Appendix 10-1. Natura Impact Statement

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Dublin Airport Underpass

Appropriate Assessment Screening Report & Natura Impact Statement

daa

Project number: 60601864

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Delivering a better world

Quality information

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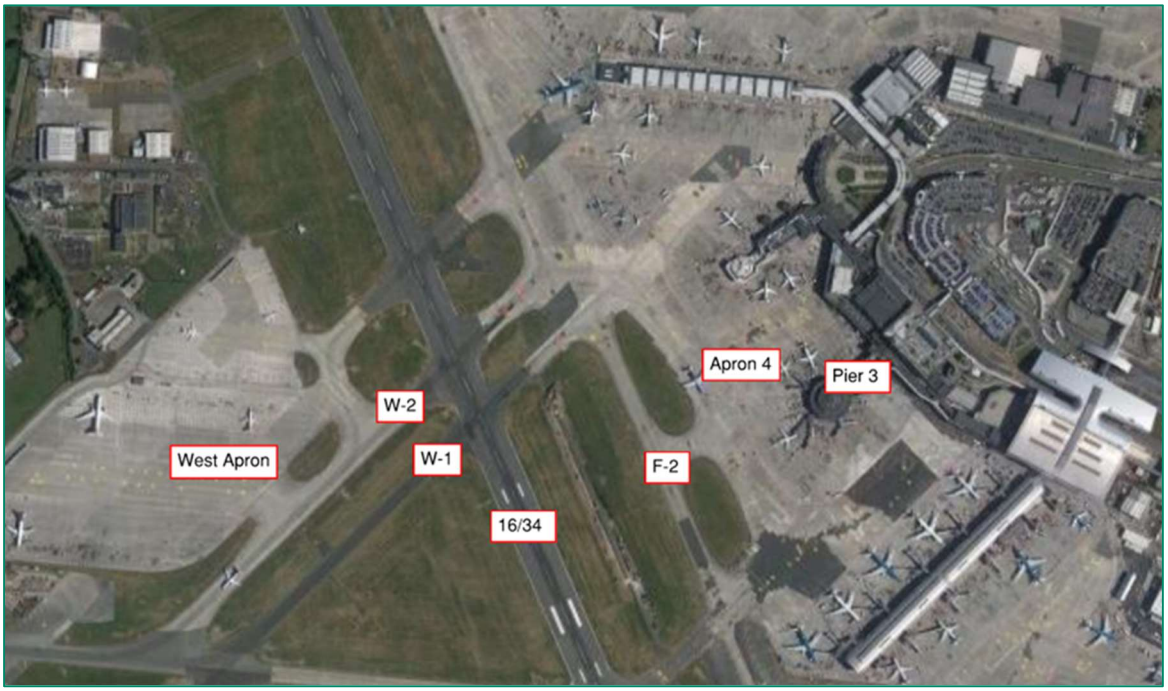
1. Introduction

1.1 Background

daa (hereafter the 'Applicant') is proposing a vehicle underpass of Runway 16/34 (hereafter referred to as the 'Proposed Development') at Dublin Airport to improve operational safety and efficiency. This Natura Impact Statement (NIS) considers the potential for the Proposed Development to have adverse effects on the integrity of European sites, which are Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), either alone or in-combination with other plans or projects and includes both the initial screening stage and progresses to full Appropriate Assessment.

The Proposed Development is located centrally within the airfield at Dublin Airport, central grid reference O 1610, 4322. The Application Site incorporates Pier 3 and surrounding aircraft stands, Apron Taxiway 4, the Taxiway F-2, Runway 16/34 (the crosswind runway), Taxiway W1 and W2 and the West Apron (see Image 1), as well as two construction compounds located landside.

Image 1: Dublin Airport's existing West Apron and Central Area



The West Apron is an area of apron west of Runway 16/34, comprising approximately 23 aircraft stands. It is used to support cargo operations, general aviation, provision of contingency aircraft stands, as well as transit and business aviation. It is an integral part of the infrastructure of the airport. It is currently accessed by a surface crossing of Runway 16/34 (the 'West Apron Crossing'). Use of the West Apron Crossing requires coordination and adherence to strict operating procedures to ensure safety and is coordinated between Airside Management Unit and Air Traffic Control.

The Proposed Development consists of four key elements:

- A subterranean Underpass of Runway 16/34 including ramps and portals, plantroom, and all attendant access roads at surface level to tie in with the existing airside road network.
- Relocation of aircraft stands at Pier 3 to accommodate access roads to serve the Underpass. Works include introduction of new nodes, fixed links and airbridges, to provide access to the relocated stands, while accommodating the Underpass where it interacts with existing apron and aircraft stands.
- Modifications to Pier 3 Fixed Links and Airbridges to accommodate necessary road modifications, to ensure safe and efficient passenger access to aircraft stands
- Drainage works including temporary diversion of the Cuckoo Stream culvert and local attenuation

The Proposed Development also includes:

- A new western compound at a site located to the north-west of the airport, and adjacent to the existing compound that was used for construction of the North Runway, for deliveries going airside, to include an airside pass office, car parking and bus parking for construction staff
- The provision of a new Southern Compound also on the R108, to the southwest of the Airport
- One main compound on the West Apron.

Construction of the Proposed Development will require the use of one main airside compound for construction laydown and storage, and two compounds landside.

In addition, it is proposed to take the opportunity afforded by the excavations for the Underpass to install six inert pipes alongside it, which will form part of the future drainage network at Dublin Airport. The rest of this network will be the subject of a future planning application, with the six pipes serving no function unless and until the future drainage network receives planning consent.

No additional aircraft stands are proposed as part of the Proposed Development, which will in fact result in a net loss of 3 Narrow Body Equivalent (NBE) and addition of 1 Wide Body (WB) stand on the Eastern Campus. Replacement stands to off-set these losses will be the subject of a later future planning application.

No additional aviation activity, such as additional air traffic movements (ATMs) or cargo activity, will arise as a consequence of the Proposed Development, which is intended to maintain existing operations which currently take place on the West Apron.

The Proposed Development also does not propose any additional passenger capacity for the Airport, which will remain the subject of the cap of 32 million passengers per annum (mppa) on the Terminals (”the 32mppa Cap”)..

1.2 Legislative context

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which is more commonly known as ‘the Habitats Directive’, requires Member States of the European Union (EU) to take measures to maintain or restore, at favourable conservation status, natural habitats and wild species of fauna and flora of Community interest. The provisions of the Habitats Directive require that Member States designate SACs for habitats listed in Annex I and for species listed in Annex II. Similarly, Directive 2009/147/EC on the conservation of wild birds (more commonly known as ‘the Birds Directive’) provides a framework for the conservation and management of wild birds. It also requires Member States to identify and classify SPAs for rare or vulnerable species listed in Annex I of the Birds Directive, as well as for all regularly occurring migratory species. Collectively, SACs and SPAs are known as ‘European sites’.

Under Article 6(3) of the Habitats Directive, any plan or project which is not directly connected with or necessary to the management of a European site, but likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to an Appropriate Assessment (AA) of its implications for the SAC / SPA in view of the site’s conservation objectives.

In the Republic of Ireland, the requirements of Article 6(3) are transposed into national law through Part XAB of the Planning and Development Act 2000 (as amended) for planning matters, and by the European Communities (Birds and Natural Habitats) Regulations 2011 in relation to other relevant approvals / consents.

This Report has been undertaken in cognisance of the Planning and Development Act 2000 (as amended). The following tests have been applied when Screening for Appropriate Assessment:

177U. – (1) *A screening for appropriate assessment of … [an] application for consent for proposed development shall be carried out by the competent authority to assess, in view of best scientific knowledge, if that … proposed development, individually or in combination with another plan or project is likely to have a significant effect on the European site.*

(4) The competent authority shall determine that an appropriate assessment of … a proposed development, …, is required if it cannot be excluded, on the basis of objective information, that … the proposed development, individually or in combination with other plans or projects, will have a significant effect on a European site.

1.3 Purpose of this Report

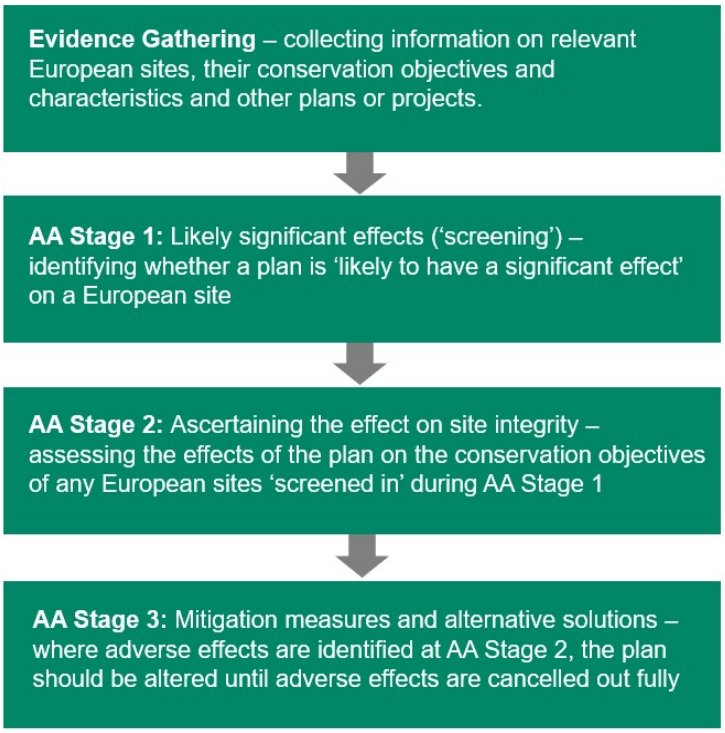
For the Proposed Development, the Competent Authority responsible for assessing the potential effects on European Sites is Fingal County Council (FCC) or An Bord Pleanála in the case of an appeal being taken. Whilst AA (can only be carried out by a Competent Authority, the information needed to complete this exercise is typically provided by the applicant (daa)).

This AA Screening and NIS therefore provide the information needed by FCC to determine whether the Proposed Development, alone or in-combination with other plans or projects, could have adverse effects on the integrity of any European sites, in view of the conservation objectives of any such sites. It is designed to enable the Competent Authority to make a decision as to whether the Proposed Development can be consented, without the requirement to consider alternative solutions and Imperative Reasons of Overriding Public Interest (IROPI).

1.4 Overview of Appropriate Assessment process

The process required by Articles 6(3) and 6(4) of the Habitats Directive is stepwise and must be followed in sequence. Diagram 1 below outlines the stages of AA according to current European Commission (EC) guidance (EC, 2021). The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations, and any relevant changes to the plan or project until no significant adverse effects remain.

Diagram 1: The stages of Appropriate Assessment (taken from EC, 2021)



As detailed in Section 3.1 of the EC guidance (EC, 2021) the first step in the sequence of tests required under law (see the methodology for the sequence) is to establish whether an AA is required. This is often referred to as 'AA Screening'. The purpose of AA Screening is to determine, in view of best available scientific knowledge, whether a plan or project, either alone or in combination with other plans or projects, could have likely significant effects on a European site, in view of that site's conservation objectives.

For this purpose and as a result of case law 'likely' in practice means 'possible'. If the Competent Authority determines that there are no likely significant effects (including 'in-combination' effects from other plans or projects), then no further assessment is necessary and the plan or project can, subject to any other issues, be taken forward. If, however, the Competent Authority determines that there are likely significant effects, or if there is reasonable scientific doubt, then the next step in the process must be initiated and a detailed AA be undertaken, as explained in Section 3.2 of the EC guidance (EC. 2021).

The purpose of the stage of Appropriate Assessment is to further explore the potential impacts and effects and to determine whether a conclusion of no adverse effects on integrity can be drawn for any of the 'screened in' impacts / European sites.

One of the key considerations during the stage of Appropriate Assessment is whether there is available mitigation that would entirely address potential effects.

1.5 Sources of guidance

This NIS has been prepared in accordance with the European Commission (EC) guidance document *Assessment of Plans and Projects in relation to Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC* (EC, 2021).

In addition, the following sources of guidance have also been considered during the preparation of this Report:

- Appropriate Assessment of Plans and Projects in Ireland (DoEHLG, 2010);
- Appropriate Assessment Screening for Development Management (OPR, 2021);
- Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (EC, 2018); and,
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular Letter NPWS 1/10 & PSSP 2/10 (NPWS, 2010).

2. Project description

2.1 Application Site

2.1.1 Application Site Context

Dublin Airport

The Application Site is located entirely on land owned by the Applicant, mainly within the boundary of Dublin Airport itself, which sits to the north of the city of Dublin. Dublin City Centre is circa 10 km to the south, while the town of Swords is circa 2 km to the north.

The airport campus is framed by a high-capacity road network - the M1 motorway is to the east, the M50 to the south, and upgraded N2 to the west. The primary access to the airport is located at the eastern site boundary via the airport roundabout, which links with a major motorway junction on the M1 and the Swords Road (R132).

Operational and Other Buildings

Within Dublin Airport there is a complex of operational buildings such as terminal buildings and piers. The terminal buildings are arranged in a horseshoe configuration, as shown in Plate 1-1 (Chapter 1: Introduction) along with ancillary uses such as car parking facilities. Operational buildings include the Old Central Terminal Building, Terminal 1, Terminal 2 and their associated pier structures as well as airfield, cargo and other operational buildings.

Runways

Dublin Airport has two main runways: the South Runway (10/28) (2637 m long) and a Crosswind Runway (16/34) (2071 m long). Runway 10/28 is set out on an east-west axis to the south of the Application Site, whilst Runway 16/34 crosses the Application Site in a roughly north-south direction.

Planning permission has been granted for a new 3,110 m North Runway, 1.6 km north of the existing main runway (Reg. Ref. F04A/1755; ABP Ref. 217429). Construction of the runway is almost complete, and it is expected to begin operations in August 2022.

Taxiways

The existing taxiway system facilitates the safe and efficient movement of aircraft to and from aircraft stands to and from the runways. The South Runway 10/28 has one parallel taxiway. The North Runway has been designed with a parallel taxiway system and a series of rapid exit taxiways.

2.1.2 Application Site Baseline

The Application Site comprises:

- Part of Pier 3 and the aircraft stands, fixed links and nodes to the north of the pier
- Two sections of the West Apron
- Sections of the taxiways and Runway 16/34 between Pier 3 and the West Apron
- Two landside sites, one to the north-west of the airport (south of the R108) and the other to the south-west (north of the R108)

Pier 3

The Pier 3 decagon comprises of four levels including Level 30 office accommodation, Level 20 departure gates with open lounges, Level 15 mezzanine providing access to the fixed links and nodes and Level 10 arrivals immigration hall. The existing arrangement of Pier 3 and the surrounding stands is shown in Image 2, below.

Image 2: Existing arrangement of Pier 3 and surrounding stands

West Apron

At present, the West Apron is used for cargo operations, general aviation, transit flights and contingency parking of aircraft. There are no piers or terminal buildings in this location. Facilities in vicinity of the West Apron include the IAA control towers and Dublin Airport Fire Station, located to the northwest. Only part of the West Apron is included within the Application Site. This comprises only the apron itself and does not include any buildings.

An indication of the number of vehicles currently using the existing Runway 16/34 Surface Crossing to the West Apron is given by the figures provided by the Applicant for vehicle movements in March and April 2020, which were 2,338 and 2,645 respectively. Although taken from the start of the Covid-19 lockdown period, these figures remain representative since the main impact of the lockdown restrictions was on passengers flights, cargo operations continued largely as normal. These numbers are not thought likely to be affected by the imminent opening of the North Runway, which is not expected to change the number of internal vehicle movements.

Taxiways and Runway 16/34

The taxiways within the Application Site (F2, W1 and W2) and Runway 16/34 are hardstanding with grassed surfaces separating them.

Construction Compounds

Two compounds are proposed within the daa landholding but outside the operational airport boundary. The north-western compound adjacent to an existing compound, which was used in the construction of the North Runway, and a field which may be or have recently been in agricultural use. The south-western compound is currently a field with some existing hard standing.

2.1.3 Environmental Features

Cuckoo Stream

The principal environmental feature of the Application Site is the Cuckoo stream, which passes underneath the taxiways and the proposed location of the Underpass roughly speaking from north-west to south-east. The Cuckoo stream is culverted and runs entirely below ground within the Application Site and emerges from the

culvert downstream (within the wider Airport campus). The Cuckoo stream has long formed part of the Airport's drainage infrastructure. Although currently of little importance for biodiversity in its own right, it does form a pathway with a connectivity to the Baldoyle Bay SAC / SPA.

Other Environmental Features

There are no other features within the Application Site which could support the QI or SCI of any European site. The surface is either hardstanding (aircraft stands and taxiways) or grassland which has no value as a habitat and is actively managed to be kept clear of birds that might cause a safety risk to aircraft.

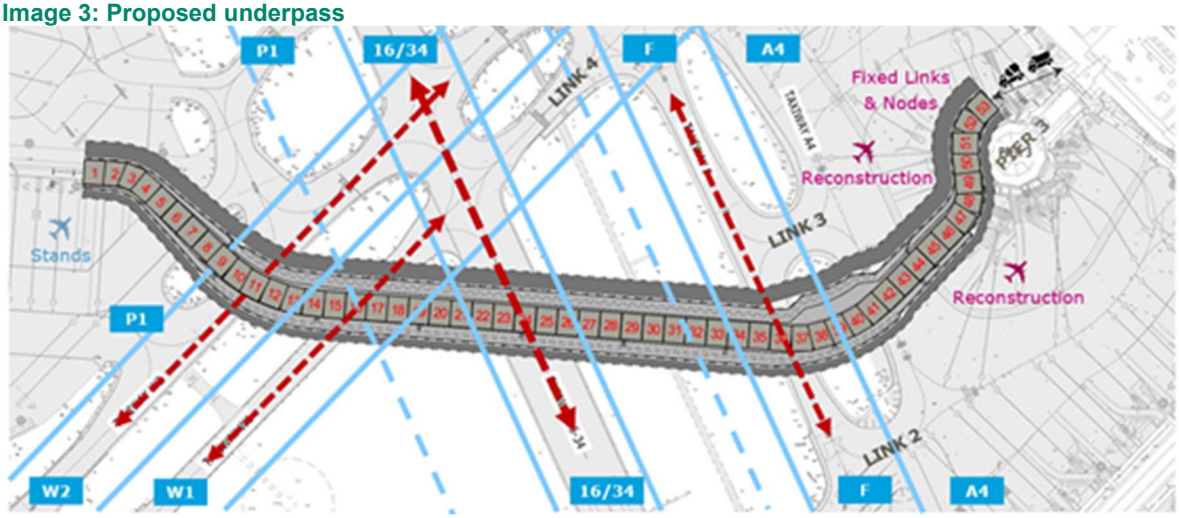
2.2 Description of the Proposed Development

Each of the key elements of the Proposed Development are discussed in turn in the paragraphs that follow.

2.2.1 Underpass of Runway 16/34

The central element of the project is a twin-cell enclosed subterranean tunnel linked to the surface by two ramps, one at each end. The enclosed section of the Underpass is approximately 0.9 km long with the overall alignment being approximately 1.2 km in length from top of ramp to top of ramp (see Image 3, showing 56 twin-cell segments in the enclosed section). It will be approximately 24m in width and 5.50m in height from road to tunnel ceiling, with an overall height of approximately 8.75m. It will be up to 13.9m below existing ground level at low point of the structure, or 17.5m below existing ground level including the drainage sump.

Image 3: Proposed underpass

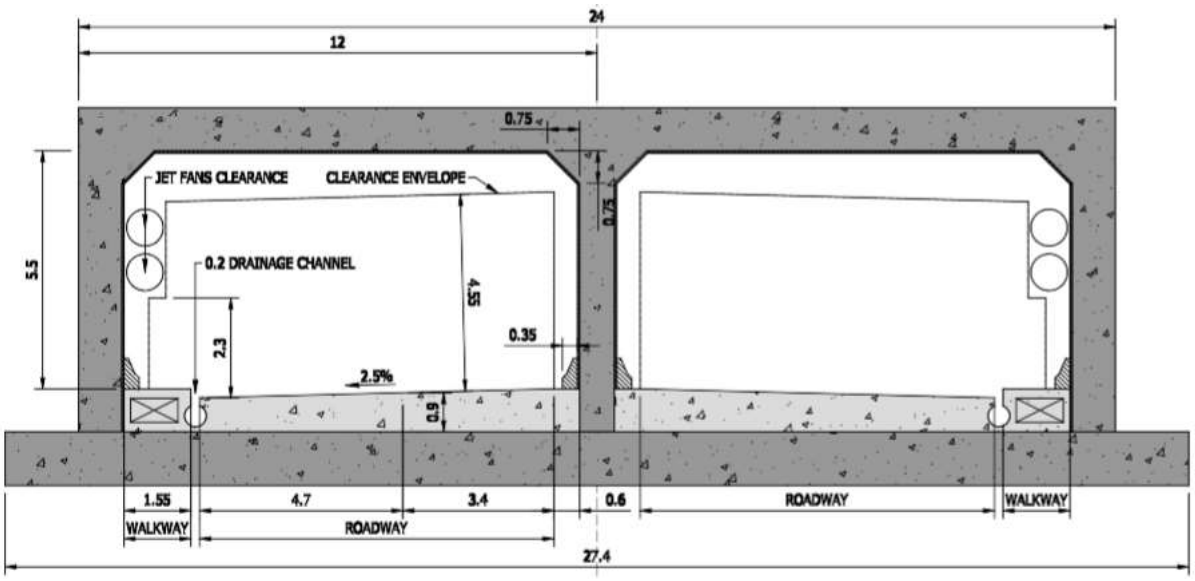


The proposed eastern portal is entered via a ramp which wraps around the north of Pier 3, before descending into the enclosed tunnel section.

On the West Apron, from the enclosed tunnel section, the Underpass will transition to a ramp at a portal located outside the wingtip clearance of Taxiway W-2. From this point the ramp will continue to climb and turn to the left reaching ground level at the north of the West Apron.

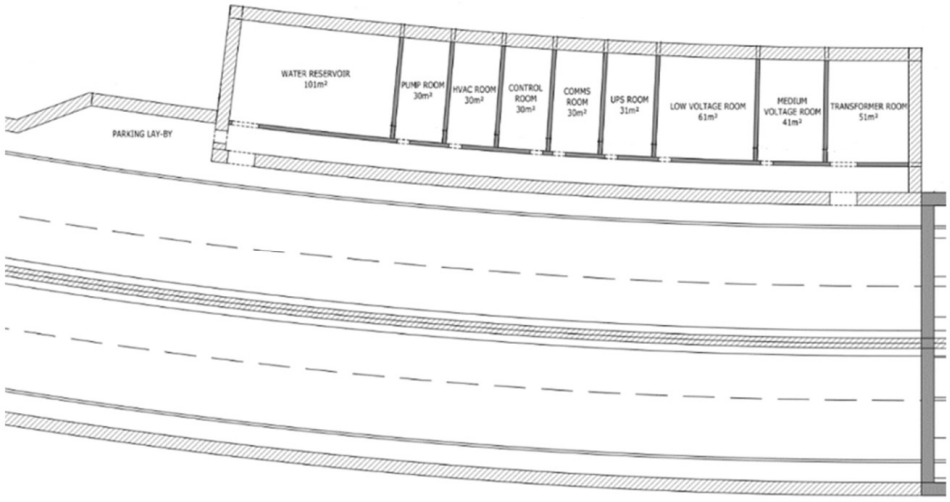
A cross-section of a typical twin-cell is shown below, in Image 4.

Image 4: Twin-cell cross-section



A plant room comprising housing for transformers, pumps, controls and communications equipment (see Image 5) is proposed at the portal of the east ramp, which will have a floor area of approximately 625m².

Image 5: General arrangement of Plant Room



2.2.2 Relocation of Aircraft Stands

The Underpass introduces an access ramp, portal and airside road positioned to the north of the Pier 3. The airside road connects with the existing airside road network adjacent to Terminal 1. This road requires a height clearance of 4.55m for vehicles passing through the Underpass. Additionally, a re-aligned road to the north of Pier 3 is required, also requiring a height clearance of 4.55m.

The stands to the north of the Pier will be reconfigured to include two Code E stands for wide-bodied aircraft with wingspans of up to 65m, one of which is reconfigured as a Multiple Aircraft Ramp System (MARS) stand. This involves no construction works, merely the repainting of the boundary lines. The new inter-stand clearway roads between these centrelines require a height clearance of 4.4m. The existing stand arrangement to the south of the pier is retained with the exception of a realigned centreline for Stand 315L. The number of stands lost and gained at Pier 3 is set out in Table 1 below.

Table 1: Aircraft stand: Pier 3

Stands	NBE	WB
Current	12	4
Proposed	9	5

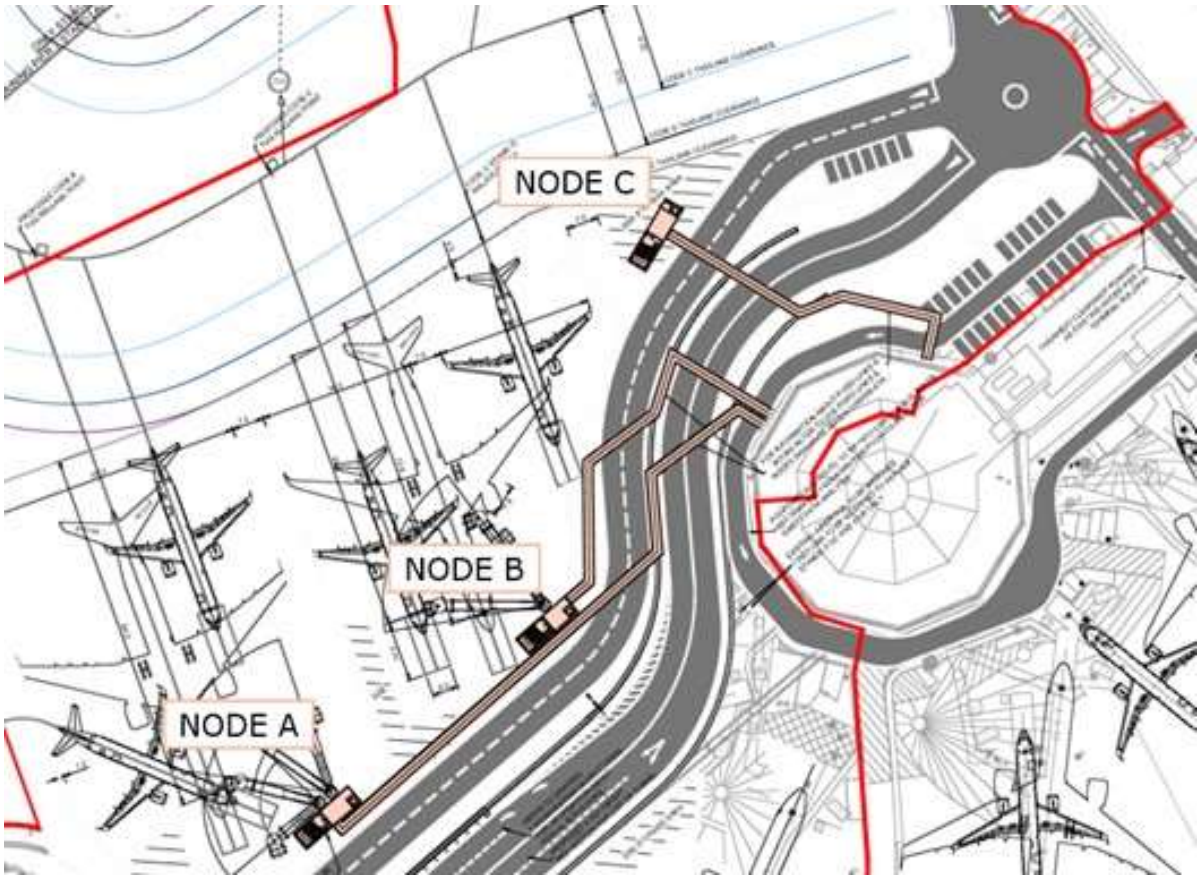
Stands	NBE	WB
Difference	-3 NBE	+1 WB

There is no change to the number of stands in the West Apron as can be seen in Table 2 below, however the stands do need to be relocated to accommodate the Underpass portal.

Table 2: Aircraft stands: West Apron

Stands	NBE	WB
Current	16	8
Proposed	16	8
Difference	None	None

Image 6: Revised stand layout and proposed nodes and links



The revised stand arrangement drives the need for new fixed links and nodes (shown in Image 6) to connect the relocated stands to the Pier 3 decagon, enabling passengers to safely and efficiently board the aircraft. The works will include demolition of fixed links and nodes, with associated airbridges serving three aircraft stands, at Level 20 (departure gates) of Pier 3 (approximately 97m^2). To the south of Pier 3, an existing airbridge is to be removed and an existing fixed link is to be adjusted to service existing stands in that area.

These will be replaced with three new fixed links:

- A: approximately 356m^2 in area and approximately 149m long
- B: approximately 227m^2 in area and approximately 95m long
- C (approximately 170m^2 in area and 71m long

All three will be approximately 2.2m in width, with walkways of a maximum height of approximately 7.1m above the surrounding apron.

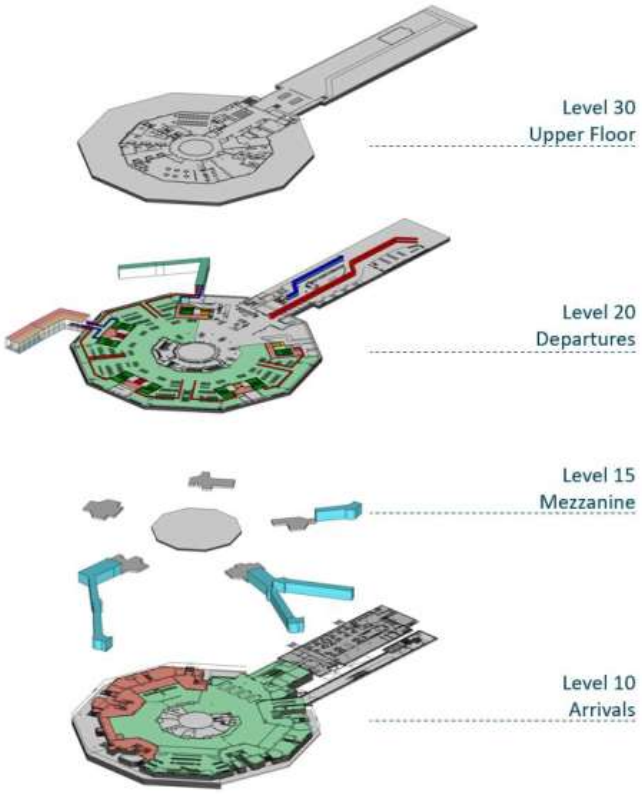
Three replacement two-storey nodes are proposed. These are nodes A, B and C, will be approximately 157m^2, 154m^2 and 148m^2 in area respectively.

2.2.3 Modifications to Pier 3

New fixed links will connect and span from Level 20 where the departure gates are located. Fixed Link A will serve passengers from gate lounge 303, Fixed Link B passengers from gate lounge 302 and Fixed Link C passengers from gate lounge 301. These arrangements are shown in Image 6, above.

Modifications to the elevations of Pier 3 at Level 20 are proposed to accommodate the links and airbridges, including part replacement of the existing glazing with new glazing/cladding, and a new cladded portal with new doors and access control at each new fixed link location. Rearrangement of part of the internal floorspace of Level 20 is also required, including a new partition between the entrance/ exits of proposed fixed links A and B to ensure full segregation of departing and arriving passengers. These are shown in Image 7 below.

Image 7: Pier 3 internal works



Fixed Link C has been positioned to join the departures level where it has the least impact on the existing food and beverage concession. Due to the retained stand arrangement to the south of the pier, no changes are required to the fixed links and gate lounges serving these stands. These changes do not provide additional passenger or operational capacity to the airport.

2.2.4 Drainage Works

Drainage of the Underpass

The Underpass drainage works from Pier 3 to the West Apron include:

- Clean surface water drainage
- Potentially polluted surface water drainage
- Contaminated flow from fuel spillage or use of fire suppression system

The proposed clean surface water drainage is designed to convey the rainfall generated within the Underpass portals/ramps to the low point and sump pump system via combined kerb drainage. The flow will be pumped back up to surface level for discharge to the Cuckoo Stream network via below ground attenuation tank and flow restriction set to match greenfield runoff rates (based on the area of the ramp). The pump will encompass

emergency storage to ensure protection against failure of the pump system. The existing surface water catchments at ground level will be retained where possible with appropriate diversions provided to ensure the existing surface water regime is maintained at ground level. Drainage at ground level including Pier 3 and the West Apron will continue to discharge as existing to the Cuckoo Stream network.

Potentially polluted surface water drainage (by fuel spillage or fire events) will run through the same collection system as the surface water network and will pass through a fuel interceptor prior to discharging to the pumped network.

In addition to the fuel interceptor, a fire suppression system will be installed within the Underpass. This will include an automated valve system and separate contaminated storage tank. Should there be a major spillage event or fire, contaminated flow is to be diverted to the contaminated storage tank. The tank will then be emptied via a dry riser by a tanker at surface level.

It will be necessary to temporarily divert a section of the existing Cuckoo Stream during the construction period. The proposed diversion will be predominantly via temporary pipework and short term over pumping.

The proposed design of the new drainage infrastructure includes the decommissioning and removal of existing infrastructure that is redundant or is an obstruction to the provision of the new drainage system. The construction of proposed infrastructure and decommissioning of existing infrastructure will ensure that there is no reduction in the total available storage volume of existing systems for either clean or polluted surface water runoff at any point during the project.

As part of the drainage design, a trunk pipeline is required to convey flow from the realigned surface water network in the West Apron to the existing Airfield Trunk Culvert. However, the future airport drainage network proposes a trunk pipeline designed to convey flows from future developments to the west of the airfield, whose alignment would overlap significantly with the required West Apron trunk pipeline line. The Underpass drainage design now incorporates additional hydraulic capacity, such that a single pipeline can serve both the West Apron outflows and the future airport drainage network.

Additionally, the future airport drainage network includes two trunk drainage pipeline routes which are not required to convey flows from the Proposed Development, but which follow a similar alignment to that of the Underpass from the west to the east of the airfield. It is therefore proposed to construct these sections of pipeline as part of the Proposed Development to avoid repeat construction along this route in future. However, the six pipes will serve no function and will not be capable of use unless and until the future drainage network receives planning consent.

2.2.5 Construction Compounds

Main Construction Compound

The main construction compound will be located at the southern end of the West Apron. This will contain site offices and most of the storage / laydown facilities.

Western Compound

A new western compound at a site located to the north-west of the airport, and adjacent to the existing compound that was used for construction of the North Runway, will be utilised to facilitate construction of the Proposed Development. This will provide a pre-screening facility to be used by all deliveries going airside and thus needing to pass through airport security. An airside pass office will also be established there. Some car parking and staff bussing will also be provided, which would be used by the workforce at the Underpass works.

Southern Compound

An existing area of hard standing to the south-west of the airport will be utilised as a lorry waiting area for HGVs. No works are required at this southern compound. This compound will be used as a contingency in the event of queuing at the airside gates in order to avoid queuing on the public road.

2.3 Construction of the Proposed Development

The construction works will comprise:

- Enabling works comprising service diversions and construction logistics facilities

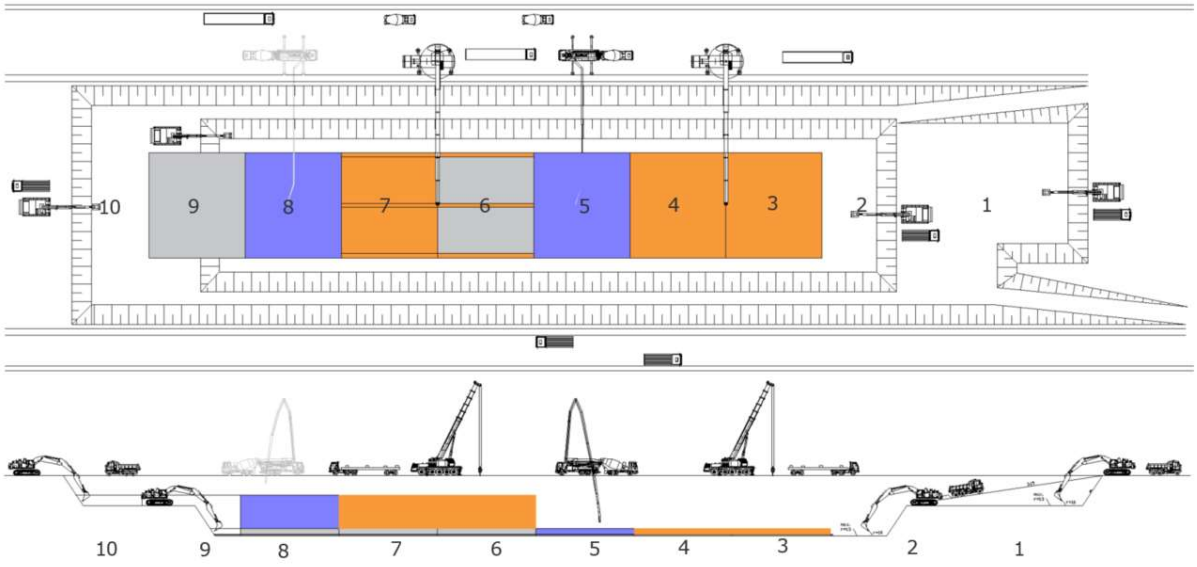
- Temporary re-routing of some airside operations
- Civils works relating to the construction of the Underpass, ramps, portals and plant room
- Mechanical, electrical, instrumentation, control and automation installations
- Minor reconfiguration of existing Pier 3 and West Apron interfaces
- Associated infrastructure works including airfield and general services, surface water attenuation and pollution control

The general civil and structural works include the following activities:

- Excavation (including removal of existing paved areas and diversion of shallow utilities)
- Construction of concrete structures
- Backfilling around and above the structure
- Reinstatement of runway, taxiways and aprons (where applicable) including shallow utilities / airfield ground lighting (AGL)

The Underpass is proposed to be constructed using a bottom-up cut-and-cover method, with the general approach illustrated in Image 8 below. The bottom-up method is a form of construction which can be adopted for a cut-and-cover tunnel, in which the excavation is made from the ground surface. The tunnel is then constructed within this excavation. The tunnel may be constructed of in-situ concrete, precast concrete, precast arches or corrugated steel arches. The excavation is then backfilled and the surface reinstated. This method has the benefit of allowing good access to the construction area but means that the surface reinstatement happens last.

Image 8: Schematic showing proposed cut and cover construction activities



Notes on Image 8 above:

- Step 1 & 2: Excavation.
- Step 3: Foundation layers, Base-slab formwork.
- Step 4: Base slab reinforcement.
- Step 5: Base-slab casting.
- Step 6: Outer walls formwork & reinforcement walls.
- Step 7: Tunnel formwork & reinforcement roof slab.
- Step 8: Walls/roof casting.
- Steps 9 & 10: Re-covering.

The excavation works are expected to encounter mainly soil such as till materials, which are likely to require equipment suitable for excavating moderate to stiff ground, particularly below 5m depth.

Groundwater control will be required as the works are to be undertaken within an open-cut excavation, particularly through the superficial deposits. Ground water pumping will be required to maintain water levels for the bottom 2-3m of the excavation.

Water-flows into the excavation, either groundwater or rainfall, would need to be collected by temporary drainage within the excavation (e.g. at the top and base of the cutting slopes). Simple treatment such as sedimentation, aeration and attenuation would need to be implemented as necessary before discharge to the nearby watercourse or sewer system.

Working hours on the Dublin Airport campus are proposed to take place 24/7 (typically 6-days per week). Work is proposed to be carried out on day-shifts as far as possible, however a considerable part of the works is expected to be undertaken during night shifts to minimise disruption to airport operations. The current proposed shift times are 07:00 to 19:00 Monday to Saturday and 23:00 to 06:00 for night-shifts. The nightshifts are mainly used for the activities that require truck movement crossing taxiways (earthworks and castings).

2.3.1 Construction Programme

Construction is estimated to take about three years in total, with site mobilisation taking three months, the cut-and-fill operation about 18 months, with testing and handover a further nine months.

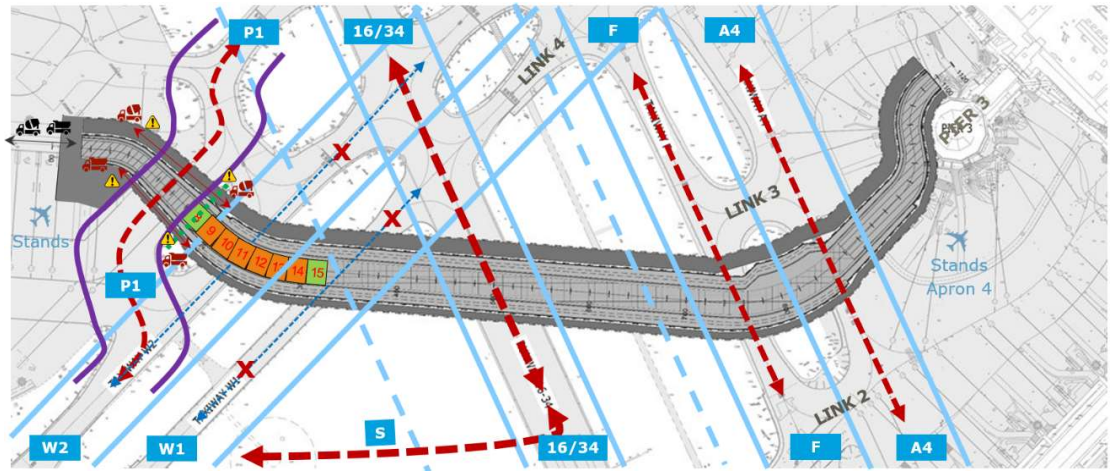
High level phasing has been considered for the Underpass works as follows:

- Phase 1: Pre-closure runway 16/34
- Phase 2: Closure runway 16/34
- Phase 3: Post closure runway 16/34

Phase 1: Pre-closure of Runway 16/34

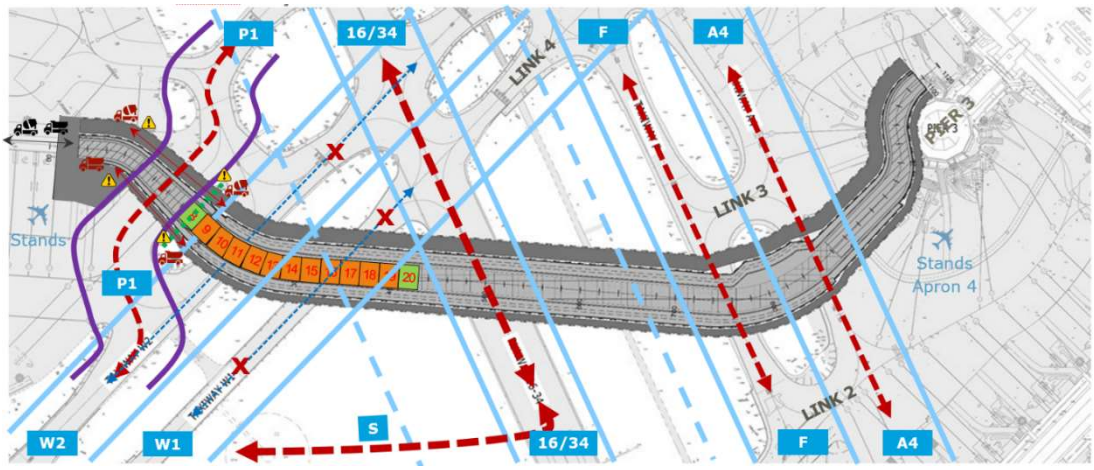
Construction activities commence in the west near Taxiways W1 & W2. The first step is to establish traffic route diversions from W2 to P1 and from W1 to Runway 16/34. Taxiways W2 and W1 will then be closed as illustrated in Image 9. Runway 16/34 is available for take-off and landing operations if required during crosswinds.

Image 9: Closure of Runway 16/34



Once the runway is closed for crosswind operations, construction activities will continue towards the east as illustrated in Image 10. During this phase of the Underpass Development, 16/34 will not be available for use for cross wind event for approximately six months.

Image 10: Runway 16/34 closed for crosswind operations

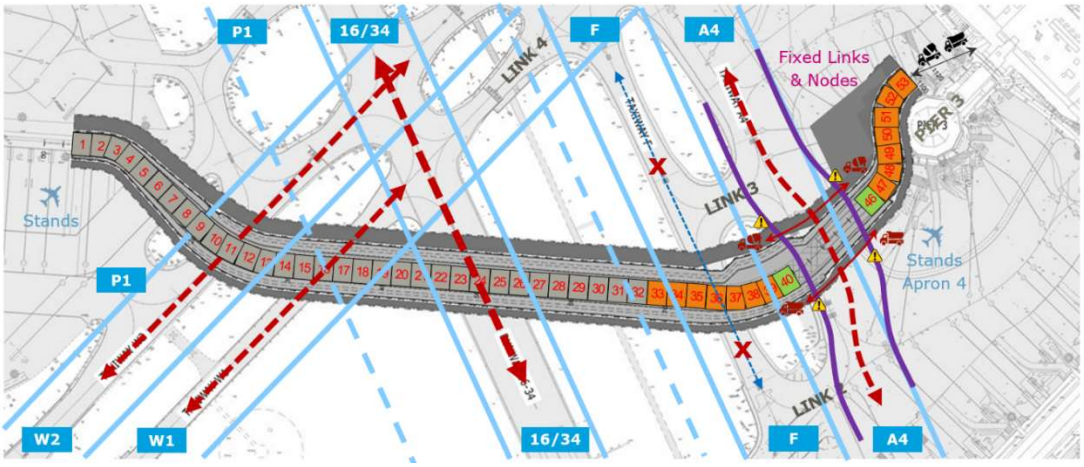


Runway 16/34 will remain available for aircraft taxiing (taxiing operations require considerably smaller clearances compared to take-off/landing).

Phase 3: Post-closure of Runway 16/34

Once the works near Runway 16/34 are finalised, the runway will be re-opened for essential occasional use in compliance with Condition 4 of the North Runway Planning Permission (ABP PL 06F.217429). Works will continue near taxiway F and start on the east ramp near Pier 3. Work on the alterations to the stands and fixed links at Pier 3 will then commence as shown in Image 11.

Image 11: Works on Runway 16/34



2.3.2 Construction Plant

Typical plant used in the demolition of the taxiway and apron surfaces, and in construction processes are given below in Table 3.

Table 3: Construction plant used in underpass construction

Activity	Typical plant use
Removal of existing runway and taxiway	• Excavator • Cold planer • Guillotine pavement breaker • Dump truck • Wheel loader • Soil compactor • Grader
Underpass excavation works	• Hydraulic excavators • Dump trucks

Activity	Typical plant use
Underpass construction	• Mobile cranes • Concrete mixer pumps • Concrete mixer trucks • Trailers - supply materials • Mobile elevating work platforms
Underpass backfill	• Excavators • Dump trucks • Soil compactors • Tractors + water tank
Underpass end wall	• Piling rigs • Generators • Trailers • Wheel loaders
Underpass backfill	• Road sweepers • Bitumen sprayer truck • Asphalt paving machines • Dump trucks • Rollers • Runway / taxiway reconstruction: • Road sweepers • Bitumen sprayer truck • Asphalt paving machines • Dump trucks • Rollers
Pier 3 modifications	• Mobile elevating work platforms • Mobile cranes

2.3.3 Construction Materials

All construction materials will be responsibly sourced. In procuring responsibly, the Applicant seeks assurance that goods and services are legitimately secured from legal and well-managed sources and from suppliers and contractors who can demonstrate responsible sourcing of their materials.

Estimates of materials likely to be used in construction of the Proposed Development are given in Table 4. These are provisional estimates only but are useful as a guide to the scale of construction works to be undertaken.

Table 4: Construction materials

Material	Estimated quantity (m^3 unless otherwise stated)
Concrete (Underpass)	75,600
Reinforcement bars (Underpass)	12,100 tonnes
Asphalt (Underpass)	16,900
Asphalt (taxiways & aprons)	3,300
Pavement quality concrete (taxiways & aprons)	7,600
Granular fill (taxiways & aprons)	10,400
Imported backfill	200,000
Reused site-won backfill	70,000

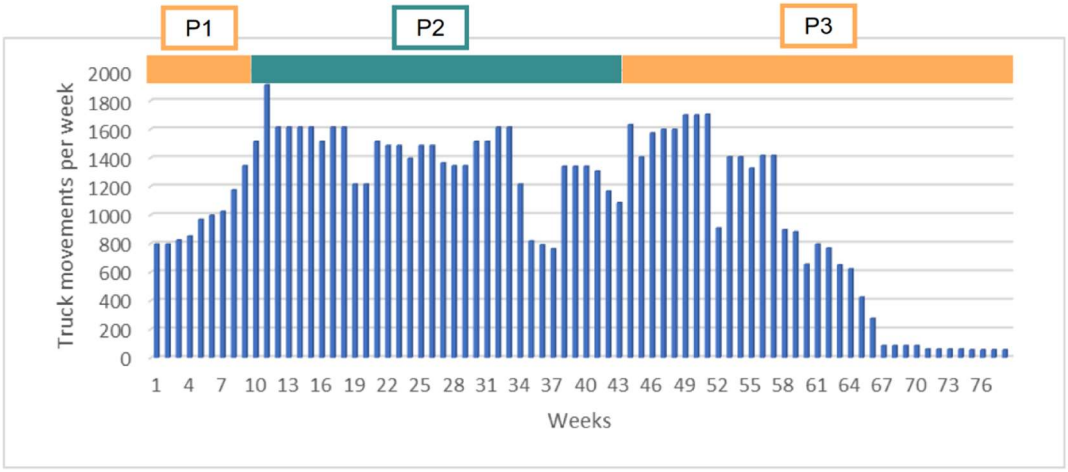
Materials used in construction of the works to Pier 3 comprise approximately 50m^3 of glass and 200m^3 of cladding material for the inside and outside of the building.

2.3.4 Construction Traffic

HGV traffic is expected to peak at around 1900 vehicles/week. The majority of excavation and casting works is expected to take place outside of the airport's daily operational hours (i.e., 23:00 to 06:00). Construction traffic generation is expected to intensify during the night.

Construction traffic will vary throughout the project. Estimated total truck movements in each week are shown in Image 12 below.

Image 12: Predicted weekly HGV movements per week



The site access and haul routes during construction will vary by Phase. These are shown in Image 13, Image 14 and Image 15.

During Phase 1, prior to the closure of Runway 16/34, most construction vehicles (77%) will come from the landside western construction compound, the southern compound or the M50. This traffic would access airside and the construction site via Gate 9. The remaining 23% of construction traffic would originate from the airside construction compound north of the South Runway (10/28) and remain airside.

In Phase 2, some of the landside traffic will instead access airside via Gate 1B. 23% of construction traffic would continue to remain airside, with 62% using Gate 9 and 15% using Gate 1B.

During the final phase, Phase 3, most traffic passing from landside to airside (95%) will access airside via Gate 1B. Most of this traffic will continue to come from the landside western construction compound, the southern compound or the M50, although some will come from the eastern side (M1). A small proportion (5%) will enter from the east via Gate 4.

Image 13: Phase 1

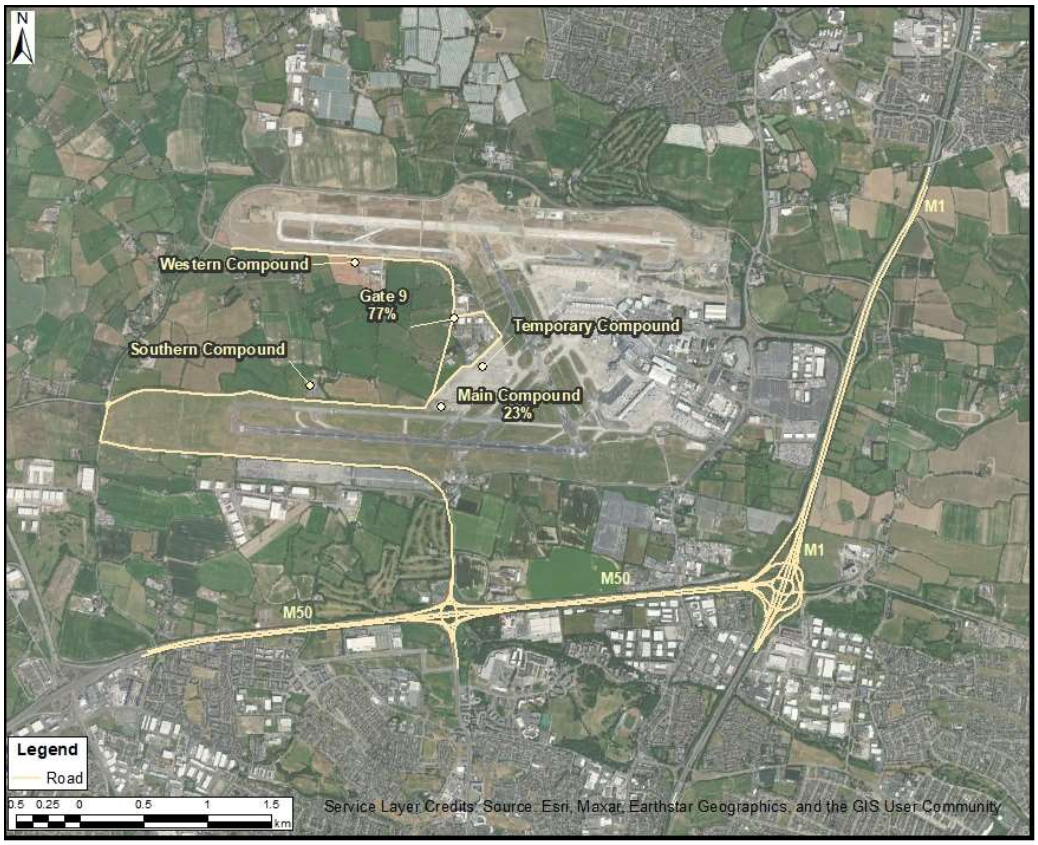


Image 14: Phase 2

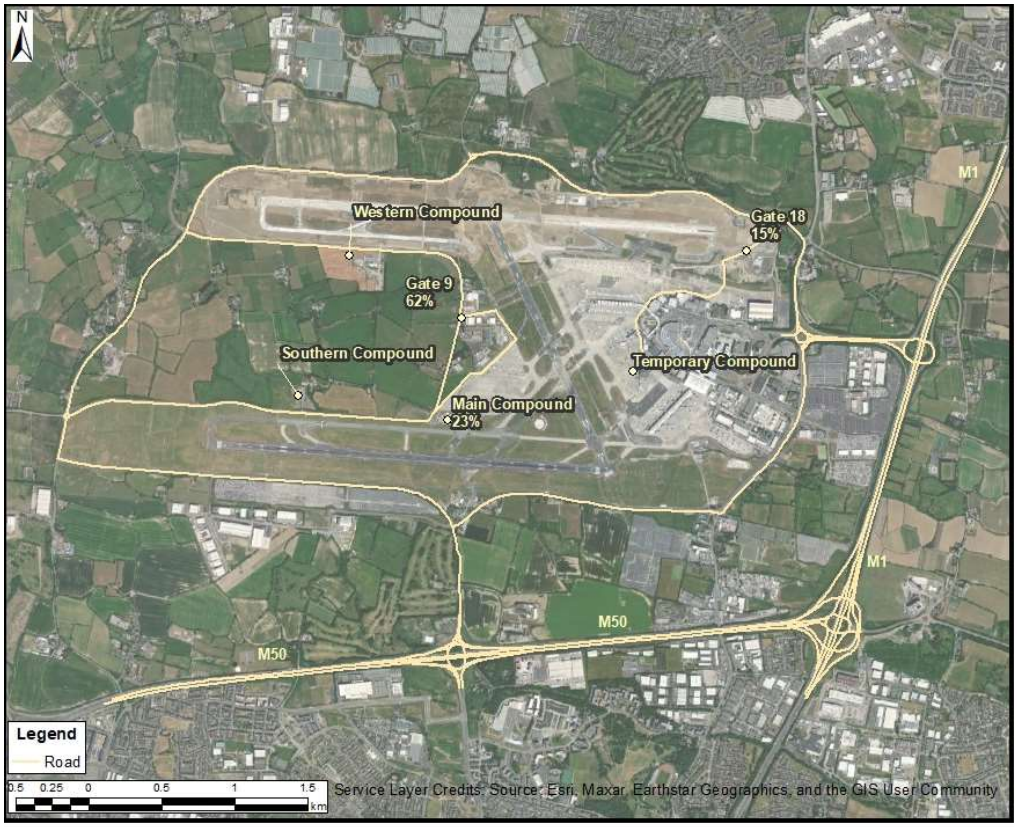
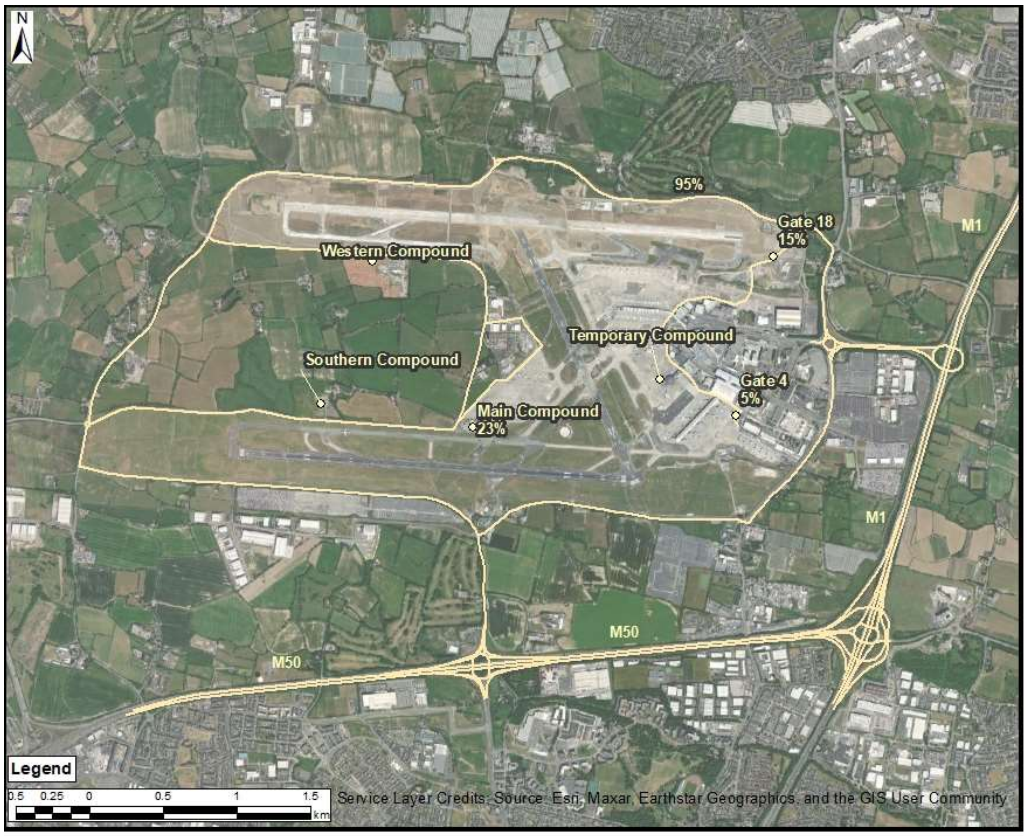


Image 15: Phase 3



The percentages quoted in the Images shown the approximate volume of traffic using each route during each Phase.

2.3.5 Construction Wastes

The anticipated waste arisings generated during the construction phase are detailed in Table 5, below.

Table 5: Construction wastes

EWC Code	Waste description	Estimated quantity (m^3)
17 01 01	Concrete	10,950
17 05 04	Granular Fill	7,300
17 05 04	Soils	105,000
17 05 04	Soils	211,000
17 03	Asphalt	8,700

2.3.6 Construction Environmental Management Plan

A preliminary Construction Environmental Management Plan has been prepared to set out the standard measures being taken to govern the activities on the construction site.

2.3.7 Access to the West Apron

During construction of the Proposed Development access will be via the Northern Perimeter Road.

2.4 Operation of the Proposed Development

Once constructed, the Underpass would allow efficient and safe access to the West Apron, thereby avoiding the use of the Northern Perimeter Road, the risks of runway or taxiway incursion and the potential for introduction of

Foreign Object Debris (FOD). It would provide safe access to the existing 23 stands in the West Apron for operations and ancillary services.

The Proposed Development is designed to support existing operations and does not alter or uplift in any way the activities currently being undertaken at Dublin Airport or, more specifically, on the West Apron. The Proposed Development does not provide additional capacity for the airport or facilitate airport expansion beyond the existing 32 mppa Cap.

Internal vehicle movements to and from the West Apron are expected to remain unchanged at approximately 2,500 per month that were observed in March / April 2020.

2.4.1 Normal Operating Procedures

There are two critical parts of the operations control:

Traffic Control Centre

A remote Traffic Control Centre will control all aspects of the Underpass operation, including:

- Power supply
- Lighting
- Ventilation
- Traffic control, such as signage and signal lighting
- CCTV surveillance
- Traffic data collection
- Fire detection
- Contact with emergency services

In normal circumstances, the Traffic Control Centre would be operated by two people. It is envisaged that the Traffic Control Centre will be located in the Airport Operations Centre.

Plant Room

The Plant Room (see Image 5 above) will house the critical operational equipment.

Normal Operations

In normal circumstances, traffic will be able to pass through the tunnel without stopping. However, to minimise incidents, reduce danger and ensure the optimal use of the tunnel, traffic may be controlled at times of peak flow.

Normal traffic may include hazardous and abnormal loads. Any necessary and appropriate action such as escorting such loads is part of normal tunnel operation.

Due to the expected traffic volume, forced, or mechanical, ventilation in the tunnel during normal operation is not necessary.

2.4.2 Emergency Procedures

An emergency will normally be detected by the Traffic Control Centre from the CCTV monitors, traffic loops, incident detector alarms or the emergency roadside telephones.

A major incident may require a greater response, in terms of resources, than the normal response provided by the standard emergency procedures and could involve the possibility of severe personal injury or loss of life, the risk of a serious fire or serious damage to property and serious disruption to the traffic flow with consequent exceptional delay.

Incidents / Collisions / Vehicle Breakdown

The majority of incidents, such as vehicle breakdowns or shunt accidents, will not require more than the attendance of a traffic officer and a breakdown recovery vehicle. Traffic signing to close affected lanes and traffic control to deal with any build-up of traffic congestion downstream will be required. Typically, immobilised vehicles

will be towed out of the tunnel using wheel-lift towing trucks. Lifting of vehicles onto a flatbed may also be possible.

On receipt of an incident report, or the observation of what is considered to be a major incident then it is proposed that the following emergency procedures shall be put into action:

- Set traffic system to ALL TRAFFIC STOP to prevent traffic entering the tunnel
- Telephone all relevant emergency services and inform them of the type and likely severity of the incident. Advise if Fire and Ambulances services will be required
- Telephone to inform the authorities which may need to be involved

Fire Event

If a fire occurs, all aspects of the incident are the responsibility of the airport Fire and Rescue service under the control of the most senior Fire Officer present. Tunnel equipment would be operated by tunnel personnel who are familiar with the tunnel and its plant, under the direction of the Police or Fire Incident Officer, as appropriate.

In the event of a tunnel fire mechanical ventilation, passive structural fire protection and fixed fire-fighting systems will ensure safe tunnel evacuation conditions, safe conditions for emergency service personnel to access the incident site and prevent or delay the onset of structural damage.

In the event of a fire in the tunnel requiring the attendance of a Fire and Rescue vehicle, domestic fire tenders are to respond, and would be adequate to deal with such a fire.

In the event of an airfield emergency, all fire tenders would use the apron network fire routes as the fastest way to traverse the airfield (as per current protocols).

2.4.3 Operational Energy and Materials Usage

As explained above, there will be no change to operational aircraft or vehicle movements, and passenger numbers will not be affected by operation of the Proposed Development. Associated environmental impacts such as noise, air quality, or greenhouse gas emissions from the airport will not be affected by operation of the Proposed Development.

The day-to-day requirement for energy includes for uses such as lighting, operation of drainage sump pumps, variable message signs, loudspeakers, CCTV, ventilation and other similar applications, also for emergency consumption such as pumps and valves for the fire-fighting system, emergency lighting etc.

Annual consumption of energy for these purposes is estimated to be around 530kWh, while operational water usage is expected to be about 180m^3 per year.

3. Methodology

3.1 Data sources

A desk-based study was carried out to establish the baseline conditions relevant to the Proposed Development. The following resources were analysed to inform the baseline description of the site of the Proposed Development and for assessing sensitivities of European sites:

- Environmental Protection Agency (EPA) maps website (https://gis.epa.ie/EPAMaps/) (accessed July 2022);
- National Parks and Wildlife Service (NPWS) Protected Sites in Ireland website (https://www.npws.ie/protected-sites) (accessed July 2022);
- Google maps website (https://maps.google.com/) (accessed July 2022); and,
- The Status of European Union (EU) Protected Habitats and Species in Ireland (Article 17 Report) (https://www.npws.ie/publications/article-17-reports/article-17-reports-2019) (accessed July 2022).

3.2 Establishing the zone of influence

Department of the Environment, Heritage and Local Government guidance (DoEHLG, 2010) states that European sites with the potential to be affected by a plan or project should be identified taking into consideration the potential for direct, indirect and/or cumulative (in-combination) effects. It also states that the specific approach in each case is likely to differ depending on the scale and likely effects of the plan or project. However, it advises that the following sites should generally be included:

- All European sites within or immediately adjacent to the plan or project area;
- All European sites within the likely 'zone of influence' of the plan or project; and,
- Adopting the Precautionary Principle (UNESCO, 2005), all European sites for which there is doubt as to whether or not such sites might be significantly affected.

The likely zone of influence (ZoI) of a plan or project is the geographic extent over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site (OPR, 2021). In the case of projects, the DoEHLG guidance acknowledges that the ZoI must be devised on a case-by-case basis with reference to the following criteria: the nature, size / scale and location of the project, sensitivity of ecological features under consideration and cumulative effects.

When seeking to identify the relevant European sites, consideration was given to identified impact pathways and the source-pathway-receptor approach (OPR, 2021), rather than adopting a purely 'zones'-based approach whereby European sites within, potentially arbitrary, set distances of the Proposed Development would be assessed. The source-pathway-receptor approach is a standard tool in environmental assessment. In order for an effect to occur, all three elements of this mechanism must be in place. The absence or removal of one of the elements of the mechanism means there is no possibility of an effect occurring. If, for example, there is a sensitive European site in the vicinity of the Proposed Development but no mechanism by which the Proposed Development would affect that site then there is no potential for a likely significant effect. Furthermore, even where an impact is predicted to occur, it may not result in significant effects.

Table 8 in Section 5 of this report (below) sets out the impacts considered, pathways identified and explains the process by which the ZoI was determined.

4. Site and local baseline information

The results of the desk study are presented in the following sections.

4.1 European sites

European sites in the ZoI of the Proposed Development were determined on an individual basis with cognisance of any potential ecological pathway or hydrological link between the Qualifying Interest (QI) habitats/species and/or Special Conservation Interest (SCI) species.

Due to the scope and extent of the proposed Underpass it will be necessary to temporarily divert part of the existing Airfield Trunk (Cuckoo) Culvert during the construction period. The proposed diversion will be predominantly via temporary pipework and short-term over-pumping. The Cuckoo Stream is hydrologically connected to Baldoyle Bay, thus the following European sites are considered to be within the ZoI of the Proposed Development (they are shown on Figure 1, Appendix A):

- Baldoyle Bay SAC; and,
- Baldoyle Bay SPA.

All construction works will be taking place within the current airport boundary (apart from works to prepare the Western and Southern construction compounds). As both compounds are types of grassland, the northern site is dry meadows and grassy verges (GS2) (Fossitt, 2000) and southern compound is a mix of spoil and bare ground (ED2) and improved agricultural grassland (GA1), they are unlikely to be used by the SCI bird species from Baldoyle Bay SPA as they present little in the way of habitat and feeding opportunities for them.
Therefore, there is no potential for direct impacts upon the European sites given that there are no European sites directly adjacent to the Proposed Development and no suitable habitat within the Application Site.

Furthermore, within the airfield, daa operates a Wildlife Management Plan which prevents birds from flocking in the vicinity of the airport in order to preserve public safety. There will consequently be no loss of functionally-linked habitat, nor any potential for disturbance of SCI birds occurring outside of European site boundaries as the Wildlife Management Plan prevents them from being present on the Application Site. No other European sites were determined to be within the ZoI of the Proposed Development given their distance to the Application Site and lack of an ecological pathway / hydrological link, as per OPR guidance (OPR, 2021).

An overview of the European sites is given in Table 6 below and they are discussed further in Section 5.

Table 6: European sites within the ZoI of the Proposed Development

European site name and code	Approximate distance from the Proposed Development	Summary of QI / SCI
Baldoyle Bay SAC [000199]	7.4 km east	• Mudflats and sandflats not covered by seawater at low tide [1140] • *Salicornia* and other annuals colonising mud and sand [1310] • Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330] • Mediterranean salt meadows (*Juncetalia maritimi*) [1410]
Baldoyle Bay SPA [004016]	7.8 km east	• Light-bellied brent goose (*Branta bernicla hrota*)[A046] • Shelduck (*Tadorna tadorna)* [A048] • Ringed plover (*Charadrius hiaticula)* [A137] • Golden plover (*Pluvialis apricaria)* [A140] • Grey plover (*Pluvialis squatarola)* [A141] • Bar-tailed godwit (*Limosa lapponica)* [A157] • Wetland and waterbirds [A999]

4.2 Species

A search of the National Biodiversity Data Centre (NBDC) within a 1 km radius of the Proposed Development did not identify any records of QI / SCI species of any European sites within the ZoI of the Proposed Development. A 1 km NBDC search was used given the limited biodiversity within the Application Site boundary and the

segregation of the Application Site from the surrounding environment given the enclosure of Dublin Airport and limited ability for species to establish within it.

4.3 Water environment

The Q-value system is used to assess the quality of Irish Rivers In terms of organic and inorganic pollutants. It has a nine-point scale ranging from Q5 indicating high quality and an unpolluted watercourse, to Q1 which indicates bad quality and a seriously polluted watercourse. The values are summarised in Table 7.

Table 7: EPA river quality Q indices summary[1]

Q Values	Water Framework Directive (WFD) Status	Pollution Status	Condition
Q5, Q4-5	High	Unpolluted	Satisfactory
Q4	Good	Unpolluted	Satisfactory
Q3-4	Moderate	Slightly Polluted	Unsatisfactory
Q3, Q2-3	Poor	Moderately Polluted	Unsatisfactory
Q2, Q1-2, Q1	Bad	Seriously Polluted	Unsatisfactory

The Cuckoo Stream branch of the Mayne is not monitored for water quality by the EPA. However, a site downstream of the confluence of the Cuckoo Stream with the southern branch of the Mayne River is monitored by the EPA at Wellfield Bridge (station code RS09M030500, approximately 5.5 km east-south-east of the airport). In 2019 the water quality was classified as Poor with a Q value of 2-3, i.e. moderately polluted (EPA, 2019)[2].

The Airfield Trunk Culvert carries the Cuckoo Stream from the northwest of the airport to the southeast and pertinently above the proposed underpass alignment.

The WFD Assessment (AECOM, 2022) concluded that the Proposed Development would not impact on the WFD status or objectives of any surface water or groundwater bodies in its proximity. Furthermore, the Proposed Development would not prevent the achievement of the wider WFD objectives in the Ireland River Basin Management Plan and is not predicted to have an impact on any other water body within the Liffey and Dublin Bay and Nanny Delvin management catchments or mitigation measures developed to achieve good status within these catchments.

4.4 Invasive species

The following non-scheduled[3] invasive species was recorded by the NBDC within 1 km of the Proposed Development: butterfly-bush *Buddleja davidii* (medium impact invasive species).

In a previous habitat survey undertaken within Dublin Airport on 23 and 24 June 2020 by AECOM Ecologists, no scheduled invasive non-native plant species were identified within the Application Site. This survey was undertaken during the optimal survey period. During this survey winter heliotrope *Petasites fragrans*, a low impact, non-scheduled invasive non-native species was recorded in the South Apron and Eastlands. The non-scheduled, non-native species, Himalayan honeysuckle *Leycesteria formosa* and fuschia *Fuchsia magellanica* were recorded in Airport Roundabout and Corablis Road. Cherry laurel *Prunus laurocerasus*, weigela *Weigela florida* and laurustinus *Viburnum tinus*, were recorded in Old Airport Road. Cherry laurel was also abundant in North Apron Module 2.

No invasive non-native species were recorded within the West Apron section of Dublin Airport during the survey.

[1] Source: https://epawebapp.epa.ie/qvalue/webusers/ Last Accessed July 2022.
[2] Source: https://gis.epa.ie/EPAMaps/default Last accessed July 2022.
[3] Invasive non-native species not listed on the Third Schedule of the Habitats Regulations. In Irish legislation, the Wildlife Acts address all invasive non-native species by stating that “anyone who plants or otherwise causes to grow in a wild state in any place in the State any species of (exotic) flora or the flowers, roots, seeds or spores of (exotic) flora shall be guilty of an “offence” in Sections 52(7) and (8)”.

5. Screening for AA

5.1 Screening exercise

The screening exercise set out in Table 8 below initially considered all possible impact source types and their applicability to the Proposed Development. For applicable impact source types, it then considered whether a pathway for an effect on European sites exists and the nature of any effect (if any) on relevant receptors (comprising QI, SCI or the ecological features/processes supporting them for which an impact pathway exists). This effectively establishes the ZoI of the Proposed Development for each impact source, and any European sites (if any) within the ZoI are stated. In assessing the potential for the Proposed Development to result in a significant effect on any European sites, any measures that avoid or reduce the harmful effects of the project on European sites are not taken into account at AA Screening stage.

The construction and operational stages of the Proposed Development are relevant, but there is no expectation of a decommissioning stage which has therefore been excluded from consideration in this NIS.

Table 8: Impact sources, pathways, effects and resulting European sites within the potential ZoI

Potential impact source	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential zone of influence
Construction phase			
Disturbance as a result of increased noise, artificial lighting and/or the presence of personnel, plant and machinery.	All European sites well beyond the distance at which construction-related aural and visual disturbance of animals within the relevant site boundary could occur (Malahide Estuary SAC is the closest European site to the Proposed Development and it is more than 5 km away). There is no possibility that QI or SCI species could occur on the habitats within and immediately surrounding the Proposed Development as the project lies within the current footprint of Dublin Airport and the airport is subject to extremely high levels of existing disturbance. daa also operates a Wildlife Management Plan which prevents birds from flocking in the vicinity of the airport in order to preserve public safety. Both of the proposed compound areas consist of grassland which is unlikely to be used by SCI species of Baldoyle Bay SPA given that it is not suitable habitat for foraging or nesting.	None.	None.
Direct loss of or physical damage to qualifying or supporting habitat(s).	The Proposed Development is more than 5 km from the nearest European site, so there is no possibility of any direct impacts.	None.	None.
Waterborne pollution of qualifying or supporting habitats.	There is a hydrological link via the Cuckoo Stream to Baldoyle Bay SAC / SPA.	Waterborne pollution (i.e. water contaminated with, for example, sediment, fuel, oil, chemicals or concrete) originating from the construction of the Proposed Development could have a pollution effect on any European site downstream. However, there are no waterbodies within the compound areas and no works within these areas as a result of the Proposed Development, therefore there is no potential for pollution as a result of the compound areas. Given the hydrological link via the Cuckoo Stream, there is the potential for a likely significant effect, pending more detailed investigation, on Baldoyle Bay SAC / SPA.	Baldoyle Bay SAC / SPA
Airborne pollution of qualifying or supporting habitats or QI species.	Institute of Air Quality Management guidance (Holman et al, 2014) suggests that ecological impacts could occur 50m from the site boundary or 500m from the construction site entrance.	None.	None.

Potential impact source	Pathway to European site(s)	Potential for effect(s) on receptors*	European sites within potential zone of influence
	The nearest European site to the Proposed Development (Malahide Estuary SAC) is situated more than 5 km from the Application Site. Thus, this SAC is well beyond the distance whereby a likely significant effect can occur. Dust and/or other emissions generated during the construction phase are likely to be minimal, even without mitigation, and would be widely dispersed before reaching any European designated site.		
Spread of invasive non-native species.	There is a hydrological link via the Cuckoo Stream to Baldoyle Bay SAC / SPA. However, there are no invasive non-native plants in the Proposed Development works area, thus no potential for spread of such species. If in a worst-case scenario and an invasive non-native plant species did enter the Cuckoo Stream, then any viable parts of an invasive non-native plant species (e.g., seeds) which entered the SAC / SPA would not persist due to the saline environment and could not establish.	None.	None.
Disruption to flow of groundwater or reduction in volume of groundwater as a result of earthworks.	There is a hydrological link via the Cuckoo Stream to Baldoyle Bay SAC / SPA.	Earthworks could potentially interfere with groundwater and could affect qualifying or supporting habitats which rely on groundwater. Therefore, there is the potential for a likely significant effect, pending more detailed investigation, on Baldoyle Bay SAC / SPA.	Baldoyle Bay SAC / SPA
Operational phase			
Disturbance as a result of increased noise, artificial lighting and/or the presence of personnel, plant and machinery.	As described for construction phase.	None.	None.
Waterborne pollution of qualifying or supporting habitats.	There is a hydrological link via the Cuckoo Stream to Baldoyle Bay SAC / SPA.	Given the hydrological link via the Cuckoo Stream, there is the potential for a likely significant effect, pending more detailed investigation, on Baldoyle Bay SAC / SPA.	Baldoyle Bay SAC / SPA

* Receptors here means any Qualifying Interest(s) of SAC(s) or Special Conservation Interest(s) of SPA(s) or any other ecological features which support QI / SCI.

5.2 Test of likely significant effects

As the Proposed Development is hydrologically linked via Cuckoo Stream to Baldoyle Bay SAC / SPA, impacts could potentially occur from waterborne / groundwater pollution affecting the SAC and SPA QI / SCI features. In absence of control measures, there is the potential for release of pollutants into the Cuckoo Stream during the construction phase when earthworks are being undertaken, and waterborne pollution to occur during the operational phase. Such events could lead to negative effects on the surface water quality of local watercourses and in turn downstream within the SAC / SPA potentially affecting their Conservation Objectives.

5.3 In-combination assessment

Cumulative effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location (CIEEM, 2019). Effects which arise in-combination with other projects or plans must be considered as part of AA Screening. Projects which have received permission and have already been constructed or implemented form part of the baseline and do not require consideration in the in-combination assessment.

A review of the National Planning Application Database (NPAD) webpage indicates that in the last five years there have been 129 applications for planning permissions for large-scale developments within 1 km north and 1 km south of the Cuckoo Stream (see Table 9). Proposed developments within this search area were assessed using the NPAD webpage and Fingal County Council Planning Applications webpage to determine the risk of in-combination likely significant effects arising from the hydrological link between the Proposed Development and Baldoyle Bay SAC / SPA via this pathway. A 1 km search area north and south of the Cuckoo Stream was used to define the area of search for developments that might also impact the hydrological link. The majority of applications were in relation to smaller planning applications predominantly for extensions or alterations to existing dwellings. These are not listed in Table 9 as they are not considered to be relevant to the assessment given that they are small, more easily managed developments, thus would not have a discernible impact on the Cuckoo Stream should a pollution event occur.

Table 9: Proposed developments within 1 km north and 1 km south of the Cuckoo Stream

Planning application reference	Development
F14A/0132	270 no dwelling houses (terraced, semi-detached and detached), comprising of 84 no. 3 bed houses; 96 no. 4 bed houses and 90 no. 5 bed houses, together with 556 no. ancillary car parking spaces (comprising 111 no. on-street car parking spaces and 445 no. on-curtilage car parking spaces); provision of a vehicular and pedestrian access to the site via a new roundabout junction onto the Drumnigh Road and all associated works; and all landscaping and infrastructure services including a new sewage pumping station.
F07A/0424/E1	Development of a residential scheme on a site C.10.42 hectares. The development will consist of 208 no. two storey residential dwellings (including 3 no. dwellings with child minding facilities) as follows: 133 no. 4 bed 'Type A' two storey semi -detached houses (each with an approximate gross floor area of 140.7 sq. m): 1 no. 4 bed plus child minding facility 'Type A' two storey semi-detached house (with an approximate gross floor area of 140.7 sq. m): 44 no. 4 bed 'Type C' two storey semi-detached houses (each with an approximate gross floor area of 15832 sq. m): 6 no. 4 bed 'Type D' two storey semi-detached houses (each with an approximate gross floor area of 176.1 sq. m): 2 no. 4 bed plus child minding facility 'Type D' two storey semi-detached houses (each with an approximate gross floor area of 176.1 sq. m): 12 no. 3 bed 'Type F' two storey terraced houses (each with an approximate gross floor area of 119.4 sq. m.): 10 no. 3 bed 'Type F1' two storey terraced houses (each with an approximate gross floor area of 110.2 sq. m): provision of 44 no. on-street car parking spaces and 372 no. on-curtilage car parking spaces: vehicular and pedestrian access to the proposed development via a new roundabout junction on Drumnigh Road and all associated access works thereto on the public road network: ancillary site development, boundary treatment and landscape works: associated services works including water pump station (with an approximate gross floor area of 510 sq. m.) all on an overall site of c. 10.42 hectares.
F14A/0316	Amendments to planning permission granted under Ref. Ref. F07A/0424 (ABP Ref. PL 06F.226731), as extended in duration under FCC Ref. F07A/0424/E1. Permission is sought to extend the boundary of the permitted development to incorporate additional units on the western boundary and to facilitate the coherent and rationalised design and layout of all proposed committed and permitted Class 1 Open Space on the southern part of the site for active and passive recreational uses. the development area is extended from 11.9 ha to 12.75 ha. The proposed amendments comprise the replacement of 28 no. two storey units on the front part (western part) of the site with 48 no. two and three storey dwellings (House No's 1-48) on part of the extended site area, and amendments to the location and garden layouts of 20 no. permitted dwellings (House No's 49-68), resulting in an increase in the total number of dwellings from 208 no. (as permitted under Reg.Ref F07A/0424/E1) to 228 dwellings. The proposed amendments also seek to amend the permitted mix of dwelling types to provide 40 no. 3 bed dwellings;

Planning application reference	Development
	174 no. 4 bed dwellings and 14 no. 5 bed dwellings. Amendments are also proposed to the drainage and site services layout to cater for the additional units proposed
F17A/0412	Amendments to previously approved residential development Reg. Ref. F14A/0132 (ABP Ref. PL06F.244401) comprising revisions to permitted 'C' Type houses (30 no.) & C1 Type houses (34 no.). The proposed amendments to the internal layouts include the provision of bedroom accommodation at second floor level and additional living accommodation at first floor level resulting in an increased gross floor area of 41.1m² for the 'C' Type and 41.1m² for the 'C1' Type. Both house types are to remain as 3 bedroom units. Permission is also sought for all associated elevational changes to each house type. All the above on site measuring approximately 11.9 Hectares.
F22A/0297	The development will consist of amendments to a previously permitted development for 29 no. residential units (Reg. Ref. F17A/1556 / ABP-301635-18) including; alterations to site boundary resulting in a reduced site area from c. 1.48ha to c. 1.44ha; revisions to the design and layout replacing 4 no. 3-bed, 5 no. 4-bed and 20 no 5-bed detached, semi-detached and terraced 3-storey dwellings as permitted with revised house types comprising a total of 20 no. 2.5-storey 4-bed dwellings including 24 no. semi-detached houses and 6 no. terraced dwellings; alterations to the permitted internal road network; revisions to open space provision and landscaping; amendments to permitted site services; and all associated works. The development will result in the provision of 1 no. additional dwelling providing 30 no. residential units overall.
F17A/0556	Development on a site of c.1.48 ha. The development will consist of the demolition of the existing two-storey dwelling house and associated single-storey outbuildings (c. 260m²) and the construction of an infill residential scheme comprising 30 no. terraced and semi-detached, 3-storey dwellings (4 no. 3-bedroom dwellings, 6 no. 4-bedroom dwellings & 20 no. 5-bedroom dwellings) ranging in size from 166m² to 189m², each with a terrace to the rear at 1st or 2nd floor level and each with 2 no. car parking spaces. Access to the site will be via the existing entrance off the Drumnigh Road (R124), which will be widened and realigned to facilitate the proposed development. The development will include communal open space (c. 1,480 m²), piped infrastructure and ducting, changes in level, internal roads and pathways, site landscaping, boundary treatments and all associated site development and excavation works above and below ground.
F18A/0678	Permission for amendments to previously approved residential development Reg. Ref. F14A/0132 (APB ref. PL06F.244401) subsequently revised by Reg. Ref. F17A/0412 and F18A/0430 comprising of the omission of 1 no. detached and 2 no. semi-detached houses and the provision of 6 no. semi-detached houses with all associated parking and site development works.
F21A/0013	Amendments to the previously approved residential development Reg Ref F14A/0132 (ABP Ref. PL 06F.244401), F14A/0132/E1 subsequently revised by Reg. Ref. F17A/0412, comprising of revisions to 6 no. C Type houses. The proposed amendments consist of the provision of an additional 9.2 sq.m floor area at ground floor level of each house.
F21A/0384	Permission for amendments to previously approved residential development Reg. Ref. F14A/0132 (ABP Ref: PL06F.244401) extended by Rag Ref. F14A/0132/E1 and as amended by Reg. Ref. F17A/0412/E1. The proposed amendments relate to Site No's 152-182, 187-217 & 248-278, Drumnigh Manor, Drumnigh Road, Portmarnock, Co Dublin and consist of a single storey extension of 9.2 sq.m to the rear of all the C Type Houses (13 no.) and C1 Type (22 No.) houses and minor garden boundary changes to all houses included in the application.
F16A/0374	Amendments to previously approved residential development Reg. Ref. F14A/0132 and F14A/0316, comprising the omission of the approved roundabout and the provision of a signalised junction arrangement at the main entrance to the development off Drumnigh Road. The amendment includes all associated revisions to the adjacent open space and to the existing entrance to the Trinity Gaels GAA club. Permission is also sought for a new entrance treatment to the residential development.
F18A/0372	Amendments to the previously approved residential development Reg. Ref. F14A/0132 (ABP Ref. PL 06F.244401) subsequently revised by Reg. Ref. F17A/0412 comprising of the replacement of 7 no. units at site no.s 21 to 27 Drumnigh Manor with 8 no. units, made up of 4 No. B1 type and 4 No. C1 type houses, and an amended road layout together with all associated parking and site development works.
F07A/0598/E1	Modifications to a previous permission (Reg. Ref. F01A/1544) for a nursing home extension to existing St. Doolaghs House (Protected Structure). The modifications comprise an increase in the number of bedrooms from 45 to 52, a reduction in footprint of the nursing home to within the walled garden, a reduction in the administration area in to main building, to provide a carpark/plant area in the lower ground floor complete with access, maintaining existing arched entrance of walled garden, restoring a link incorporating the existing garden wall between the garden and St. Doolaghs House. The development includes all associated site works and landscaping, connection to main sewerage, with access from Malahide Road.
F22A/0141	New ESB single MV substation and adjacent switch room, with 21.8 sq.m. new floor area. 2960mm high and Graphite Monocouche self-finish render finish with all associated site works.
F15A/0572	Modifications to a previously approved permission (Reg. Ref. F07A/0598) for a nursing home extension to existing St. Doolagh's House (A Protected Structure). The modifications comprise an increase in the number of bedrooms from 52 to 97, with additional 1st floor, associated roof terrace utilising the footprint of the unfinished nursing home within the walled garden to form a 2-storey over

Planning application reference	Development
	basement building; to provide a total of 33 car parking spaces, bicycle lock-up, plant and service area in the lower ground floor complete with access & solar panels at roof level; maintaining existing arched entrance of walled garden; continued provision of the ground floor administration area with staff accommodation facilities, residents library in St. Doolagh's House; restoring the link incorporating the existing garden wall between the garden and St. Doolagh's House, including the provision of a new sunroom and hydrotherapy pool. The development includes a provision for new vehicular and pedestrian gates at the main entrance on Malahide Road with security cameras, all associated site works, landscaping design layout (accompanied with a woodland management plan), connections to main drainage, with access from Malahide Road, Balgriffin, Co. Dublin.
F15A/0099	Retention of modifications to application permitted under Reg. Ref. F06A/1580 involving non-implementation of underground tanks, replacement canopy, landscaping and 2 no. additional pumps. Also, retention of reconfigured forecourt including new car parking arrangement (12 no. spaces), single curved roof cover over wash slabs and provision of 'Parcel Motel' facility. Permission is sought for reconfiguration of internal layout of existing service building (282 sq.m. gfa) including provision of net retail floorspace of 100 sq.m. (including 7 sq.m. off-licence), relocated deli (20 sq.m. - increase of 3 sq.m. relative to existing), new sandwich bar (16 sq.m.) and associated seating area (31 sq.m.). Also provision of: changes to external facade of existing building, including 4 no. signs on west elevation facing public road and 1 no. sign over entrance doorway; External seating/play area and associated landscaping; New brush wash facility (as previously approved); New footpath and pedestrian crossing (as previously approved); Recycling system housing (minor change to scale and location of that previously approved). Along with all associated site works, landscaping and boundary treatments.
F19A/0248	Single-storey extension to the existing care facility (A Protected Structure) comprising 32 no. bedrooms with associated ancillary/common facilities and office/administration areas; a new single-storey glazed link entrance/reception with associated office/meeting rooms and link corridors; minor alterations/extension to kitchen and staff area of existing facility; elevational changes to existing facility; reconfiguration of existing service yard including new plant, water tank and bin store; 61 no. car parking spaces; 16 no. bicycle parking spaces; relocation of pedestrian gate at facility's gated entrance; landscaping; boundary treatments; upgrade works to existing pump station; and all associated site and engineering works necessary to facilitate the development.
F15A/0572/E1	Modifications to a previously approved permission (Reg. Ref. F07A/0598) for a nursing home extension to existing St. Doolagh's House (A Protected Structure). The modifications comprise an increase in the number of bedrooms from 52 to 97, with additional 1st floor, associated roof terrace utilising the footprint of the unfinished nursing home within the walled garden to form a 2-storey over basement building; to provide a total of 33 car parking spaces, bicycle lock-up, plant and service area in the lower ground floor complete with access & solar panels at roof level; maintaining existing arched entrance of walled garden; continued provision of the ground floor administration area with staff accommodation facilities, residents library in St. Doolagh's House; restoring the link incorporating the existing garden wall between the garden and St. Doolagh's House, including the provision of a new sunroom and hydrotherapy pool. The development includes a provision for new vehicular and pedestrian gates at the main entrance on Malahide Road with security cameras, all associated site works, landscaping design layout (accompanied with a woodland management plan), connections to main drainage, with access from Malahide Road, Balgriffin, Co. Dublin.
F20A/0069	The development will consist of the extensive refurbishment and adaptation of the existing original farmyard buildings into 12 No. 1,2 and 3-bedroom short stay tourist accommodation, reception and café pavilion, ancillary guests' facilities building and storage and services building. The proposal also includes the remodelling of the walled garden to provide for a more formal landscaped space reflecting its original character and providing 6 No. glamping style accommodation units. The proposed development comprises an area of 1.74 ha and refers to lands within the curtilage of Wellfield House, Protected Structure (RPS 468). The development also consists of the construction of new vehicular entrance and access road from Malahide Road, 22 No. car parking spaces, bicycle parking and all associated site and services works.
F18A/0167	Modifications to previously granted planning application Reg. Ref. F15A/0093 (An Bord Pleanala Ref. No. PL06F.245710) includes the omission of 6 no. 4 bed detached houses (Type B), to be replaced with 6 no. 3 bed terraced houses (Type A). In addition, permission is sought for the construction of 12 No. 3 bed terraced houses (Type A). Permission for change of use from residential to licenced betting shop including a new rear and side extension totalling 44 sq.m. with external lighting, signage, shopfront alterations, satellite dishes to rear along with all associated plant to rear. Change of use from licensed bar at first floor level over existing ground floor public house, to 1 No. 5 bed apartment, with new entrance door and access stairs from the rear of the public house, together with associated balcony to rear and internal modifications. All with associated site layout modifications, car parking and site works.
SHD/014/21	The development will consist of the construction of a mixed-use development comprising of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) of which 1969 no. units are residential and 558 no. apartment units are ‘build-to-rent’ residential, ancillary residential amenity facilities, 2 no. childcare facilities, 1 no. sports changing facilities building, 18 no. retail units and 3 no. cafés/restaurants
F18A/0735	Demolition of the two existing office blocks (Balgriffin House and Glandore House), 'The Cottage' (residential dwelling) and related outbuildings; and the construction of a residential apartment scheme with a gross floor area of c.5,749sq.m. in 2 no. blocks with an overall height of 4 storeys(with roof

Planning application reference	Development
	mounted solar collector panels and rooftop plant, which is setback and screened); comprising 59 no. residential apartments (consisting of 22 no. one-bedroom units, 30 no. two-bedroom units and 7 no. three-bedroom units); creation of a new vehicular access from Carr's Lane to the north (and removal of existing vehicular access from Malahide Road at the northeast corner of the site); creation of new pedestrian access points from Malahide Road to the east; communal open space (c.700 sq.m.) at ground floor level including provision of a dedicated children's play space; external bin storage; 68 no. car parking spaces (including 2 no. disabled spaces) and 144 no. cycle car parking spaces. The overall development will also include a new ESB substation; hard and soft landscaping; changes in level; boundary treatments; drainage works; communal refuse storage areas; internal roads; pedestrian footpaths and lighting; and all associated site development and excavation works above and below ground.
F22A/0136	The proposed development will consist of the construction of a 4 storey mixed use building comprising 40 no. residential units (6 no. 1 bedroom units and 34. no 2 bedroom units) with balconies/terraces, a childcare facility over ground and first floor levels with outdoor play area, refuse storage, plant and bike storage area at ground floor level, all with associated car parking and bicycle parking, landscaping, boundary treatments, public lighting and all associated site and engineering works necessary to facilitate the development. conservation/repair works to the walls of the walled garden, associated car parking, bicycle parking and all associated site and engineering works necessary to facilitate the development. The proposed development also includes an additional section of new road infrastructure pertaining to the East West Link Road on foot of planning permissions granted under Reg Refs F15A/0609, PL06F.248052, F18A/0058, F19A/0220 and F19A/0221)
F19A/0221	Amendments to permitted development Reg. Ref. F15A/0609, PL06F.248052 at Belcamp, a Protected Structure (RPS No. 463), comprising revisions to layout and house types of 49 no. two storey houses comprising 37 no. 3-bedroom houses and 12 no. 4-bedroom houses on a 1.21ha portion of the lands, with access from the Malahide Road. The development includes 98 no. on-curtilage car parking spaces and all associated and ancillary site works.
F15A/0609	The proposed development comprises a development of houses, apartments and shops and the change of use of Belcamp Hall, a Protected Structure (RPS No. 463), and its associated later extensions from educational uses to residential use, the chapel and the room in the north-east part of Belcamp Hall ground floor to a community use, the three storey building on the north-east to residential, cafe and childcare use. The works involve the refurbishment of Belcamp Hall and its later extension to provide 34 apartments (15 no. 1-bed, 13 no. 2-bed, 5 no. 3-bed and 1 no. 4-bed), and comprise the general repair and conservation of the existing buildings, and other works as is necessary to adapt the buildings to their new uses. The works to the Georgian House involve the general repair and conservation of the historic building fabric, upgrading the floors and installation of a new pitched roof. The works to the existing extensions to the south involve the complete refurbishment and fit out of the fire damaged blocks including installing new pitched roofs with dormer windows and the installation of balconies. An existing stairs on the south-east will be demolished and a replacement staircase constructed. An additional floor will be inserted into the southern block to provide additional accommodation at roof level. The works to the chapel involve the repair, conservation and reinstatement of the building fabric and its fittings and works to adapt it to its new use. The three storey building to the north will be extended and converted to residential use on the first floor level, restaurant use on the ground floor and part basement level and a childcare facility at basement level. External brickwork and stone will be re-pointed and cleaned and rainwater goods and leadwork replaced. Decorative metal railings will be reinstated. Disabled access facilities will be provided to the chapel. New mechanical, electrical and waste services will be installed throughout. The works will also include external works, hard and soft landscaping, underground services, repairs to the external entrance stone bridge and other external stone paved features. The existing stone pillars and gates at the Malahide Road entrance to be relocated to a position within the development.
F18A/0058	Amendments to permitted development Reg. Ref. F15A/0609, PL06F.248052, at Belcamp, a protected structure (RPS No. 463), to replace 9 no. three storey bedroom houses with 8 no. two storey three bedroom houses, on a 0.19ha portion of the lands, with access from Malahide Road. The development includes 16 no. on-curtilage car parking spaces and all associated and ancillary site works.
F19A/0220	Amendments to permitted developments Reg. Ref. F15A/0609, PL06F.248052 and F18A/0058 (a protected structure, RPS No. 463) to replace 83 no. two storey houses comprising 1 no. 2-bedroom house, 44 no. 3-bedroom houses and 38 no. 4-bedroom houses, with 89 no. two storey houses comprising 58 no. 3-bedroom houses and 31 no. 4-bedroom houses, on a 2.27ha portion of the lands, with access from Malahide Road. The development includes 178 no. on-curtilage car parking spaces and all associated and ancillary site works.
F15A/0567	Construction of 6 no. terraced dwellings in single block comprising 4 no. 4 bedroom (3 storey) and 2 no. 3 bedroom (2 storey), each dwelling has 2 no. car parking spaces to their front garden, new vehicular access road, footpaths, boundary walls, relocation of bus stop and associated site development works and landscaping.
F14A/0308	Construction of a residential development all comprising 5 no. two storey houses with 1 no. detached 4 bedroom house, 2 no. semi-detached 4 bedroom houses and 2 no. semi-detached 3 bedroom houses. Pedestrian and vehicular access is proposed from an existing vehicular entrance to the south-west of the site along Malahide Road. It is proposed that each of the five dwellings will have a vehicular access entrance from an internal distributor road, as well as 2 no. surface car parking spaces each.

Planning application reference	Development
	The proposed development also includes landscaped public open space measuring 406m² to the front of the site, as well as all associated drainage, landscaping, boundary treatments and ancillary site works to facilitate the development on a site of 0.21 hectares (0.52 acres).
F14A/0363	Development on a 3.075 ha. site consisting of (i) 77 no. residential units consisting of 65 no. apartments and 12 no. duplex units. The proposed units are located in three blocks on the western portion of the site as follows: Block A1 is 6 storeys (including penthouse level) and contains 34 no. apartment units comprising 26 no. two beds and 8 no. three beds; Block A2 is 5 storeys (including penthouse level) and contains 31 no apartment units comprising 28 no. two beds and 3 no. three beds; Block A3 is 3 storeys and consists of 12 no. three bed duplex units. All units will have terraces/balconies. (ii) Amendments to the basement car park permitted under Reg. Ref. F07A/0394 (extended by Reg. Ref. F07A/0394/E1) and subsequently amended by Reg. Ref. F14A/0190 to provide 98 no. additional car parking spaces (providing a new overall total of 292 no. spaces at basement level), together with additional storage facilities and bicycle parking in an extended basement area of 3050 sq.m. The proposal also includes the relocation of one of the two permitted basement entrances to a new position in the proposed basement extension, with associated minor internal layout revisions to the permitted basement layout. (iii) The provision of 29 no. additional on surface car parking spaces to give a new total of 115 no. on surface car parking spaces and the amendment of the access roads permitted under Reg. Ref. F07A/0394 (extended by Reg. Ref. F07A/0394/E1) and subsequently amended by Reg. Ref. F14A/0190 to connect access roads, eliminate turning circles and to facilitate restricted through access from the Malahide Road to the North-South link road to the east of the site. (iv) Amendments to Reg Ref F07A/0394 (extended by Reg. Ref. F07A/0394/E1) and subsequently amended by Reg. Ref. F14A/0159 and Reg. Ref. F14A/0190 to allow landscaped areas previously permitted and not classified as public open space to be classified as public open space. (v) The construction of 2 no. ESB substations. (vi) All associated site and landscape works related to the above listed development
F16A/0070	Amendment to Blocks A2 permitted under Ref.F14A/0363 on a 3.075 ha site bounded by the Malahide Road, Parkside Boulevard and Balgriffin Cottages at Balgriffin Co. Dublin. Block A2 currently consists of 31 No apartment units comprising 28 no. two beds and 3 no. three beds.
F16A/0071	"Amendments to Block D and E permitted under Reg. Ref. F07A/0394, extended by Reg Ref F07A/0394/E1 and previously amended by Reg Refs. F14A/0190 and F14A/0363 on a 3.075 ha site bounded by the Malahide Road, Parkside Boulevard and Balgriffin Cottages. Blocks D and E currently consist of 126 apartments (8 no. one bed units, 101 no. two bed units and 17 no. three bed units).The amendments will consist of:
F16A/0547	Amendments to Blocks D and E permitted under Reg. Ref. F07A/0394, extended by F07A/0394/E1 and previously amended by Reg. Refs. F14A/0190 and F14A/0363 on a 3.075 ha site. Blocks D and E currently consist of 126 apartments (8 No. One Bed units, 101 No. Two Bed units and 17 No. Three Bed units). The amendments will consist of: The provision of 3 No. additional two bed apartments through the reorganisation of the fourth and fifth floor layouts of Block D and Block E together with minor revisions to the overall floor area provided and minor elevational alterations. The new proposed mix will consist of 8 No. one bed units, 104 No. two bed units and 17 No. three bed units. The works also include the provision of 5 No. additional parking spaces in the basement.
F06A/1918/E1	48 Houses on lands which form portion of the final phase (Phase 3) of the Shannon lands at Balgriffin. The proposal on a 2.3 ha site consists of 6 no. five bed detached houses, 36 no. five bed semi-detached houses and 6 no. 4 bed terraced houses in 2/3 storeys with associated parking, works to flood plain of Mayne River and Public Open Space of ().2 ha) and vehicular access from the new north/south dual carriageway that links Parkside Boulevard to Balgriffin Road.
F13A/0421	Amendments to previously permitted development under F06A/1918 and F06A/1918/E1. Amendments are proposed to the site layout, residential mix, and all house types on site no.s 1-48 inclusive, which currently comprise of 6 No. five bed detached houses. 36 no. five bed semi-detached houses and 6 no. four bed terraced houses in 2/3 storeys, to a new arrangement of 76 no. 2 storey houses comprising 4 no. four bedroom semi-detached houses, 30 no. four bedroom end-terrace houses and 42 no. three bedroom terraced houses, all with on curtilage/surface car parking. Amendments are also proposed to the permitted road network along the eastern boundary of the housing development and the internal road layout serving the proposed houses. The north bound carriageway of the permitted dual carriageway is to be omitted and the remaining carriageway connecting Parkside Boulevard to the Balgriffin Road is to be realigned as required. The above to include all associated site development and landscaping works on a 3.3 ha. site.
F14A/0190	Amendments to the previously permitted development under FCC planning Ref. F07A/0394 (as extended in duration by FCC Planning Ref. F07A/0394/E1) and part FCC Planning Ref. F13A/0421, in respect of lands in the townlands of Balgriffin & Balgriffin Park. Amendments are proposed at basement level to provide a reduced level of car parking from 231 no. spaces to 194 no.; together with the provision of 180 no. cycle and general storage lockers, ancillary bin storage areas and the relocation of the permitted attenuation tank. The no. of on-street car parking spaces is to be increased from 49 no. to 86 no., and minor amendments to the internal road layout, landscaping and site development works (including a minor realignment of the site entrance off Malahide Road). a further amendment is also proposed to the layout of the permitted detention basin and attenuation area located at the eastern end of the site, as approved under Reg. Ref. F13A/0421, to accommodate the revised surface car parking.

Planning application reference	Development
F07A/0394/E1	Development of a residential scheme on a site C. 3.14 hectares bounded generally by Balgriffin cottages & Shannon Homes Properties (which are the subject of an undetermined planning application Fingal County Council Reg. Ref. F06A/1918) to the north, Parkside Boulevard to the south, by the new North/South dual carriageway that links Parkside Boulevard to Balgriffin Road to the east, and Malahide Road to the west. The site forms part of Phase 3 of an overall scheme known as 'Balgriffin' which is bounded generally by Malahide Road, Balgriffin Road, Parkside Boulevard, Balgriffin. The proposed development includes revisions to Fingal County Council Reg. Ref. F05A/1333 An Bord Pleanala permission Ref. PL06F.215382 and construction of new built elements as described herein. The proposed development consists of: 1) 184 No. dwellings comprising 183 no. apartments: 11 no. 1 bedroom units (each with an approx. gross floor area of 48 sq.m. - 54 sq.m.): 154 no. 2 bedroom units (each with an approx. gross floor area of 65 sq.m. - 86 sq.m.); and 18 no. 3 bedroom units (each with an approx. gross floor area of 76 sq.m. - 106 sq.m.), in a range of three storey plus penthouse to six storey plus penthouse buildings laid out in five apartment blocks (Block A1, Block B, Block C, Block D and Block E); and 1 no. 5 bedroom three storey detached house (with an approx, gross floor area of 178sq.m.) situated adjacent to a series of semi-detached 3 storey houses which are the subject of an undetermined planning application (Fingal County Council Reg. Ref. F06A/1918) as follows: (i) Revisions to Block A1 (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL 06F.215382) as follows: reconfiguration of permitted creche at ground floor level (approx. gross floor area 209 sq.m.) to provide for 3 no. 2 bed apartments (each with an approx. gross floor area of 65 sq.m.) incorporating balconies/terraces at ground floor level. No other revisions are proposed to Block A1; (ii) Replacement of Block B (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL06F.215382) with a new four storey plus penthouse rectangular shaped building situated to the east of Block A2 (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL06F.215382) and perpendicular to Parkside Boulevard. Block B will now comprise of 33 no. apartment units incorporating balconies/terraces as follows: 4 no. 1 bed units (each with an approx. gross floor area of 48 sq.m.); and 29 no. 2 bed apartment units (each with an approx. gross floor area of 66 sq.m. - 84 sq.m.). (iii) Replacement of Block C (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL 06F.215382) with a new three storey plus penthouse to four storey rectangular shaped building located to the north of Block B and to the south of Balgriffin Cottages. Block C will now comprise of 21 no. apartment units incorporating balconies/terraces as follows: 20 no. 2 bed units (each with an approx. gross floor area of 67 sq.m. - 78 sq.m.); and 1 no. 3 bed unit (with an approx. gross floor area of 97 sq.m.). (iv) Provision of new four storeys plus penthouse to six storeys plus penthouse L-shaped building (Block D) situated to the east of Block B and to the north of Parkside Boulevard. Block D will comprise of 68 no. apartment units incorporating balconies/terraces as follows: 1 no. 1 bed unit (with an approx. gross floor area of 54 sq.m.); 56 no. 2 bed units (each with an approx. gross floor area of 65 sq.m. - 86 sq.m.); and 11 no. 3 bed units (each with an approx. gross floor area of 76 sq.m. - 106 sq.m.). (v) Provision of a new four storeys to five storeys plus penthouse L-shaped building (Block E) situated to the east of Block D and to the west of the new north/south dual carriageway that links Parkside Boulevard to Balgriffin Road. Block E will comprise of 58 no. apartment units incorporating balconies/terraces as follows: 6 no. 1 bed units (each with an approx. gross floor area of 48 sq.m. - 54 sq.m.); 46 no. 2 bed units (each with an approx. gross floor area of 65sq.m. - 86 sq.m.); and 6 no. 3 bed units (each with an approx. gross floor area of 88sq.m. - 105sq.m.). (vi) Provision of 1 no. 5 bedroom three storey detached house (with an approx. gross floor area of 178sq.m.) (situated adjacent to a series of semi-detached 3 storey houses which are the subject of an undetermined planning application Fingal County Council Reg. Ref. F06A/1918). 2) Creche (gross floor area of approx. 258 sq.m.) at ground floor level of apartment block E at northeast corner of site. 3) Reconfiguration, revision and extension of the permitted basement car park (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL 06F.215382) as follows: increase in gross floor area from 10, 146 sq.m. to 12,325 sq.m. The basement car park will now provide: 347 no. car parking spaces, 257 no. bicycle parking spaces, 3 no. stores, and 4 no. storage rooms with a total approximate gross floor area of 381sq.m.. 4) Reconfiguration and revision of the permitted no. of surface car parking spaces (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL 06F.215382). It is now proposed to provide 49 no. car parking spaces at surface level. 5) Extensive hard and soft landscaping incorporating the provision of four no. courtyards C. 5,215 sq.m. in area; and a riparian zone to the south of the site approx. 4,708 sq.m. in area. 6) Provision of a new access off the north/south dual carriageway that links Parkside Boulevard to Balgriffin Road; and the provision of 2 no. new distributor roads as follows: 1 no. distributor road at northern boundary of the site and 1 no. new distributor road at eastern boundary of the site. 7) Relocation of the basement car park access ramp (as permitted Fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL 06F.215382) 27m to the west , plus consequent amendments to the internal road layout in the vicinity of the new car park entrance. 8) Provision of a new pedestrian gateway access to the subject site from Balgriffin Cottages. The new pedestrian gateway access is to be located to the north of proposed Block C.

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	9) All other associated site development works. 10) There is no change to the development as permitted under fingal County Council Reg. Ref. F05A/1333 / An Bord Pleanala Ref. PL 06F.215382 save for revisions specifically described in this application.
F06A/1208/E1	Revisions to approved residential development Reg. Ref. F05A/1006 incorporating 14 no. two and a half storey, 5 bed semi-detached houses and associated site and development works to replace 16 no. terraced and semi-detached houses (site nos. 86-101 incl. of which 12 no. were omitted by condition no. 16 of F05A/1006 - site nos. 86-97) and revisions to the Public Open Space location and layout including amended alignment of Cuckoo Stream all at Phase 2 of a development on a 5.85ha, with vehicular access from a proposed realignment of Balgriffin Road.
F13A/0221	Significant Additional Information received 07/11/2013. Construction of a service station of 584sq.m. gross floor area incorporating a net convenience retail area of 100 sq.m.; a cafe/restaurant seating area of 164sq.m. and ancillary food preparation, storage, staff and toilet areas of 320 sq.m. The storage station will also include a hot food deli and a drive through facility which will be ancillary to the main restaurant use and bin storage and delivery yards to its rear. The forecourt area will comprise a canopy with an illuminated fascia and 6 no. fuel pump islands; 2 no. car charging points, a separate 1 no. pump island HGV refuelling area, 2 no. 40,000 and 1 no. 60,000 litre underground fuel storage tanks with associated pipework and overground fill points and a car wash facility. Parking will comprise 61 car parking spaces (including 4 disabled parking spaces), 3 no. light goods vehicle parking spaces, 2 no. coach parking spaces and bicycle stands. The development also consists of the modification of the existing roundabout on Stockhole Lane to facilitate vehicular access; company signage throughout the site; all associated boundary treatments, landscaping, an external playground area and site development works at a 2.80 acre site.
F14A/0465	Development including new buildings and alterations to Bewleys Hotel Dublin Airport , which was granted permission under previous Register References F03A/0660, F05A/0972, F05A/1489, F05A/1592 and F06A/0231. The application site measures 1.1 hectares and is part of the larger Bewleys site which measures 2.4 hectares. It is located approx.1.5 km south east of Dublin Airport, immediately adjacent to the M1/M50 Interchange and bounded by the road N32 to the south, Agriculture lands to the north and Clonshaugh Road to the east. the development will consist of total new development area of 26,455 sq.m. and will include 17,505 sq.m. consisting of 367 new bedrooms over two blocks on five to seven floors over ground level. Conference centre and seminar rooms of 3,150 sq.m. at ground floor level. 202 new car spaces at two new basement levels of 5,800 sq.m. The application will also include the change of use of the existing business centre at the first floor level measuring 1,355 sq.m. into leisure centre. The application also includes new landscaping to the existing site. Car parking will be provided at 230 new surface car park spaces and 202 new car spaces at two underground levels; a total of 432 new car spaces. Previous permission allowed for 917 car spaces and the new total car will be 1349 car spaces.
F16A/0437	The proposed development will consist of the redevelopment of the existing hotel to comprise 1) At upper basement level, a new store room (163sq.m.); 2) At ground floor level, a new extension to existing restaurant (76 sq.m), a new extension to existing kitchen (56 sq.m) with adjacent storage room (13 sq.m.), new staff facilities to include changing rooms/lockers, canteen, toilets and storage rooms (292 sq.m), a new storage area (122 sq.m), the conversion of existing function rooms, laundry and staff facilities to create new restaurant, bar, storage, toilet and kitchen facilities (532 sq.m) and 2 no. new function rooms (251 sq.m) and the conversion of existing storage areas and toilets to new office and luggage area (223 sq.m), and a new covered walkway to rear (196 sq.m.); 3) At first floor level, the conversion of existing business centre to 29 no. bedrooms (1,193 sq.m), the construction of 6 no. bedrooms (260 sq.m) and a new link bridge to Block A (20 sq.m); 4) The construction of a new fifth floor incorporating 53 no. bedrooms (1,852 sq.m); 5) The construction of a new sixth floor incorporating 53 no. bedrooms (1,852 sq.m) and 6) All associated site development works. A total of 141 no. bedrooms are proposed.
F15A/0141	"Aviation fuel pipeline from Dublin Port to Dublin Airport. The proposed development is in Fingal County Council and Dublin City Council administrative areas. In the Fingal County Council administrative area the route of the pipeline is from the junction of the R139 (formerly N32) and the Clonshaugh Road via the Clonshaugh Rd. to AUL/FAI sports ground, adjacent to the north boundary of AUL/FAI sports ground, under the M1 motorway and via the DAA Long Term Red Carpark, adjacent to Eastlands Car Hire Compound, ALSAA complex, under the Swords Road R132 and via the Corballis Road to a reception station at the existing Fuel Storage Facility, Corballis Road, Dublin Airport. (In Dublin City Council Area the route of the pipeline is from proposed inlet station at Team CV Ltd., Bond Drive, Dublin Port, Dublin 1 and via Bond Drive, Tolka Quay Road, East Wall Road, under the Tolka River, Alfie Byrne Road, Clontarf Road, Howth Road, Copeland Avenue, Malahide Road (R107) and R139 (formerly N32). A separate application is being lodged concurrently with Dublin City Council in respect of the development proposed in its administrative area).
F08A/1305/E1	A 325 bedroom hotel with associated spa and leisure facilities, meeting and conference rooms, restaurant, bar and function facilities, plant, lighting and associated facilities, ESB substations, provision of 650 underground and surface car parking spaces with access to the development from the proposed access road and existing adjacent road and roundabout, landscaping and all associated ancillary works. The hotel building's overall height is ten storeys with basement on a site approximately 1.5 kilometres south-east of Dublin Airport, adjacent to the M1/M50 interchange, the N32 and Bewleys Hotel to the south and Clonshaugh Road to the east. Planning permission was

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	previously granted on substantially the same site (under Council Reg. Ref. F04A/1684 and An Bord Pleanala reference PL06F.212020) for a 239 bedroom and 13 suite hotel comprising 16 floors over basement with plant at roof level
F17A/0748	Revisions to a 10 storey over basement 325 bedroom hotel (c. 31,757sq.m.), with associated spa and leisure facilities, meeting rooms, restaurant, bar, and function facilities as well as 571 no. car parking (basement and surface) permitted under Planning Reg. Ref. F08A/1305 (APB Ref. PL06F.232704) and extended under Planning Reg. Ref. F08A/1305/E1. The revised proposal will comprise the construction of a 10 storey 421 bedroom hotel development (including all associated ancillary floorspace to include meeting rooms, cafe/restaurant/bar, lighting, ESB substation/switchroom, storage) and the main revisions will consist of: a reduction in gross floor area to 16,059sq.m. approx. (with plant at roof level in place of previously permitted rooms on westerns side of proposal); increase in no. of bedroom spaces from 325 no. to 421 no. bedrooms; relocated coach parking area (3 no. spaces) and inclusion of 1 no. van/small bus bay; omission of basement and a reduction to 417 no. car parking spaces (259 no. surface level and 158 at deck level) including provision of 50 no. cycles spaces; omission of ground floor Ballroom, pre-function room/foyer; relocation and revised footprint of hotel within site (along with associated alterations to internal layout (including servicing area); reduction of site area from 1.76 hectares to 1.35 hectares and alterations to elevation treatment; revised access arrangement from the existing link road from the Stockhole roundabout; amended landscaping design (hard and soft), including boundary treatment and all associated ancillary site development works all at Stockhole Lane/Clonshaugh Road and to the north of the R139 and east of the M1 motorway, within the townland of Clonshaugh, Co. Dublin, all on a site of approximately 1.35 hectares.
F08A/1217/E1	Permission to environmentally remediate an area of 1.5 hectares on part of its land at Clonshagh. The area is bounded to the south by the N32 carriageway, to the north and east by IDA lands and by private lands to the west. The proposed action will involve the excavation and off site disposal of historically deposited waste and the restoration of the area. A temporary site compound will be constructed to facilitate the works.
F19A/0149	Remediation by excavation and removal of circa 22,000 cubic metres of mixed waste material illegally deposited on lands at Belcamp. The project will involve site preparatory works, excavation and infill works, installation of a cut-off wall to the south and southwest and restoration with grass and treeline where applicable. An Environmental Impact Assessment report (EIAR) and Natura Impact Statement (NIS) has been prepared and accompanies this planning application and is available for inspection.
SID/01/19	Provision of a double circuit 110kV underground transmission line between the Belcamp 220kV and 110kV Substation (permitted under ABP Ref.: VA0014) located to the north of the R139 and the Darndale 110kV Substation (permitted under DCC Reg. Ref.: 3288/16 & Reg. Ref.: 3874/15) located at the former Diamond Innovations Site, Clonshaugh Business and Technology Park, Dublin 17. The proposed transmission line covers a distance of approximately 2 km within the following townlands - Belcamp, Clonshaugh and Willsborough, Co. Dublin.
SID/01/12	220kv Sub Station and Associated Works
PartXI/009/19	"Proposed development of Traveller Specific Group Housing, including associated site development works at Stock Hole Lane, (approximately 230 m south of the junction with Baskin Lane), Co. Dublin.
F16A/0360	The internal first floor modifications to the existing service building, complete with 4 no. new windows to part-side of the existing south elevation.
F17A/0732	Permission for to extend existing materials recycling and transfer facility. The proposed development includes a change of use of existing industrial storage unit to form a 892.6 sq.m. extension of gross floor building space to existing materials recycling and transfer facility building and revised site boundaries including a new automated entrance gate, all ancillary site services, all recycling activities will occur indoors only.
F14A/0147	Change of use from an existing industrial storage unit to a proposed materials recycling and transfer facility. The proposed development consists of a change of use of 761.9 sq.m. of gross floor building space. All recycling activities will occur indoors only & to include car and truck parking and outside skip storage area on the existing concrete yard area and erection of new security fencing and entrance gates, proposed signage on existing facade and all ancillary site services.
SID/01/18	Permanent continuance of use of the existing 8,840 space long-term car park known as Holiday Blue on a site at Harristown, Sillogue and Ballymun Townlands, South Parallel Road, Dublin Airport, Co. Dublin, that is currently used for the same purpose under and in accordance with temporary planning permission Reg. Ref. PL06F.PA0022, and the existing 2,040 space long-term car park known as Express Red Zones Y and Z (Express Red) on a site at Stockhole, Cloghran, and Toberbunny Townlands, Dublin Airport, Co. Dublin, that is currently used for the same purpose under and in accordance with temporary planning permission Reg. Ref. PL06F.PA0030. The proposed development of 10,880 long-term car parking spaces is provided for under condition no. 23 of the Terminal 2 planning permission, Reg. Ref. PL06F.220670 (F06A/1248). The proposed development includes all ancillary infrastructure and facilities, such as the accesses from the R108 and R132 for the Holiday Blue and Red Express (Y & Z) respectively, existing internal circulation roads including bus turning circles, bus shelters, car park building (including public toilets and staff break room); 2 no. security huts, car park admin portacabin, 3 no. substations, lighting, boundary fencing, car park

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	barriers, car charging points, CCTV cameras, internal car park signage, existing drainage network including existing surface water attenuation areas, and all landscaping works. The proposed development requires the preparation of an Environmental Impact Assessment Report.
F14A/0216	The construction of a new crematorium consisting of a sub-divisible congregation space, 1 no. cremator and associated mercury abatement equipment space for a second cremator, the provision of new public toilets and staff accommodation. The works will also include the removal of existing public toilets as well as the provision of a substation, car parking and landscaping.
F17A/0244	Permission for the installation of 1 no. ecolation unit, associated internal alterations and plant area within the existing crematorium building (permitted under Reg. Ref: F14A/0216). The proposal also seeks permission for the retention and completion of the car park adjacent to the crematorium to provide 95 no. car parking spaces, 11 no. car parking spaces adjacent to the substation and lodge, 24 no. car parking spaces at the Entrance Plaza together with associated landscaping, upgrade of internal road network, traffic management measures including electronic barrier and site works.
F16A/0587	A new standalone five storey over basement level hotel comprising 100 bedrooms, meeting rooms and ancillary services including snack bar, breakfast area, fitness room, toilets, plant rooms etc. with associated elevational signage. Permission is also sought for 33 no. car parking spaces at basement level, reconfiguration of existing surface car parking on site, bicycle parking, utilisation of existing entrance from Swords Road, landscaping, boundary treatments and all associated site works necessary to facilitate the development.
F20A/0166	Revision to the 100 bedroom hotel permitted under Reg. Ref. F16A/0587. Minor internal alterations/amendments to the permitted ground, first, second, third and fourth floor plans of the hotel including relocation of internal staircases, reduction in width of corridors, general internal layout modifications including the reconfiguration of permitted bedrooms with a minor overall reduction in gross floor area of permitted hotel. There is no increase in the number of bedrooms permitted (i.e.100 bedrooms). Permission is also sought to amend condition 3 of Reg. Ref. F16A/0587 to now permit meeting rooms within the hotel at ground floor and fourth floor levels with associated reconfiguration of these floors to accommodate ancillary uses including reception, fitness room, food preparation area, etc. Permission is sought for the associated revisions to the elevations of the permitted hotel to accommodate the proposed changes, amendments to the permitted basement level to provide for the reconfiguration of laundry room, plants rooms etc. with associated increase in parking spaces to now provide for 35 no. car parking spaces at basement level in lieu of the permitted 33 no. spaces, revisions to permitted site layout plan to now provide for 56 spaces in lieu of the permitted 57 spaces (91 no. parking spaces now proposed in total), covered walkway and all associated site works necessary to facilitate the development.
SID/03/10/E1	Integrated Waste Management Facility
SID/04/18	Permanent continuation of use of the existing long term car park known as Quickpark that is currently used for the same purpose under and in accordance with temporary planning permission ABP 06F.PA0023. Planning permission is also sought for the construction of a new entrance building with associated revised entrance layout resulting in 6,122 long term car parking spaces (reduced from the permitted 6,240 spaces to accommodate a new entrance building). The proposed development of 6,122 long term car parking spaces is provided for under condition no. 23 of the Terminal 2 planning permission Ref. Reg. PL06F.220670 (F06A/1248). The proposed development includes the demolition of the existing single storey office and control building; demolition of existing canopy entrance structure, the relocation of existing maintenance shed and the construction of new part three storey entrance building comprising office space with new car park barriers and ticket machines together with premium car parking offer, elevational signage, green roof, landscaping and associated revisions to the entrance layout to accommodate the new building. Permission is also sought for the continued use of existing ancillary infrastructure and facilities including : existing internal circulation road; hard-standing; lighting; boundary fencing; bus shelters; CCTV cameras; signage; existing drainage network including existing surface water attenuation areas, foul water connection, water supply, associated landscaping and all ancillary works necessary to facilitate the development erected under and in accordance with ABP Ref. 06F.PA0023 and Reg. Refs. F99A/0376/PL06F.112955, F02A/1110, F05A/1464 and F06A/1746. The development also includes new ancillary infrastructure and facilities/drainage improvement works including additional filter drains at the new building and swales along new entrance layout. Access to the car park is from the previously permitted signal-controlled junction on the Swords Road (Old Airport Road) with turning lanes and directional signs. Planning permission is also sought to retain existing hard standing surface area associated with the premium valet offer of the car park. This application is accompanied by an Environmental Impact Assessment Report and a Natura Impact Statement.
F16A/0041	(a) Permission for retention of the following: the existing security perimeter fencing with existing entrance gates on site, the existing hardstanding area, and the existing surface water drainage including interceptor on site and for (b) Permission for the following: the proposed erection of a new Storage Building on site, a Car wash with screen, Private Petrol and Diesel dispensing pumps with underground storage tanks, new Internal Security Fencing, Perimeter Lighting and Petrol Interceptor together with all associated site works and ancillary services on site.
SID/01/13	Continuance of Use of Car Park as per Reg Ref F03A/1413

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F22A/0029	Rehabilitation works to existing 'Purple Zone' staff car park to include resurfacing, lighting, road markings and signage, ducting for EV charging points, and all associated site works and ancillary development. No increase in parking capacity is proposed. It is proposed that staff parking will be facilitated within the northern section of the 'Express Red' long term car park (also known as the 'Express Green' car park), located to the east of the 'Purple Zone' staff car park in the townland of Cloghran, Co. Dublin, for the duration of the works.
F20A/0331	The temporary continuance of use of the existing 2,700 long-term car parking spaces. The existing 2,700 long-term car parking spaces are currently used for the same purpose under and in accordance with the existing temporary planning permission reg. ref. PL06F.PA0030 from An Bord Pleanála. Temporary permission is sought for a further period of 7 years from the date of expiry of the existing temporary planning permission PL06F.PA0030 from An Bord Pleanála (7th May 2021). The proposed development includes the continuance of use of all existing ancillary infrastructure and facilities, such as the access from the R132, existing internal circulation roads including bus turning circles, 4 no. bus shelters, 1 no. security hut, lighting, boundary fencing, ticket machines and barriers, CCTV cameras, internal car park signage, existing drainage network including existing surface water attenuation areas, and all existing landscaping.
F20A/0668	"A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha.
F19A/0426	"The development will consist of:i. Animal Welfare Facility - a single storey equine inspection facility with a gross floor area 376 sq.m. and a maximum height of c. 5.5m and overall dimensions of c. 8m in width and c. 44m in length incorporating 3 no. stables, a veterinary box, office, welfare facilities and circulation area. ii. Airside Operations Facilities c.0.88hectare site located east of 'Gate Post 22' at the junction of the Swords Road (R132) and the Old Airport Road;a) 14 no. bus parking spaces, 8 no. HGV parking spaces and 2 no. car parking spaces and a tanker parking space.b) Semi-enclosed aircraft foul waste disposal unit, canopy with a maximum height of c. 4.5m.c) 3 no. waste compactors max height of c. 2.2m. and 3 no. portacabins max. height of c. 3m. for the storage of cleaning equipment.d) Tank farm encompassing 4 no. potassium acetate storage tanks used for de-icing, each with a capacity of 15,000 litres and a max height of c. 4m.e) Ancillary site development works and services including vehicle and bin washdown areas, drainage, internal circulation roads, landscaped berm along the southern and eastern boundaries, landside boundary fencing c. 3 m. high and lighting.
FS5/045/18	Erection of a new security gatepost, and all associated infrastructure including access to Castlemoate Road and modifications to the CPSRA boundary fence (referred to as Goods Entrance 1B); and the construction of a temporary access to serve planned rehabilitation/ upgrade works to the North Apron. (Please refer to Section 2.0 of Planning Report prepared by TPA.)
FS5/036/21	The construction of a new concrete pavement area connecting the existing Runway 10 and the existing northern Taxiway S to facilitate a new runway line-up point and associated drainage infrastructure, signage, road markings and lighting.
FS5/024/20	The construction of new and rehabilitated taxiway pavement along with all associated ancillary development including surface water drainage and attenuation, road markings and signage, and Aircraft Ground Lighting.
FS5/017/19	The construction of new taxiway pavement and rehabilitation of existing taxiway pavement along with all associated ancillary development including surface water drainage and attenuation, road markings and signage, and Aircraft Ground Lighting.
FS5/018/19	Construction of a Security Gatepost (Security Gatepost 9A) and the demolition of existing Gate 9, all in the townland of Huntstown, Dublin Airport, Co. Dublin.
FS5/026/15	Modifications to existing facade at Terminal 1 Arrivals Hall to include replacement glazing and additional glazed area.
FS5/025/15	Extension of the existing concrete apron adjacent to the Ven Air Hanger
F15A/0455	Erection of ancillary structures at Eastlands Red Car Park: 1. Removal of existing boundary fencing and realignment of replacement (2.4m. high) palisade boundary fencing on the south westernmost corner of the car park in order to improve way finding to car park entrance. 2. Erection of a canopy (15m. long x 7.5m. wide x 0.8m. deep and 4.65m over ground) over the ticket barrier and security hut at the entrance point to the car park in order to improve way finding to car park entrance. 3. Erection of 7 no. illuminated free-standing (or mounted on existing shelters), signage panel (1.2 m. long x 0.7m high and 2.3 m above ground) to indicate the position of the bus set-down areas, particularly during late night/early morning periods, within the car park which facilitate the movement of passengers by bus between the car park and the airport terminals.
F20A/0550	"For full planning permission to extend the North Apron in the Airfield at Dublin Airport, Co Dublin to facilitate the provision of twelve aircraft stands and a ground servicing equipment area on a site of 19.2ha. The development will consist of:

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	* The expansion of the North Apron at Dublin Airport to provide twelve replacement Code C aircraft stands and ground servicing equipment storage area; * Construction of a 520m long by 6m high blast fence on the northern and western boundary of the extended Apron and ground servicing equipment area; * Construction of a 20m long by 6m high blast fence southwest of the Apron; * Construction of a 550m service road immediately to the north of the twelve replacement Code C aircraft stands to provide access for service vehicles; * Rehabilitation of existing pavement; * Construction of two new underground attenuation tanks on 9000m² of existing grassland; * Provision of a total organic carbon analyser enclosure; * Provision of drainage and electrical infrastructure; * Provision of Aerodrome Ground Light (AGL) installations this includes underground ducting to provide power to centreline lights and new edge lights; * Provision of 26 No. High Mast Lights; * Modifications to internal airside fencing, service road infrastructure and provision of construction site security fencing; * Provision of a temporary construction site compound and modification to the Airfield security fence to temporarily change part of the construction site form 'airside' with access restrictions to 'landside'; * Provision of road and stand pavement markings, Stand id-signs and High Mast Lighting (HML); * The application includes all associated site development works and services; * This planning application is accompanied by an Environmental Impact Assessment Report (EIAR)"
F04A/1755/E1	"To construct on airport lands, a runway, 3110m in length and 75m in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years.
F19A/0023	"Amend the North Parallel Runway (North Runway)(permitted under FCC Reg. Ref. F04A/1755; An Bord Pleanála Ref: PL06F.217429), on this site of c.265.7 hectares at Dublin Airport, Co. Dublin, in the townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock and Huntstown. The permitted runway is located to the north and north-west of terminal 1 and Terminal 2, Dublin Airport. The development will consist of : Amendments to the structural composition of the outer shoulder of the runway (7.5m wide on each side of the runway) to be constructed of reinforced grass instead of paved construction; Reduction in the width of permitted taxiways from c.30m (min. width) to c.27m (min. width); Removal of 4 No. permitted taxiways (2 No. rapid exit taxiways (RETS) (P4 and P9); and 2 No. north-south taxiways (P5 and P12); Relocation of 5 No. permitted taxiways; RETS P3 relocated to the east (renamed 'N5'); RETS P10 relocated to the west (renamed 'N3); North-south access taxiway (P2), relocated by c. 152 m to the east at eastern end of runway (renamed 'N6'); North-south taxiway (P17) (linking parallel taxiway to the North Apron) relocated by c. 116 m to the east (renamed 'Kilo'); Re-location of taxiway at intersection with existing Runway 16/34 (P6 renamed 'Mike' and P7 renamed 'Echo 1'); Removal of taxiways (P14, P15, P16) including passing bay located to the south of parallel taxiway; minor amendments to the runway levels where the permitted runway intersects existing Runway 16/34; Re-location of 2 No. permitted sub-stations (each increasing from c.450 sq.m. to c. 475 sq.m. GFA) and associated amendments to access roads; Amendments to the alignment and location of permitted fire access roads, including removal of 6 No. permitted crash gates with egress to St. Margaret's Bypass L3132 and Castlemoate Road; and the re-location of 1 No. permitted crash gate with egress to St. Margaret's Bypass L3132; Amendments to the location of the permitted airside perimeter fence (along northern, south-western and eastern boundaries); Re-location of 2 No. permitted localiser (equipment) cabins and associated amendments to permitted localiser access roads; and re-location / provision of maintenance access to permitted and proposed air navigation equipment; drainage and pollution monitoring facilities. The development will also consist of: Amendments to ground profiles providing 6 No. elevated Earthworks Landscape Areas (ELAs) to the north, west and south of the permitted runway (to improve the quality of the radiated signal from Navigational Aid equipment and for landscape screening purposes) with max levels as follows: ELA 1 (max. level +74.8m AOD), ELA 2 (max. level +76.3m AOD), ELA 3 (max. level +70.1 m AOD), ELA 4 (max. level +64.5 m AOD), ELA 5 (max level + 68.0m AOD), ELA 6 (max. level +74.2 m AOD); The provision of concrete safety 'blast pads' on the western and eastern ends of the permitted runway and the northern end of Runway 16/34; Provision of new vehicular (maintenance) access roads to permitted approach lighting: 1) with access off (unnamed) road off eastern side of Castlemoate Road

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	(at eastern end of runway); and 2) with access from the eastern and western sides of Toberburr Road (at western end of runway); Provision of maintenance access road and laybys off the permitted (and proposed to be amended) airside airport perimeter road consisting of: 3 No. laybys located to the south of St. Margaret's Bypass L3132 and Forrest Little Road; and 1 No. access road located to north-east of The Boot Inn; Provision of 2 no. shelters (each c.14.4 sq.m GFA) as rendezvous points for emergency vehicles (1 No. located to south-west of the permitted runway and 1 No. to east of permitted runway); Provision of 1 No. pumping station kiosk (c.36 sq.m GFA) and 2 No. pollution control kiosks (each c.9 sq.m. GFA); Demolition of existing security entrance Gate 1A including security building and 2 No. cabins (c. 201.9 sq.m. GFA) and the removal of the access off Castlemoate Road; Erection of 8 No. CCTV masts; erection of sections of airside blast fencing; and all associated landscaping, boundary treatment works and all ancillary site development works above and below ground."
F15A/0234	Permission for development of 1. Providing a hard standing area (1,289m2) for relocated general services and equipment on Bond Road. 2. Realigning the airside-landside boundary on Bond Road. This will result in 1,375m2 being positioned airside instead of landside. 3. Dismantling and removal off site of the existing two storey South Apron Village building which has a height of 7m and 1,560m2 gross floorspace (780m2 per floor), extend the hard standing area and, removing or relocating items within the area of the proposed development. 4. Providing an Into-Plane Base in the airside (i.e. security restricted) area of the Airport (10.090m2). The Into-Plan Base will comprise fuel loading stands, fuel tanker and dispenser parking, diesel tanks and dispensers, three storey operationsbuilding which has a height of 12.2m and 1,185m2 gross floor space (395m2 per floor), and service vehicle parking. The Into-Plane Base will also consist of associated fuel tanker turning circles, lighting, water, waste-water, drainage and intercepters, utility, power supply and information technology systems. Security fencing will be erected around the perimeter of the Into-Plane Base, with automated entrance and exit gates, and the service vehicle parking outside of the security fence. 5. Extending the hard standing area to the South of the South Apron Village building. Existing skips will be relocated here and an area of 5,463m2 will be provided for existing General Services and Equipment, including battery charging units, to be relocated. 6. A new 6m wide roadway along the Southern perimeter of the redeveloped area to give access to the Dardistown sub-station, existing interceptor INT043, and the proposed Into-Plane Operations building and associated service vehicles. 7. Increasing the ground level for part of the described development. The proposed finished level for most of the development will remain practically the same as the existing finished ground level. To the East of the site it is proposed to raise the finished level from approximately 56.87m to a new finished level of 58.35m. 8. Twin feeder, aviation fuel, underground, hydrant pipelines from the existing fuel farm on Corballis Road, to the new Into-Planes Base, to the existing Pier 4 hydrant loop, to Pier 3 which will be provided with a new hydrant spur, and on to Pier 1 which will be provided with a new hydrant loop. Provision will be made for connection of the hydrant system to a potential future Pier 5. The total length of the pipeline corridor is approximately 4km. 9. Enabling and ancillary works such as modifying Head of Stand Road to accommodate fuel tanker movements and diverting services.
F04A/1755	"To construct on airport lands, a runway, 3110m in length and 75m in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years. the development is located on lands of approximately 261 hectares in the Townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock, and Huntstown, north and north-west of the Airport Terminal building. An Environmental Impact Statement will be submitted with the planning application."
F19A/0049	Development at a site at the Immigration Hall serving Pier 1 and Pier 2 and adjoining surface car park and rooftop at Terminal 1, Dublin Airport, Collinstown, Co. Dublin. the development will consist of: a) a single-storey extension of Pier 1 and Pier 2 Immigration Hall by 673 sq.m. to the north-east (currently 1,607 sq.m., proposed 2,280 sq.m.) to provide additional internal passenger queuing space; b) partial recladding with feature timber cladding; c) rooftop plant with screening louvers; d) demolition and relocation of an existing fire escape stairs; e) re-organisation of the adjoining surface car park resulting in a net loss of 22 spaces (currently 74 no. spaces, proposed 52 no. spaces) and new coach turning route; f) new glazed single-storey entrance porch to the rear of the VIP lounge (16 sq.m); g) two emergency escape doors; and h) a gas skid (7sq.m), landscaping and all associated site development works, all on a site of 0.696 ha.
F20A/0262	Amendment to Planning Permission reference F19A/0049 as granted which is for: a) a single-storey extension of Pier 1 and Pier 2 Immigration Hall by 673 sq m to the North East (currently 1607 sq m., proposed 2,280 sq.m.) to provide additional internal passenger queuing space; b) partial recladding with timber feature cladding; c) rooftop plant with screening louvers; d) demolition and relocation of an existing fire escape stairs; e) re-organisation of the adjoining surface car park resulting in a net loss of 22 spaces (currently 74 no. spaces, proposed 52 no. spaces) and new coach turning route; f) new glazed single-storey entrance porch to the rear of the VIP lounge (16 sq.m); g) two emergency escape doors; and h) a gas skid (7sq.m), landscaping and all associated site development works. The

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	amendment relates to the provision of a solid roof canopy structure, clad with black PPC metal fascia and soffit with incorporated signage and supported by black painted steel columns (34.5 sq.m) in place of previously approved "new glazed single-storey entrance porch to the rear of the VIP Lounge (16sqm)". The application is also to include the addition of a freestanding entrance signage totem 2.0m high by 0.9m wide (1.8 sqm) and all associated site development work, all on a site of 0.696ha.
F16A/0167	The erection of a solar photovoltaic (PV) array on the northern end of the roof of Terminal 1, within a site of 0.23 ha. The array will consist of c.718 sq.m. of PV modules and associated development, including inverters, cables and all associated site development works above and below ground. the proposed PV array will have a maximum generating capacity of c. 106 kW.
F18A/0638	The development will consist of enabling works to facilitate the mandatory upgrade of the airport security screening system for passenger baggage. This will include the demolition and clearance of the Carousel No. 4 Building, totalling 996 sq.m, making good the remaining Terminal 1 facade; and all associated fencing and site works.
F19A/0168	An extension of the existing Terminal 1 baggage hall in two locations to facilitate the mandatory upgrade of the airport security screening system for passenger baggage. The first extension provides for the construction of a new Southern Extension over 5 levels (Gross Floor Area of 3,735 sq.m. and maximum height of 24.87m). This will replace the existing Carousel No. 4 building (whose demolition is permitted under Planning Ref. F18A/0638), located between Terminal 1 and Terminal 2 (known as Area C) connected via enlarging the existing opening in the southern facade of Terminal 1, comprising extended baggage hall with internal Open Mesh Flooring at mezzanine levels to house baggage screening equipment and belts, associated baggage control room, office and staff facilities overhead, ancillary circulation, maintenance space, including new stair core and lift, above ground connection into the existing Terminal 2 baggage hall to facilitate a baggage conveyor link, maintenance space and rooftop plant. The second extension provides for the construction of a new Western Extension (Gross Floor Area of 177 sq.m.) to the existing Terminal 1 Baggage Hall at arrivals level (Level 10) (known as Area E), over an existing access ramp, to accommodate new baggage machinery. The development includes all ancillary works, including demolition of existing lift lobby at ground and first floor level, connections to services, associated fencing and site works, all on a planning application site of 0.3 ha.
F16A/0200	The creation of a Passenger Transfer Facility, comprising a three storey extension on the south eastern elevation of Pier 4 (i.e. airside) with 2 No. c.10.2m long internal link bridges over existing void space within the Pier. The proposed development will have a gross floor area of c. 1,772 sq.m. and will include facilities for security screening, passenger processing, circulation, plant and other services. The proposed development also includes all other ancillary site development works above and below ground.
F16A/0483	Development on a site of c. 1.02 hectares. The development will consist of the erection of a single storey Pre-Boarding Zone building (c. 6.95m high including screened plant at roof level) with a total gross floor area (GFA) of c. 2,205 sq.m. with canopy on a site to the south west of the existing Aer Lingus Cargo Building. The Pre-Boarding Zone building comprises passenger waiting and boarding areas and all ancillary storage, toilet, food and beverage facilities including ancillary plant and equipment. The development will also consist of the realignment of a portion of the Bond Road to the north of the proposed Pre-Boarding Zone building, the realignment of the security fence to the south of the existing Aer Lingus Cargo Building and the provision of a gated access point; the realignment of the airside landside fence to the south of the realigned Bond Road; the provision of a Pre-Boarding Zone access road to the south of the realigned Bond Road; the provision of a covered passenger walkway; the provision of 2 No. bus turning circles; the demolition of the existing security Gate 25 and associated hut (c.12 sq.m. GFA) and the erection of a replacement security gate and hut (c. 125 sq.m. GFA), all to the north-west of the Pre-Boarding Zone building; the removal of 1 No. High Mast Light column (c. 25m high) and the provision of a replacement High Mast Light column (c. 20m high) to the south west of its original position, all to the east of the PBZ building; the provision of an access road from the eastern end of the South Apron to an existing sub-station adjacent to the South Apron; and all ancillary site development works above and below ground. Temporary planning permission is sought for a period of 7 years for the Pre-Boarding Zone building and the associated canopy and covered pedestrian walkway. Planning permission is sought on a permanent basis for all other development proposed as part of this planning application.
F20A/0058	The removal of all existing portacabins and the construction of a vehicle maintenance building comprising of 2 no. units with mezzanine levels, 2 no. storage areas, a new boundary wall and all associated site development works. The proposed storage areas will each consist of 3 no. oil tanks, 2 no. bunded storage units and a refuse store.
F12A/0344	Convert two tarmac tennis courts with a Synthetic Surface for football. It will also include a new perimeter fence 6 metres high replacing the current fencing.
F14A/0260	The temporary change of use for a maximum period of 5 no. years of the existing ancillary car park to provide a short-term public car park comprising 359 no. car parking spaces and all associated works. following this period the car park will revert to ancillary use. Associated works include: the resurfacing of the car park with bitumen macadam; re-lining of car parking spaces to facilitate the revised circulation route; modifications to entrance and egress points to provide 1 no. entrance and 1 no. egress point; removal of existing barriers, footpaths, islands and provision of new barriers and ticket machines at the proposed entrance and egress points; upgrading of pedestrian facilities through the car park including the provision of footpaths, ramps and trolley bays; provision of 2 no. c.21m. high

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	lighting columns, car park signage and a c. 1.0m. high fence to the southern boundary of the site; improvements to the surface water drainage network, including attenuation storage and provision of a fuel/oil bypass separator; and all other ancillary site development works above and below ground. The application site comprises an area of c.1.22 hectares.
F16A/0155	Permission for a period of 8 No. years for development at the existing western and eastern ancillary car parks associated with the former Aer Lingus Head Office Building (HOB) and the Annex building (and associated lands to the south). The application site comprises an area of c.4.58 hectares. The development will consist of the part demolition of part of the 2 storey Annex building and other single storey structures including removal of storage tanks (totalling c .2,825 sq.m. total Gross Floor Area (GFA). The substation element of the Annex building (c. 60 sq.m. GFA) is to be maintained and clad. The development will consist of the construction of 4 No. office blocks, ranging in height from 6 to 7 storeys (solar panels and ancillary plant at roof level), comprising c. 41,677 sq.m. GFA including a restaurant/café of c. 496 sq.m. GFA at ground floor of Building A6, a multi-storey car park (MSCP) of 5 storeys comprising 694 No. car parking spaces (c. 16,768 sq.m. GFA), a single storey café pavilion of c. 130 sq.m GFA and surface car park of 48 No. spaces to the north-east of HOB. The provision of a central landscaped courtyard and landscaped areas and raised pedestrian link from the central courtyard to connect to Level 3 of the existing Terminal 2 (T2) MSCP. The development also comprises the provision of car parking spaces on a temporary basis to allow for the construction of the proposed scheme. These temporary spaces will be removed and lands reinstated following completion of the development. Modifications to the permitted HOB development (Reg. Ref. F14A/0436) to provide for a new access road linking the existing cul-de-sac to the east of the T2 MSCP and Corballis Avenue. It is also sought to reconfigure the existing HOB car parking layout to the east which will provide for 174 No. spaces for this building. Associated works include the provision of a new foul sewer to connect to existing manhole adjoining the R132 (Swords Road) and upgrade of existing foul pump and provision of storage tank adjoining the R132, improvements to surface water drainage network, associated signage, the provision of set down areas for delivery vehicles, bin stores and 240 No. bicycle parking spaces and all other ancillary site development works above and below ground. An Environmental Impact Statement (EIS) will be submitted to the Planning Authority with the application.
F14A/0436	Refurbishment works to the existing 6-storey office building (c.10,836 sq.m gfa), to include: demolition of a single storey ground floor office annex (c.2,530 sq.m. gfa), adjoining the north of the existing building; lowering of the ground floor podium by c.1.1m. to facilitated design revision to western and eastern building entrance at ground floor level; internal refurbishment, reconfiguration and fit out of the existing office building as exempted development (c.8,170 sq.m. gfa excluding roof plant); replacement of all external building facades; consolidation of plant at roof level (c.136 sq.m.) and associated screening; new external terrace (c.150 sq.m.) adjoining the building to the east at surface level; 30 no. new bicycle parking spaces to the west of the building; refurbishment of existing building curtilage including landscaped forecourt and entrance areas; temporary builders compound; and, all associated site development works and landscaping.
SID/01/08/E1	Muti Storey Car Park and 4 Star Hotel see www.daa4starhotelandmscp.com
F21A/0255	"For development at these site addresses: Site A - Hotel Site adjoins the T2 Multi-Storey Car Park to the north, Dublin Airport, townland of Corballis: Site B - Skybridge House (former TASC Building), Dublin Airport, townland of Collinstown; Site C-Site Compound 1 is bounded by the T2 Departure Road to the west and T2 Multi-storey Car Park to the east, Dublin Airport, townland of Corballis; Site D-Site Compound 2 is located to the east of Swords Rugby Club in the townland of Stockhole.
F19A/0084	Permission for development at 418.68 sq.m site. The development will consist of: A new Thermal Storage Tank to the south of the Terminal 2 Energy Centre and all associated site works. The horizontal tank will measure 16m by 4.8m and have a capacity of 250m³ for the storage of hot water. It will be used to store excess heat and improve energy efficiency of the existing Combined Heat and Power Plant serving Terminal 2
F21A/0706	An amendment to Planning Permission reference F19A/0084 as granted in respect of a new Thermal Storage Tank and all associated site works. The development will consist of: Replacement of the permitted single 250m3 horizontal storage vessel with 3 no. 80m3 vertical Thermal Storage Tanks arranged in series connection and all associated site works on a site of 418.68 sq.m. The tanks will measure 8m high by 3.8m diameter and have a combined capacity of 240m3 for the storage of hot water. They will be used to store excess heat and improve the energy efficiency of the existing Combined Heat and Power Plant serving Terminal 2.
F16A/0446	The proposed development shall consist of a new standalone 7-storey (over 2 level basement) hotel consisting of the following:- a) Restaurant and associated kitchen, bar, foyer, residents lounge and associated administrative and staff facilities at ground floor level; b) External seating area at ground floor level; c) 24 no. bedrooms and associated service rooms on each level from first to sixth floor (total of 144 no. bedrooms); d) 86 no. basement car parking spaces; e) Ancillary facilities including staff toilets/changing rooms, plant storage areas, maintenance facilities; refuse stores, loading bay and cycle parking within basement area; f) Relocation eastwards of existing vehicular entrance and relocation of existing internal access road and roundabout; g) Car drop-off area in front of main entrance to new hotel; h) All associated landscaping, site works and services.
F16A/0447	The proposed development shall consist of modifications to the existing hotel and construction of a 6 storey (over 2 level basement) extension. The works shall consist of the following: a) Demolition of

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	existing conference and function area at ground floor; b) Omission of 9 no. bedrooms in existing hotel to facilitate connections to the new extension at first to fifth floor levels; c) New function suite at ground floor level and part of first floor level comprising reception area, meeting rooms, function rooms, conference rooms, bar/lounge, covered smoking area, car drop off area and associated facilities; d) Extension to existing restaurant at ground floor level; e) Provision of 140 no. new bedrooms (a net gain of 131 no. bedrooms) and associated service rooms at first to fourth floor levels bringing the total to 361; f) Business lounge/bar at fifth floor level with associated roof terrace; g) Plant room at fifth floor level; h) 189 no. basement car parking spaces; i) Fitness centre at basement level -2; j) Ancillary facilities including plant room, storage areas, maintenance facilities, refuse stores, loading bay, substation and cycle parking within basement area; k) Deliveries/Service yard and all associated landscaping, site works and services.
F20A/0636	"The proposed development shall consist of the construction of a 1-6 storey extension (over lower ground) to the existing hotel consisting of the following: (a) Demolition of part of existing staff room at lower ground level, glazed entrance at ground floor and balconies on the side (south) elevation; (b) Construction of a new leisure facility including swimming pool and gym at ground floor; (c) 55 no. additional hotel bedrooms at 1st to 5th floor levels bringing the total to 284 bedrooms; (d) Plant at lower ground and roof level; (e) New landscaped entrance courtyard; (f) Works to elevation of existing hotel facade including new entrance and canopy; (g) Security hut, bicycle parking, underground attenuation and all associated landscaping, signage, site works and services."
F08A/0381/E1	Permission for a period of 7 years on this site of 1.73 hectares. The site is bounded by an existing hotel car park and a long-term car park (under a different ownership) to the north, a long-term car park (under a different ownership) to the east, Corballis Way to the south and the East Link Road to the west. The proposed development will consist of: 1. The provision of a new 8 storey (28.2 metres above ground floor level) (over a 2 level basement) New Hotel Facility consisting of the following: a) A restaurant with associated preparation kitchen and storage area, a residents lounge, a foyer/reception area and associated administrative and staff rooms at ground floor level; b) The main entrance to the hotel will be from the east elevation; c) 168 no. suites from first floor level to seventh floor level (inclusive); d) There will be a housekeeping room, a laundry room and a 'comms' room from first floor level to seventh floor level (inclusive); e) 103 no. basement car parking spaces (40 no. spaces at basement level -1 and 63 no. spaces at basement level -2) and 10 no. bicycle parking spaces at basement level -1. Plant, storage, maintenance , boiler rooms and a delivery bay will also be housed within the basement area. Entrance to the basement car parking will be via a vehicle ramp on the northern elevation of the proposed New Hotel Facility; f) The overall parapet height of the proposed New Hotel Facility will be 28.2 metres above ground floor level; g) the overall gross internal floor area of the proposed new Hotel Facility will be c. 8,505 sq.m. (inclusive of Basement Areas, excluding Basement Parking areas, Goods Holding & Loading Bays); h) The proposed New Hotel Facility will require the removal of 103 no. existing parking bays. 2. Modifications and an extension to the existing Radisson SAS 4 star hotel. The existing hotel currently consists of: a) A 6 storey building with roof plant and a single storey conference centre; b) 230 no. suites from first floor level to fifth floor level (inclusive); c) 306 no. parking spaces at grade level (inclusive of 126 no. spaces outside of the application site). 3. The proposed extension will require the demolition of part of the existing conference and function area at ground floor level and also of 9 no. suites from first floor level to fifth floor level (inclusive). 4. The proposed 6 storey (21.65 metres above ground floor level) (over a 2 level basement) extension to the east and west elevation 4 star hotel will consist of: a) 155 no. suites (an overall net gain of 146 no. suites) from first floor level to fourth floor level (inclusive) to the east and south east elevation. Additional ancillary facilities will also be provided on each of these levels; b) Additional function and meeting rooms with associated conference reception area at ground floor level; c) An extension to the existing restaurant at the south western corner of the existing 4 star hotel at ground floor level which will incorporate a new ESB substation (c. 21.7 sq.m. gross floor area) at Basement Level -1; d) A new bar/lounge area and associated storage and staff/administrative rooms at ground floor level. A covered smoking area will also be provided on the eastern elevation of the ground floor level; e) A business lounge/bar at fifth floor level with associated roof terrace on the east elevation; f) A plant room at fifth floor level; g) A fitness suite will be located at Basement Level -1; h) 120 no. basement car parking spaces (53 no. spaces at basement Level -1 and 67 no. spaces at Basement Level -2) and 15 no. bicycle parking spaces at Basement Level -1. Plant, storage, maintenance, boiler rooms and a delivery bay will also be housed within the basement area. Entrance to the basement car parking will be via a vehicle ramp at the southern elevation of the proposed extension to the existing 4 star hotel; i) The overall parapet height of the proposed extension of the existing 4 star hotel will be 21.65 metres above ground floor level; j) The overall Gross Floor area of the proposed extension to the existing 4 star hotel will be c.11,086sq.m. (inclusive of basement areas, excluding basement parking areas, goods holding and loading bays. The overall gross floor area of the 4 star hotel consisting of the existing to be retained (c. 12,322 sq.m.) and the proposed extension will be c.23,408 sq.m. 5. A new compactor will be located at the southern boundary of the application site. 6. The application also provides for all associated site development, landscaping and boundary treatment works. 7. The overall gross floor area of the entire development will be c.31,913 sq.m. (inclusive of Basement Areas, excluding Basement Parking Areas, Goods Holding and Loading Bays). Access to the application site will be from the existing main entrance at Corballis Way. The existing

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	second vehicular service/delivery entrance at the south eastern corner of the application site will be retained.
F18A/0310	Removal of existing redundant fuel tank to existing rear plant area and replacement with new supplementary external 450k V A Diesel generator set with proprietary double skinned fuel storage tank to existing rear plant area with new services trench serving the main building and new containment affixed to lower North West (rear) elevation.
F18A/0311	Permission for removal of existing water storage tank to existing roof plant area and replacement with new supplementary external 450kVa diesel generator set with proprietary double skinned fuel storage tank to existing roof plant area with new services serving the main building (Shamrock House).
F06A/1463/E1	A general refurbishment of the facility including an extension of the site boundary to the South and partly to the West. Three new 20m diameter storage tanks with a total height of 16m to the kerb angle (18m high at centre of cone roof) shall be erected within a steel containment bund 24m in diameter. A concrete bund shall surround the storage tanks. A new 3.0m high security fence shall be provided along the boundary line and inner car park boundary. The outer car park boundary fence shall be 2.0m high. The West entrance/exit gate shall be retained for emergency access. The North gate on Corballis Road South shall be sealed off. The three Southern gates shall be replaced by a single entrance/exit gate for fuelling vehicles. A second segregated entrance to/exit from the JSF car park will be provided with a security barrier at the car park entrance. The existing Corballis Park lay-by shall be moved 10m northwards to create space for the into-plane operations building. A car park of not less than 60 spaces is proposed. The yard concrete surface shall be refurbished and the site drainage and interceptor system is to be upgraded. Three new buildings shall be erected along the west boundary; an into-plane operations building (aircraft fuelling and associated administration), into-plane vehicle service building (fuelling vehicle maintenance) and JSF operations (for fixed plant operations and maintenance). The maximum building height shall be 6.5m to the top of the wall. The existing ExxonMobil/Chevron garage and office, Fingal crew building, Fingal garage and Fingal office building shall be demolished. The existing switch room shall be altered. A new fueller vehicle loading stand with new pumps and associated equipment shall be constructed. New road tanker delivery pumps, filters and associated equipment shall be provided. The existing fuel storage tanks shall be converted to water storage/handing for a fire protection system. An Environmental Impact Statement has been carried out. The site is a Seveso site.
F16A/0254	Alterations to extant permission (Ref. F06A/1463 and F06A/1463/E1) by way of modifications to the position and layout of three permitted buildings on site, all within extant permission's curtilage. The propose modifications comprise the following: The erection of a single storey Operations building (gross floor space 350m², height 5.30m) in lieu of a two-storey building (gross floor space 360m², height 8.4m). The relocation and increase in footprint of the permitted Vehicle Service building (changing in gross floor space from 616m² to 588m² and height from 7.70m to 7.10m). The relocation of the permitted into-plane Building (gross floor space remaining 720m² and height changing from 8.5m to 8.15m) with consequential reduction in parking spaces (from 63 no. spaces to 57 no. spaces).
F16A/0081	The provision of apron bus access facilities at Terminal 2, comprising: the construction of 2 no. two storey vertical circulation cores (i.e. lift/stair cores) (c. 10.5m and 11.0m. high, respectively) to the south of Terminal 2 (i.e. airside), linking to Terminal 2 via 4 no. c. 4.4m. long elevated passenger link bridges installed at mezzanine level. The development will also include: the installation of 2 no. ventilation louvres (both c. 8m x 2m) on the south elevation of terminal 2; the provision of a bus set-down area to the south of the vertical circulation cores; and all other ancillary site development works above and below ground. The development will result in additional gross floor area of c. 303 sq.m. All on a site of c. 0.088 hectares.
F21A/0518	Planning permission for development which will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin. (Check planning website for more information).
F21A/0488	Construction of 77 no. residential units (20 no. 1-bedroom units; 55 no. 2-bedroom units and 2 no. 3-bedroom units) across 2 no. apartment block. (Check https://planning.agileapplications.ie/fingal for more information).
F20A/0638	The proposed development shall consist of a new standalone 8-12 -storey (over partial basement) hotel. (Check https://planning.agileapplications.ie/fingal for more information).
F21A/0401	Residential development on lands at Belcamp Hall (a Protected Structure). The proposed development will consist of the construction of 78 no. residential units comprising 58 no. houses (41 no. two storey 3-beds, 12 no. two storey 4-beds and 5 no. three storey 4-beds, all with associated car parking, and one no. three storey multi-dwelling block consisting of 10 no. own-door duplex units (6 no. 2-beds and 4 no. 3-beds), 2 no. 2-beds own-door triplex units, and 8 no. apartments (6 no. 1-beds and 2 no. 2-beds), all provided with private balconies/terraces and associated car parking and bicycle parking; landscaping; boundary treatments; public lighting; and all associated site infrastructure and engineering works necessary to facilitate the development. (Check https://planning.agileapplications.ie/fingal for more information).
F21A/0147	2 no single storey light industrial buildings (total floor area of 3,333 sq.m) accommodating 3 units including ancillary office space; internal site road (356m) with associated verges and footpaths

Planning application reference	Development
	accessed via internal distributor road; 84 no car parking spaces; 42 no. bicycle parking spaces; surface water attenuation; sub-station and switch room; relocation of overhead power lines; pedestrian entrance gate to adjoining petrol station site; totem signage at entrance to development; landscaping and boundary treatments; site works and services; all on a site of 1.94ha.
F21A/0464	The development will consist of installation of a new 40,0001 above ground fuel storage tank with associated piping, new above ground fill points the extension of the existing concrete slab and associated drainage including a new 10,000 class 1 separator.
3152/21	Permission for the Installation of a 0.50m x 0.87m x 1.62m (LxWxH) above ground enclosure, to house a new natural gas District Regulating Installation, and a 3m high 'lamp post' style relief vent stack servicing the new installation with all anciliary services and associated site works.
F20A/0553	The installation of a new facade and thermal envelope to all elevation of the upper two storeys of the original Terminal 1 building (i.e. 'Levels 40 & 50'), with enhanced and consolidated daa office space to be provided accross both levels, and associated development at roof level and Level 10 (i.e. Arrivals Level). (Check https://planning.agileapplications.ie/fingal for more information).
3506/20	The proposed development consists of the construction of 55 no. apartments and 2 no. double height commercial units (for Class 1- Shop or Class 2- Office/ Professional Services or Restaurant/ Café use). The building ranges from 8 to 12 storeys in height, including double height ground floor commercial units, above basement level. The 55 no. apartments consist of 3 no. studio units, 27 no. one bed units, 22 no. two bed units and 3 no. three bed units. All apartments are provided with private amenity space in the form of balconies/ terraces. (Check https://planning.agileapplications.ie/fingal for more information).
2852/20	Planning permission for the construction of a 129-bedroom nursing home (6476.5 sqm gross internal floor area) on a 0.46ha site bounded by Park Avenue, Park Terrace South and Park Row, Clongriffin, Dublin 13. (Check https://planning.agileapplications.ie/fingal for more information).
2600/20	The development will consist of the construction of a part three storey, part two storey post primary school in Belmayne - Roll Number 68346T - including PE Hall, 4 classroom Special Education Needs Unit and all ancillary site works. (Check https://planning.agileapplications.ie/fingal for more information).
F19A/0456	The development of 1 No. single storey CNG (compressed natural gas) compressor installation with a floor area of 19m², 1 No. covered shelter with a floor area of 14m² and 55m of 2.4m high palisade fence around the site with all ancillary services and associated site works. (Check https://planning.agileapplications.ie/fingal for more information).
F19A/0534	Construction of a single storey office building of 134sq.m. gross floor area, located at ground floor level to the permitted decked car park. (Check https://planning.agileapplications.ie/fingal for more information).
F19A/0426	The development will consist of an Animal Welfare Facility - a single storey equine inspection facility with a gross floor area 376 sq.m. and a maximum height of c. 5.5m and overall dimensions of c. 8m in width and c. 44m in length incorporating 3 no. stables, a veterinary box, office, welfare facilities and circulation area. (Check https://planning.agileapplications.ie/fingal for more information).
3009/19	The development will consist of the provision of 2 schools. A temporary post-primary school by way of construction of 3no. single storey prefabricated buildings (c 239 sq.mtrs & 341.5 sq.mtrs & 318 sq.mtrs) and a primary school of 2no. single storey prefabricated buildings (c 282 sq.mtrs & 181 sq.mtrs) on a defined site area (c. 2.152Ha) to be enclosed within a 2.4mtrs high welded mesh fencing and access gates with associated site works including provision of new site entrance, car parking, drop off area and hard surface play areas and landscaping. Temporary permission for a period no longer than 5 years is being sought.
F18A/0552	A covered pedestrian walkway for a distance of 80m, on the south-east, on the south-eastern side of Pier 4 (total floor area 160 sq.m.), leading from the bus drop-off point into the Terminal 2 Passenger Transfer Facility (permitted under Reg. Ref. F16A/0200, ABP Ref. 247135). Development includes 2 no. wayfinding signs (total 1.81 sq.m.) at the entrance to the Transfers Facility and all ancillary site development works including bollard protection.
3791/18	Cairn Homes Properties Limited intend to apply for planning permission for development at a site of c.2.6 hectares at "Parkside" development lands located on the former Balgriffin Park lands, Dublin 17. The application site is located south-west of Parkside Phase 2C (currently under construction), west of St. Michael's Cottages, south-east of Parkside Square, the neighbourhood park and green link pedestrian/cyclist route between Belmayne Avenue and the Hole in the Wall Road. The proposed development will comprise a residential scheme of 96 no. 2-3 storey, 2-4 bedroom residential units. The development will include 64 no. houses comprising 12 no. semi-detached and 52 no. terraced houses ranging in size from c.112sq.m to c.167sq.m and 32 no. apartment/duplex units ranging in size from c.85sq.m to c.114sq.m. Apartments/duplexes with south/east/west facing balconies/terraces. (Check planning website for more information).
3486/17	The proposed development will comprise a residential scheme of 89 no. 2-3 storey, 2-4 bedroom residential units. The development will include 43 no. houses comprising 2 no. detached, 20 no. semi-detached and 21 no. terraced houses ranging in size from c.112sqm to c.166sqm and 46 no.

Planning application reference	Development
	apartment/duplex units ranging in size from c.85sqm to c.119sqm. Apartments/duplexes with south/east/west facing balconies/terraces. Provision of a 2 storey crèche (c.507sqm).Provision of an ESB substation cabinet. Provision of advertising signage (for a temporary period of 3 years) comprising a free standing c.4.6m high triangular sign (c.14sqm in advertising area). (Check https://planning.agileapplications.ie/fingal for more information).
F16A/0579	Development on a site of approximately 1.35 hectares located west of Stockhole Lane/Clonshaugh Road, north of the R139 and east of the M1 motorway. The proposal comprises the construction of a part 10 storey and part 7 storey, 427 bedroom hotel development incorporating 317 bedrooms and 110 suites with a gross floor area of 18,940 sq.m. (Check https://planning.agileapplications.ie/fingal for more information).
F17A/0006	The development will consist/consists of: Construction of a new single storey building subdivided into 3 rooms comprising of an ESB sub-station, a Customer Switch Room and a Back-up Generator with an area of 105m² and height of 3.6m. As such the position of the permitted Operations Building (F16A/0254) must be moved approximately 6.4m south-east and 2.5m south-west of its permitted location.

The following plans were considered for in-combination effects as these plans geographically cover the Fingal / Dublin area whereby the Proposed Development is situated:

- Fingal Development Plan 2017-2023: This Plan identifies the Council's proposed policies and objectives for the County's development between 2017 and 2023. The Natura Impact Report for the Plan concluded that with the addition of mitigatory measures that potential impacts of the Plan's objectives will not result in adverse effects on the integrity of any European sites.
- Draft Fingal Development Plan 2023 – 2029: The Draft Plan sets out the guide for future development and growth in Fingal. The Plan will cover the period from 2023 to 2029. The NIS for the Draft Plan concluded that it will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in-combination with other plans or projects. Note: draft plans are subject to change until they are finalised.
- Fingal Biodiversity Action Plan 2010-2015: This Plan identifies the wealth of biodiversity resources in Fingal and identified opportunities to strengthen and retain biodiversity. There is no potential for in-combination effects between this Plan and other plans or projects.
- Draft Fingal Biodiversity Action Plan 2022-2030: This Plan is setting out a programme of actions to reverse the decline in biodiversity by 2030 in the Fingal region. An AA Screening for the Plan determined that there would be no likely significant effects to European sites and no potential for in-combination effects with other plans and projects. Note: draft plans are subject to change until they are finalised.
- Dublin Airport Local Area Plan (2020): An AA Screening for the Plan determined that there would be no likely significant effects to European sites, thus no potential for in-combination effects with other plans and projects.

If these projects/plans are progressed at the same time as the Proposed Development, then there is the potential for in-combination effects on Baldoyle Bay SAC and SPA in the absence of mitigation given the potential likely significant effects identified in Table 8 as a result of the Proposed Development. In-combination effects will be assessed further in Section 7.

5.4 Screening conclusion

Following an examination of the Proposed Development it has been concluded that in the absence of mitigation there is potential for waterborne pollution or changes to groundwater to result in significant effects either alone, or in-combination with or plans or projects on the following European sites:

- Baldoyle Bay SAC; and,
- Baldoyle Bay SPA

Therefore, it was established that the Proposed Development should progress to more detailed examination of effects on the integrity of the European Sites through AA and the preparation of a NIS, which is detailed in the rest of this Report.

6. Information for Appropriate Assessment

6.1 Baldoyle Bay SAC

Baldoyle Bay SAC extends from just below Portmarnock village to the west pier at Howth in Co. Dublin. It is a tidal estuarine bay protected from the open sea by a large sand-dune system. Two small rivers, the Mayne and the Sluice, flow into the bay. The location of the SAC in relation to the Proposed Development is shown on Figure 1.

The conservation objectives for the SAC are to maintain or restore the favourable conservation condition of the Annex I habitat(s) for which the SAC has been selected (mudflats and sandflats not covered by seawater at low tide, *Salicornia* and other annuals colonising mud and sand, Atlantic salt meadows, and Mediterranean salt meadows).

The area surrounding Baldoyle Bay is densely populated and so the main threats to the site include visitor pressure, disturbance to wildfowl and dumping. In particular, the dumping of spoil onto the foreshore presents a threat to the conservation status of the QI of the site.

Neither the Sluice River nor its tributaries are monitored for water quality status by the EPA, however, an assessment carried out by ERBD (2010) reported that the water quality of the Sluice River was 'high', whereas the River Mayne was assigned a poor status. The main contributing factors were identified as wastewater and industrial discharges although agricultural impacts, physical modifications and water abstraction were also listed as threats. The Cuckoo Stream flows downstream into the River Mayne.

6.2 Baldoyle Bay SPA

Baldoyle Bay SPA extends from just below Portmarnock village to the west pier at Howth in Co. Dublin. It is a tidal estuarine bay protected from the open sea by a large sand-dune system. Two small rivers, the Mayne and the Sluice, flow into the bay. The location of the SPA in relation to the Proposed Development is shown on Figure 1.

SCI species of the SPA are light-belied brent goose, shelduck, ringed plover, golden plover, grey plover and bar-tailed godwit. Other species which occur include great crested grebe, pintail, teal, mallard, common scoter, oystercatcher, lapwing, knot, dunlin, black-tailed godwit, curlew, redshank, greenshank and turnstone.

The conservation objectives in relation to the SCI species of the Baldoyle Bay SPA are:

- To maintain the favourable conservation condition of the Special Conservation Interest species:
  - to be favourable, the long-term population trend for each waterbird Special Conservation Interest species should be stable or increasing;
  - to be favourable, there should be no significant decrease in the range, timing or intensity of use of areas by the waterbird species of Special Conservation Interest, other than that occurring from natural patterns of variation; and,
- To maintain the favourable conservation condition of the wetland habitat in Baldoyle Bay SPA:
  - the permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 263 ha, other than that occurring from natural variation.

The Fingal Development Plan 2011 – 2017 Natura Impact Statement (Fingal County Council, 2011) details that the most serious threats to the site arise from its location close to an area of high-density human population. These threats can be manifested in a number of ways either directly in the form of land take, trampling and disturbance by people; or indirectly, for example, in the form of water quality deterioration resulting from sewage effluent. Given the site's proximity to a large urban area and smaller settlements close by, human recreational activities are major factors at this site. A great deal of the site is bounded by road facilitating walkers along the site boundaries, but intertidal areas can be safely walked at low tide in various places and walking is a popular activity along Velvet Strand beach.

6.3 Adverse effects on site integrity of Baldoyle Bay SAC / SPA

As set out in Table 8, for almost all sources of impact there is no pathway for an effect to be caused on any European sites. The Proposed Development will require a temporary diversion of the Cuckoo Stream which is

greater than 7 km from Baldoyle Bay SAC / SPA. This Section will further assess the potential for adverse effects on the integrity of Baldoyle Bay SAC / SPA from these works on the Cuckoo Stream.

The inherent design of the project includes various drainage measures which will protect the surface water environment. These are part of the design of the Proposed Development and would be included regardless of any connection to a European site.

As outlined in the “Airfield Trunk Culvert Temporary Diversion Pollution Control” report (daa, 2022), a pollution control strategy will be adhered to during any works. The surface water drainage system will ensure that only unpolluted water enters the Cuckoo Stream at a restricted flow rate.

As a standard, the Principal Contractor carrying out the works shall identify all watercourses, drains and potential conduits for silt laden run-off and where necessary, measures shall be taken to minimise direct sediment run-off from the working site into watercourses. Pollution prevention will be achieved with both physical and procedural measures comprising temporary sediment forebays within a designated attenuation basin during construction, suitable interceptors within the permanent and temporary surface water drainage networks and suitable storage of construction materials.

As detailed in the “Airfield Trunk Culvert Temporary Diversion Pollution Control” report (daa, 2022), pollution control measures during construction will be put in place to ensure that the temporary diversion of the Cuckoo Stream will not result in damage to the watercourse. Pollution measures within the drainage network will be in the form of full retention fuel interceptors, shut-off valves and fire suppression/contaminated water tanks. During the construction works, appropriate silt mitigation, straw bales and Terram will be installed, as appropriate, at locations deemed to be at risk from silt pollution during the construction works. Geotextile materials such as Terram will be placed under new and existing drain covers and in road gullies, where appropriate, in order to intercept silt-laden surface water run-off and prevent it from entering the surface water drainage network. This mitigation will be inspected monthly (especially after heavy rain) and maintained if required. Wheel wash bays and road sweeping facilities, as described previously, will further reduce the potential for silt pollution and transfer to and from the construction site.

In terms of groundwater, excavations and any dewatering activities as part of the construction of the Proposed Development are anticipated to result in only localised effects on the shallow groundwater flow regime, therefore no potential for the works of the Proposed Development to affect any European sites given the distance from the Proposed Development, and the mitigation measures in place within the surface water network as detailed above.

Although there is a hydrological link via the Cuckoo Stream to Baldoyle Bay SAC / SPA, there are no invasive non-native plants in the Proposed Development works area, thus no potential for spread of such species. If in a worst-case scenario and an invasive non-native plant species did enter the Cuckoo Stream, then any viable parts of an invasive non-native plant species (e.g. seeds) which entered the SAC / SPA would not persist due to the saline environment and could not establish.

During operation the Underpass is proposed to drain via kerb drains positioned on the outside edge of each portal. The kerb drains discharge into the proposed drainage network and pump system at the low point of underpass (one incoming connection from north portal and one from south portal). Two rising mains then convey flow to airfield level where they discharge into a single gravity-based network which culminates at the Airfield Trunk Culvert. The segregation and conveyance of unpolluted and polluted/contaminated surface water from the Underpass will ensure only unpolluted flow enters the Cuckoo Stream at a restricted flow rate, as a result of the new surface water drainage system. The new surface water drainage system will consist of kerb drains, collector pipes and manholes will be provided within the underpass. The collector pipes will convey flows to a sump unit located at the low point within the underpass. The run-off will flow through a fuel full-retention interceptor then directed to an automated valve chamber prior to discharge to series of storage facilities and pump systems, prior to final outfall. The drainage strategy aims to maintain the current proposed greenfield run-off rates and eliminate surface ponding/flooding.

Moreover, any small quantities of pollutant that may escape into Cuckoo Stream, notwithstanding the control measures, will not be present in Baldoyle SAC and SPA in detectable quantities due to the massive dilution factor provided by the volume of water in the Bay. For example, Baldoyle Bay SPA has an area of 263 ha. Of this 34 ha are subtidal, 164 ha intertidal and 65 ha supratidal. Assuming an average depth of 0.5 m for the subtidal area would give a volume of 170,000 m^3. The average tidal range for Howth (to the south of the point at which the Mayne River enters Baldoyle Bay) is approximately 3.5 m. Taking the full tidal range over the intertidal area therefore gives a volume of 5,470,000 m^3. If the tidal range is reduced to 2m to account for the sloped profile of

the bay (since there won't be a 3.5 m range over the full intertidal zone), the volume of water available for dilution in the intertidal zone reduces to 3,280,000 m^3.

Consequently, it is concluded that there will be no adverse effects on the integrity of Baldoyle Bay SAC or SPA.

7. In-combination assessment

As discussed above, the potential for pollution from the Proposed Development to have a likely significant effect on Baldoyle Bay SAC / SPA was assessed. It was determined that no effects are considered possible from the Proposed Development itself given the pollution control measures in place during construction, the fact that there will be no net increase in water runoff or pollution risk compared to the existing situation during operation, and the large dilution effect should any residual pollutants enter the Cuckoo Stream and subsequently the SAC / SPA despite pollution controls. Therefore, there is no realistic prospect of any adverse effect on the integrity of Baldoyle Bay SAC / SPA in-combination with other plans and projects.

Consequently, it is concluded that there will be no adverse effect on the integrity of Baldoyle Bay SAC or SPA from the Proposed Development in-combination with any of the plans or projects identified in this NIS.

8. Conclusion

The AA screening exercise set out in Section 5 of this NIS concluded that there are clearly no likely significant effects on the QI habitats / species of Baldoyle Bay SAC and SPA from the following impacts, which were therefore screened out of Appropriate Assessment:

- Direct loss of or damage to qualifying or supporting habitats during the construction phase;
- Disturbance as a result of increased noise, artificial lighting and/or the presence of personnel, plant and machinery during the construction phase;
- Airborne pollution affecting qualifying or supporting habitats or QI species during the construction phase;
- Increase in predation of SCI and QI species by domestic predators, particularly cats, during the operational phase;
- Spread of invasive non-native species during construction; and,
- Disturbance as a result of increased noise, artificial lighting and/or the presence of personnel, plant and machinery during the operational phase.

The screening exercise concluded that likely significant effects were possible, pending further investigation, for the below impacts due to the hydrological link between the Proposed Development and Baldoyle Bay SAC and SPA via the Cuckoo Stream.

- Waterborne pollution affecting qualifying or supporting habitats during the construction and operational phases of the Proposed Development; and
- Disruption to flow of groundwater or reduction in volume of groundwater as a result of earthworks during the construction phase.

The Appropriate Assessment set out in Section 6 addressed in further detail the above two impacts. It was concluded that there was no possibility of adverse effects on the integrity of Baldoyle Bay SAC / SPA from the Proposed Development given the pollution control measures which will be adopted during construction and the large dilution effect should any residual pollutants enter the Cuckoo Stream and subsequently the SAC / SPA despite pollution controls

The lack of adverse effects from the Proposed Development on European sites also means that cumulative effects with other plans or projects are not possible.

Therefore, in view of best scientific knowledge and on the basis of objective information, it is concluded beyond reasonable scientific doubt that there will be no adverse effect on the integrity of any relevant European site in view of its conservation objectives as a result of the Proposed Development, individually or in-combination with other plans or projects.

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10. Glossary

Abbreviation / Term	Definition
%	Percentage
µg/m^3	Microgram per cubic meter
µm	Micro-metre. A measure of length equalling 1x10^{-6} of a metre
AA	Appropriate Assessment
ABP	An Bord Pleanála
Abstraction	Groundwater abstraction is the process of taking water from a ground source, either temporarily or permanently. In many aquifers the groundwater has to be pumped out through boreholes or wells. As water is abstracted the water table is lowered around the borehole. If rates of abstraction exceed rates of groundwater recharge within an aquifer, the water table can fall across a wide area.
ACA	Architectural Conservation Area
ANCA	Aircraft Noise Competent Authority
ANPR	Automatic Number Plate Registration
APU	Auxiliary Power Units
AQLV	Air Quality Limit Values
ATM	Air Traffic Movement
ASI	Archaeological Survey of Ireland
ACDM	Airport Collaborative Decision Making
Baseflow	Groundwater flow to a surface water body (lake, swamp, or stream); i.e., that portion of stream discharge that is derived from groundwater flow or the draining of large lakes swamps or other sources outside the net rainfall that creates surface runoff/overland flow.
BCT	Bat Conservation Trust
BGL	Below Ground Level
BNL	Basic Noise Level
BSI	British Standards Institute
CAR	Commission for Aviation Regulation
CAFE	Cleaner Air for Europe
CCD	Climb, Cruise and Descent
CCR	Climate Change Resilience
CEMP	Construction Environmental Management Plan
CFRAM	Catchment Flood Risk Assessment and Management
CGI	Computer Generated Imagery
CHD	Coronary Heart Disease
CH_4	Methane
CIEEM	Chartered Institute of Ecology and Environmental Management
CIRIA	Construction Industry Research and Information Association
CO	Carbon Monoxide
COD	Chemical Oxygen Demand
CODA	Central Office of Delay Analysis

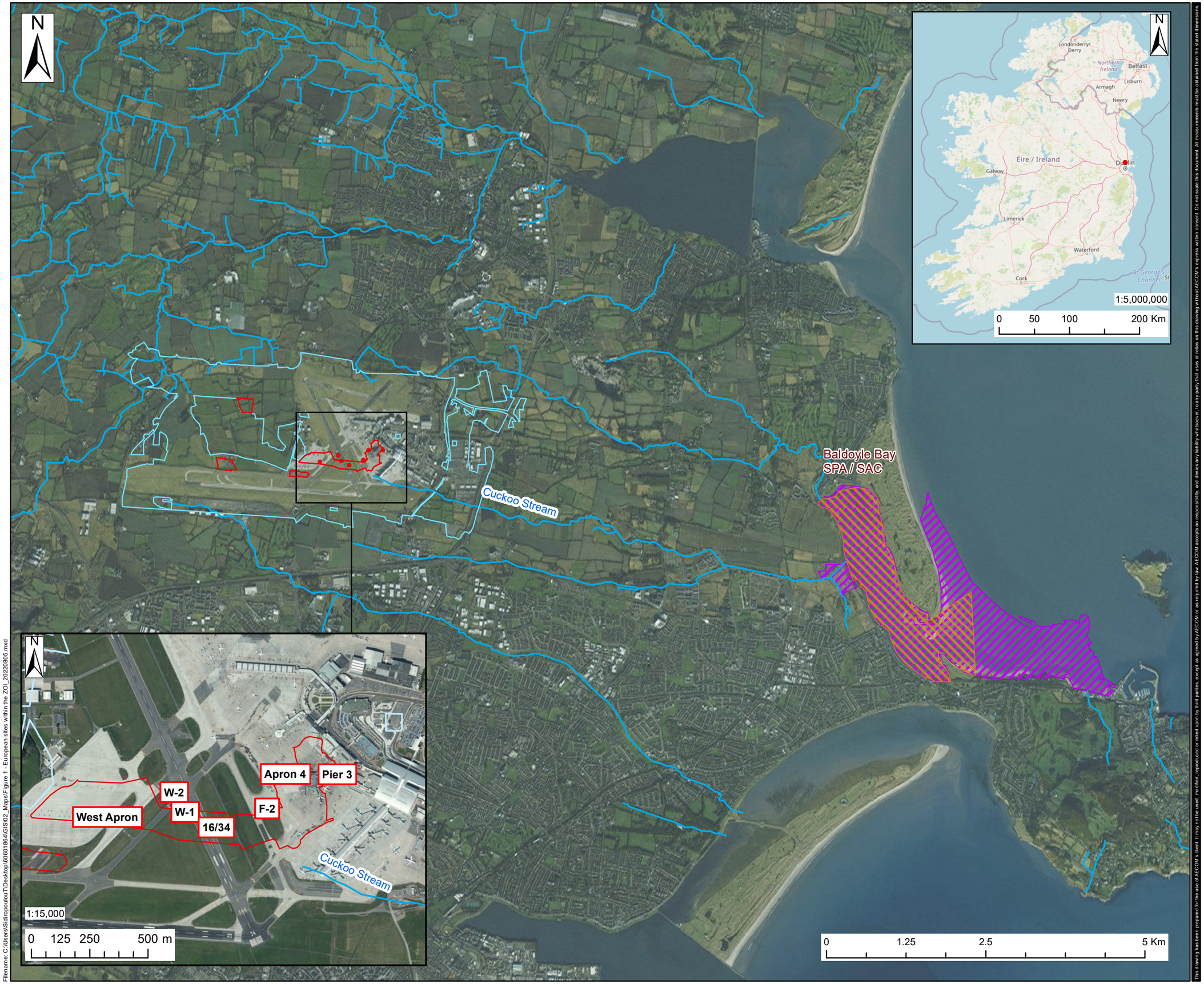
Abbreviation / Term	Definition
CO_2	Carbon Dioxide
COMAR	Control of Major Accident Hazard
CSO	Central Statistics Office
CD	Cardiovascular Disease
C_6H_6	Benzene
DAA	Dublin Airport Authority
dB	The unit of noise measurement that expresses the loudness in terms of decibels (dB) based on a weighting factor for humans sensitivity to sound (A)
dB(A)	The unit of sound level, weighted according to the A-scale, which takes into account the increased sensitivity of the human ear at some frequencies
DBA	Desk-Based Assessment
DCHG	Department of Culture, Heritage and the Gaeltacht
DCLG	Department od Communities and Local Government
DECC	Department of Energy and Climate Change (UK)
Defra	Department for Environment, Food and Rural Affairs (UK)
DfT	Department for Transport (UK)
DoEHLG	Department of Transport and the Department of Environment, Heritage and Local Government
DRAQMP	Dublin Regional Air Quality Management Plan
DTTAS	Department of Transport, Tourism and Sport
DUB	Dublin
EASA	European Aviation Safety Agency
EC	European Commission
ED	Electoral Divisions
EIA	Environmental Impact Assessment.
EIAR	Environmental Impact Assessment Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPS	European Protected Species
EPUK	Environmental Protection UK
ETS	Emission Trading Scheme
EU	European Union
FAA	Federal Aviation Administration (US)
FDI	Foreign Direct Investment
FEGP	Fixed Electrical Ground Power
FCC	Fingal County Council
FRA	Flood Risk Assessment
Fracture	A fracture is any separation in a geologic formation, such as a joint or a fault that divides the rock into two or more pieces. A fracture will sometimes form a deep fissure or crevice in the rock.
NFTMS	Flight Track Monitoring System

Abbreviation / Term	Definition
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GLVIA	Guidelines for Landscape and Visual Impact Assessment
Groundwater ingress (infiltration)	The process of seeping rainwater and water from other sources into the ground to form groundwater is called infiltration. Infiltration refills the groundwater. Aquifer: Rainwater and water from rivers, ponds seep through the soil and fill the gaps between particles of soil and rocks.
Groundwater flow path	Groundwater flow means the volume and direction of groundwater through an aquifer. Groundwater flows from regions of higher hydraulic level to regions of lower hydraulic level.
Groundwater recharge	The process by which water enters the groundwater system or, more precisely, enters the phreatic zone.
GSE	Ground Support Equipment
ha	Hectare
HFCs	Hydrofluorocarbons
HIA	Health Impact Assessment
HSA	Health and Safety Authority
HSE	Health and Safety Executive
HT	High Technology
Hydraulic continuity	The relationship between ground water (within the superficial deposits or bedrock aquifer) and surface water (Rivers, lakes and streams). The relationship depends on whether groundwater discharges to surface water (referred to as baseflow); or where surface water discharges to ground water, such as from riverbed seepage to an adjacent aquifer.
IAA	Irish Aviation Authority
IAI	Institute of Archaeologists Ireland
IAQM	Institute of Air Quality Management
ICAO	International Civil Aviation Organisation
ICE	Inventory of Carbon and Energy
ICCI	In-combination Climate Change Impact Assessment
IEMA	Institute of Environmental Management and Assessment
IFC	International Finance Corporation
IFI	Inland Fisheries Ireland
IGI	Institute of Geologists of Ireland
IHD	Ischaemic Heart Disease
IHT	Institution of Highways and Transportation
IPC	Integrated Pollution Control
IPPC	Intergovernmental Panel on Climate Change
ISO	International Organisation for Standardisation
IW	Irish Water
JA	Jobseekers Allowance
JB	Jobseekers Benefit
km	Kilometres

Abbreviation / Term	Definition
LAP	Local Area Plan
LAQM	Local Air Quality Management.
Ltd.	Limited
LTO	Landing and Take-off
mppa	Million Passengers Per Anum
NAP	National Aviation Policy
N/A	'Not applicable' or 'Not appropriate'
NDP	The National Development Plan 2018 – 2027
NF_3	Nitrogen Trifluoride
NIAH	National Inventory of Architectural Heritage
NIS	Natura Impact Statement
NLS	National Landscape Strategy
NMS	National Monument Service
NMTs	Noise Monitoring Terminals
NO_2	Nitrogen Dioxide
NOEL	No Observed Effect Level
NO_x	Nitrogen Oxides
NPPF	National Planning Policy Framework. (UK)
NPF	National Planning Framework
NPPG	National Planning Policy Guidance (UK)
NPWS	National Parks and Wildlife Services
NQP	Night Quota Period
NRA	National Roads Authority
NSO	National Strategic Outcomes
NSS	National Spatial Strategy
NTA	National Transport Authority
NTS	Non-Technical Summary
N_2O	Nitrous Oxide
O-D	Origin-Destination
OPW	Office of Public Works
OS	Ordnance Survey
OSI	Ordnance Survey Ireland
Outcrop	Where a bedrock formation is present at the surface.
Overburden	Any material that lies above bedrock geology commonly referred to as superficial deposits.
PAX	Annual Passengers
PDA	Planning and Development Acts
Permeability	The ease with which a porous medium can transmit water or other fluids.
PFCs	Perfluorocarbons
PM_{10}	Particulate Matter

Abbreviation / Term	Definition
$PM_{2.5}$	Particulate Matter
PWHT	Polluted Water Holding Tank
QC	Quota Count
QI	Qualifying Interest
RMP	Record of Monument and Places
RMSE	Root Mean Square Error
RoI	Republic of Ireland
RPS	Record of Protected Structures
RSES	Regional Spatial and Economic Strategy
PSZ	Public Safety Zones
SA	Small Areas
SAC	Special Area of Conservation
SCI	Special Conservation Interests
SEAI	Sustainable Energy Authority of Ireland
SF_6	Sulphur Hexafluoride
SI	Statutory Instrument
SID	Standard Instrument Departure
SO_2	Sulphur Dioxide
SPA	Special Protected Area
SRI	Societal Risk Index
SSSI	Site of Special Scientific Interest
TFS	Trans Frontier Shipping
TII	Transport Infrastructure Ireland
Till deposits	Till is an unsorted sediment derived from the transportation and deposition of by or from a glacier. Glacial till is composed of a heterogeneous mixture of clay, sand, gravel and boulders.
TOC	Total Organic Carbon
TTA	Traffic and Transport Assessment
UK	United Kingdom
UV	Ultraviolet
VOC	Volatile Organic Compounds
Weathering	Weathering is the breaking down or dissolving of rocks in surface
WFD	Water Framework Directive
WHO	World Health Organisation
ZOI	Zone of Influence

Appendix A Figures



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Project Title:

DUBLIN AIRPORT UNDERPASS

Client:

daa Dublin Airport

LEGEND

- Application Site Boundary
- Land owned by daa
- Watercourses
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)

Notes:

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Drawing Title:

EUROPEAN SITES
WITHIN THE ZOI

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FIGURE 1

Drawn:	Chk'd:	App'd:	Date:
TS	BS	CB	05/08/22

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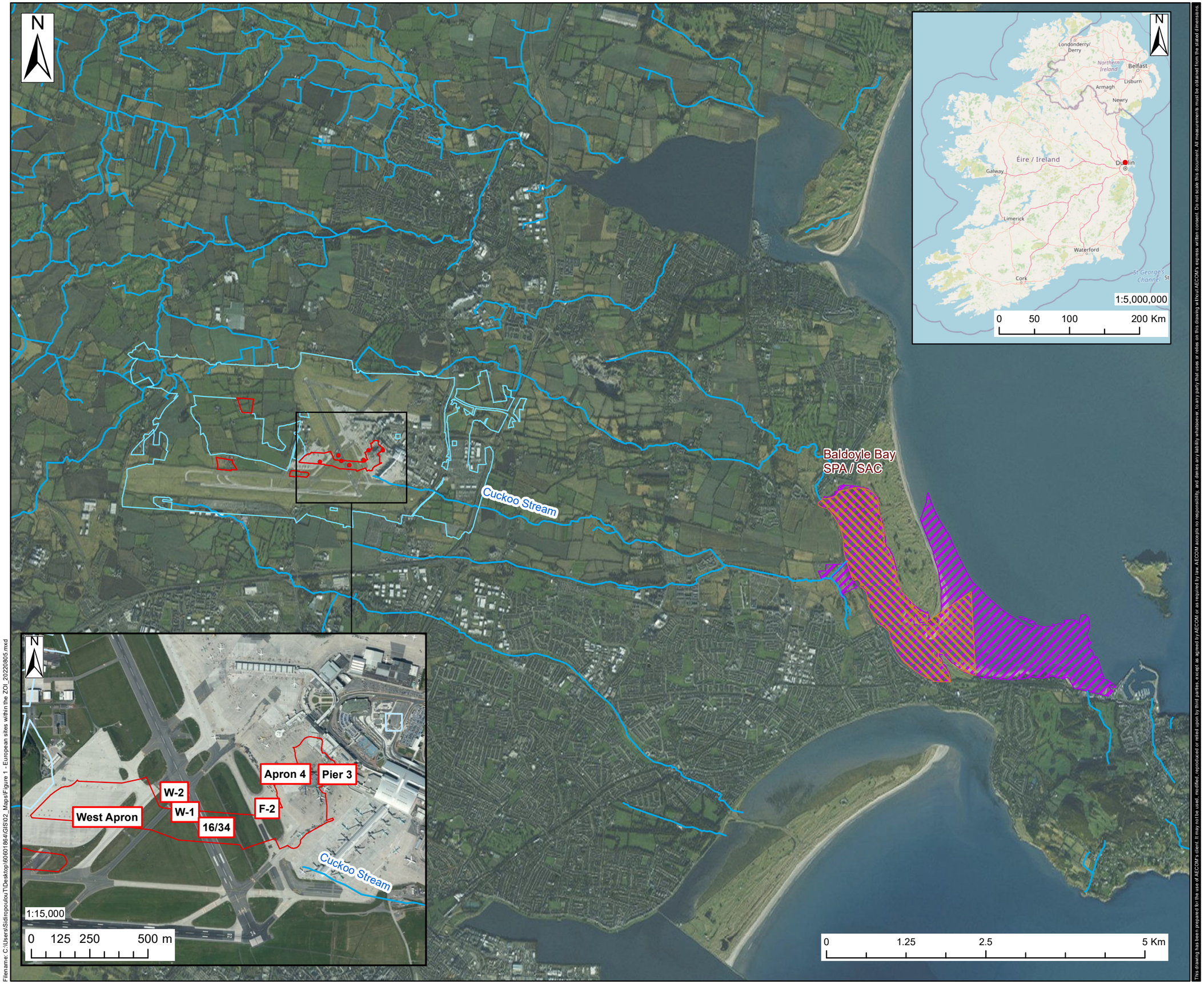

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