 - Blakestown Way Extension, Blakestown Way, Blanchardstown Road N (R121) and Blanchardstown Road S (R121)

Table 13-18 and Table 13-19 show the junction analysis for the Future Year in (DV) in comparison with the DN and DBC scenario.

*Table 13-18: Junction Analysis Horizon Development (BusConnects Development) - Roundabout Junctions*

Junction	Year	Peak Hour	RFC			Max. Queue (pcu)			Max. Delay (s)		
			DN	DS	DBC	DN	DS	DBC	DN	DS	DBC
1 South Street, South Street Extension, East Street and Area 1	Horizon	AM	0.57 @ South St	0.56 @ South St	0.57 @ South St	1.3 @ South St	1.3 @ South St	1.3 @ South St	9.33 @ South St	9.09 @ South St	9.27 @ South St
	Horizon	PM	0.69 @ East St	0.71 @ South St Ext.	0.68 @ South St Ext.	2.2 @ South St Ext.	2.5 @ South St Ext.	2.3 @ South St Ext.	13.47 @ South St	13.45 @ South St	13.79 @ South St
2 South Street Extension, Snugborough Road N (R843) and Snugborough Road S (R843)	Horizon	AM	0.57 @ Snugborough Rd S	0.57 @ Snugborough Rd S	0.56 @ Snugborough Rd S	1.3 @ Snugborough Rd S	1.3 @ Snugborough Rd S	1.3 @ Snugborough Rd S	6.47 @ Snugborough Rd S	6.50 @ Snugborough Rd S	6.31 @ Snugborough Rd S
	Horizon	PM	0.55 @ Snugborough Rd S	0.55 @ Snugborough Rd S	0.53 @ Snugborough Rd S	1.2 @ Snugborough Rd S	1.2 @ Snugborough Rd S	1.1 @ Snugborough Rd S	6.40 @ Snugborough Rd S	6.48 @ Snugborough Rd S	6.23 @ Snugborough Rd S

For the roundabout junctions modelled, the RFC, maximum queue and maximum delay increases with the addition of the BusConnects network layout. This is the expected result. The DBC scenario has a higher trip generation than the DS scenario across the network. The DBC scenario has a bigger impact on traffic congestion across the junctions. All the roundabout junctions modelled operate within capacity and therefore the Horizon Development can be accommodated.

*Table 13-19: Junction Analysis Horizon Development (BusConnects Development) - Signalised Junctions*

Junction	Year	Peak Hour	Highest DoS (%)			Max. Queue (pcu)			Total Delay (s)		
			DN	DS	DBC	DN	DS	DBC	DN	DS	DBC
3	East Street, L3020, Slip Road Extension and North Street	Horizon AM	N/A	N/A	66.4 @ East St	N/A	N/A	7.6 @ L3020	N/A	N/A	26.3 For Whole Junction
		Horizon PM	N/A	N/A	86.3 @ East St	N/A	N/A	16.4 @ East St	N/A	N/A	43.3 For Whole Junction
4	South Street, West Street and Blakestown Way Extension	Horizon AM	N/A	N/A	70.6 @ Blakestown Way Ext.	N/A	N/A	14.4 @ Blakestown Way Ext.	N/A	N/A	11.0 For Whole Junction
		Horizon PM	N/A	N/A	75.2 @ West St	N/A	N/A	13.5 @ Blakestown Way Ext.	N/A	N/A	18.0 For Whole Junction
5	West Street, North Street, Crowne Plaza and North Street Extension	Horizon AM	N/A	N/A	67.7 @ North St Ext	N/A	N/A	10.7 @ West St	N/A	N/A	15.9 For Whole Junction
		Horizon PM	N/A	N/A	83.3 @ West St	N/A	N/A	15.6 @ West St	N/A	N/A	24.2 For Whole Junction
6	Blakestown Way Extension, Blakestown Way, Blanchardstown Road N (R121) and Blanchardstown Road S (R121)	Horizon AM	N/A	N/A	79.0 @ Blanch Rd S	N/A	N/A	17.1 @ Blanch Rd S	N/A	N/A	42.4 For Whole Junction
		Horizon PM	N/A	N/A	79.4 @ Blanch Rd S	N/A	N/A	12.2 @ Blanch Rd N	N/A	N/A	52.9 For Whole Junction
7	Blanchardstown Road S (R121), Off-slip, On-slip and Blanchardstown Road N (Bridge) (R121)	Horizon AM	77.3 @ Blanch Rd S	77.4 @ Blanch Rd S & Blanch Rd N	75.9 @ Blanch Rd N	16.1 @ Blanch Rd	16.1 @ Blanch Rd S	15.6 @ Blanch Rd S	36.1 For Whole Junction	36.3 For Whole Junction	34.9 For Whole Junction
		Horizon PM	82.6 @ Blanch Rd N	82.9 @ On-Slip	81.1 @ On-Slip	17.9 @ Blanch Rd N	17.9 @ Blanch Rd N (Bridge)	17.0 @ Blanch Rd N (Bridge)	44.4 For Whole Junction	44.7 For Whole Junction	42.6 For Whole Junction
8	Blanchardstown Road S (Bridge) (R121), Slip Road Extension,	Horizon AM	108.0 @ Slip Rd Ext.	108.0 @ Slip Rd Ext.	104.9 @ Blanch Rd S	53.5 @ Blanch Rd S (Bridge)	54.0 @ Blanch Rd S (Bridge)	46.3 @ Blanch Rd S (Bridge)	145.9 For Whole Junction	147.8 For Whole Junction	119.6 For Whole Junction



Junction	Year	Peak Hour	Highest DoS (%)			Max. Queue (pcu)			Total Delay (s)		
			DN	DS	DBC	DN	DS	DBC	DN	DS	DBC
Mulhuddart Road and Blanchardstown Road N (R121)	Horizon	PM	96.5 @ Blanch Rd S	96.9 @ Slip Rd Ext.	97.7 @ Blanch Rd N	94.8 @ Blanch Rd S	26.1 @ Blanch Rd S	28.9 @ Blanch Rd N	24.1 For Whole Junction	63.1 For Whole Junction	56.1 For Whole Junction
9 Blanchardstown Road S (R121), Blanchardstown Town Centre and Blanchardstown Road N (R121),	Horizon	AM	N/A	N/A	88.4 @ Blanch Rd N	N/A	N/A	33.7 @ Blanch Rd N	N/A	N/A	15.9 For Whole Junction
	Horizon	PM	N/A	N/A	94.6 @ Blanch Rd N	N/A	N/A	43.0 @ Blanch Rd N	N/A	N/A	26.3 For Whole Junction

For the signalised junctions modelled, the DoS, maximum queue and total delay increases with the addition of the BusConnects network layout. This is the expected result. The DBC scenario has a higher trip generation than the DS scenario across the network, particularly for Junction 6, Junction 7 and Junction 8. Therefore, the DBC scenario has a bigger impact on traffic congestion across the junctions. The four junctions that are signalised as part of this scenario and the new Junction 9 operate with minimal delays and traffic congestion. Therefore, all the signalised junctions modelled operate within capacity and the Horizon Development can be accommodated.

Reports containing the full traffic modelling results can be made available upon request.

### 13.1.9.7 Environmental Impact

The proposed development will not generate a significant volume of additional vehicular traffic during construction or operational phases. The level of traffic increase is not likely to have any adverse transport-related environmental effects in terms of noise, air quality, vibrations, etc. The environmental impact of the construction period will be short-term and not significant in nature.

### 13.1.9.8 Construction Stage Impact

The potential impacts resulting from construction works for the Proposed Development are outlined in Table 13-20, below. It should be noted that these impacts would be **short-term**, **negative**, and **not significant**, and are not expected to result in significant residual impact.

Table 13-20: Potential Impacts during Construction Stage.

Activities	Potential Impact	Significance of Effects	Duration of Effects
Transportation of site machinery and materials	<ul style="list-style-type: none"> <li>Delay and inconvenience to existing traffic on the road network.</li> <li>Noise/disturbance to other properties in the area.</li> <li>Dust raised by construction traffic.</li> <li>Dirt and mud dragged onto the road by construction traffic.</li> </ul>	<b>Moderate</b>	<b>Temporary</b>

### **13.1.10 Remedial and Mitigation Measures**

#### **13.1.10.1 Operational Stage**

##### **13.1.10.1.1 Vehicular Traffic**

Modifications to the road network in the vicinity of the site are proposed with the delivery of this development in order to ensure DMURS compliance, efficiently flow of traffic and safety of pedestrians and cyclists. These changes have been listed in section 13.1.7.5 of this Chapter.

Site vehicular accesses, pedestrians/cyclists facilities, and road network will be design in accordance with the standards established in the *Design Manual for Urban Roads and Streets (DMURS)*, with appropriate corner radii, lane with, and visibility splay to ensure safety of all users.

##### *13.1.10.1.1.1 Active Modes*

During the operational phase of the development the following measures will be put in place to improve pedestrian and cyclist facilities:

- Internal road markings through the carpark to highlight pedestrian routes.
- Dropped kerbs at building entrances to enable easier access.
- A total of 730 no. high quality cycle parking spaces will be provided at ground level.

#### **13.1.10.2 Construction Stage**

During the construction phase of the development, the following measures will be put in place to reduce the impact on the surrounding environment:

- The contractor will be required to provide wheel cleaning facilities, and regular cleaning site access will be carried out.
- Temporary car parking facilities for the construction workforce will be provided within the site and the surface of the car park will be prepared and finished to a standard sufficient to avoid mud spillage onto adjoining roads.
- Monitoring and control of construction traffic will be ongoing during construction works.

## **13.2 Material Assets – Waste and Utilities**

### **13.2.1 Defining Material Assets**

Material assets have been defined as 'Resources that are valued and that are intrinsic to specific places, they may be either human or natural origin and the value may arise for either economic or cultural reasons' (EPA 2002).

This definition was further expanded by the EPA in 2017 in '*Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports*' which states;

*'The meaning of this factor is less clear than others. In Directive 2011/92/EU it included architectural and archaeological heritage. Directive 2014/52/EU includes those heritage*



*aspects as components of cultural heritage. Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes roads infrastructure. Sealing of agricultural land and effects on mining or quarrying potential come under the factors of land and soils.'*

The scope and definition of Material Assets within the context of the EIA process has been defined by the EIA Directive as including Architectural and Archaeological Heritage or Cultural Heritage. These elements are assessed separately in Chapter 11 under Archaeology & Cultural Heritage.

This Chapter of the Environmental Impact Assessment Report (EIAR) provides an assessment of the potential impacts of the Proposed Development on Material Assets or physical resources in the environment of human origin including built services and infrastructure comprising;

- Local Settlement,
- Built Services & Infrastructure (Electricity, Water, Gas, Telecommunication Supply, Surface/ Storm Water drainage and Foul Water (Sewerage)); and
- Waste Management.

Natural resources (water, land, biodiversity, air etc) are addressed in their respective chapters. A detailed assessment of traffic is also provided in Section 12a Traffic of this EIAR.

This Chapter was prepared by Enviroguide Senior Environmental Consultant Nikita Coulter. Nikita Coulter has a B.Sc. in Zoology (Hons) from University College Dublin, an M.Sc in Biodiversity and Conservation and a Postgraduate Diploma in Environmental Engineering from Trinity College Dublin, and a NEBOSH accredited International Diploma in Environmental Risk Management. Nikita has 8 years professional experience as an Environmental Compliance Specialist in the Irish waste management industry, dealing with municipal and hazardous waste management and energy recovery.

### **13.2.2 Study Methodology**

The methodology adopted for the assessment takes cognisance of the relevant guidelines the following:

- Environmental Protection Agency (EPA) (2017) *Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR) - DRAFT*
- EPA (2003) *Advice Notes on Current Practice in the preparation of Environmental Impact Statements.*
- EPA (2002) *Guidelines on the information to be contained in Environmental Impact Statements.*

The scope of work undertaken for the assessment included a desk-based study of material assets, namely built services, utilities and infrastructure associated with the existing Site and

the Proposed Development. All phases of the Proposed Development were considered in the assessment of potential impacts on material assets.

Information on built assets in the vicinity of the Site of the Proposed Development was assembled by the following means:

A desktop review of:

- ESB Networks Utility Maps, Irish Water Utility Plans, Gas Networks Ireland Service plans and EIR E-Map), Commission for Communications Regulation Mast Maps, and the National Broadband Plan Map,
- The NZEB & Part L Planning Compliance Report for the Mechanical and Electrical Services Installations at Blanchardstown PRS – Proposed Site B & C Mixed Use Development (Axiseng, 2022),
- The Telecommunications Report (Independent Site Management Lit, 2022),
- Irish Water correspondence via the Infrastructure Design Report (DBFL Consulting Engineers, 2022),
- The Construction and Demolition Waste Management Plan and the Operational Waste Management Plan (Enviroguide Consulting, 2022), and
- The Construction Environmental Management Plan (DBFL Consulting Engineers, 2022).

Assessment of the likely impact of features of the Proposed Development, including surface water runoff, foul water discharge and water usage was carried out in accordance with the following guidelines:

- IS EN752, "Drain and Sewer Systems Outside Buildings"
- Greater Dublin Strategic Drainage Study (GDSDS)

#### **13.2.2.1 Prediction and Assessment of impacts**

Impacts were predicted and assess based on EPA guidance and by using the definitions detailed in the tables below. Impact will vary from negative to neutral or positive, and also will vary in significance on the receiving environment. The terminology and methodology used for assessing the impact significance and corresponding effects throughout this chapter are described in Table 13-21, 13-22 & 13-23 below:

*Table 13-21: Terminology used to assess the quality potential impacts & effects*

Quality of Effects / Impacts	Definition
Negative	A change which reduces the quality of the environment.



<b>Neutral</b>	No effects or effects that are imperceptible, within the normal bounds of variation or within the margin of forecasting error.
<b>Positive</b>	A change that improves the quality of the environment.

Source: EPA, 2017

*Table 13-22: Terminology used to assess the significance of potential impacts & effects*

Significance of Effects / Impacts	Definition
<b>Imperceptible</b>	An effect capable of measurement but without significant consequences.
<b>Not Significant</b>	An effect which causes noticeable changes in the character of the environment but without significant consequences.
<b>Slight</b>	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
<b>Moderate</b>	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
<b>Significant</b>	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
<b>Very Significant</b>	An effect which, by its character, magnitude, duration or intensity significantly alters a sensitive aspect of the environment.
<b>Profound</b>	An effect which obliterates sensitive characteristics.

Source: EPA, 2017

*Table 13-23: Terminology used to assess the duration of potential impacts/effects*

Duration of Effects / Impacts	Definition
<b>Momentary</b>	Effects lasting from seconds to minutes
<b>Brief</b>	Effects lasting less than a day
<b>Temporary</b>	Effects lasting one year or less
<b>Short-term</b>	Effects lasting one to seven years
<b>Medium-term</b>	Effects lasting seven to fifteen years
<b>Long-term</b>	Effects lasting fifteen to sixty years
<b>Permanent</b>	Effects lasting over sixty years
<b>Reversible</b>	Effects that can be undone, for example through remediation or restoration

Source: EPA, 2017

Where significant potential impacts were identified, mitigation measures are proposed to minimise impacts.

### **13.2.3 The Existing and Receiving Environment (Baseline Situation)**

#### **13.2.3.1 Baseline Environment**

The Proposed Development comprises two (2 No.) sites which are separated by the Blanchardstown Centre Ring Road.

The southern portion of the Proposed Development Site, Site B, comprises an overflow carpark for the Blanchardstown Town Centre, and is referred to as the Library Carpark, and is fringed to the north, south and east by a sparsely populated treeline and is bound to the north by the Blanchardstown Centre Ring Road, to the south by Major Town Centre zoned lands in use by a Sports & Leisure Club, to the west by Blanchardstown Library and to the east by AIB Blanchardstown.

The northern portion of the Proposed Development Site comprises the existing multi storey car park, located in the Blue Car Park of the Blanchardstown Town Centre and is fringed to the south and east by a sparsely populated treeline. The northern portion of the Proposed Development Site is bound to the north and west by Blanchardstown Town Centre and to the south and east by the Blanchardstown Centre Ring Road.

Blanchardstown Town Centre is designated as a Metropolitan Consolidation Town under the Eastern & Midland Regional Assembly Regional Spatial and Economic Strategy (RSES) 2019 and a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area. The Town Centre is now one of the key retail locations within Fingal and the Greater Dublin Area within excess of 170,000 sq.m of retail floor space.

Blanchardstown Town Centre and adjoining lands play a key role in terms of retail and employment, and include a range of existing uses including retail, commercial, residential, hotel, leisure / sports, educational and healthcare, and it adjoins the Millennium Park. The Blanchardstown Town Centre is also centrally located to nearby regional and local employment destinations, facilities, and amenities, including Blanchardstown Village, the National Aquatic Centre, Connolly Memorial Hospital, TUD Blanchardstown, and a number of business parks and industrial estates.

The construction of Blanchardstown Town Centre commenced in 1994 and the first stage was completed in October 1996, followed by a multiplex cinema, restaurants and further retail units which opened in early 1997. The centre has an extensive planning history, dating back to the first available record of a planning application on the site in 1977.

Figure 13-19 and Figure 13-20 detail the Site Location and the Site Layout of the Site of the Proposed Development respectively.



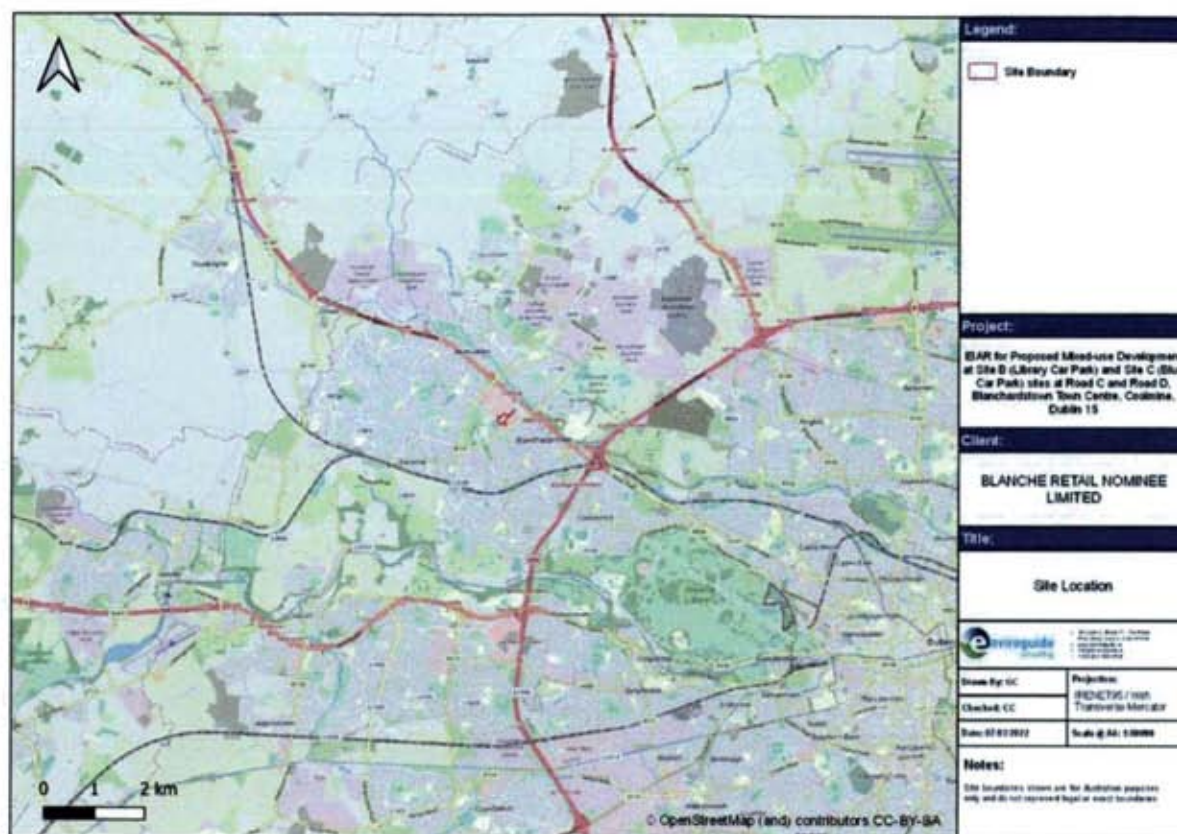


Figure 13-19: Site Location



Figure 13-20: Existing Site Layout