

Item Ref.	Env. Topic	Schedule of Env. Commitments Mitigation Measures	Construction Phase	Operational Phase
		<ul style="list-style-type: none"> ○ Erect localised screens around breaker or drill bit when in operation in close proximity to noise sensitive boundaries. ○ For concrete mixers, control measures should be employed during cleaning to ensure no impulsive hammering is undertaken at the mixer drum. ○ For all materials handling ensure that materials are not dropped from excessive heights, lining drops chutes and dump trucks with resilient materials. ○ For compressors, generators and pumps, these can be surrounded by acoustic lagging or enclosed within acoustic enclosures providing air ventilation. ○ All items of plant should be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures. ● Screening is an effective method of reducing the noise level at a receiver location and can be used successfully as an additional measure to all other forms of noise control. Standard construction site hoarding (2.4m in height) with a mass per unit of surface area greater than 7 kg/m² can provide adequate sound insulation ● A designated noise liaison officer will be appointed to site during construction works. ● The phasing programme will be arranged so as to control the amount of disturbance in noise and vibration sensitive areas at times that are considered of greatest sensitivity. 		
N/A	Cultural Heritage (Chapter 13)	No commitments from the perspective of Cultural Heritage are deemed necessary.		
N/A	Landscape and Visual (Chapter 14)	<ul style="list-style-type: none"> ● Development of a construction management plan as an integral part of the design process, with control of construction activity, traffic, materials storage and lighting with due consideration for neighbouring residences and the surrounding area. ● Construction compounds, materials storage, car parking, lighting and hoarding will be designed and located sensitively to limit negative visual impacts on the surrounding lands. 	◆	
N/A	Landscape and Visual (Chapter 14)	<ul style="list-style-type: none"> ● The architectural design of the building aims to reduce the visual mass through its form and choice of materials. ● The landscape proposals include green links, trees and woodland, seating and play features. These elements will assist the visual integration of the building into the landscape and mitigate the visual impact. ● The implementation of a Landscape Management Plan for the full defects liability period will ensure that the trees and planting will grow to their full potential and areas of hardworks will be maintained suitably. 		◆
N/A	Material Assets: Traffic and Transport (Chapter 15)	<p>With the objective of mitigating the potential impact of the proposed Swift Square Apartment LRD, during its Construction and Operational Stage, the following proposals have been identified and subsequently form an integral part of the subject development proposals.</p> <p>In advance of work starting on site the works Contractor will prepare a detailed construction management plan and traffic management plan to be submitted to FCC for approval. The construction stage management plan will be a live document and it will go through a number of iterations before works commence and during the works. It will set out requirements and standards which must be met during the construction stage and will include the relevant mitigation measures outlined in the EIA Report and any subsequent conditions relevant to the proposed development. The following mitigation measures have been identified which will form part of a plan:</p> <ul style="list-style-type: none"> ● Good construction management practices will be employed such as fencing the site off from the public and neighbouring sites, 	◆	

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		<p>adequate external/internal signage, secure internal site offices, dedicated construction access points all to ensure the safety construction staff and the public.</p> <ul style="list-style-type: none"> • Appropriate levels of staff parking and compounding will be provided to ensure no potential overflow or haphazard parking in the area. The Site will be able to accommodate employee and visitor parking throughout. • Set construction traffic routes to and from the site will be agreed with FCC prior to the commencement of construction activities onsite. The time of day permissible for such routes will also be agreed upon and outside of the morning/evening peak hours. • Wheel wash facilities will be provided on site to ensure that construction debris will not have an impact on the quality of roads in the Northwood area. <p>Managing construction traffic is an ongoing collaborative process. The application documentation includes a Construction and Demolition Waste Management Plan (CDWMP) prepared by the applicant; the measures set out therein will be adhered to by the construction contractor.</p>		
N/A	<p>Material Assets: Traffic and Transport (Chapter 15)</p>	<p>A number of measures have been and will be implemented prior to the subject scheme opening, which include:</p> <ul style="list-style-type: none"> • Development Plan Objectives: The Fingal Development Plan 2023-2029 proposed a number of junction and road infrastructure upgrades which will greatly increase traffic capacity in the area. The proposed upgrades are to include the following: <ul style="list-style-type: none"> ○ Provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of the R108 to enhance connectivity, ○ Enhance pedestrian links within and to Santry Demesne. ○ Facilitate provision of a direct access route from Old Ballymun Road through Northwood. Development shall enhance connectivity to the proposed Northwood Metro Stop. ○ Maintain the operational capacity of the Swords Bypass, the R132. ○ During consultation with Fingal County Council it is noted that Fingal plan to upgrade Junction 3) Northwood Avenue / Old Ballymun Road to incorporate SCATS. Upgrading this junction to SCATS will allow the junction to control the traffic arriving from Northwood to the Ballymun Road. • All junction upgrades will improve traffic movements in the area, improve road safety, and provide a safer environment for pedestrians and cyclists, encouraging sustainable transport. • In addition, Dublin Bus Connects proposes to introduce numerous new bus routes in close proximity to the development, including the "E1 and E2 Bus Routes" which are the Ballymun to City Centre Core Bus Corridor. • The Northwood Station of the proposed MetroLink metro railway is approximately 450 metres away from the proposed development, is currently proposed under the carriageway of the Ballymun Road (R108), with access to the station from the east and west side of the carriageway. • Parking: Car parking and bicycle parking within the development will take a sustainable approach to parking. The parking strategy utilised is derived from "Sustainable Urban Housing: Design Standards for New Apartments", which places a strong emphasis on bicycle parking, thus reducing the need for private single occupancy vehicles. • Development Design: The infrastructure design associated with the development will include visitor car parking, car sharing facility, EV charging, visitor cycle parking and E-bike charging. Refuse collections will be managed to ensure there is no conflict with 		

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		<p>creche drop-off and collection times. Vehicular entrances to the surface-level undercroft parking and basement car parking will be designed to prioritise the safe movement of pedestrians across the footpaths at these locations.</p> <ul style="list-style-type: none"> Residential Travel Plan (RTP): An RTP included with the application documents is to be rolled out with the aim of guiding the delivery and management of coordinated initiatives by the scheme promotor. A Residential Travel Plan, also known as a Mobility Management Plan, is a long-term management strategy which identifies a package of measures to encourage residents and visitors to use sustainable forms of transport such as walking, cycling and public transport and to reduce dependency on private car single-occupancy use. By providing for the transportation needs of people and goods in an ordered and planned manner the environmental, economic and social impacts of travel may be greatly reduced. The successful implementation of the Residential Travel Plan provides the development with a number of advantages, which include: improved environmental performance, improved health and well-being for those residents using active transport modes and reduced demand for car parking spaces. Available initiatives to reduce the environmental impact of commuter journeys include; carpooling schemes and the promotion of sustainable transport such as walking, cycling and public transport. 		

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N/A	Material Assets: Built Services (Chapter 16)	The proposed water supply network, including water conservation measures, will be designed strictly in accordance with the UÉ (formerly Irish Water) Code of Practice for Water Infrastructure, Dec 2017 (Revision 1). The proposed wastewater pipelines will be designed strictly in accordance with the UÉ (formerly Irish Water) Code of Practice for Wastewater Infrastructure, Dec 2017(Revision 1). SUDS/attenuation measures will be incorporated in the surface drainage design (see Chapter 8).		◆
N/A	Material Assets: Built Services (Chapter 16)	<p>Prior to the commencement of works the contractor will be required to prepare a contract-specific Construction Stage Environmental Management Plan (CEMP). This will take account of the requirements of the Outline CEMP prepared by J.B. Barry & Partners Ltd included with the planning package submitted with the application. Mitigation in relation to Built Services will include:</p> <ul style="list-style-type: none"> • Communication and consultation will be conducted with public utility providers ahead of construction commencement. • Underground surveying techniques are a key method of understanding the below-ground conditions and confirming the presence of utility services. A Cable Avoidance Tool and a Signal Generator (CAT and Genny) are used to scan the surface of the ground with an audible signal being developed where underground utilities are detected. Surface radar scanning shall also be used to locate underground services before the commencement of any mechanical excavation in the vicinity of underground services. These detection surveys shall be undertaken by the contractor. • Method Statements shall be developed for the construction phase by the contractor to ensure that all underground services are located manually and carefully protected. The contract-specific CEMP, prepared by the contractor and approved by UÉ (formerly Irish Water) shall outline a methodology and procedure for carrying out such detection surveys. • An avoidance policy shall be adopted where possible in relation to all services, and appropriate protection shall be provided for all above and below-ground services as necessary. • The water supply network will be constructed, pressure tested, swabbed and chlorinated in accordance with UÉ (formerly Irish Water) requirements and standards. • The wastewater infrastructure will be constructed, pressure tested, surveyed and cleaned in accordance UÉ (formerly Irish Water) requirements and standards. 	◆	
N/A	Material Assets: Built Services (Chapter 16)	<p>Potential operational impacts are substantially mitigated through avoidance by the implementation of good management systems and sensible practices.</p> <p>The design of the water supply network and the wastewater infrastructure has inbuilt mitigation when designed in accordance with UÉ (formerly Irish Water) Standards. Other potential operational impacts will be substantially mitigated by the implementation of good maintenance procedures and practices. Method Statements shall be developed during the operational phase to ensure that any underground services are located manually and carefully protected during any onsite maintenance work requiring excavation works in the vicinity of the underground utilities.</p>		◆
N/A	Population and Health (Chapter 17)	<ul style="list-style-type: none"> • A Project Supervisor - Construction Stage will be appointed to coordinate and supervise all safety aspects of the project. • The CEMP will be implemented in full by the appointed contractor to the satisfaction of the client. • Mitigation measures will be implemented during the detailed design and construction phase and are detailed in full in the following sections of this EIAR: Chapter 9 – Air Quality; Chapter 12 – Noise and Vibration; Chapter 7 – Land, Soils and Geology; and Chapter 18 - Climate. 	◆	◆

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N/A	Climate (Chapter 18)	During the construction phase, the following best practice measures shall be implemented on-site to prevent significant GHG emissions and reduce impacts to climate: <ul style="list-style-type: none"> • Prevention of onsite or delivery vehicles from leaving engines idling, even over short periods. • Ensure all plant and machinery are well maintained and inspected regularly. • Minimising waste of materials due to poor timing or over-ordering on site will aid in minimising the embodied carbon footprint of the site. • Sourcing materials locally where possible to reduce transport-related CO2 emissions 	◆	
N/A	Climate (Chapter 18)	Measures to aid in reducing the impact on climate during the operational phase of the proposed development are: <ul style="list-style-type: none"> • The development will be in compliance with the requirements of the Near Zero Energy Building (NZEB) Standards. • A renewable energy rating (RER) of 20% will be achieved to comply with Part L (2021) of the NZEB regulations. • A Building Energy Rating (BER) of A2/A3 is being targeted. • Improved building thermal transmittance (U-Values), air permeability and thermal bridging. • Use of air source heat pumps. 		◆

