

**PROPOSED RESIDENTIAL DEVELOPMENT AT
CHURCH FIELDS EAST, MULHUDDART,
DUBLIN 15**

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

BSM

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Environmental
Assessment
**Built
Environment**

Client:

Fingal County Council

Date:

02 June 2023



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CONTENTS

1	Introduction	1
1.1	The Proposed Development	1
1.2	Site of the Proposed Development	1
1.3	Format & Structure of the Environmental Impact Assessment Report	5
1.3.1	The Environmental Impact Assessment Team	5
1.4	Impact Assessment Methodology	9
2	The Environmental Impact Assessment (EIA) Process	11
2.1	Overview	11
2.2	Requirement for Environmental Impact Assessment	11
2.3	Guidelines	12
2.4	Appropriate Assessment	12
3	Planning & Development Context	15
4	Consideration of Alternatives	17
4.1	Do-Nothing Alternative	17
4.2	Alternative Locations	17
4.3	Alternative Layouts and Designs	17
4.4	Alternative Processes	18
4.5	Alternative Mitigation Measures	18
5	Description of the Proposed Development	19
5.1	Overview of the Proposed Development	19
5.2	Construction of the Proposed Development	20
5.2.1	Site Enabling Works	20
5.2.2	Sub-structure and Superstructure Works	21
5.2.3	Infrastructure Works	21
5.2.4	Earthworks	22
5.2.5	Construction Traffic	22
5.2.6	Site Compound	22
5.3	Operational Phase	25
6	Consultation	27
6.1	Pre-Application Stage	27
6.2	Application Stage	27
7	Population & Human Health	29
8	Biodiversity	33
8.1	Introduction	33
8.2	Existing Environment	33
8.3	Impact Assessment	34
8.4	Mitigation Measures	34
9	Land, Soils, Geology & Hydrogeology	37



9.1	Introduction.....	37
9.2	Baseline Environment.....	37
9.3	Potential Impacts of the Proposed Development.....	37
9.3.1	Construction Phase	37
9.3.2	Operational Phase.....	38
9.4	Mitigation and Residual Effects (Post-Mitigation)	38
9.4.1	Construction Phase	38
9.4.2	Operational Phase.....	38
9.5	Cumulative Impact of the Proposed Development.....	38
9.5.1	Construction Phase	38
9.5.2	Operational Phase.....	39
10	Hydrology.....	41
10.1	Baseline Environment.....	41
10.2	Potential Impacts of the Proposed Development.....	42
10.2.1	Construction Phase	42
10.2.2	Operational Phase.....	42
10.3	Mitigation and Residual Effects (Post-Mitigation)	42
10.3.1	Construction Phase	42
10.3.2	Operational Phase.....	42
10.4	Cumulative Impact of the Proposed Development.....	43
10.4.1	Construction Phase	43
10.4.2	Operational Phase.....	43
11	Air Quality.....	45
11.1	Existing Environment.....	45
11.2	Impact Assessment.....	45
11.2.1	Do Nothing	45
11.2.2	Construction Phase	45
11.2.3	Operational Phase.....	45
11.2.4	Cumulative Impact	46
11.3	Mitigation	46
11.3.1	Construction Phase	46
11.3.2	Operational Phase.....	46
11.4	Residual Impact Assessment	46
11.5	Monitoring.....	46
12	Climate	47
12.1	Existing Environment.....	47
12.2	Impact Assessment.....	47
12.2.1	Do Nothing	47
12.2.2	Construction Phase	47
12.2.3	Operational Phase.....	48
12.2.4	Cumulative Impact	48
12.3	Mitigation	49
12.3.1	Construction Phase	49
12.3.2	Operational Phase.....	49
12.4	Residual Impact Assessment	49
12.5	Interactions	49
12.6	Monitoring.....	49



13	Noise & Vibration	51
13.1	Introduction	51
13.2	Baseline Environment	51
13.3	Potential Impacts of the Proposed Development	51
13.3.1	Construction Phase	51
13.3.2	Operational Phase	51
13.4	Mitigation and Residual Effects (Post-Mitigation)	51
13.4.1	Construction Phase	51
13.4.2	Operational Phase	52
13.5	Cumulative Impact of the Proposed Development	52
13.5.1	Construction Phase	52
13.5.2	Operational Phase	52
14	Landscape & Visual	53
14.1	Existing Environment	53
14.2	Impact Assessment	53
14.3	Mitigation Measures	54
15	Cultural Heritage, Archaeology & Architectural Heritage	57
16	Microclimate – Daylight & Sunlight	59
17	Traffic & Transportation	61
18	Material Assets – Waste	63
18.1	Introduction	63
18.2	Baseline Environment	63
18.3	Potential Impacts of the Proposed Development	63
18.3.1	Construction Phase	63
18.3.2	Operational Phase	63
18.4	Mitigation and Residual Effects (Post Mitigation)	63
18.4.1	Construction Phase	63
18.4.2	Operational Phase	64
18.5	Cumulative Impact of the Proposed Development	64
18.5.1	Construction Phase	64
18.5.2	Operational Phase	64
19	Material Assets – Services	67
20	Interactions	69
21	Cumulative Impacts	71
22	Mitigation Measures & Monitoring	79





1 Introduction

An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed residential development at Church Fields East in Mulhuddart, Dublin 15 ('the proposed development'), in accordance with the provisions of the Planning and Development Act 2000 – 2023 ('PDA 2000'), the Planning and Development Regulations 2001 – 2023 ('PDR 2001') and the relevant guidance documents. The Environmental Impact Assessment Report provides a statement of the effects that a proposed development, if carried out, would have on the environment.

This document is a non-technical summary (NTS) of the Environmental Impact Assessment Report (EIAR), prepared to facilitate the dissemination of the information presented in the Environmental Impact Assessment Report to the general public. It shall endeavour, insofar as possible, to present a condensed summary of the Environmental Impact Assessment Report, using non-technical terms, but without omitting or understating any environmental effects of note.

1.1 The Proposed Development

The proposed development relates to a site of c.5.52 hectares at Church Fields East, Mulhuddart, Dublin 15. The development site is located south of Damastown Avenue; west of Church Road; east of previously permitted residential development at Church Fields (Planning Reg. Ref.: PARTXI/012/21); and north of a permitted linear park (Eastern Linear Park Planning Reg. Ref.: PARTXI/012/21), in the townland of Tyrrelstown, Dublin 15. The proposed development seeks the construction of 217 no. residential units (ranging from 2 – 4 storeys in height) in a mixed tenure development, comprising of 121 no. houses and 96 no. apartments. The development will also include the provision of car parking, cycle parking, new pedestrian / cycle links, services, drainage and attenuation, and all associated site and infrastructural works.

The Applicant is Fingal County Council.

1.2 Site of the Proposed Development

The proposed development site is located in the peri-urban area of Dublin 15, c. 11.5km to the north-west of Dublin city centre and c. 1.5km north of Blanchardstown town centre. The site is situated in the administrative area of Fingal County Council, in the townland of Tyrrelstown, the local electoral area of 'Blanchardstown Mulhuddart' and the electoral division of 'Blanchardstown-Tyrrelstown'.

The development site is located between a stand of mature tree along Church Road to the east, the permitted Church Fields Housing and Eastern Linear Park Development (PARTXI/012/21) to the west (proposed commencement later in 2023), Damastown Avenue to the north, and a new linear park to the south. The site is located west of protected structure RPS No. 670 Mulhuddart Church (in ruins) and Graveyard, which is located east of Church Road. Further to the south-west of the proposed development site are the existing residential areas of Avondale and Wellview where recent housing extension works have been completed. The surrounding area is a relatively new suburban area comprising a mix of uses from residential to commercial. A 110KV overhead powerline runs across the north-eastern section of the site.

Further to the north of the Damastown Avenue the lands are in community use comprising of a church and educational facilities (Powerstown Educate Together National School Tyrrelstown and Gaelscoil an Chuilinn). Tyrrelstown local centre is c. 750m to the north-east of the proposed development. Lady's

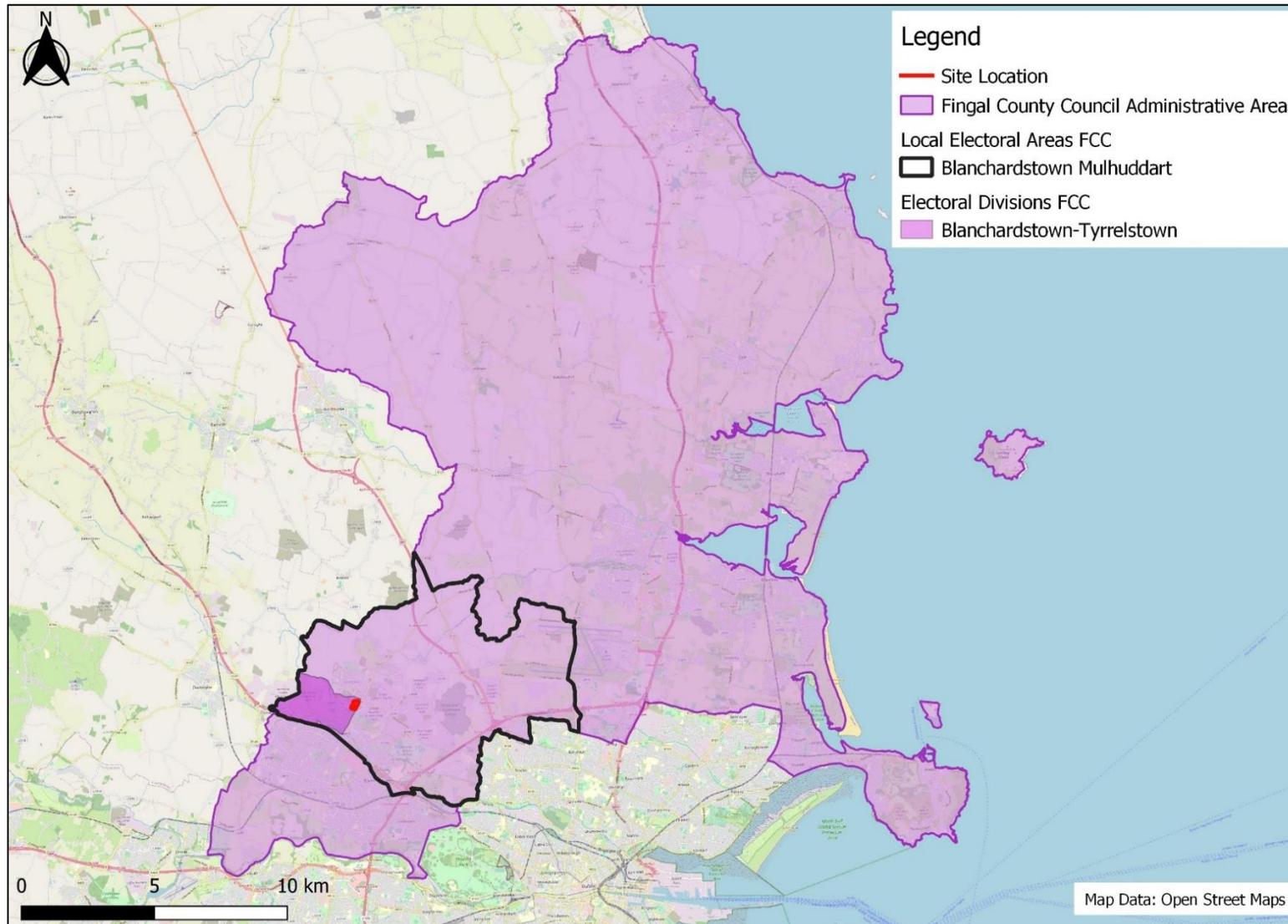
Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

Well Park is c. 100m to the south-east of proposed development site. The TU Dublin Blanchardstown Campus is a further c. 720m to the south-east. Further to the north-east are the Amazon Data Centre Technology Park, Pharmaceutical facilities, Blanchardstown Corporate Park, Northwest Logistics and Business Park and, Ballycoolin Business Park, while to the south-west is the Damastown Industrial Park and Plato Business Park comprising light industrial and pharmaceutical activities. **Figure 1.1** and **Figure 1.2**, below, illustrate the location of the proposed development site.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Figure 1.1 Location of the proposed development



Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Figure 1.2 Site of the proposed development



1.3 Format & Structure of the Environmental Impact Assessment Report

This EIAR has been completed in accordance with the requirements as set out in the EIA Directive, (2011/92/EU), as amended by Directive 2014/52/EU and relevant guidelines and documentation. The composition of this EIAR is in accordance with EPA Guidelines (2022) which requires that information contained within an EIAR should be in accordance with Article 3(1), Article 5(1) and any additional information specified under Annex IV under the Directive 2014/52/EU. Refer to **Table 1.1** below for the structure of the EIAR.

Table 1.1 Structure of the EIAR

Section	Description
Volume 1:	Non-technical Summary (NTS)
	A summary of the EIAR in non-technical language
Volume 2:	Main Report
Chapter 1	Introduction
Chapter 2	The EIA Process
Chapter 3	Planning & Development Context
Chapter 4	Consideration of Alternatives
Chapter 5	Description of the Proposed Development
Chapter 6	Consultation
Chapter 7	Population & Human Health
Chapter 8	Biodiversity
Chapter 9	Land, Soils, Geology & Hydrogeology
Chapter 10	Hydrology
Chapter 11	Air Quality
Chapter 12	Climate
Chapter 13	Noise & Vibration
Chapter 14	Landscape & Visual
Chapter 15	Cultural Heritage, Archaeology & Architectural Heritage
Chapter 16	Microclimate – Daylight & Sunlight
Chapter 17	Traffic & Transportation
Chapter 18	Material Assets – Waste
Chapter 19	Material Assets – Services
Chapter 20	Interactions
Chapter 21	Cumulative Impacts
Chapter 22	Mitigation Measures & Monitoring
Volume 3:	Appendices
	Technical reference material supporting the EIAR chapters

1.3.1 The Environmental Impact Assessment Team

The EIAR was coordinated by Brady Shipman Martin (BSM). Various environmental specialists were commissioned to complete the specialist chapters of the EIAR, as required by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment. A description of experts who have contributed to this EIAR, their qualifications, experience and any other relevant credentials is provided in **Table 1.2**.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

Table 1.2 EIAR Contributors

Name	Company	Role / input	Qualifications
Pauline Byrne	BSM	Planner	BSc Mgmt., Adv. Dip. Marketing, MA Regional & Urban Planning <ul style="list-style-type: none"> ■ Head of Planning ■ Member of Royal Town Planning Institute (MRTPI) ■ Member of Irish Planning Institute (MIPI) ■ Over 20 years of experience
Thomas Burns	BSM	EIAR technical review; Landscape and Visual	B.Agr.Sc. (Land.) Dip. EIA Mgmt., Adv. Dip. Plan. & Env. Law <ul style="list-style-type: none"> ■ Environmental Planner and Landscape Architect ■ Member of Irish Landscape Institute & Irish Environmental Law Association ■ Over 30 years of experience in EIA and LVIA
Matthew Hague	BSM	EIAR technical review; Biodiversity	BSc, MSc, Adv. Dip. Plan. & Env. Law <ul style="list-style-type: none"> ■ Associate & Senior Ecologist ■ Chartered Environmentalist – CEnv ■ MCIEEM ■ Member of Irish Environmental Law Association ■ Over 20 years of experience
Namrata Kaile	BSM	EIAR Co-ordinator; Background chapters; Population & Human Health; Biodiversity	BSc Life Sciences, MSc Env. Sciences <ul style="list-style-type: none"> ■ Environmental Consultant & Ecologist ■ Qualifying Member CIEEM ■ Over 3 years of experience
Teri Hayes	AWN Consulting	Land, Soils, Geology & Hydrogeology; Hydrology	BSc MSc Adv Dip Planning & Environmental Law <ul style="list-style-type: none"> ■ Geologist & Hydrogeologist ■ PGeo and EurGeol ■ 30 years' experience
Hana Blandford	AWN Consulting	Land, Soils, Geology and Hydrogeology	BSc Agri-Environmental Science, M.Phil International Peace Studies <ul style="list-style-type: none"> ■ Environmental Consultant

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

Name	Company	Role / input	Qualifications
Luke Maguire	AWN Consulting	Hydrology	BSc GeoScience <ul style="list-style-type: none"> ■ Environmental Consultant ■ 2.5 years experience
Avril Challoner	AWN Consulting	Air Quality; Climate	BEng (Env), PhD, CSci, CEnv <ul style="list-style-type: none"> ● Air Quality and Climate Consultant ● Member Institute of Environmental Management and Assessment, Member Institute of Air Quality Management ● 10 Year of Experience in Consultancy
Dominic Wright	AWN Consulting	Noise & Vibration	Extended Diploma in Music Technology, IOA Diploma in Acoustics and Noise Control <ul style="list-style-type: none"> ● Acoustic Consultant ● Associate Member IOA (AMIOA) ● Experience in compiling environmental noise assessments over a variety of sectors and developments
Clare Crowley	Courtney Deery Heritage Consultancy Ltd.	Cultural Heritage, Archaeology & Architectural Heritage	PhD Archaeology, BA (Hons) Archaeology, Certificate in Condition Surveys of Historic Buildings, Certificate in Repair & Conservation of Historic Buildings <ul style="list-style-type: none"> ● Senior Archaeologist & Heritage Consultant ● Over 20 years' experience
Andrew Cruise	Waterman Moylan	Microclimate – Daylight & Sunlight	BTech Building Services Engineering, BScEng Energy Management <ul style="list-style-type: none"> ■ Project Engineer ■ Over 6 years of experience
Niall Coughlan	Waterman Moylan	Microclimate – Daylight & Sunlight	Director, Building Services <ul style="list-style-type: none"> ■ CEng, Engineers Ireland ■ BA, BAI ■ RConsEI ■ Over 22 years industry experience.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

Name	Company	Role / input	Qualifications
Ian Worrell	Waterman Moylan	Traffic & Transportation Material Assets – Services	BScEng, DipEng, CEng, MIEI, PEng, DipPhysPlg <ul style="list-style-type: none"> ■ Associate ■ Chartered Civil Engineer (CEng) ■ Professional Engineer (PEng) ■ Over 26 Years experience
Fernando Silva	Waterman Moylan	Traffic & Transportation	BEng Environmental Engineering <ul style="list-style-type: none"> ■ Senior Transportation Engineer ■ Associate Member CIHT (AMCIHT) ■ Over 6 years of experience
Noel Mahon	Waterman Moylan	Traffic & Transportation; Material Assets-Services	MEng Civil Engineering <ul style="list-style-type: none"> ■ Senior Civil Engineer ■ Member Engineers Ireland MIEI ■ Over 7 years of experience
Chonaill Bradley	AWN Consulting	Material Assets- Waste	BSc Environmental Science <ul style="list-style-type: none"> ● Environmental Consultant ● Associate Member CIWM ● Over 8 years of experience

1.4 Impact Assessment Methodology

The assessment of impacts is based on the source-pathway-receptor model, which dictates that, for an environmental impact to occur, there must be a source, a receptor which is sensitive to the effect in question, and a pathway by which the effect can reach the receptor. Unless otherwise stated, the criteria for effect / impact characterisation are as per the Environmental Protection Agency (EPA)'s 2022 *Guidelines on the information to be contained in Environmental Impact Assessment Reports* (as set out in Table 1.3).

Table 1.3 Description of effects (adapted from EPA, 2022)

Criteria	Definition
Quality of Effects	
Positive	A change that improves the quality of the environment (for example, by increasing species diversity, improving reproductive capacity of an ecosystem, removing nuisances or improving amenities).
Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
Negative / adverse	A change that reduces the quality of the environment (for example, lessening species diversity, diminishing the reproductive capacity of an ecosystem, damaging health / property or causing nuisance).
Significance of Effects	
Imperceptible	An effect capable of measurement but without significant consequences.
Not significant	An effect that causes noticeable changes in the character of the environment but without significant consequences.
Slight	An effect that causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant	An effect that, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
Very significant	An effect that, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	An effect that obliterates sensitive characteristics.
Extent and Context of Effects	
Extent	The size of the area, number of sites, or proportion of a population affected by an effect.
Context	Describes whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (i.e. <i>is it the biggest, longest effect ever?</i>)
Probability of Effects	
Likely	The effects that can reasonably be expected to occur because of a proposed development if all mitigation measures are properly implemented.
Unlikely	The effects that can reasonably be expected not to occur because of a proposed development if all mitigation measures are properly implemented.
Duration, Reversibility & Frequency	
Momentary	Effects lasting from seconds to minutes.
Brief	Effects lasting less than a day.
Temporary	Effects lasting less than a year.
Short-term	Effects lasting one to seven years.
Medium-term	Effects lasting seven to fifteen years.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Criteria	Definition
Long-term	Effects lasting fifteen to sixty years.
Permanent	Effects lasting over sixty years.
Reversible	Effects that can be undone (for example, through remediation or restoration).
Frequency	How often the effect will occur (e.g. once, rarely, occasionally, frequently, constantly, hourly, daily, weekly, monthly, annually, etc.).
Type of Effects	
Indirect / secondary	Impacts that are not a direct result of a proposed development, often produced away from the site or because of a complex pathway.
Cumulative	The addition of many minor or significant effects, including effects of other plans and / or projects, to create larger, more significant effects.
Do-nothing	The environment as it would be in the future should the proposed development not be carried out.
Worst-case	The effects arising from a proposed development in the case where mitigation measures substantially fail.
Indeterminable	When the full consequences of a change in the environment cannot be described.
Irreversible	When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
Residual	The effect that will occur after the proposed mitigation measures have been implemented.
Synergistic	Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of SO _x and NO _x to produce smog).

2 The Environmental Impact Assessment (EIA) Process

2.1 Overview

Environmental Impact Assessment (EIA) is a process involving a systematic analysis and assessment of the potential effects of a proposed development on the receiving environment. The requirement for Environmental Impact Assessment in the European Union stems from the EIA Directive, which aims to provide a high level of protection to the environment and human health. It requires that projects likely to have significant effects on the environment are subject to Environmental Impact Assessment, as part of the development consent process.

The Environmental Impact Assessment Report is the principal document upon which the Environmental Impact Assessment is based. It provides a statement of the effects that a proposed development, if carried out, would have on the environment.

Where required, the Environmental Impact Assessment Report is prepared by a Developer / Applicant for the purposes of a planning application for a proposed development. As part of the planning application, it is submitted to the planning authority (An Bord Pleanála, in this case), who uses the information provided therein to complete the Environmental Impact Assessment. The assessment, in the context of other considerations, informs the decision to grant or refuse planning permission.

2.2 Requirement for Environmental Impact Assessment

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

The proposed development is not of a class of development listed in Part 1 of Schedule 5 of the PDR 2001 and, therefore, EIA is not a statutory requirement under this provision. However, the proposed development does correspond with the classes of development listed in paragraphs 10(b)(i) and 10(b)(iv) of Part 2 of Schedule 5 of the PDR 2001. When considered together, the gross quantum of development proposed for Church Fields Housing and Eastern Linear Park Development (permitted under FCC Ref.: Part XI/012/21) and Church Fields East (‘proposed development’) exceeds the thresholds specified in relation to these classes of development, as detailed in **Table 2.1**, below.

Table 2.1 Statutory requirement for EIA under Part 2 of Schedule 5 of the PDR 2001

Provision (Part 2 of Schedule 5 of PDR 2001)	Proposed Development (Church Fields East)	Previously permitted development (Church Fields Housing and Eastern Linear Park Development)
Paragraph 10(b)(i): <i>“Construction of more than 500 dwelling units.”</i>	c. 217 units	300 units
Paragraph 10(b)(iv): <i>“Urban development which would involve an area greater than 2 hectares in the case of a business</i>	c. 5.52 Ha	c. 9.47 ha

Provision (Part 2 of Schedule 5 of PDR 2001)	Proposed Development (Church Fields East)	Previously permitted development (Church Fields Housing and Eastern Linear Park Development)
<i>district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.”¹</i>		

Therefore, under the provisions of the PDR 2001, EIA is a statutory requirement for the proposed development, and the Applicant is required to prepare an Environmental Impact Assessment Report.

2.3 Guidelines

The EIAR has been prepared in accordance with the aforementioned legislative provisions and the following guidelines, among others, as specified in the various specialist EIAR chapters:

- EPA (2022). *Guidelines on the information to be contained in Environmental Impact Assessment Reports*;
- EPA (2003). *Advice Notes on Current Practice in the preparation of Environmental Impact Statement*;
- EC (2017). *Environmental Impact Assessment of Projects. Guidance on the preparation of Environmental Impact Assessment Report*;
- EC (2017). *Environmental Impact Assessment of Projects. Guidance on Scoping*;
- EC (2017). *Environmental Impact Assessment of Projects. Guidance on Screening*;
- Department of Housing, Planning and Local Government (DHPLG) (2018). *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*;
- DHPLG (2017). Circular letter PL 1/2017 – Advice on Administrative Provisions in Advance of Transposition;
- European Commission (EC) (1999). *Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions*;
- EC (2013). *Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment*.
- Planning and Development Act 2000, as amended;
- Planning and Development Regulations 2001, as amended.

In addition to the above-listed, legislation and guidance documents relating to topic-specific environmental assessments have been considered in the preparation of each specialist chapter, as detailed in the respective chapters.

2.4 Appropriate Assessment

European Sites, also known as the ‘Natura 2000’ network, include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These are a network of sites designated for nature conservation under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the ‘Habitats Directive’) and Directive 2009/147/EC on the conservation of wild birds (the ‘Birds Directive’). The requirements for Appropriate Assessment (AA) are set out under Article 6 of the

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

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Habitats Directive, transposed into Irish law by the European Union (Birds and Natural Habitats) Regulations 2011 – 2021 (the ‘Birds and Natural Habitats Regulations’) and the PDA 2000.

An Appropriate Assessment Screening Report has been prepared by BSM in respect of the proposed development, in accordance with the requirements of the Habitats Directive and the Birds Directive, and the PDA 2000. It has concluded:

“In view of best scientific knowledge, this report concludes that the proposed development at Church Fields East, Mulhuddart, Dublin 15, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.

It is considered that this report provides sufficient relevant information to allow Fingal County Council to carry out an AA Screening, and to reach a determination that the proposed development will not have any likely significant effects on European sites under Article 6 of the Habitats Directive in light of their conservation objectives.”

Please refer to Appropriate Assessment Screening Report, submitted under separate cover as part of the planning application.

3 Planning & Development Context

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

International

- United Nations Sustainable Development Goals (2015).

European

- Environmental Impact Assessment Directive (consolidated 2011/92/EU and 2014/52/EU);
- Birds (2009/147/EC) and Habitats Directive (92/43/EEC);
- EU Water Framework Directive (2000).

National

- Project Ireland 2040 – National Planning Framework and National Development Plan (2018);
- Sustainable Urban Housing: Design Standards for New Apartments (2022);
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018);
- Design Manual for Urban Roads and Streets (2019);
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2010);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009);
- Urban Design Manual – A Best Practice Guide (2009);
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009);
- Childcare Facilities – Guidelines for Planning Authorities (2001);
- Affordable Housing Act 2021 (as amended);
- Housing for All – A New Housing Plan for Ireland (2021);
- National Cycle Manual (2011);
- Smarter Travel – A Sustainable Transport Future 2009 – 2020.

Regional

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

Please refer to the accompanying EIAR and the Planning Report & Statement of Consistency for the proposed development, prepared by BSM and submitted under separate cover as part of the planning application, which details the consistency of the proposed development with the above listed planning and policy documents. The need for the proposed development is set out under national, regional and local policy documents and in summary includes:

- The Government's National Planning Framework (NPF) (2018) predicts that there will be a need for at least half a million additional homes in Ireland by 2040, in order to meet the needs of our growing population. In order to promote sustainable development, the NPF sets out a policy of compact growth, targeting 40% of new housing development within and close to the existing footprint of built-up areas;

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

- More recently (2021), the Government’s housing plan, Housing for All, targets increased supply of new housing (an average of at least 33,000 per year to 2030) coupled with greater provision of affordable and social housing (an average of 6,000 affordable homes to be made available every year for purchase or for rent, provision of more than 10,000 social homes each year, with an average 9,500 new-build Social Housing Homes to 2026);
- The Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019 – 2031 (RSES) targets the delivery of at least 50% of all new homes within or contiguous to the built up area of Dublin City and suburbs, with at least an additional 30% being delivered in other urban areas in the Region – which takes in Counties Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow and Dublin. The proposed development will contribute to the achievement of the population growth targets in the RSES, by providing a high-quality new residential development on lands zoned for this purposes by the Local Authority (Fingal County Council);
- The Fingal Development Plan 2023-2029 sets out an overall strategy for the proper planning and sustainable development of the functional areas of Fingal over a 6-year period. The Plan under housing programme (pg. 25) states- *‘The proposed mixed tenure development at Church Fields, Mulhuddart comprises 1,000 social and affordable housing units. The Part 8 planning for the first phase of 300 dwellings and the Eastern Linear Park was approved in 2022.’*
- The Regional Planning Guidelines Settlement Hierarchy for the Greater Dublin Area identifies a hierarchy of settlement types within the Metropolitan and Hinterland areas. Under the Development Plan, Blanchardstown (including Castleknock, Clonsilla, Mulhuddart, Ongar, Hollystown, Tyrrelstown and Dunsink) is defined as a *‘Dublin City and Suburbs Consolidation Area’- ‘International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.’* Blanchardstown is strategically located at the intersection of the N3 and M50 national roads and is the largest settlement centre in Fingal, encompassing the important urban neighbourhoods of Clonsilla, Castleknock, Coolmine, Mulhuddart, Ongar, Tyrrelstown and Hollystown. While Mulhuddart is not specifically identified within the Core Strategy, it is located in the *Dublin City and Suburbs Consolidation Area* associated with Blanchardstown;
- The proposed development site is zoned ‘RS – Residential’ which has an overall objective to *“provide for residential development and protect and improve residential amenity.”* The RS land zoning objective *“ensures that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.”* The subject site is also bound by GDA Cycle Network routes on Damastown Avenue (primary route) and Church Road (secondary route).

4 Consideration of Alternatives

In accordance with Part 1(d) of Schedule 6 of the Planning and Development Regulations 2001, this Chapter of the Environmental Impact Assessment Report provides a “A description of the reasonable alternatives studied by the person or persons who prepared the EIAR [Environmental Impact Assessment Report], which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed development on the environment”. As per the Environmental Protection Agency’s 2022 Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, the alternatives are discussed under headings as follows:

- ‘Do-Nothing’ Alternative;
- Alternative Locations;
- Alternative Layouts;
- Alternative Designs;
- Alternative Processes;
- Alternative Mitigation Measures.

4.1 Do-Nothing Alternative

The ‘Do-Nothing’ alternative considers the likely scenario that would arise, assuming the proposed development were not progressed, i.e. if nothing were done. Note that this chapter discusses the Do-Nothing scenario in terms of development (or lack thereof) in the absence of the proposed development.

The lands are zoned as RS-Residential in the Fingal Development Plan 2023-2029 and were similarly zoned in the previous Fingal Development Plan 2017-2023. A ‘do-nothing’ alternative for these zoned lands would mean that these residential zoned lands would not be developed in accordance with the objectives of the Development Plan and would be contrary to the Councils objective to promote residential land use at this site. Therefore a ‘do-nothing alternative’ is not considered further in this assessment.

4.2 Alternative Locations

Taking into consideration the Local Authority zoning and development objectives, it is considered that the site is suitable for the proposed development, which has been tailored to deliver site-specific development objectives. Therefore, it is considered that the consideration of alternative locations is not relevant in this case.

4.3 Alternative Layouts and Designs

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

- Design Alternative 1;
- Design Alternative 2A;
- Design Alternative 2B (final layout).

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

The evolution of the design and layout for the proposed development has been an iterative process which involved the entire design team. The design has undergone rigorous appraisal, which has led to a final layout that responds appropriately to the site characteristics, opportunities and constraints. The final layout, presented in the Architectural Drawings and the Architectural Design Statement (which have been submitted under separate cover and should be read in conjunction with this chapter), has evolved since the initial design stage, subsequent to a number of design team meetings.

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

- Positive engagement and interaction with the Class 1 Public Open Space Eastern Linear Park previously permitted under FCC Reg. ref. No.: PARTXI/012/21;
- Continuation in terms of layout, design and provision of residential typologies as established under the adjoining permitted development (FCC Reg. ref. No.: PARTXI/012/21);
- The use of higher density residential apartment blocks as books-end at the north-east and south-east limits of the proposed residential development;
- Connection to the surrounding infrastructure, including to the footpath and cycleway currently being provided along the eastern boundary of the site (permitted under PARTXI/010/19);
- Provision of locally accessible open spaces – other than the linear park – as pocket parks centrally located within the new development area and as open space to the east extending the tree-lined open space along Church Road.

4.4 Alternative Processes

Having regard to the nature of the proposed development, this is not considered a relevant class of alternatives in this case.

However, the residential units will be designed to comply with building regulations framework and the requirement to achieve Nearly Zero Energy Building (NZEB) standard.

4.5 Alternative Mitigation Measures

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

5 Description of the Proposed Development

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

5.1 Overview of the Proposed Development

The proposed development seeks the construction of 217 no. residential units, consisting of 121 no. houses and 96 no. apartments, ranging from 2 – 4 storeys in height, in a mixed tenure development. The development is set out as follows:

- The construction of:
 - 121 no. two and three storey houses (34 no. 2 beds, 76 no. 3 beds, & 11 no. 4 beds);
 - 3 no. four-storey apartment blocks with balconies on all elevations, green roofs, and external amenity courtyards, providing a total of 96 no. units (36 no. 1 beds, 56 no. 2 beds, & 4 no. 3 beds)
- Landscape works including:
 - provision of Class 2 open space of 7,600 sqm, private communal open space of 725 sqm, playgrounds and kick about areas;
 - new pedestrian and cycle connections to Damastown Avenue to the north; to the new Church Fields footpath cycleway to the east; and to the linear park to the south; and
 - a new pedestrian connection to Church Road and to Mulhuddart Cemetery on Church Road
- 306 no. car parking spaces (263 no. residential and 43 no. visitor spaces), including 15 accessible spaces; and 897 no. bicycle parking long term and short term spaces, including 6 no. external bike stores providing 300 bicycle spaces for the apartments, and 16 no. free-standing bike bunkers accommodating 96 no. bicycle spaces for mid-terrace houses;
- A temporary construction access to the site from Damastown Avenue;
- Associated site and infrastructural works include provision for water services, foul and surface water drainage and associated connections to the permitted Church Fields Housing and Eastern Linear Park scheme (as permitted under Plan Reg. Ref.: PARTXI/012/21); and Sustainable Drainage Systems, including permeable paving, green roofs and swales. The proposed development includes for proposed surface water drainage which is amended from that permitted under Church Fields Housing and Eastern Linear Park development.
- The proposed application includes all site enabling and development works, landscaping works, PV panels, bins stores, plant, storage, boundary treatments, ESB substations, lighting, servicing, signage, and all site development works above and below ground.

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

Figure 5.1 Proposed development- site layout (Source: Walsh Associates 2023)



5.2 Construction of the Proposed Development

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

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

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

5.2.1 Site Enabling Works

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

- Securing of site boundary and erecting of fencing or hoarding as required;
- Service terminations and positive identification of any services on the site by the utility providers;
- Provision of temporary power, lighting and water services;
- Set up of site accommodation and welfare facilities;
- Archaeological monitoring in accordance with the recommendations of the Archaeological Assessment;
- Identification of the trees that are required to be removed and the removal of these along with scrub and vegetation, in consultation with the appointed Arborist and the recommendations of the tree survey report;

- Identification of the trees that are required to be protected and the protection of these in consultation with the appointed Arborist and the recommendations of the tree survey report;
- Identification of watercourses in the vicinity of the site and measures to be put in place to minimise contamination of same;
- Measures for working in close proximity to existing overhead powerlines in the north-eastern portion of the subject site; and
- Excavation and reuse of soil / subsoil on site.

5.2.2 Sub-structure and Superstructure Works

It is envisaged that the sub-structure and superstructure works will include (but not necessarily be limited to) the following:

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

5.2.3 Infrastructure Works

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

All works are to be carried out in accordance with Irish Waters Code of Practice for Water and Wastewater and the contractor is to liaise with Uisce Éireann for the duration of the construction phase.

Engagement with the service and utility providers will be entered into early in the design stage to allow for adequate planning of utility infrastructure. Provision of the permanent infrastructure to the site will be carried out as early as possible in the programmed works to incorporate the temporary site requirements with the permanent requirements.

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

The envisaged duration of the construction phase is 26-28 months.

During the construction phase, hazardous substances typical of construction sites of this nature and scale will be present on-site, including concrete / cementitious materials, oils, fuels, paints and other chemicals. Hydrocarbons, solvents and other such hazardous substances will be stored in secure, bunded hardstanding areas. Re-fuelling and servicing of construction plant and machinery will only be permitted at suitably located, designated hardstanding areas. Spill kits will be present on-site at all times.

5.2.4 Earthworks

The site of the proposed development is predominantly greenfield in nature. In order to facilitate the construction of the proposed development, soil stripping, earthworks and the storage and handling of excavated material will be required.

In order to minimise the volume of material being exported off-site, excavated material will be reused on-site (e.g. as fill material) where feasible. However, it is envisaged that a certain volume of excavated subsoil will be unsuitable for on-site re-use and will need to be disposed of at an appropriately licenced landfill facility. Indicative earthworks figures are as follows:

- Volume of earthworks – excavated soil / subsoil: 9,550m³;
- Volume of earthworks – infill: 6,000m³;
- Volume of earthworks – reuse: 7,640m³;
- Excess for off-site disposal: 2,050m³;
- Maximum depth of excavation: 3m.

5.2.5 Construction Traffic

All traffic for required works will enter the site via a temporary construction access off Damastown Avenue. Refer to **Figure 5.1** below.

A Construction Traffic Management Plan (CTMP) will be prepared for the works. The CTMP will reflect the requirements of:

- Chapter 8 of the Department of the Environment Traffic Signs Manual, current edition;
- Guidance for the Control and Management of Traffic at Road Works (June 2010) prepared by the Local Government Management Services Board (Department of Transport);
- Any additional requirements detailed in the Design Manual for Roads and Bridges & Design Manual for Urban Roads & Streets (DMURS).

Traffic volumes are not anticipated to be significant and turning movements into the site shall be accommodated without delay. Warning signage will be provided for pedestrians and other road users on all approaches in accordance with Chapter 8 of the Traffic Signs Manual and the Contractor's Traffic Management Plan.

5.2.6 Site Compound

It is envisaged that one construction site compound will be required for the purposes of the proposed development. The construction compound will be engineered with appropriate services and will be hoarded or fenced off for security purposes. The compound will be used as the primary location for the storage of materials, plant, and equipment, site offices (which may be two to three stories in height), and worker welfare facilities. The construction compound will contain facilities for construction personnel and waste segregation area. Temporary toilets and wash facilities will be provided for construction workers. Car parking will be provided for construction workers.

The construction strategy for existing permitted developments adjoining proposed development, development phases for proposed development, location of construction compound and construction access is shown in **Figures 5.1 to 5.4**.

Figure 5.2 Construction Strategy for Existing Permitted Developments adjoining Church Fields East

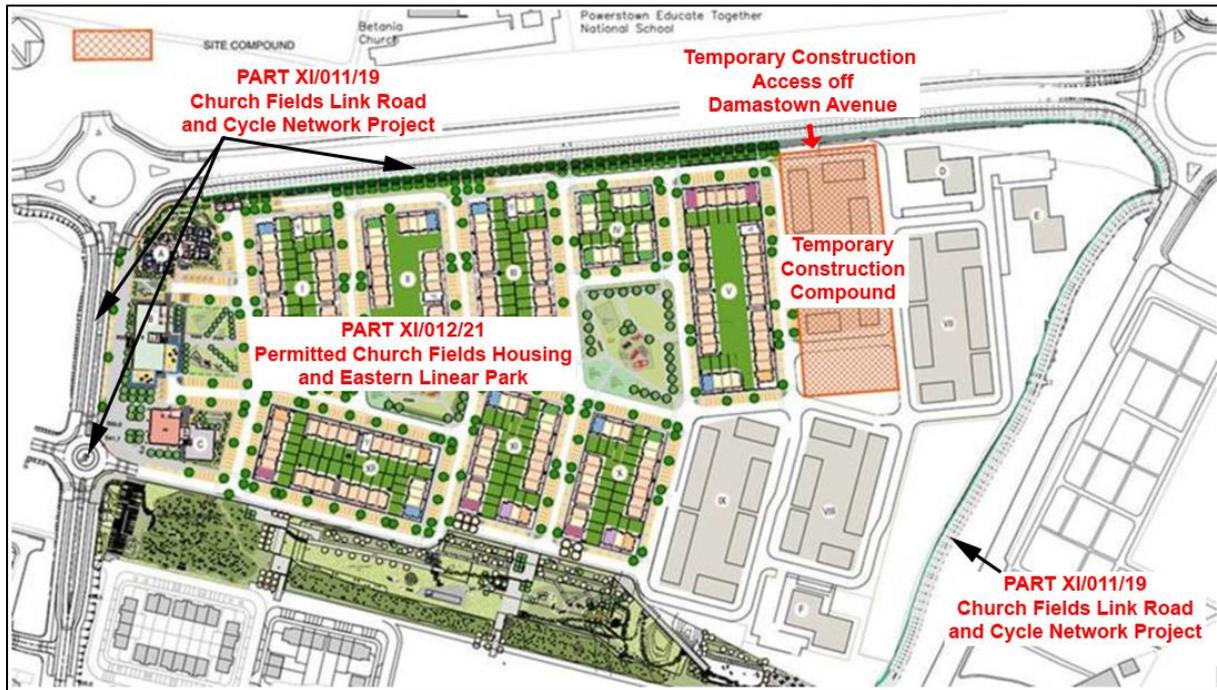


Figure 5.3 Sub-Phase 1A Church Fields East (utilising existing Temporary Site Compound and Access off Damastown Avenue)

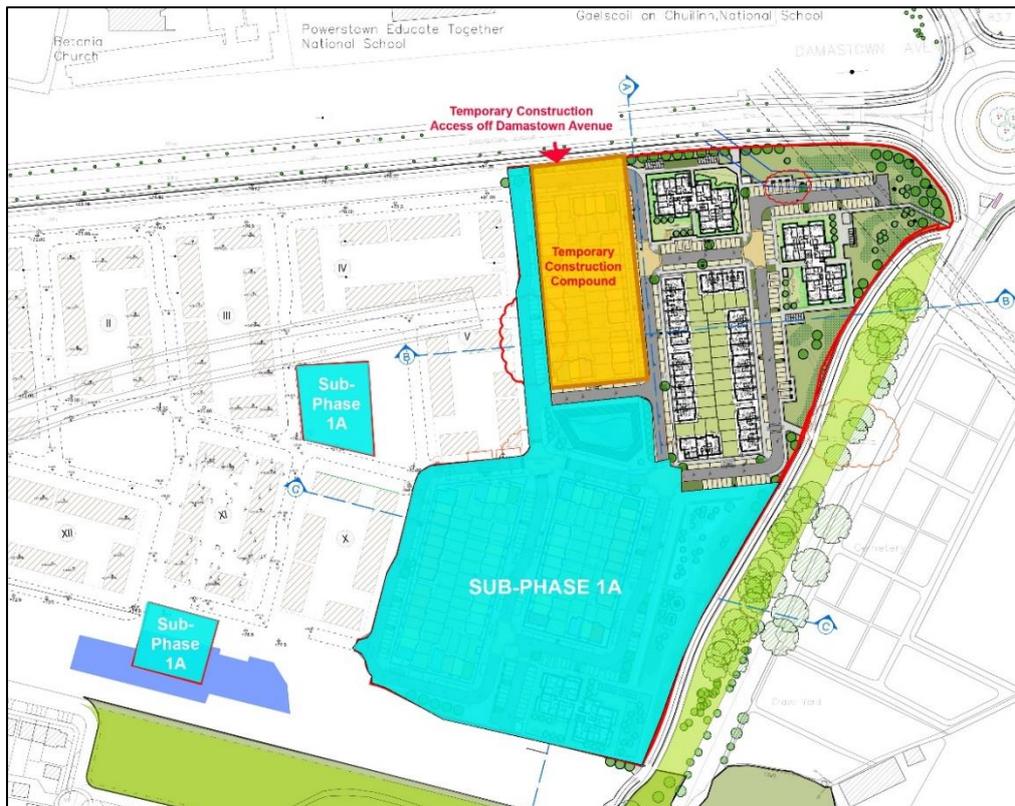


Figure 5.4 Sub-Phase 1B Church Fields East (utilising existing Temporary Site Compound and Access off Damastown Avenue)

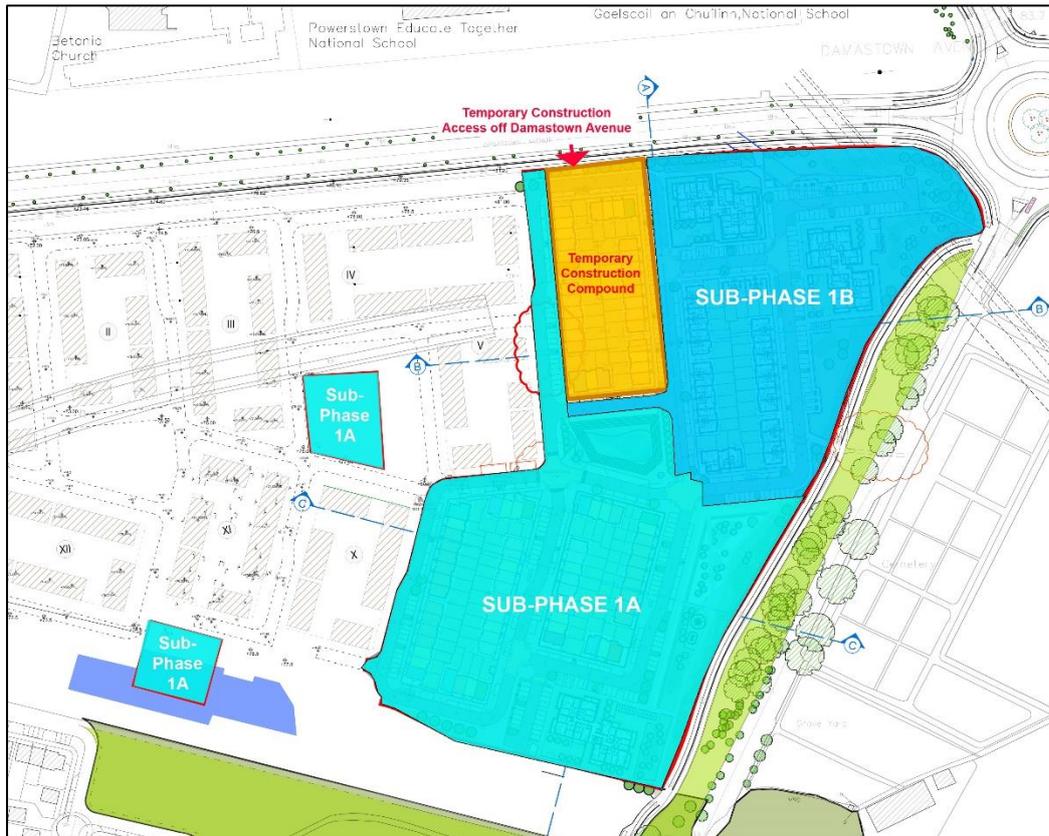
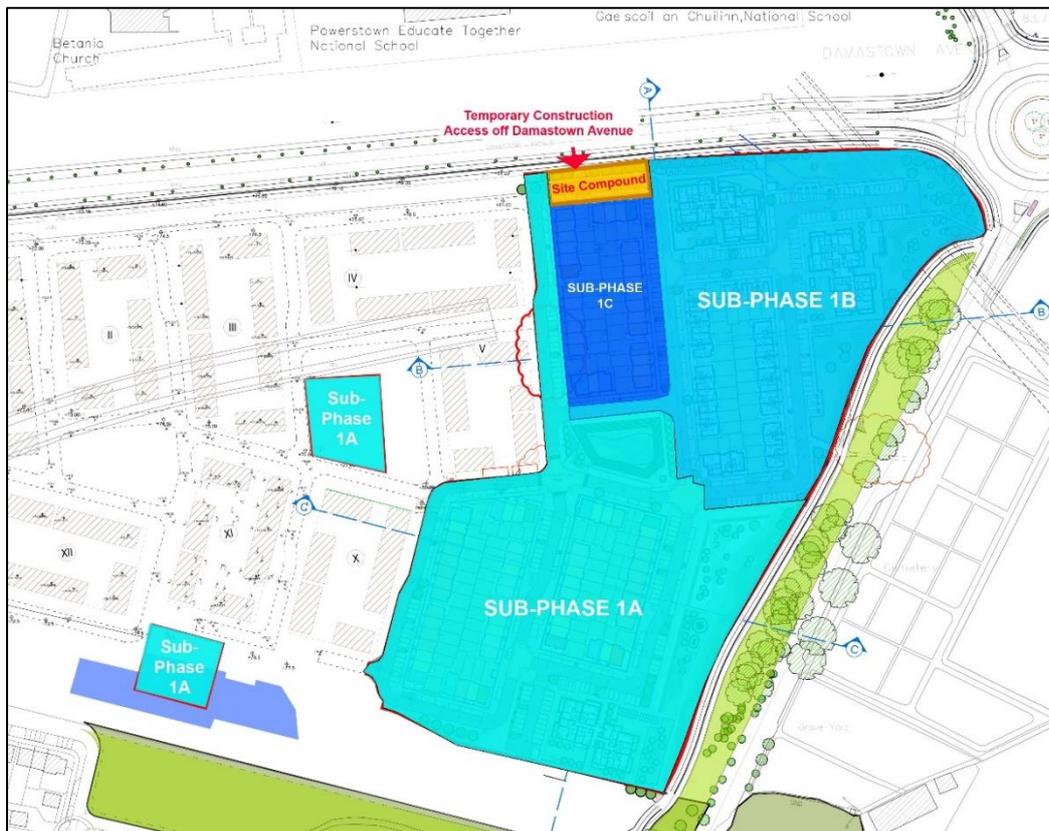


Figure 5.5 Sub-Phase 1C Church Fields East (utilising part of existing Temporary Site Compound and Access off Damastown Avenue)



Envisaged working hours are as follows:

- Monday – Friday: 08:00 – 19:00;
- Saturday: 08:00 – 14:00;
- Weekends / Bank Holidays: No works.

Works outside of these hours will be subject to prior agreement with Fingal County Council.

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

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

5.3 Operational Phase

The operation of the proposed development will entail the standard operation of a residential development incorporating houses and apartment blocks. It will involve the daily activities of residents of the community; their activities in their homes and gardens, their movements to and from and within the site, and the operation of associated supporting infrastructure and services. There will be a new public realm, including a network of roads and streets, featuring a variety of road users, including pedestrians, cyclists and drivers. The specifics of the operational phase will be discussed, where relevant, in the various specialist chapters of the Environmental Impact Assessment Report (Volume 2).

During the operational phase, it is proposed to implement the following plans of pertinence to the Environmental Impact Assessment Report:

- Travel Plan;
- Operational Waste Management Plan.

6 Consultation

Consultation is a key element in the EIA process. The 2014 Directive places emphasis on effective public participation in the decision-making procedures for EIA cases.

The structure, presentation of the EIAR, including the Non-Technical Summary (NTS), as well as public access, all facilitate the dissemination of the information contained in the EIAR and the wider application for the proposed development. The core objective is to ensure that the public and local community are aware of the likely environmental effects of projects prior to the granting of consent.

Informal scoping of potential environmental impacts was undertaken with the Fingal County Council through pre-application meetings. Direct and formal public participation in the EIA process will be through the statutory planning application process under the procedures for an application under Section 175 of PDA 2000. Section 175 of the PDA 2000 provides that an application for permission with an EIAR by a local authority shall be made directly to An Bord Pleanála.

6.1 Pre-Application Stage

A series of consultation meetings have been held with the relevant departments of Fingal County Council, including the following departments:

- Planning and Strategic Infrastructure;
- Roads and Transport;
- Environment;
- Housing;
- Heritage;
- Parks and Green Infrastructure;
- Water Services; and
- Architects.

In addition consultation has been undertaken with Uisce Éireann and design acceptance, confirming availability for connection to existing infrastructure, has been received in relation to connection to the water supply and waste water infrastructure

Prior to lodging this application, information in relation to the EIAR was uploaded to the Department of Housing, Planning and Local Government (DHPLG) EIA Portal. The EIA Portal is an online map-based website that provides users with access to applications for development consent with an EIAR.

6.2 Application Stage

The planning application is being submitted directly to An Bord Pleanála, and this stage allows for further consultation, including with prescribed bodies, stakeholders and the general public. The application and all accompanying documents will be available on public display for review and the Project has a dedicated website on the Fingal County Council website Consultation Portal as set out in the planning notices.

Details of the proposed development have been forwarded to the following prescribed bodies:

- Department of Culture, Heritage and the Gaeltacht (Development Applications Unit);
- Department of Communications, Energy and Natural Resources;
- Department of Housing Planning and Local Government;

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

- An Chomhairle Ealaíon (the Arts Council);
- Environmental Protection Agency;
- Fáilte Ireland;
- The Heritage Council;
- Inland Fisheries Ireland;
- An Taisce —the National Trust for Ireland;
- Uisce Éireann;
- Health and Safety Authority;
- IAA;
- DAA;
- National Transport Authority (NTA);
- Transport Infrastructure Ireland (TII).

Submissions / observations on any aspect of the proposed Project may be made to An Bord Pleanála within the specific timeframe and such submissions / observations will be taken into account in the determination of the application by the Board.

7 Population & Human Health

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

The proposed development site is located in the peri-urban area of Dublin 15, c. 11.5km to the north-west of Dublin city centre and c. 1.5km north of Blanchardstown town centre. The site is situated in the administrative area of Fingal County Council, in the townland of Tyrrelstown, local electoral area of 'Blanchardstown Mulhuddart' and electoral division of 'Blanchardstown-Tyrrelstown'.

The surrounding area is a relatively new suburban area comprising a mix of uses from residential to commercial. The development site is located between a mature tree stand along Church Road to the east, permitted Church Fields Housing and Eastern Linear Park Development (PARTXI/012/21) to the west, Damastown Avenue to the north, a new linear park to the south. Further to the south-west of the proposed development site are existing residential areas of Avondale and Wellview where recent housing extension works have been completed. An overhead powerline runs across the north-eastern section of the site.

In the period between 2016 and 2022, the population in the administrative area of Fingal County Council (FCC) increased by 11% as compared to the previous increase of 8% between 2011 and 2016. The site of the proposed development is located in the LEA of 'Blanchardstown Mulhuddart' (as per the 2014 census data, the site is within the Mulhuddart LEA) and the ED of 'Blanchardstown Tyrrelstown'. The 'small area population statistics' is currently unavailable for the Census 2022 and therefore Census 2016 data has been used for the purposes of the assessment. The population statistics indicate that growth at the level of the ED between 2011 and 2016 has been significantly higher than at the level of the LEA and Local Authority administrative area.

There is a concentration of industrial activity in this area, with industrial estates in neighbouring areas at Damastown and Mulhuddart, including a number of SEVESO III sites. There is a hub of commercial and community amenities (including large grocery stores, medical clinic, pharmacy, restaurants, church, bank and crèche) to the north-east of the proposed development at Tyrrelstown Local Centre. Further, a planning application for retail facilities has been lodged with Fingal County Council (FCC Reg. Ref. F22A/0169) for lands at the Local Centre, adjacent to the existing Tyrrelstown Local Centre. The proposed development consists of a main retail unit (supermarket), 3 no. retail/ retail service units, a café and a medical centre. (Request for Further Information (RFI) was issued by Fingal County Council on 26th September 2022 and a further Clarification of Further Information was sought on 30 March 2023. This application is currently awaiting a decision from FCC).

The Tyrrelstown Park and GAA pitches and Tyrrelstown Cricket Club Ground are c. 1km to the north of the proposed development, Mulhuddart Community Centre is c. 620m to the south-east, Tyrrelstown Community Centre is c. 1.2km to north-east and Tyrrelstown local centre is c. 750m to the north-east. There are a range of healthcare facilities in the vicinity of the proposed development, including Hickey's Pharmacy Tyrrelstown, Oakland Clinic and Tyrrelstown Medical Centre Centric GP (Primacare), all at the

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

Tyrrelstown Local Centre, c. 750m to the north-east. The nearest public hospital is Connolly Hospital, Blanchardstown, a major teaching hospital, whose services include a 24-hour Emergency Department, acute medical and surgical services, acute psychiatric services, day care, out-patient care; and diagnostic, therapeutic and support services.

Chapter 12 of this EIAR (Noise & Vibration) states that the proposed site lies within Airport zone D, the extent of the noise mapping shows that the site falls outside of the extent of the EPA noise map contours. However, the extent of the noise mapping shows that the site is affected in relation to noise relating to the local road networks on the eastern boundary along Church Road. The levels within the site due to road noise from Church Road are noted to be 55 – 59 dB Lden and 50 – 54 dB Lnight.

The duration of the construction phase is anticipated to be in the range of c. 26-28 months. In the absence of standard good construction practice and mitigation measures, the following potential impacts have been identified during the construction phase:

- Nuisance / health impacts related to exposure to dust;
- Nuisance / disturbance related to elevated noise levels;
- Impacts on traffic / parking due to presence of construction traffic;
- Potential negative impacts on landscape and visual amenity due to presence of construction site and effects of construction activities (e.g. dust, dirt, stockpiling of soils, removal of vegetation, etc.);
- Health impacts related to improper waste management;
- Health impacts related to improper safety protocols, e.g. related to diversions of gas / power lines;
- Nuisance / impacts on residential amenity due to potential service / power outages;
- Impacts due to changes to daylight and sunlight availability on the receiving environment;
- Economic impacts related to construction employment / increased demand for goods and services.

In the absence of mitigation, potential impacts on population and human health as a result of the operational phase of the proposed development may be summarised as follows:

- Potential nuisance and disturbance due to noise generated by traffic on Church Road, increased traffic, and the cumulative noise impact of the foregoing;
- Potential negative impacts on journey characteristics due to additional operational phase traffic generated by the proposed development;
- Positive impacts on journey characteristics due to enhanced permeability across the site;
- Potential visual impacts due to completion of proposed development, establishing substantial new residential;
- Health impacts related to improper waste management;
- Potential impacts due to daylight and sunlight availability for the proposed development;
- Potential socioeconomic impacts due to demand for goods and services locally;
- Positive socioeconomic impacts due to provision of significant additional housing.

The impacts will constitute nuisance / disturbance during daytime hours only, and will not result in significant negative human health impacts. Assuming the proper and full implementation of the mitigation measures in this Environmental Impact Assessment Report (summarised above in relation to population and human health), there will be **no likely significant effects** related to population and human health.

There is substantial interaction between Population & Human Health and other environmental topics addressed in the Environmental Impact Assessment Report, and mitigation measures of relevance to

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

this element of the assessment have been set out throughout the report. These include measures in relation to community liaison, dust (Chapter 11 - Air Quality), noise (Chapter 13 - Noise & Vibration), construction site screening and tree protection (Chapter 14 - Landscape & Visual), traffic management (Chapter 17 - Traffic & Transportation), waste management (Chapter 18 - Material Assets Waste) and services (Chapter 19 – Material assets Services). Additionally, a Construction & Environmental Management Plan (CEMP) will be implemented during the construction phase, which will contain a range of measures to avoid / minimise adverse impacts on the local community.

8 Biodiversity

8.1 Introduction

This chapter was prepared by Brady Shipman Martin. It assessed the likely effects of the proposed development on biodiversity (flora and fauna). It has been informed by extensive desk research and various ecological surveys undertaken at the site for the purposes of the assessment, including habitat, invasive species, large mammal and bat surveys. The assessment was carried out in accordance with the relevant legislation and guidelines, including those of the Environmental Protection Agency; European Commission; National Roads Authority (now Transport Infrastructure Ireland); Chartered Institute of Ecology and Environmental Management; and the Department of Housing, Local Government and Heritage.

The potential impacts on European (Natura 2000) sites was also assessed by Brady Shipman Martin, and the results of that assessment are presented in a separate report, the Appropriate Assessment Screening Report, submitted as part of the planning application. There are no designated conservation sites at the site of the proposed development or in the immediate vicinity. The Appropriate Assessment Screening Report has concluded, on the basis of objective information, that the proposed development will not have significant effects on any European site, either individually or in combination with other plans or projects.

8.2 Existing Environment

The site is located between a stand of mature beech trees along Church Road to the east, the permitted Church Fields Housing and Eastern Linear Park Development (PARTXI/012/21) to the west (under construction), Damastown Avenue to the north, and a new linear park (under construction) to the south. The site is effectively green-field. Most of it is used as amenity space and it is zoned for residential development. An earth bank runs north-south through the western part of the site; and a cycle track followed by a treeline runs outside the eastern boundary of the site between the site boundary and Church Road. A treeline and hedgerow associated with the earth bank traverses the site through the northern part. Further north the site is covered by grassland with encroaching scrub and interspersed with spoil and rubble. Other than a low block wall that runs through the northern section there are no built structures on the site.

There are no known records of rare or protected plant species within the proposed development site, and none were recorded during any of the site visits undertaken. No invasive species listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011) (as amended) were recorded at the proposed development site during the surveys undertaken.

All of the bird species recorded within the proposed development site are very common in Ireland. All of these species are on the green list of Birds of Conservation Concern in Ireland (BoCCI) (2020 – 2026), indicating that they are not currently species of conservation concern. Three species of bat – common pipistrelle (*Pipistrellus pipistrellus*), soprano pipistrelle (*Pipistrellus pygmaeus*) and Leisler's bat (*Nyctalus leisleri*) – were recorded feeding within the Church Fields lands during the surveys undertaken. None of the trees within the project red line itself are of significant value for roosting bats.

and the line of beech trees is entirely outside the proposed development site. It is separated from it by a cycleway, currently under construction.

No evidence of badger activity was recorded during the surveys carried out as part of the current planning application. Similarly, no evidence of otters has been recorded within the proposed development site, or along any of the drainage ditches in the area.

No rare habitats or habitats of particularly high ecological value (i.e. International, National or County Importance) are present at the site. No rare plants have been recorded during any of the site visits undertaken. Overall the site is of no more than **Local Importance (Lower Value)** as defined by the ecological resource valuations presented in the National Roads Authority/Transport Infrastructure Ireland Guidelines for Assessment of Ecological Impacts of National Road Schemes (NRA/TII, 2009 (Rev. 2)).

8.3 Impact Assessment

The predicted ecological impacts of the proposed development may be summarised as follows:

- In the absence of mitigation, the loss of the amenity grassland as well as the removal of treeline / hedgerow and scrub in the northern part of the site is considered to be a **permanent, minor to moderate** impact at the site level.
- However, the extensive landscaping and planting proposed, including the provision of the boundary tree lines along eastern side as well as the provision of the open spaces throughout the site will, over time, reduce this impact to **neutral or slight positive**.
- The removal of the treeline / hedgerow in the northern part of the site will result in minor impacts on nesting birds and commuting / foraging bats. In the absence of mitigation, the loss of trees is a potential **long-term moderate negative impact** at the site level.
- There will be a loss of ground flora and of trees and hedgerow (varying between poor and moderate quality) which provide shelter for insects and areas for bats to feed. This will reduce insect abundance and feeding and commuting corridors. In the absence of mitigation this is a **long-term to permanent moderate negative impact** at the site level without the implementation of mitigation.
- Provided that site facilities are correctly designed and proper working procedures are strictly adhered to, **no impacts on existing air quality or on watercourses** are expected, either during the construction or operation of the proposed development.
- Provided that the lighting is installed as designed, **no impacts on bats are expected**, either during the construction or operation of the proposed development.
- Operational impacts related to surface water (or ground water) management and foul water management, in the context of biodiversity, as a result of the proposed development, will **not be significant**.
- Operational impacts related to flooding, in the context of biodiversity, as a result of the proposed development, will **not be significant**.

8.4 Mitigation Measures

Proposed mitigation measures and mitigation inherent in the design have been taken into consideration in the assessment of the residual impacts of the proposed development. Mitigation inherent in the design of the proposed development includes the proposed landscape design, which will feature

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

planting to bolster the biodiversity resource at the site; and the incorporation of sustainable drainage systems (SuDS) measures into the proposed surface water drainage design.

Assuming the implementation of the mitigation measures set out in the Biodiversity Chapter of the Environmental Impact Assessment Report, there will be **no long-term residual impact** on ecological receptors, either within or in the vicinity of the proposed development, or associated with any site designated for nature conservation as a result of the proposed development.

The main interactions of importance to biodiversity relate to Landscape & Visual (Chapter 14), Hydrology (Chapter 10), Land, Soils, Geology & Hydrogeology (Chapter 9), Air Quality (Chapter 11). The mitigation measures for the proposed development have been designed to minimise the potential impact that the construction and operational phases may have on the receiving environment.

Neither the development proposed nor any other developments will give rise to any significant impacts on biodiversity and there are no predicted cumulative impacts in relation to biodiversity, for example in terms of habitat loss or disturbance to protected species, as a result of the proposed development in combination with existing / proposed plans or projects.

A suitably experienced Project Ecologist will be appointed for the duration of the construction phase and regular monitoring of all related works will take place to ensure the correct and full implementation of all mitigation measures.

9 Land, Soils, Geology & Hydrogeology

9.1 Introduction

This Chapter of the EIAR has been prepared by AWN Consulting, which assesses and evaluates the likely significant impacts of the proposed development on the land, soil, geological and hydrogeological aspects of the site and surrounding area.

9.2 Baseline Environment

The development site is located south of Damastown Avenue; west of Church Road; east of previously permitted residential development at Church Fields; and north a permitted linear park, in the townland of Tyrrelstown, Dublin 15. The site is located west of Mulhuddart Church (in ruins) & Graveyard, which is located east of Church Road. The site topography is relatively consistent with the site falling from north-east to south-west at a natural slope of c.1:54, ranging in levels from 87.00m to 80.00m OD Malin.

According to the GSI map database (2023) and site investigation undertaken by Grounds Investigation Ireland (GII, 2023), the depth to bedrock has been shown to be very shallow at the proposed development site varying from 0.6m to a maximum of 2.2m below ground level (BGL). The subsoil type located at the proposed development is predominantly classified as TLs – Till type subsoil comprising of Limestone till (Carboniferous of variable texture) (Source: GSI 2023).

The bedrock aquifers underlying the proposed development site according to GSI National Bedrock Aquifer Map is classified as (LI) Locally Important Aquifer, i.e., bedrock aquifer which is moderately productive only in local zones. The aquifer vulnerability in the region of the subject site is *High to Extreme*. Soil quality assessment has shown no evidence of any contamination which is in line with its previous use as agricultural land. A review of the geology and hydrogeology in the surrounding region indicates that there are no sensitive receptors such as groundwater fed wetlands, public water supplies or geological heritage sites which could be impacted by the proposed development.

According to the EPA (2023), the Dublin Groundwater Body (GWB) underlying the site was given a classification of “Good” as per the last WFD cycle (2016-2021). Presently, the groundwater body in the region of the site (Dublin GWB) is classified as being under ‘Review.’

9.3 Potential Impacts of the Proposed Development

9.3.1 Construction Phase

The construction phase presents the following activities which could result in discharge of contaminated water to ground if not mitigated:

- Excavation and Infilling resulting in silty run-off.
- Accidental Spills, Discharges, and Leaks from construction vehicles and wastewater arising from on site welfare facilities and alkaline run-off from concreted areas.

Without out the consideration and implementation of mitigation measures the potential impacts during the construction phase on land, soils and geology, hydrogeology (groundwater) are **negative, imperceptible to not significant and short term.**

9.3.2 Operational Phase

The operational phase has minimal potential for impact as there is no storage of bulk chemicals on site and the paving and drainage will reduce the potential for any localised leaks from cars to migrate to the underlying soils and aquifer. There will be a minor reduction in recharge to the aquifer as a result of the increase in hardstanding.

The potential impacts during the operational phase on land, soils, geology, and hydrogeology are **neutral, imperceptible, and long-term**.

9.4 Mitigation and Residual Effects (Post-Mitigation)

9.4.1 Construction Phase

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

- Control of soil excavation;
- Regular source of fill and aggregates
- Surface water management during construction
- Fuel and chemical handling.
- Accidental Discharge
- Implementation of the mitigation measures set out in the EIAR.

The predicted residual impact on the geological and hydrogeological environment during the construction phase is **neutral, imperceptible, and short-term**, the magnitude of impact is considered **negligible**.

9.4.2 Operational Phase

A number of design measures will be put in place to minimise the likelihood of any spills entering the soil and groundwater environment to include the design of the car park with hydrocarbon interceptors. In the event of an accidental leakage of oil from the parking areas, this will be intercepted by the drainage infrastructure proposed.

The proposed development design includes hardstand cover across the site and as set out in the EAR (2023) the proposed/existing surface water drainage system for this development has been designed as a sustainable urban drainage system and uses on-line overground detention basins together with a flow control device, green roofs, swales, detention basins, rainwater harvesting and petrol interceptors.

The predicted residual impact on the geological and hydrogeological environment during the construction phase is **neutral, imperceptible, and long-term**, the magnitude of impact is considered **negligible**.

9.5 Cumulative Impact of the Proposed Development

9.5.1 Construction Phase

The cumulative assessment has considered existing residential and commercial developments close and permitted developments in the local area.

In relation to the potential cumulative impact on hydrogeology during the construction phases, the construction works which would have potential cumulative impacts are as follows:

- Surface water run-off during the construction phase may contain increased silt levels or become polluted from construction activities. Run-off containing large amounts of silt can cause damage to surface water systems and receiving watercourses;
- Stockpiled material will be stored on hardstand away from surface water drains, and gullies will be protected during works to ensure there is no discharge of silt-laden water into the surrounding surface water drainage system;
- Contamination of local water sources from accidental spillage and leakage from construction traffic and construction materials is possible unless project-specific measures are put in place for each development and complied with.

All developments will have to incorporate measures to protect soil and water quality in compliance with legislative standards for receiving water quality (European Communities Environmental Objectives (Groundwater) Regulations (S.I. 9 of 2010 and S.I. 266 of 2016)).

The residual cumulative impact of the proposed development in combination with other planned or permitted developments can therefore be considered to be **neutral, imperceptible, and short-term**.

9.5.2 Operational Phase

In relation to the potential cumulative impact on hydrogeology during the operational phases, the operational activities which would have potential cumulative impacts are as follows:

- Increased hard standing areas will reduce local recharge to ground. Cumulatively this development and others in the area will result in localised reduced recharge to ground and increase in surface run-off;
- There will be a small loss of greenfield area locally as part of the proposed project.

All developments are required to manage groundwater discharges in accordance with S.I. 9 of 2010 and S.I. 266 of 2016 amendments. As such, there will be no cumulative impact to groundwater quality and, therefore, there will be no cumulative impact on the Groundwater Body Status.

The operation of the proposed development is concluded to have a **long-term, imperceptible** significance with a **neutral** impact on soil and groundwater in combination with other developments in the surrounding area.

10 Hydrology

This chapter of the EIAR assesses and evaluates the likely significant impacts on the surrounding hydrological environment associated with the proposed development.

10.1 Baseline Environment

The proposed development currently comprises a greenfield site of c.5.52 hectares which is located at Church Fields East, Mulhuddart, Dublin 15.

The subject site is currently a greenfield site, previously used for agricultural purposes. There is no existing surface water drainage network adjacent to or on-site. The Macetown South Stream (IE_EA_09T010800) is the surface waterbody in closest proximity, which is located circa 570 m west of the site. The East Pinkeen river runs approximately 820m to the west. The lands are drained by the East Pinkeen River. The Macetown stream flows in a south-westerly direction prior to merging with the Pinkeen River. The Pinkeen River flows south-east along the boundary of Church Fields west of the Churchfields lands. Further downstream, the Pinkeen River discharges to the Tolka River (confluence point) at Tolka Valley park located c. 0.9 km south-west of the site at the point of closest proximity. Tolka River subsequently flows in a general south-east direction before it ultimately discharges / outfalls to Dublin Bay (Irish Sea) via the Tolka Estuary, approximately 14.8 km to the east (linear distance) of the proposed development site.

As the Pinkeen River is a tributary of the Tolka River it is in direct hydraulic connection to a number of National, European protected, and Natura 2000 conservation areas associated with Dublin Bay (proposed National Heritage Areas pNHA/Special Areas of Conservation SAC/Special Protection Areas SPA). There would be an indirect hydrological discharge linkage / connection to Dublin Bay waterbody from the proposed development site through stormwater and foul water site drainage, albeit at a significant distance (c. 14.8 km approximate linear distance) with a large dilution factor both in the river catchment and in Dublin Bay.

According to the EPA mapping database, the proposed development site is situated in Hydrometric Area No. 09 of the Irish River Network and lies within the extent of the Liffey and Dublin Bay Catchment (Catchment ID: 09) and the Tolka Sub-Catchment Tolka_SC_010, 09_10 (EPA, 2023). The most recent published status (www.epa.ie - River Waterbody WFD Status 2016-2021) for the proximal TOLKA_030 WFD surface / river waterbody which belongs to the Pinkeen River (IE_EA_09T010800), is 'Poor' and its risk score is qualified by the WFD as '*At risk of not achieving good status*'. The main pressures identified on the waterbody are associated with the presently 'poor' ecological status or potential. The biological status has been recorded as '*Poor*', which is specifically related and attributable to poor invertebrate status or potential. The nearby / downstream TOLKA_040 River waterbody (European Code: IE_EA_09T011000) is currently classified by the EPA as having 'Poor' WFD water quality status (2016-2021 period) and is '*At risk of not achieving good status*'. The Tolka River is currently classified as Q2-3 'Poor' (moderately polluted) as per EPA records from the active water monitoring stations along the Tolka River in closest proximity to the site. The downstream Tolka Estuary transitional waterbody has been classified as '*Eutrophic*' (EPA, 2018- 2020).

10.2 Potential Impacts of the Proposed Development

10.2.1 Construction Phase

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

- Increased surface run-off and sediment loading in run-off;
- Accidental Spills, discharges and Leaks.

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

10.2.2 Operational Phase

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

- Slight increase in hardstanding resulting in increased rate of runoff;
- Indirect discharges through storm sewers to the Pinkeen River and subsequent Tolka River, Tolka Estuary (c. 12 km) and foul discharge following treatment in Ringsend WWTP to Dublin Bay.

In the absence of mitigation measures, the potential impacts during the operational phase are **neutral, imperceptible**, and **long-term** based on the hazard loading and the significant dilution and attenuation within the drainage network and receiving water courses.

10.3 Mitigation and Residual Effects (Post-Mitigation)

10.3.1 Construction Phase

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

- Fuel and chemical handling;
- Soil removal and compaction;
- Silt reduction measures on site will include a combination of silt fencing and settlement measures (silt traps, silt sacks and settlement tanks/ponds);
- Discharges to the sewer are subject to agreement with Uisce Éireann;
- Implementation of the mitigation measures set out in the EIAR via a Construction & Environmental Management Plan (CEMP).

The predicted residual impact on the hydrological environment during the construction phase is **neutral, imperceptible** and **short-term**, the magnitude of impact is considered **negligible**.

10.3.2 Operational Phase

There is no bulk chemical storage required for this development. As such the only potential for impact on water quality is a localised release of hydrocarbons from a car leak. In the event of an accidental leakage of oil from the parking areas, this will be intercepted by the drainage infrastructure which includes SuDs measures and oil interceptors.

The design incorporates adequate attenuation to ensure there is no potential for increased risk of on site or off site flooding.

Uisce Éireann has confirmed that there is adequate capacity for stormwater and foul sewer discharge.

The predicted impact on the hydrological environment during the operation phase is **neutral, imperceptible** and **long-term**, the magnitude of impact is considered **negligible**.

10.4 Cumulative Impact of the Proposed Development

All cumulative developments that are already built and in operation contribute to the characterisation of the baseline environment. An assessment of the cumulative impact of existing and permitted development has been undertaken.

10.4.1 Construction Phase

All developments will have to manage discharges to protect water quality in compliance with legislative standards for receiving water quality (European Communities Environmental Objectives (Surface Water) Regulations (S.I. 272 of 2009 and S.I. 77 of 2019)). As a result, there will be minimal cumulative potential for change in the natural hydrological regime. The cumulative impact is **short-term, neutral** and **imperceptible**.

10.4.2 Operational Phase

All the operational cumulative developments are required to manage discharges in accordance with S.I. 272/2009 and S.I. 77/2019 amendments. As such there will be no cumulative impact to surface water quality and therefore there will be no cumulative impact on the Surface Waterbody Status. All development will be required within planning conditions to manage run-off such that there is no potential for off site impacts. The operation of the proposed development is concluded to have a **long-term, imperceptible** significance with a **neutral** impact on surface water.

11 Air Quality

The assessment of Air Quality is contained within Chapter 11.

11.1 Existing Environment

Baseline air quality data and data available from similar environments indicate that levels of nitrogen dioxide, carbon monoxide, benzene and particulate matter less than 10 microns and less than 2.5 microns are generally well below the National and European Union (EU) ambient air quality standards.

11.2 Impact Assessment

11.2.1 Do Nothing

Under the Do-Nothing scenario the proposed development will not be constructed. In this scenario, ambient air quality at the site will remain as per the baseline and will change in accordance with trends within the wider area. As the site is zoned for development, in the absence of the proposed development it is likely that a development of a similar nature would be constructed in the future in line with national policy and the development plan objectives. Therefore, the construction and operational phase impacts outlined in this assessment are likely to occur in the future even in the absence of the proposed development.

11.2.2 Construction Phase

The greatest impact to air quality during the construction phase of the proposed development is from dust emissions. There are a number of residential properties bordering the proposed site. The UK Institute of Air Quality Management guidance was used to assign a high level of sensitivity to dust soiling impacts to the area in the immediate vicinity of the proposed development. The local area is considered of low sensitivity to human health impacts from dust emissions.

The scale and nature of the construction works were reviewed, and it was determined that a high level of dust control was required for the construction phase of the proposed development. Once the dust mitigation measures outlined in Chapter 11 Section 11.5 and Appendix 11.1 are implemented, dust emissions are predicted to be *short-term, negative, localised and slight* and will not cause a nuisance at nearby sensitive receptors.

The best practice dust mitigation measures that will be put in place during construction of the proposed development will ensure that the impact of the development complies with all EU ambient air quality legislative limit values which are based on the protection of human health. Therefore, the impact of construction of the proposed development is likely to be *short-term, negative and imperceptible* with respect to human health.

Construction stage impacts to air quality are considered short-term and imperceptible due to the scale and nature of the works.

11.2.3 Operational Phase

Potential impacts to air quality during the operational phase of the proposed development are as a result of increased traffic volumes on the local road network. The changes in traffic flows were assessed against the document Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106

screening criteria for an air quality assessment. It was determined by Waterman Moylan that the proposed development will result in the operational phase traffic increasing by more than 1,000 AADT on a small number of road links. Therefore, in accordance with the TII scoping criteria a detailed air dispersion modelling assessment of operational phase traffic emissions was conducted. Overall, the potential impact of the proposed development on ambient air quality in the operational stage when compared to the EU limit values is considered *long-term, localised, neutral and non-significant*.

11.2.4 Cumulative Impact

Cumulative construction phase impacts can occur if the construction phase overlaps with the construction phase of other developments within 350 m. This can result in cumulative dust impacts on nearby sensitive receptors. Provided the dust mitigation measures are implemented throughout the construction phase of the proposed development cumulative dust impacts are not predicted at nearby receptors.

Cumulative impacts have been included as part of the traffic assessment for the operational phase. It was predicted that there will be an imperceptible impact to air quality during the operation of the proposed development.

11.3 Mitigation

11.3.1 Construction Phase

A detailed dust management plan has been included in Appendix 11.1 of Chapter 11 and will be incorporated into the overall Construction Environmental Management Plan for the site. The measures outlined in the plan will be in place for the duration of the construction phase to ensure no significant dust impacts occur.

11.3.2 Operational Phase

There are no mitigation measures proposed for the operational phase of the development as it is predicted to have an imperceptible and neutral impact to air quality.

11.4 Residual Impact Assessment

Once the dust mitigation measures outlined in Appendix 11.1 are implemented dust related impacts during the construction phase are predicted to be *short-term, direct, negative, localised and imperceptible*.

The impact to air quality as a result of increased traffic volumes during the operational phase of the proposed development is *localised, neutral, direct, imperceptible and long-term*.

11.5 Monitoring

Monitoring is not recommended for the proposed development.

12 Climate

The assessment of Climate is contained within Chapter 12 of Volume II of the EIAR.

12.1 Existing Environment

Ireland declared a climate and biodiversity emergency in May 2019 and in November 2019 there was European Parliament approval of a resolution declaring a climate and environment emergency in Europe. This, in addition to Ireland's current failure to meet its EU binding targets under Regulation 2018/842 results in changes in GHG emissions either beneficial or adverse being of more significance than previously considered prior to these declarations.

Data published in 2022 (EPA, 2023) predicts that Ireland exceeded (without the use of flexibilities) its 2021 annual limit set under EU's Effort Sharing Decision (ESD) (EU 2018/842) by 3.29 Mt CO₂eq. The sector with the highest emissions in 2021 (of total excluding LULUCF) was agriculture at 38% of the total, followed by transport at 17.7%. For 2021 total national emissions (excluding LULUCF) were estimated to be 62.11 Mt CO₂eq. (EPA, 2023).

The EPA's Critical Infrastructure Vulnerability to Climate Change report (EPA, 2021b) assesses the future performance of Ireland's critical infrastructure when climate change is considered. Fluvial flooding and coastal inundation/coastal flooding are considered the key climate change risks, with respect to road infrastructure, with snowstorm and landslides being medium risks. Extreme winds and heatwaves/droughts are considered low risk to road infrastructure. One of the key outputs of the research was a framework that will provide quantitative risk-based decision support for climate change impacts and climate change adaptation analysis for infrastructure.

12.2 Impact Assessment

12.2.1 Do Nothing

Under the Do Nothing scenario the proposed development will not be constructed. In the Do-Nothing scenario, no construction works will take place and the site will remain as it currently is. The climate baseline will continue to develop in line with the identified trends. This scenario is considered neutral in relation to climate.

12.2.2 Construction Phase

The assessment set out in the TII guidance document PE-ENV-01104 (TII, 2022a) aims to quantify the difference in GHG emissions between the proposed development and the baseline scenario (the alternative project/solution in place of the Proposed Development). PE-ENV-01104 (TII, 2022a) recommends the calculation of the construction stage embodied carbon using the TII Online Carbon Tool (TII, 2022b), in addition to this OneClickLCA Carbon Designer Tool for Ireland was utilised for the building elements of the proposed development. The proposed development is estimated to result in total construction phase GHG emissions of 17,154 tonnes embodied CO₂eq for the product and construction processes, equivalent to an annualised total of 0.42% of the 2030 Buildings (Residential) or industrial sector budgets (both have same 2030 budget) when annualised over the lifespan.

In relation to climate change vulnerability, as the construction phase is not within the timescale where the worst of climate change is proposed to have occurred. The impact of the proposed development in

relation to construction phase climate vulnerability emissions is therefore considered *short-term, minor adverse and not significant* in EIA terms prior to mitigation measures being put in place.

12.2.3 Operational Phase

There is the potential for release of a number of greenhouse gas emissions to atmosphere during the full lifecycle of the proposed development including construction, operation and decommissioning. Maintenance of materials including road surfaces has been included in the construction phase calculations.

There is the potential for increased traffic volumes to impact climate during the operational phase. It is predicted that in 2026 the proposed development will increase CO₂ emissions by 0.00025% of the EU 2026 target. Similarly low increases in CO₂ emissions are predicted to occur in 2041 with emissions increasing by 0.0006% of the EU 2030 target.

The proposed development is committing to reducing climate impacts, where feasible, and the development will comply with the Do-Minimum standards set through regulation – many of which are embedded design mitigations. The impact of the proposed development in relation to GHG emissions prior to mitigation measures being put in place is considered *long-term, adverse and significant* in EIA.

The vulnerability of the proposed development to climate change and the sensitivity and exposure of the development to various climate hazards has been determined. The following climate hazards have been considered in the context of the proposed development: flooding (coastal, pluvial or fluvial); extreme heat; extreme cold; wildfire; drought; extreme wind; lightning, hail, landslides, fog, wildfire and landslides. The drainage design includes for 20% climate change factor so will have a low sensitivity to flooding. In relation to extreme temperatures, both extreme heat and extreme cold, these have the potential to impact the building materials and some related infrastructure. However, high quality, durable building materials will be selected for the proposed development. The assessment concluded that the proposed development has a worst-case medium vulnerability of buried utilities to flooding and landscaping vulnerability to drought extreme heat and extreme cold. Without mitigation in place, the impact of the proposed development in relation to climate vulnerability emissions is considered long-term, adverse and significant in EIA terms if the final design did not take account of climate vulnerability mitigation measures and updates to design requirements which may occur between the publication of this EIAR and the detailed design phase.

12.2.4 Cumulative Impact

With respect to the requirement for a cumulative assessment PE-ENV-01104 (TII, 2022a) states that “for GHG Assessment is the global climate and impacts on the receptor from a project are not geographically constrained, the normal approach for cumulative assessment in EIA is not considered applicable.”

In relation to climate change vulnerability, there is no significant additional risks to the Proposed Development due to cumulative developments

12.3 Mitigation

12.3.1 Construction Phase

Embodied carbon of materials and the operational energy usage have been or will be incorporated in to the detailed design to ensure the lifecycle carbon of the proposed development is minimised. During the construction phase best practice measures shall be implemented on site to prevent significant GHG emissions and reduce impacts to climate.

12.3.2 Operational Phase

As per the proposed projects Energy Statement prepared by Waterman Moylan, the design takes consideration of Part L Compliance. A number of incorporated design mitigation measures that have been incorporated into the design of the development to reduce the impact on climate wherever possible. For example, adequate attenuation and drainage have been incorporated into the design of the development to avoid potential flooding impacts as a result of increased rainfall events in future years.

12.4 Residual Impact Assessment

Once mitigation measures are put in place, the effect of the proposed development in relation to GHG emissions is considered *long-term*, *minor adverse* and *not significant* in EIA terms.

In relation to climate change vulnerability, it has been assessed that there is a low risk as a result of future climate change hazards. However, the design only takes account of an additional 20% (the medium risk (RCP4.5) scenario) with respect to flood risk, rather than 30% high risk (RCP8.5) scenario. The impact of the proposed development in relation to climate vulnerability emissions is therefore considered long-term, minor adverse and not significant in EIA terms provided the final design takes account of climate vulnerability mitigation measures and design requirements.

12.5 Interactions

Climate has the potential to interact with a number of other environmental attributes, including Chapter 8 (Biodiversity), Chapter 9 (Land, Soils, Geology and Hydrogeology), Chapter 10 (Hydrology), Chapter 16 (Microclimate (Daylight and Sunlight)) Chapter 17 (A Traffic and Transportation) and Chapter 18 (Material Assets -Waste). Interactions occur due to the impact on the chapter from climate change occurring (i.e. biodiversity or hydrology) or due to GHG emissions being generated (i.e. Material Assets – Waste or Traffic and Transportation).

The impact of the interactions between design considerations (flood mitigation design, landscaping design and building design) and climate are considered to be *long-term* and *significant*.

12.6 Monitoring

Monitoring is not recommended for the proposed development.

13 Noise & Vibration

13.1 Introduction

Chapter 12 of the EIAR provides information on the assessment of noise and vibration impacts on the surrounding environment during both the construction and operational phases of the development.

13.2 Baseline Environment

The baseline environment was quantified by undertaking environmental noise surveys, the results of which are presented within the full EIAR chapter. The baseline noise surveys determined that the noise environment was largely dominated by noise from local road networks as well as bird song and general activities within the local area.

13.3 Potential Impacts of the Proposed Development

13.3.1 Construction Phase

Construction noise impacts will vary at various receivers throughout the construction phase of the proposed development.

Without mitigation the worst case effect of the construction phase will be **negative, moderate to significant** and **short term**.

13.3.2 Operational Phase

The noise impacts relating to the operational phase of the proposed development will relate to:

- Mechanical Plant and Services
- Additional Traffic on Public Roads

The noise impacts relating to mechanical plant and services are likely to be **negative, not significant and long-term** if guidelines and recommendations within the EIAR chapter are followed. The noise impacts relating to additional road traffic on public roads will be **negative, not significant and long term**.

13.4 Mitigation and Residual Effects (Post-Mitigation)

13.4.1 Construction Phase

Mitigation measures to be implemented during the construction phase are discussed within the full EIAR, these measures include but are not limited to:

- Selection of quiet plant;
- Control of noise sources;
- Screening;
- Hours of work;
- Liaison with the public; and
- Monitoring.

After mitigation it is anticipated that the residual worst case effect of the construction phase noise will be **short term, negative and slight to moderate**.

13.4.2 Operational Phase

Mitigation measures to be implemented during the operational phase are discussed within the full EIAR these measures mainly relate to the selection of quiet plant as well the suppression of break out noise from items of mechanical plant.

There are no mitigation measures discussed for the mitigation of road traffic noise within the EIAR chapter.

After mitigation it is anticipated that the residual effect in relation to the mechanical plant and services noise will be **neutral, not significant** and **long term**.

The residual impact of the traffic on the surrounding road will be **negative, not significant** and **long term**.

13.5 Cumulative Impact of the Proposed Development

13.5.1 Construction Phase

Cumulative noise impacts in relation to construction noise are unlikely to occur due to the construction noise associated with the proposed development likely to dominate the surrounding noise environment. The noise contribution of other sites would need to be equal to those associated with the proposed development in order to result in any cumulative effect.

13.5.2 Operational Phase

The noise limits set within the EIAR are designed to avoid any significant increase in the prevailing background noise environment. There is not expected to be a cumulative effect in relation to either the mechanical plant noise or road traffic noise during the operational phase of the proposed development.

14 Landscape & Visual

The assessment of Landscape & Visual aspects is contained within Chapter 13 of Volume II of the EIAR. Photomontages (BSM, 2023) illustrating the proposed development are also included with the application.

No significant negative impacts were identified on the landscape or visual environment in relation to the proposed development.

14.1 Existing Environment

The site lies south of Damastown Avenue and west of Church Road to the north of Mulhuddart in Dublin 15. Established residential communities at Wellview lie to the south.

The site, which is zoned for residential use, lies to the immediate east of similarly zoned land where a broadly similar residential development of 300 units was previously permitted and is expected to go to construction later in 2023. This permitted development also includes for the provision of the Eastern Linear Park as an open space located to the south and south-west of the site serving existing, permitted and planned developments in Church Fields. At present the site is undeveloped with an area of level green space, some groups of mature and regeneration trees and unmanaged grassland. A 100kV transmission line crosses the north-east corner of the site.

Other than residential zoning there are no protective landscape or visual constraints pertaining to the site. An objective to preserve trees, woodland and hedgerows does apply to the stand of mature trees along Church Road. These trees are external to the site and are unaffected by the proposed development.

14.2 Impact Assessment

Potential landscape and visual impacts from the Construction Phase are associated with: -

- Site-based landscape disturbance, earthworks, stockpiling of soils and materials.
- Removal of trees / vegetation.
- General construction activity and traffic.
- Construction of new houses and apartment blocks and associated site development works.
- Inconvenience and / or visual effects from dust, dirt, noise.

Potential landscape and visual impacts from the Operational Phase are associated with:

- Design, character and quality of proposed buildings.
- Design, amenity and quality of proposed open spaces.
- Overall quality of finish and management of development.

The proposed development is appropriately sited, designed and laid out so as to be capable of being fully integrated into the existing and emerging residential character of the wider area. This integration is underpinned by the architectural approach and by the landscape masterplan and landscape strategy (refer to **Figure 14.1**), which acknowledges and builds on those established in the previously permitted Church Fields Housing and Eastern Linear Park development.

The Proposed Development will have an overall positive impact on the local character, and will not adversely impact any sensitive landscape characteristics. It is considered that the development will make a continued positive contribution to the residential community of the wider area.

The sensitivity of the receiving landscape and visual environment is assessed as being Low to Medium and the Magnitude of Change is considered Medium. The landscape impact of the Operation Stage is assessed as being of Moderate, Positive and Medium to Long-term significance.

14.3 Mitigation Measures

Mitigation measures for the Construction Phase are: -

- Construction works will be guided by a Construction Environmental Management Plan (CEMP), which shall provide the environmental management framework to be adhered to and monitored during the pre-commencement and construction phases of the Proposed Development. The CEMP will incorporate all of the mitigating principles required to ensure that the work is carried out in a way that minimises the potential for environmental impacts to occur.
- Construction compounds will not be located within the root protection area of trees or hedgerows to be retained and will be enclosed by solid hoarding. The compound areas will be fully decommissioned and reinstated at the end of the construction phase.
- Trees, hedgerows and vegetation to be retained within and adjoining the works area will be protected in accordance with '*BS 5837:2012 Trees in relation to design, demolition and construction. Recommendations*'. Works required within the root protection area (RPA) of trees, hedgerows to be retained will follow a project specific arboricultural methodology for such works, prepared / approved by a professional qualified arborist.
- Trees and vegetation identified for removal will be removed in accordance with '*BS 3998:2010 Tree Work – Recommendations*' and best arboricultural practices as detailed and monitored by a professional qualified arborist.
- The construction site will be fully enclosed and secured. Construction traffic accessing the site will follow agreed routes and public roads will be maintained in a clean and safe manner.

Mitigation measures for the Operational Phase are:

- Implementation of a proposed landscape masterplan (BSM, 2023) – refer to **Figure 14.1**, which will ensure its integration within the local setting.
- Provision of a high-quality of architectural design, character and finish for the proposed buildings and development.
- Provision of significant areas of new and connected open space and pocket parks with play facilities and kick-about areas as amenity and recreation for the new communities. The proposed layout and open spaces provide for retention and incorporation of the mature beech trees along Church Road and for interface with the permitted footpath and cycleway network to the east and Eastern Linear Park to the south.
- Planting of new trees along streetscapes and within open spaces. Species selected will be appropriate to the street environment and to the characteristics of this coastal edge location.
- Provision of communal semi-private open space for each of the apartment blocks.
- Provision of a high-quality of design and finish for landscape areas within the Proposed Scheme.
- Landscape areas will be maintained for twelve months during which any defective or dead material will be replaced.
- Open spaces will be managed by Fingal County Council.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Figure 14.1 Proposed landscape masterplan (BSM, 2023)



15 Cultural Heritage, Archaeology & Architectural Heritage

No significant negative impacts were identified in relation to the proposed development.

There are no designated heritage assets located within the proposed development site and the closest archaeological monument and protected structure is Mulhuddart church and graveyard (DU013-010001-003, RPS 670), which lies on the other side of Church Road, c. 22m to the south-east.

This cemetery and church serviced many of the prominent estates in the area and a path led from the church to Tyrrelstown House (DU013-006, RPS 673), traversing through the proposed development area, in the 18th and early 19th century. A gap in the treeline shown on the 1835 OS map (which survives today) is potentially the remnants of the end of this laneway. Monitoring at new school buildings to the north of the proposed development failed to identify any remains of this former trackway which suggests that this feature may not have left any below ground remains.

The mature trees along Church Road forming the eastern boundary of the proposed development site, were an important element of the former demesne landscape of Tyrrelstown House and provide a reminder of the historical character of the area. The creation of a Linear Park, as part of the permitted development to the south, will maintain a green and open space preserving the views to the west from Mulhuddart Church and graveyard. This will have a positive impact on the setting of the recorded monument.

Historically, the proposed development lands were part of a network of agricultural fields, however in recent years, the northern and south-western sections have been extensively disturbed by construction activities. The central and southern portions of the site, which have been in use as playing fields, are very level suggesting a degree of landscaping prior to their use in this context. Recent aerial imagery suggests there may also have been previous disturbances in the northern half of the site.

With the exception of a single pit found in Buzzardstown, none of the archaeological investigations in the surrounding area, including those adjacent to the church and graveyard, revealed anything of archaeological interest.

There is the potential that previously unknown archaeological deposits, features or finds may survive subsurface within the proposed development site, although this potential has been reduced by previous ground disturbances.

The setting of Mulhuddart Church and Graveyard will be largely screened from the proposed development by the existing tree-lined boundary along Church Road. The creation of the linear park represents a positive, moderate and long-term impact to the setting of the church and graveyard at Mulhuddart and of benefit to the local community as a managed amenity area. This will be enhanced by the retention of the existing mature tree line on Church Road, which adds to the historic character of the area.

The existing gap in the mature treeline, which represents a historic visual connection between Mulhuddart church and the Tyrrelstown estate, will not be affected by the proposed development.

The degree of disturbance in the central / south part of the proposed development site (the playing field) is uncertain and it is unknown how much ground level alteration has taken place. Given its proximity to the church and graveyard, there is potential for associated features to be present in this

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

area. Archaeological testing will take place to establish the degree of disturbance in this part of the site and to assess the survival of any archaeology within the site.

Given the difficulties of examining the below-ground archaeological potential of the lands in the northern and south-western portions of the site due to the extensive disturbance, it is considered that archaeological monitoring is an appropriate mitigation measure here. Archaeological monitoring of ground disturbance works will be carried out under licence to the National Monuments Service of the Department of Housing, Local Government and Heritage (DHLGH). This will ensure the full recognition of, and – if required – the proper excavating and recording of all archaeological features, finds or deposits which may lie undisturbed beneath the ground surface.

16 Microclimate – Daylight & Sunlight

Waterman Moylan Consulting Engineers has been commissioned to assess the likely daylight and sunlight impact on the proposed development and nearby neighbouring properties.

The proposed development and nearby neighbouring properties have been assessed using a number of qualitative and quantitative methods as outlined in Waterman-Moylan Engineering's report, 'Church Fields East, Mulhuddart, Dublin 15: Daylight and Sunlight Assessment', submitted under separate cover as part of the planning application.

In order to determine the range of daylight and sunlight, IES Virtual Environment simulation software was used to build a model of the proposed development and nearby neighbouring properties to enable the necessary assessment to be completed.

The parameters assessed include the following:

- illuminance within apartment blocks,
- sunlight to communal amenity areas and pocket parks within the proposed development,
- overshadowing caused by the proposed development within the subject site and existing neighbouring properties,
- vertical sky component to existing neighbouring properties,
- Annual Probable Sunlight Hours to neighbouring properties.

After carrying out the assessments listed above, some areas identified were likely to receive poor daylight penetration. These areas include the northern façade of the apartment blocks, rooms impacted by balcony overhang and areas blocked from direct sunlight by surrounding structures.

In order to improve daylight penetration measures including increased window sizes and reduced balcony overhang were designed into the apartment blocks with seen significant improvements to the overall daylight received.

The sunlight assessment of the proposed communal amenity spaces, public open spaces and pocket parks identified satisfactory levels of sunlight exposure with over 50% of these areas received more than 2 hours of direct sunlight on the 21st March in accordance with BR 209-2022.

The impact on the existing neighbouring properties was minimal with no major disruption to the daylight and sunlight. The vertical sky and annual probable sunlight hours assessments resulted in no significant change to daylight received or probable sunlight hours.

There haven't been any obvious negative impacts linked to daylight or sunlight. As a result, no more mitigating measures are advised in this respect beyond those that are currently covered by the design for the proposed development.

In summary, this analysis confirms that best practices were adhered to in order to ensure daylight and sunlight availability for the projected development .

There are no anticipated effects on the nearby neighbouring properties, and the proposed development itself would offer well-lit residences and amenity facilities.

There are no anticipated cumulative effects for daylight and sunlight due to the proximity of the proposed development to any nearby neighbouring properties and any developments that are likely to occur in the future.

17 Traffic & Transportation

This chapter of the EIAR has been prepared by Waterman Moylan Consulting Engineers and presents the traffic and transportation assessment of the receiving environment for the construction and operational phases of the proposed development.

The proposed development consists of the construction of 217 no. residential units, which, as part of the subject traffic assessment, are estimated to be constructed over a period of 3 years. Access to the subject site during the construction phase will be from a left-in left-out access off Damastown Avenue to the north of the site. The construction of the proposed development is predicted to result in an additional 4 HGV arrivals/departures in the construction peak hour which is envisaged to not coincide with the traditional AM and PM peak hours of the local road network, and c. 40-60 car trips which are also envisaged to occur outside the typical peak hours. The impact of the construction traffic is estimated to be *slight negative* in terms of significance and *short-term* in terms of duration.

During the construction phase there may be some *temporary slight negative* effects to human health caused by noise, vibration, dust, air quality and visual impacts. There may also be interactions with the surrounding water bodies through surface water runoff topsoil stripping and earthworks.

Prior to the construction, a detailed Construction Environment Management Plan (CEMP), a detailed Construction Management Plan (CMP) and a detailed Construction Traffic Management Plan (CTMP) will be prepared by the main contractor to provide mitigation measures to further minimise the effects of the construction phase of the proposed development. Some monitoring is advised during the construction phase including vehicle routes and parking, roads conditions and construction hours.

To understand the traffic impacts during the operational phase of the proposed development, five roundabouts have been modelled using ARCADY modelling software. Access to the proposed development is proposed from west via a cycle-friendly roundabout currently under construction on the Church Fields Link Road. The analysis results have shown that the effects of the proposed development during the operational phase with regards to peak hour traffic will be *momentary* in terms of duration, and *slight negative* in terms of magnitude. Outside the peak hours, however, the effects are likely to be *imperceptible or not significant*.

Some permitted and potential future developments have been considered in terms of cumulative impacts for the operational phase (Stress Test). The results of the analysis indicate that the cumulative traffic impact on the assessed junctions during the peak hours will be *momentary* in terms of duration. In terms of magnitude, the traffic effects will be *slight negative* on all junctions, except Junction 2, which the effects are predicted to be *moderate negative*. Outside peak hours, the cumulative traffic effects are likely to be *imperceptible or not significant*.

The proposed development site is located c. 850m from the bus stops on Ladyswell Road to the south, and c. 950m from the bus stops on R121 to the west. Four new BusConnects routes and an approved well-connected local cycle network will improve the local provision and access to sustainable transport.

A Travel Plan has been prepared to provide guidance on how to create a positive atmosphere for residents/visitors of the proposed development with regards to transportation and accessibility. The Plan promotes sustainability, the enhancement in the use of public transport and reduction in the use of private car. The Travel Plan should be monitored and updated at regular intervals to enable tracking in terms of car and bicycle parking occupancy, the use of private car and use of public transport.

18 Material Assets – Waste

18.1 Introduction

AWN Consulting undertook the waste management assessment. The receiving environment is largely defined by Fingal County Council (FCC) as the local authority responsible for setting and administering waste management activities in the area through regional and development zone specific policies and regulations.

18.2 Baseline Environment

The current site is a greenfield site that is not generating any waste.

18.3 Potential Impacts of the Proposed Development

18.3.1 Construction Phase

During the construction phase the mismanagement of waste, including the inadequate storage of waste, inadequate handling of hazardous waste, the use of inappropriate or insufficient segregation techniques, and the use of non-permitted waste contractors, would likely lead to negative impacts such as waste unnecessarily being diverted to landfill, litter pollution which may lead to vermin, runoff pollution from waste and illegal dumping of waste. In the absence of mitigation, the effect on the local and regional environment is likely to be **long-term, significant and negative**.

18.3.2 Operational Phase

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

18.4 Mitigation and Residual Effects (Post Mitigation)

18.4.1 Construction Phase

During the construction phase, typical construction waste materials will be generated which will be source segregated on-site into appropriate skips/containers, within designated waste storage areas and removed from site by suitably permitted waste contractors as required, to authorised waste facilities, by appropriately licensed waste contractors. While the accurate keeping of waste records will be undertaken. All waste leaving the site will be recorded and copies of relevant documentation maintained.

This will all be overseen by the main contractor, who will appoint a construction phase Resource Manager to ensure effective management of waste during the excavation and construction works. All construction staff will be provided with training regarding the waste management procedures on site.

A carefully planned approach to waste management and adherence to the site-specific Resource and Waste Management Plan (Appendix 18.1) and chapter 18 during the construction phase, this will ensure that the effect on the environment will be **short-term, neutral and imperceptible**.

18.4.2 Operational Phase

During the operational phase, waste will be generated by the residents. Dedicated waste storage areas (WSAs) have been allocated throughout the development for the use of residents. The WSAs have been appropriately sized to accommodate the estimated waste arisings from the development. The WSAs have been allocated to ensure a convenient and efficient management strategy with source segregation a priority. Waste will be collected from the designated waste collection areas for shared WSAs and on the curb for individual WSAs by permitted waste contractors and removed off-site for re-use, recycling, recovery and/or disposal.

An Operational Waste Management Plan (OWMP) or Strategy will have been prepared and is included as **Appendix 18.2**. The OWMP provides a strategy for segregation (at source), storage and collection of wastes generated within the development during the operational phase including Organic waste; Dry Mixed Recyclables, Mixed Non-Recyclable Waste, Glass, Waste electrical and electronic equipment (WEEE) including computers, printers, cooking oil, Cleaning chemicals (paints, adhesives, resins, detergents, etc.), Furniture (and from time-to-time other bulky waste) and Abandoned bicycles.

This OWM Plan/Strategy will be supplemented, as required, by the operator with any new information on waste segregation, storage, reuse and recycling initiatives that are subsequently introduced.

Provided the mitigation measures outlined in the OWMP (**Appendix 18.2**) and in chapter 18 are implemented and a high rate of reuse, recycling and recovery is achieved, the predicted effect of the operational phase on the environment will be **long-term, neutral and imperceptible**.

18.5 Cumulative Impact of the Proposed Development

18.5.1 Construction Phase

There are existing residential and commercial developments close by, along with the multiple permissions remaining in place in the area. In a worst-case scenario, multiple developments in the area could be developed concurrently or overlap in the construction phase. Due to the high number of waste contractors in the FCC region, as provided from the National Waste Collection Permit Office and the EPA, there would be sufficient contractors available to handle waste generated from a large number of these sites simultaneously, if required. Similar waste materials would be generated by all of the developments.

Other developments in the area will be required to manage waste in compliance with national and local legislation, policies and plans which will mitigate against any potential cumulative effects associated with waste generation and waste management. As such the cumulative effect will be **short-term, imperceptible and neutral**.

18.5.2 Operational Phase

There are existing residential and commercial developments close by, along with the multiple permissions remaining in place. All of the current and potential developments will generate similar waste types during their operational phases. Authorised waste contractors will be required to collect waste materials segregated, at a minimum, into recyclables, organic waste and non-recyclables. An increased density of development in the area is likely improve the efficiencies of waste collections in the area.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Other developments in the area will be required to manage waste in compliance with national and local legislation, policies and plans which will mitigate any potential cumulative impacts associated with waste generation and waste management. As such the cumulative effect will be a **long-term, imperceptible** and **neutral**.

19 Material Assets – Services

Waterman Moylan Consulting Engineers has been commissioned to assess the likely impact of the proposed development on the material assets serving the subject lands relating to water supply, foul sewerage, electricity, gas and telecommunications.

There is a Ø300mm diameter watermain which is being installed as part of the Church Fields link road works. The original watermain traversed the subject site but is now being diverted along Damastown Avenue and the new link road (under IW ref: DIV22229). A new Ø150-200mm HDPE watermain network is proposed for the lands to the west of the subject site (Church Fields Housing and Eastern Linear Park). It is proposed to connect the watermain from the subject site into this network. A pre-Connection Enquiry form was submitted to Uisce Éireann which outlined our proposals for the provision of water supply. The water demand will increase as a result of the proposed development. However, there is sufficient capacity available in the public water supply network to cater for the increased demand.

It is proposed that the wastewater from the Church Fields masterplan lands will drain by gravity in a southwestern direction and discharge into the existing Ø900mm foul water trunk sewer located along the western boundary via a single outfall. The entire Church Fields lands will be served by a Ø300mm diameter trunk sewer, that branches off into each area. A Pre-Connection Enquiry form was submitted to Uisce Éireann and a response has been received stating that the entire Church Fields lands can be accommodated.

There are existing below ground ducted Eir and Virgin Media Services in the roads to the north, east and south of the site. There is also a trunk “dark fibre” ducted below ground service passing through the site at the eastern and southern boundaries.

There are existing gas services within the roads around the subject site but none within the subject site and a 250dia 4 bar gas main passes through the site at the Eastern boundary.

There is extensive ESB infrastructure in the areas surrounding the site, including LV below ground ducted services, 10KV below ground ducted services and 110kV high voltage overhead cables. The 110KV overhead services also pass over the site at the north-eastern corner but there are no pylons cited within the site footprint. The 110KV overhead services also pass over the site at the north-eastern corner but there are no pylons cited within the site footprint.

There is a risk to all services during the construction and operational phases of the project. Chapter 19 of the EIAR sets out the specific impacts for water supply, wastewater, surface water, gas, ESB, and telecoms. Appropriate mitigation measures such as scanning for all services during excavation to prevent a strike of services must be implemented during the construction stage. The risks are generally deemed to have a *negative or neutral, imperceptible or slight, short-term effect*.

During the operational stage, there will be an increased demand for all the services which can be accommodated by the service provider. The impacts are deemed *neutral, imperceptible, and long-term*.

Most impacts that have been identified are mitigated by design or good practice. This reduces the impact magnitude to neutral and the effects are considered to be imperceptible. Any further risks will be mitigated using good practice mitigation.

20 Interactions

This chapter of the Environmental Impact Assessment Report provides an overview of the key interactions identified and addressed in the foregoing chapters of the report.

It is a requirement of the EIA Directive that, not only are the impacts in respect of the individual specialist topics (hydrology, biodiversity, air quality and climate, etc.) to be addressed in the Environmental Impact Assessment Report, but so too must the interactions and inter-relationships between these topics be addressed. As stated in the Environmental Protection Agency's 2022 *Guidelines on the information to be contained in Environmental Impact Assessment Reports*:

"The interactions between effects on different environmental factors should be addressed as relevant throughout the EIAR. For example, where it is established in the Hydrology section that there will be an increase in suspended solids in discharged surface waters during construction, then the Biodiversity section should assess the effect of that on sensitive aquatic receptors. [...] It is general practice to include a matrix to show where interactions between effects on different factors have been addressed. [...] This is typically accompanied by text describing the interactions." (Section 3, p. 56).

A matrix of interactions is provided in **Table 20.1**, below, summarising where effects / impacts in relation to one topic (the source) have been found to directly or indirectly result in effects / impacts in relation to another topic (the receptor).

The relevant consultants have liaised with each other and members of the design team, where necessary, to address potential impacts arising as result of interactions between one or more environmental topics or media. Where necessary, corresponding mitigation measures have been prescribed.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Table 20.1 Interactions matrix

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

21 Cumulative Impacts

The European Commission *Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions* (1999) define cumulative impacts as “*Impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project*” (p. iii). Similarly, the EPA guidelines define cumulative effects as “*The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects*” (Section 3, p. 52). The EPA guidelines further state that:

“While a single activity may itself result in a minor impact, it may, when combined with other impacts (minor or insignificant), result in a cumulative impact that is collectively significant. For example, effects on traffic due to an individual industrial project may be acceptable; however, it may be necessary to assess the cumulative effects taking account of traffic generated by other permitted or planned projects. It can also be prudent to have regard to the likely future environmental loadings arising from the development of zoned lands in the immediate environs of the proposed project.” (Section 3, p. 54)

Cumulative impacts have been assessed by taking account of the baseline environment and the predicted impacts of the construction and operation of the proposed development in combination with those of any other existing and / or permitted projects in the zone of influence. Each of the specialist contributors to this EIAR have considered the potential for cumulative impacts to arise, with particular reference to the projects listed in this Chapter.

Considering the nature and scale of the proposed development, and its likely impacts as assessed in this Environmental Impact Assessment Report, a search for projects that may have the potential to result in cumulative impacts was carried out, with the following principal sources consulted:

- Fingal County Council planning portal;
- Fingal County Council weekly lists of applications received;
- An Bord Pleanála (ABP) website;
- Department of Housing, Local Government and Heritage [EIA Portal](#);
- *Draft Fingal Development Plan 2023-2029*.

Table 21.1 provides a list of relevant permitted and proposed developments in the vicinity of the site, which have been given due consideration in the assessment of potential cumulative impacts.

Assuming the full and proper implementation of the mitigation measures set out in this EIAR, no significant negative cumulative impacts are likely to arise during the construction or operational phases of the proposed development.

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Table 21.1 Permitted and proposed developments to which regard has been had in the assessment of potential cumulative impacts

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
Existing Developments					
PARTXI/002/17	Fingal County Council	Avondale, Mulhuddart, Dublin 15	Construction of 44 new dwelling units, and associated site development and external works.	Completed	-
Permitted developments					
PARTXI/012/21	Fingal County Council	Church Fields, Mulhuddart, Dublin 15	Construction of 300 no. dwellings, 1 no. crèche facility, 1 no. communal facility, 2 no. retail units, Eastern Linear Park and all associated site development works on a 9.47 ha site at Church Fields, Mulhuddart, Dublin 15, and amendments of a section from Damastown Avenue to Wellview Avenue of the previously permitted Church Fields Link Road and Cycleway Networks Project (FCC Planning Ref. No.: PARTXI/011/19).	Proposed construction commencement in Q4 2023; Lodged 09 December 2021; Decision 14 March 2022.	-
PARTXI/010/19	Fingal County Council	Church Fields, Mulhuddart, Dublin 15	Construction of 70 no. dwellings, including 7 x 1-bed units, 19 x 2-bed units, 34 x 3-bed units and 10 x 4-bed units. All associated site development works including access road, footways, site boundaries, open space, drainage, public lighting, utilities and services. All dwellings will be provided with private external open space (gardens), and there will be a mix of 116 in-curtilage and 20 off street parking bays, a total of 136 bays.	Under construction Lodged 09 December 2019; Decision 10 February 2020	EIA Screening Report, AA Screening Report
PARTXI/011/19	Fingal County Council	Church Fields, Mulhuddart, Dublin 15	Construction of a 690m link road (comprising of 380m upgrade of existing Wellview Avenue and 310m new construction) linking Ladyswell Road to the south and Damastown Avenue to the north. Provision of 3m wide vehicle lanes in each direction along the link road with 3m wide tree lined central median to separate lanes. Provision of 3m wide footpath, 2m wide off-road cycle tracks and 1.75m wide tree lined verge on each side of the link road. Provision of junction accesses to existing and future developments with National Cycle Manual compliant pedestrian and cyclist junction crossings. Provision of pedestrian crossings and toucan crossings at various locations along the proposed link road, Damastown Avenue and on the	Under construction	EIA Screening Report

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
			<p>arms of the existing roundabouts on Damastown Avenue. Provision of a cycle friendly roundabout on the link road.</p> <p>Construction of a 1.5km long 4m wide 2-way off-road cycle track with 3m wide pedestrian footpath along Damastown Avenue linking the proposed new link road to the two schools on the Powerstown road and the proposed parkland adjacent to Church Road. The combined new cycle-track and footway will connect to the existing footpath and cycle infrastructure in the surrounding area. Fencing, earthworks and pavement, utility provisions, drainage, landscaping and accommodation works. All associated site works.</p>		
PARTXI/006/18	Fingal County Council	Wellview, Mulhuddart, Dublin 15	Construction of 20 no. dwellings and all associated site development works, including 4 no. 2-bedroom, 3-person, 2-storey house, 3 no. 2-bedroom, 3-person, 2-storey houses, 7 no. 3-bedroom, 5-person, 2-storey houses, 6 no. 4-bedroom, 7-person, 2-storey houses. All dwellings will be provided with private open space. A total of 44 no. car parking spaces will be provided across the development.	Under construction Lodged 25 February 2019; Decision 08 April 2019	EIA Screening Report, AA Screening Report
PARTXI/001/22	Fingal County Council	Wellview, Mulhuddart, Dublin 15	<p>Fingal County Council (Architects Department) applied for permission at Wellview Park, Wellview Green and Wellview Terrace comprising of rejuvenation and upgrade Wellview Park and two existing areas of public realm in Wellview Green and Wellview Terrace.</p> <p>Works included pedestrian access points, footpath upgrades, paving and associated drainage works.</p>	Planning permission was granted on 10th October 2022.	EIA Screening Report
TA06F.312271	Glenveagh Homes Limited	Lands at Hollystown-Kilmartin, Dublin 15	Demolition of an existing shed, construction of 548 no. residential units (401 no. houses, 147 no. apartments), 2 no. creches and associated site works.	Permission granted 23 March 2023; Lodged 17 December 2021.	EIAR; AA Screening Report
FW22A/0287	Powerstown Educate Together	Powerstown Educate Together National School, Powerstown Road, Tyrellstown, D15VR80	The works will consist of the construction of a two storey special needs accommodation unit (997sqm.) to side of existing school to include a central activities space, 5 No. classrooms, toilets and shower areas and ancillary spaces with	Permission granted 10 March 2023	

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
	National School		minor alterations to existing school facade at ground and first floor to facilitate connection to the extension. External works will include 12 No. additional parking spaces, play area (200sqm) and sensory garden (100 sqm) together with all associated site works.		
FW22A/0156	Earlstand Corporation Unlimited Company	Mooretown and Northwest Logistics Park, Ballycoolin, Dublin 15	Construction of 6 no. warehouses/logistics units including ancillary office/administration use and entrance/reception areas over two levels (Units 1-6). Ancillary ESB substations (6 no. in total) are included for each of the proposed warehouses/logistics units. The proposal includes a new estate road entrance from Kilshane Avenue, access arrangements and internal road network to serve the proposed units, and pedestrian and cycle infrastructure. The units are served by a total of 501 no. car parking spaces, 230 no. cycle spaces, 80 no. heavy goods vehicle parking spaces (including loading bay parking), loading bays and service yard areas. The proposed includes PV panels at roof level, hard and soft landscaping and planting, boundary treatments, public open spaces and woodland areas, security gates, cycle shelters, lighting, entrance signage, signage zones for each of the proposed units and all associated works including underground foul and storm water drainage network, attenuations rea, SUDS features and utility cables.	Under construction; Permission granted 11 October 2022	EIAR; AA Screening Report
FW22A/0066	Earlstand Corporation Unlimited Company	A site (known as site A), located to the north of Northwest Logistics Park, (NWLP), Ballycoolin, Dublin 15	Construction of a high technology manufacturing unit (for the manufacturing of high technology electrical components. Provision of a link corridor between the proposed high technology manufacturing unit and Unit 900 to the south (logistics/warehouse unit permitted under Reg. Ref. FW21A/0146); The provision of 562 no. car parking spaces, dedicated bus drop off and 275 no. bicycle parking spaces along with HGV loading bays and a service yard to the west of the proposed unit. The vehicular access to the unit will be provided via two entrances from the roundabout proposed	Permission granted 07 July 2022	EIAR; AA Screening Report

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
			under Reg. Ref. FW21A/0146, which provides access to Kilshane Avenue to the east. The development also includes rooftop plant for the proposed unit, an ESB substation with switchroom, 2 no. emergency generators, 2 no. sprinkler/water tanks and 2 no. pumphouses, 2 no. smoking shelters, bicycle shelters, landscaping, boundary treatments, entrance gates, site lighting, all associated site development works, underground foul and storm water drainage services and attenuation areas including connections to existing/permitted services infrastructure and all ancillary works.		
FW21A/0146	Earlstand Corporation Unlimited Company	A site (known as site A), located to the north of Northwest Logistics Park, (NWLP), Ballycoolin, Dublin 15	Construction of 1 no. warehouse / logistics unit, with a maximum building height of 17.09 metres. The proposal includes a signage zone for the proposed unit. The provision of 181 no. car parking spaces, 60 no. cycle parking spaces, HGV loading bays and service yard area; The access to the unit will be provided by extending the existing Kilshane Avenue access road serving Northwest Logistics Park (including alterations to the existing road layout). The development also includes an ESB substation, a smoking shelter, a sprinkler tank with a pumphouse and valvehouse, landscaping, boundary treatments, entrance gates, site lighting, and all associated site development works, underground foul and storm water drainage services (including a connection to an existing pumphouse to the southwest of the proposed warehouse / logistics unit) and attenuation areas.	Permission granted 15 February 2022	EIAR; AA Screening Report
FW22A/0142	Earlstand Corporation Unlimited Company	Site to the north of Northwest Logisticstic Park, (Formerly known as Northwest Business Park), Ballycoolin, Dublin 15	Planning permission for the retention and completion of amendments to the development permitted under Reg. Ref.: FW21A/0146 on a site to the north of Northwest Logistics Park, Ballycoolin, Dublin 15 (formerly known as Northwest Business Park). The application site is located to the west of Kilshane	Permission granted 11 October 2022	

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
			Avenue, to the south of Bay Lane and is bound by greenfield lands to the west.		
FW22A/0300	Alexion Pharma International Operations Ltd.	College Business & Technology Park, Blanchardstown Road North, Blanchardstown, Dublin 15	<p>Expansion of the existing Biopharmaceutical Manufacturing Campus, located at College Business and Technology Park, Blanchardstown, Dublin 15. This application relates to development which comprises an activity which holds and Industrial Emissions Directive Licence (Reg no P1030).The proposed expansion will include:</p> <p>(i) a new 5 storey Active Pharmaceutical Ingredient (API) manufacturing building; (ii) a new 2 storey chemical materials store; (iii) a new 4 storey laboratory building; (iv) extensions to the existing warehouse, including alterations to the previously permitted extension to the warehouse (planning ref. FW21A/0174); (v) a bunded solvent tank storage area including tanker loading and unloading yard; (vi) a chemical materials yard including liquid nitrogen storage tank, scrubbers and a thermal oxidiser abatement unit complete with c.46 m high flue stack; (vii) a manufacturing building utilities yard including chillers and other miscellaneous plant and equipment; (viii) a medium voltage electrical building and solvent area control building; (ix) an extension to the existing high level pipe rack connecting all existing and new buildings and yard areas; (x) 2 No. new diesel generators and 2 No. new bunded diesel storage tanks; (xi) modifications to site infrastructure, including; addition of 200 new car park spaces on the eastern side of the site, expansion of the site's existing storm water attenuation/fire water retention pond, and alterations and extensions to internal site roads, paving and underground services; (xii) enhancements to the site internal and boundary landscaping; (xiii) provision of a temporary contractor's compound and parking area on lands to the east of the site for the duration of the construction works.</p>	Permission granted 04 May 2023 (final grant awaited); Lodged 15 December 2022 Registration date 15 March 2023	EIAR; AA Screening Report

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15
 Environmental Impact Assessment Report (EIAR) Volume 1: Non-Technical Summary (NTS)

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
FW22A/0319	Tech Group Europe Limited	Site fronting Damastown Road & Damastown Green, Damastown, Mulhuddart, Dublin 15	1) Construction of a 16,805 sq. m. (GFA) medical devices manufacturing facility with associated ancillary warehousing and a three storey office/administration block; 120 no. surface car parking spaces (incl. 7 no. disabled parking spaces and 12 no electric charging spaces); 40 no. cycle parking spaces (incl. 6 no. e-bike parking spaces); 12 no. motorcycle parking spaces; building and site signage and 3 no. flagpoles; 2) Construction of ancillary buildings and structures Including: 2 no. single storey security huts, an ESB Substation and MV Room, 4 no. condenser unit enclosures, a sprinkler water storage tank and pumphouse building, 10 no. materials silos and 6 no. loading docks; 3) All other associated site works required to facilitate the proposed development.	Permission granted on 25 April 2023	Natura Impact Statement (NIS); Ecological Impact Assessment Report
Proposed developments (decision pending)					
FW22A/0169	Glenveagh Homes Limited	Local Centre Lands, adjacent to the existing Tyrrelstown Local Centre, in the townland of Hollywoodrath, Dublin 15	The proposed development will consist of the construction of; a Local Centre facility of 2-4 storey height equivalent providing a primary retail unit; back of house storage (BOH), staff facilities at first floor level, lobby and circulation areas a service yard and loading bay adjoining BOH area; 3 no. ground floor retail/ retail service units; cafe unit and medical centre at first floor level. Car parking is provided at surface level to the rear of the Local Centre (157 no. car parking spaces including visitor, disabled, parent & child spaces, and EV spaces). Cycle parking is provided at surface level to the south, west, and north of the Local Centre comprising 76 no. spaces including standard spaces, staff parking, cargo spaces and electric charging stands. Road improvement works to the Hollywood Road are proposed as part of the development including the upgrade of pedestrian crossings to the north, segregated pedestrian/ cyclist facilities, a new zebra crossing, 2 no. new bus stops, 3 no. public parking spaces, and taxi set down area; associated site servicing (water	A Request for Further Information (RFI) was issued by Fingal County Council on 26th September 2022 and a further Clarification of Further Information was sought on 30 March 2023. This application is currently awaiting a decision from FCC.	EIA Screening Report and an Ecological Impact Assessment Report

Proposed Residential Development at Church Fields East, Mulhuddart, Dublin 15

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

Reference	Applicant	Location	Description – overview	Status	Environmental Assessments
			drainage and supply); and all associated site development works above and below ground.		
FW22A/0308	Universal Developers LLC	Cruiserath Road, Dublin 15	The proposed development consists of the following: Construction of three data centre buildings (Data Centre E, Data Centre F, and Data Centre G), each over two levels (with Data Centre F and G each including two mezzanine levels). Emergency generators and associated flues will be provided within compounds adjoining each of the three data centre buildings (1 no. for Data Centre E, 19 no. for Data Centre F, and 19 no. for Data Centre G). The development includes one diesel tank and two filling areas to serve the proposed emergency generators. Provision of ancillary structures including two MV buildings, water storage tanks and three bin stores. Construction of access arrangements and internal road network and circulation areas, footpaths, provision of car parking (105 no. spaces), motorcycle parking (12 no. spaces) and bicycle parking (56 no. spaces), hard and soft landscaping and planting (including alteration to a landscaped berm to the north of proposed Data Centre E), lighting, boundary treatments, and all associated and ancillary works including underground foul and storm water drainage network, and utility cables.	Request for additional information on 17 February 2023; Lodged 16 December 2022	EIAR
FW23A/0100	Unit 900, Northwest Logistics Park, (formally Northwest Business Park), Ballycoolin, Dublin 15	Earlstand Corporation Unlimited Company	Retention permission is sought for the following- Provision of solar panels (with an area of c.335 sq.m in total) at roof level of the warehouse/logistics unit; Amendments to the permitted northern boundary treatment, to comprise 1.8m high fencing atop a plinth wall, pending the delivery of future development to the north of site (under Reg. Ref.: FW22A/0066).	Application registered on 14 April 2023	
Proposed under Church Fields Site Strategy Plan					
There is potential for up to 500 No. additional residential units Church Fields West (to west of permitted Church Fields Housing and Eastern Linear Park Development PARTXI/012/21)					

22 Mitigation Measures & Monitoring

This Chapter of the Environmental Impact Assessment Report lists the mitigation measures prescribed in all of the preceding Chapters of the Environmental Impact Assessment Report – the measures required to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment – as well as all monitoring measures / programmes prescribed, for both the construction and operational phases.

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