

recent available statistics are used for each section. Demographic trends are analysed at State, County, and local levels for the purposes of this EIAR.

The smallest geographical units distinguished by the CSO are Electoral Divisions (EDs) for general statistical use (previously called District Electoral Divisions - previously known as Wards). Demographic trends are analysed at state, County, and local levels for the purposes of this EIAR. For the purposes of examining Census population data, those EDs wholly or partially included within the study area were examined. In this regard, the subject site is located within Airport ED (CSO Area Code ED:04001). The subject site's location in the context of the EDs is illustrated in **Figure 17-2**.

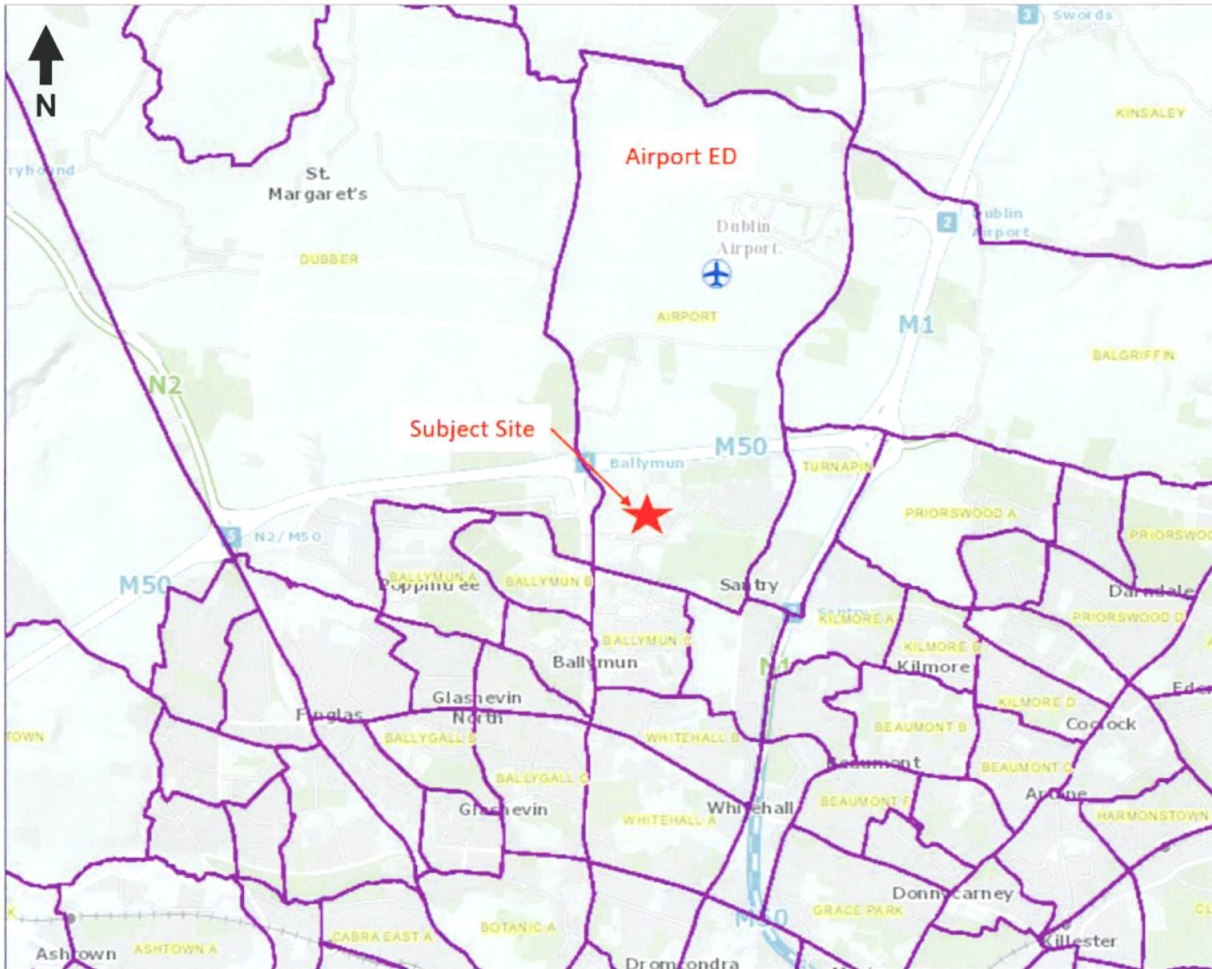


Figure 17-2: Site Location and Electoral Divisions

Source: pobal.ie. Annotations by RPS.

17.3.2.1 Population

Population growth within the State, Fingal and Airport ED is summarised in **Table 17.2**. The results of the Census 2006, 2011, 2016 and 2022 indicate that the population of Fingal grew from 239,992 in 2006 to 329,218 in 2022. The level of population growth within Fingal is higher at 11.2% than the national average of 7.6% in the period 2016-2022.

The subject site is located within the Airport ED. The rate of population increase, between 2016 and 2022, from 5,018 to 6,139 (22.3%) within the Airport ED is significantly above that of the general rate of increase for County Fingal and the national average and is reflective of development which has taken place within the immediate area.

Table 17.2: Population Growth 2006 – 2022

| Area | 2006 | 2011 | 2016 | 2022 | % Change 2016-2022 | % Change 2006 – 2022 |
|------------|-----------|-----------|-----------|-----------|--------------------|----------------------|
| State | 4,239,848 | 4,581,269 | 4,761,865 | 5,123,536 | 7.6% | 20.8% |
| Fingal | 239,992 | 273,991 | 296,020 | 329,218 | 11.2% | 37.2% |
| Airport ED | 1,611 | 4,032 | 5,018 | 6,139 | 22.3% | 281.0% |

Source: cso.ie

Fingal, and the application area, are undergoing significant change and population growth. This as result of the site location, which is adjacent to a range of planned high-capacity public transport upgrades and the profile of the area as being somewhat underdeveloped within the Dublin Metropolitan Area.

To the north, there are extensive residential developments known as Cedarview, Bridgefield and Pappan Grove. To the west, Blackwood Square residential development has been recently completed. Additionally, to the south of Northwood Avenue, there are extensive residential developments known as Lymewood Mews apartments, the Alders and the Cedars apartments.

Additionally, immediately east of the subject site, an SHD proposal known as Whitehaven, including the construction of 5 no. apartment blocks with 255 no. apartments units, was granted by ABP on 28th March 2023 under Ref. ABP-313317-22. The permitted Whitehaven SHD also includes the provision of a childcare facility capable of accommodating c. 70-75 no. children.

Additionally, to the south of Northwood Avenue, an SHD proposal known as Northwood SHD, including the construction of 2 no. apartment blocks with 268 no. apartments units was granted by ABP on March 2023 under Ref. ABP-313179-22. The Northwood SHD also proposes providing a childcare facility capable of accommodating c. 38 no. children.

17.3.2.2 Population Density

As shown in **Table 17.3**, the average population density of the Airport ED is significantly higher than the national average and somewhat lower than that for Fingal. From 2016-2022 the population density of the State, Fingal and Airport ED has increased. A large part of the Airport ED has little or no residential population, as it is within the Dublin Airport campus. There are policies to restrict residential development in Dublin Airport Noise Zones A, B and C. For further details in relation to the Development Plan Policy on Aircraft Noise refer to **Chapter 12** (Noise and Vibration) of Volume 2 of this EIAR.

Those areas outside the Airport campus within Airport ED have a considerably greater population density – for example, the area south of the M50. The construction of significant resident development, which is ongoing within Swords and Northwood generally can be expected to accommodate a significantly increased population within Airport ED.

Table 17.3: Population Density in 2016 and 2022 for the State, Fingal & Airport ED

| Area | Area (sq.km) | 2016 Density (per sq.km) | 2022 Density (per sq.km) |
|------------|--------------|--------------------------|--------------------------|
| State | 67,980.5 | 70 | 75 |
| Fingal | 448 | 661 | 735 |
| Airport ED | 8.66 | 580 | 709 |

Source: cso.ie

17.3.2.3 Age Profile

When compared to other countries in Western Europe, Ireland has a relatively young population. Approximately 28% of the population in Ireland is under the age of 19, compared to an average of 21% across the EU. The extent of people in the 20-34 age group and those between 35-55 years old is marginally greater in Ireland when compared to the EU average age profile. Within Ireland, the county with the youngest age, as found in the 2016 census, was Fingal, with an average age of 34.3.

The age profile of the population of the State and County Fingal for 2011 and 2016 is highlighted in **Table 17.4**. This table shows that the proportion of 0-14-year-olds increased in Fingal but dropped across the State as a whole over this period.

The 15-24-year-old age cohort showed an overall decrease in population throughout the State and in Fingal County. The drop in the population of this age cohort is possible as a result of emigration associated with prevailing economic conditions at that time and normal population dynamics as the population ages.

Table 17.4: Population Structure by Age 2011, 2016

| Area /Age | 0 – 14 (%) | 15 – 24 (%) | 25-44 (%) | 45-64 (%) | 65+ (%) |
|-------------|------------|-------------|-----------|-----------|---------|
| State 2011 | 21.3 | 12.6 | 31.6 | 22.7 | 11.7 |
| State 2016 | 21.1 | 12.1 | 29.5 | 23.8 | 13.4 |
| Change | -0.2 | -0.5 | -2.1 | +1.1 | +1.7 |
| Fingal 2011 | 24.2 | 11.9 | 36.6 | 20.0 | 7.2 |
| Fingal 2016 | 24.5 | 11.3 | 33.6 | 21.5 | 9.1 |
| Change | +0.3 | -0.6 | -3.0 | +1.5 | +1.9 |

Source: cso.ie

Figure 17-3 shows that there is a higher than average proportion of 0-9 and 25-44 year-olds within Fingal. This indicates that there is a comparatively large number of young families within Fingal County.

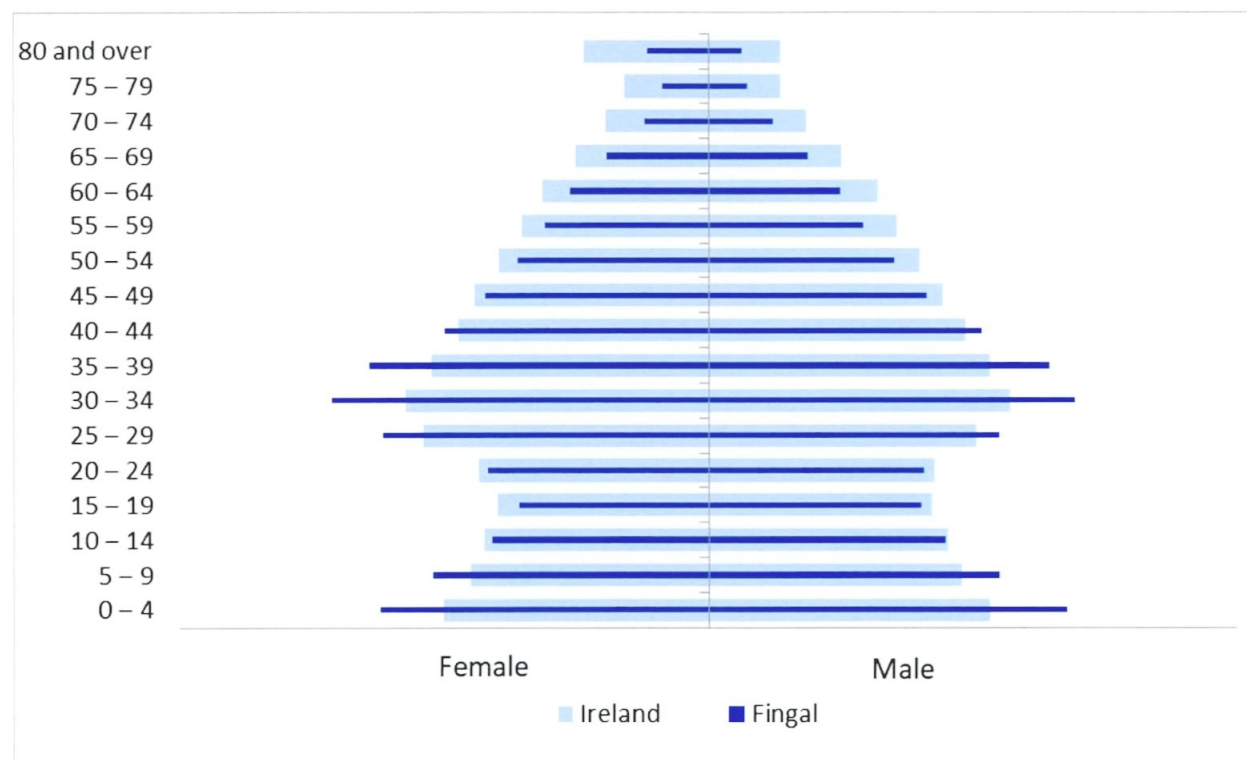


Figure 17-3 Population Pyramid for Ireland (State) and Fingal

Source: cso.ie

17.3.2.4 Household Size

Census 2016 revealed that the average number of persons per household recorded an increase in the State for the first time since 1966. In 2011 there were, on average, 2.73 persons per household. The equivalent figure stood at 2.75 in 2016. The largest increase in average household size between 2011 and 2016 occurred in Fingal (2.92 to 3.03 persons per household).

17.3.3 Economic Activity and Employment

17.3.3.1 Employment

The 2016 Census was examined to determine trends in relation to employment, including the number of persons at work, unemployment levels and the sectoral composition of the population based on principal economic status. **Table 17.5** shows the overall unemployment rate as measured by the responses to the question on principal economic status in the Census for 2011 and 2016. The unemployment rate is calculated by adding the number of persons unemployed to first-time job seekers and then dividing the total by the overall labour force (i.e., total amount of unemployed persons and employed persons).

It can be seen that the unemployment rate in 2016 had decreased significantly within the State and within Fingal compared to the 2011 Census. The unemployment rate for Fingal was reduced to 10.3% in 2016 compared to 16% in 2011.

Table 17.5: Principal Economic Status 2011 - 2016

| Principal economic status / Year | State 2011 | State 2016 | Fingal 2011 | Fingal 2016 |
|-------------------------------------|------------|------------|-------------|-------------|
| At Work | 1,807,360 | 2,006,641 | 119,276 | 133,971 |
| Looking for First Regular Job | 34,166 | 31,434 | 2,224 | 1,850 |
| Unemployed or given up Previous Job | 390,677 | 265,962 | 20,416 | 13,565 |
| Overall Employed | 424,843 | 297,396 | 22,640 | 15,415 |
| Labour Force | 2,232,203 | 2,304,037 | 141,916 | 149,386 |
| Unemployment Rate % | 19.0% | 11.5% | 16.0% | 10.3% |

Source: cso.ie.

Monthly Unemployment Figures / Quarterly National Household Survey

The *Quarterly National Household Survey* (QNHS) and the *Quarterly Labour Force Survey* (QLFS) are designed to produce quarterly labour force estimates that include the official measure of employment and unemployment in the State on an International Labour Organisation (ILO) basis). The ILO unemployment rate for the State for the period 2016 - 2023 is summarised in **Table 17.6**. In Q3 2017, the QLFS replaced the QNHS and included enhancements to the survey methodology. The average unemployment percentage was the lowest in 2022.

Table 17.6: ILO Economic Status Unemployment Rate for State 2016-2022

| | Q1 (%) | Q2 (%) | Q3 (%) | Q4 (%) | Average (%) |
|------|--------|--------|--------|--------|-------------|
| 2016 | 8.4 | 8.4 | 7.9 | 7.1 | 8.0 |
| 2017 | 6.8 | 6.2 | 6.7 | 6.4 | 6.9 |
| 2018 | 5.7 | 6.0 | 6.0 | 5.4 | 5.8 |
| 2019 | 4.8 | 5.4 | 5.2 | 4.5 | 5.0 |
| 2020 | 4.7 | 5.1 | 7.1 | 5.7 | 5.7 |
| 2021 | 7.1 | 7.3 | 5.7 | 4.9 | 6.3 |
| 2022 | 4.8 | 4.5 | 4.5 | 4.2 | 4.5 |

Source: cso.ie.

From March 2020 to February 2022, the CSO produced a supplementary measure of monthly unemployment in parallel with the routine Monthly Unemployment Estimates, which incorporates those in

receipt of the Pandemic Unemployment Payment (PUP) into the calculation to produce a COVID-19 Adjusted Measure of Monthly Unemployment. This is reported in **Table 17.7**.

Table 17.7: COVID-19 Adjusted Estimates Unemployment Rate for State 2020-2022

| | Q1 (%) | Q2 (%) | Q3 (%) | Q4 (%) | Average (%) |
|------|--------|--------|--------|--------|-------------|
| 2020 | - | 23.1 | 15.9 | 19.4 | 19.5 |
| 2021 | 25.7 | 16.2 | 8.9 | 7.4 | 14.6 |
| 2022 | 7.4 | - | - | - | - |

Source: cso.ie

As shown in **Table 17.6**, the average unemployment percentage was lowest in 2022 at 4.5%, which is slightly lower than in 2018 at 5.8% and 2019 at 5.0%. This indicates the recovery and improvement since the COVID-19 pandemic.

Within Airport ED, there is very significant employment. This includes commercial employment immediately adjacent to the subject site at Swift Square Office Park, Gulliver’s Retail Park, Sport Surgery Clinic and the large proximate employment centre at Dublin Airport. It was estimated in the 2019 *Dublin Airport Economic Impact Study* that 21,500 people were directly employed at the airport or airport-related businesses (based on 2018 traffic levels).

There was a significant reduction in employment at the airport during the COVID-19 pandemic, but according to DAA’s website¹⁹, passengers’ numbers were back up to 94% of pre-COVID-19 levels in October 2022. While there are no updated employment figures since the 2019 *Dublin Airport Economic Impact Study*, employment levels at the airport are likely impacted by the return to 2019 passenger numbers.

Additionally, there is a very significant level of commuting into and out of Fingal for work. Approximately 17,000 people commute from Dublin city and suburbs to work in Fingal, and 28,600 people commute from Fingal to work in from Dublin city and suburbs.

17.3.3.2 Affluence and Deprivation

The Pobal Deprivation Index is Ireland’s most widely used social gradient metric, which scores each small area (50 – 200 households) in terms of affluence or disadvantage. The index uses information from Ireland’s Census, such as employment, age profile and educational attainment, to calculate this score. Airport ED is classified as “Affluent”. There is a significant variation in the level of affluence and deprivation in the surrounding EDs, as shown in **Figure 17-4**. Ballymun C ED to the south of Airport ED is classified as “Disadvantaged”.

¹⁹ <https://www.dublinairport.com/latest-news/2022/11/04/dublin-airport-passenger-numbers-back-to-94-of-pre-covid-levels-in-october#-text=Dublin%20Airport%20saw%20an%20increase%20of%20around%2026%2C000.2021%20and%20just%20%25%20lower%20than%20in%202019>

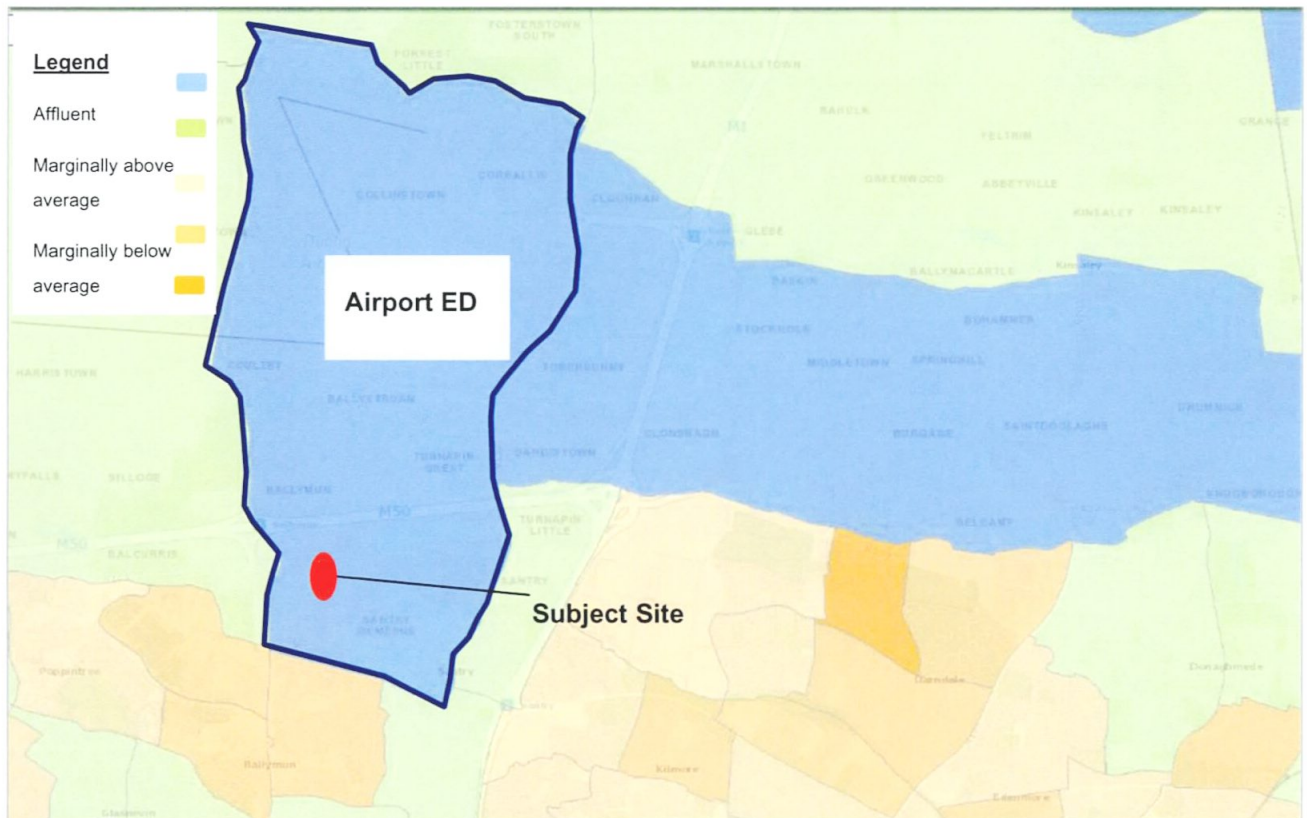


Figure 17-4: Deprivation Index (indicative subject site location in red)

Source: Pobal.ie. Annotations by RPS

17.3.3.3 Education Profile

Census 2016 found that the average age of persons aged 15 and over that had completed their full-time education in April 2016 within Fingal was 20.4. This was the fourth highest within the State. 48.7% of the population within Fingal were found to have a third-level education.

17.3.4 Local Services / Amenity

Local services/amenities (social infrastructure) include a wide range of services and facilities, including health, education, community, cultural, play, faith, recreation and sports facilities that contribute to the quality of life. Northwood and the surrounding areas have a wide range of community facilities, including parks, youth centres, playgrounds, sports clubs and gyms.

Sport & recreation services within the study area include public park areas, sports facilities and clubs and amenities and public walkways. A breakdown of sport & recreation services is illustrated in **Figure 17-5** and are summarised below in **Table 17.8**. Local services and amenities have been identified in a 3km pedestrian isochrone from the subject site as this distance represents an average 30-35 minute walk.

30-35 minute walk.

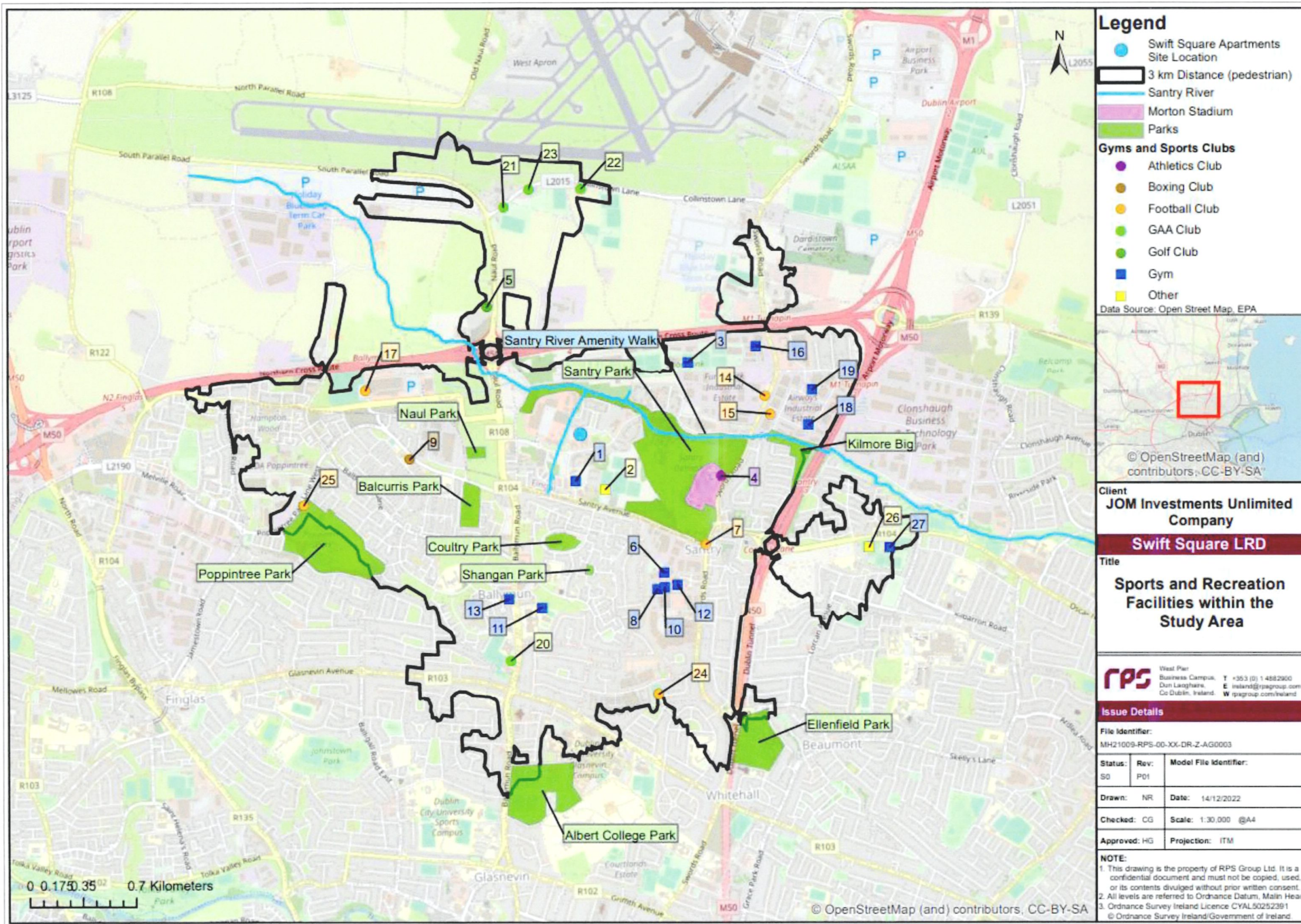


Figure 17-5: Sports & Recreation Facilities within the Study Area
 Source: Google Maps, Open Street Map. Annotations by RPS.

Table 17.8: Sports & Recreation Facilities within the Study Area

| Label No. | Name | Sport & Recreation Facility | Distance from Site |
|-----------|---------------------------------|-----------------------------|--------------------|
| 1. | Ben Dunne Fitness Centre | Gym | c.310m |
| 2. | Trinity College Sports Ground | Other | c.400m |
| 3. | SportsLink | Gym | c.840m |
| 4. | Clonliffe Harris A.C. | Athletics Club | c.960m |
| 5. | Silloge Golf Club | Golf Club | c.1030m |
| 6. | Crossfit Bua Santry | Gym | c.1060m |
| 7. | Latin Dubs Football Club | Football Club | c.1090m |
| 8. | Body Dynamics | Gym | c.1130m |
| 9. | St. Pappins Boxing Club | Boxing Club | c.1140m |
| 10. | CrossFit Santry | Gym | c.1140m |
| 11. | Bodyworks Gym | Gym | c.1160m |
| 12. | FX Fitness | Gym | c.1170m |
| 13. | Sports and Fitness Ballymun | Gym | c.1180m |
| 14. | SportsLink Football Club | Football Club | c.1240m |
| 15. | Dublin Indoor Football | Football Club | c.1260m |
| 16. | Fast2Fit | Gym | c.1290m |
| 17. | Ballymun United | Football Club | c.1440m |
| 18. | Boogie Bounce Santry | Gym | c.1500m |
| 19. | Jump Zone | Gym | c.1550m |
| 20. | Setana GAA Club | GAA Club | c.1550m |
| 21. | Ballymun Kickhams | GAA Club | c.1570m |
| 22. | Na Fianna | GAA Club | c.1600m |
| 23. | Starlight GFC | GAA Club | c.1640m |
| 24. | St. Kevin's Boy's Football Club | Football Club | c.1780m |
| 25. | Belclare Celtic Football Club | Football Club | c.1880m |
| 26. | Astro Park Coolock | Other | c.2040m |
| 27. | Muscle Mind and Fitness | Gym | c.2160m |

Source: Google Maps, Open Street Map.

Social and community services are key in providing a sustainable and attractive neighbourhood which will attract new residents and retain the existing population. The subject site is serviced by social and community services located mainly in Ballymun and Santry, as illustrated below in **Figure 17-6** and **Table 17.9**. The social and community services range from community centres and youth services to banks and post offices.

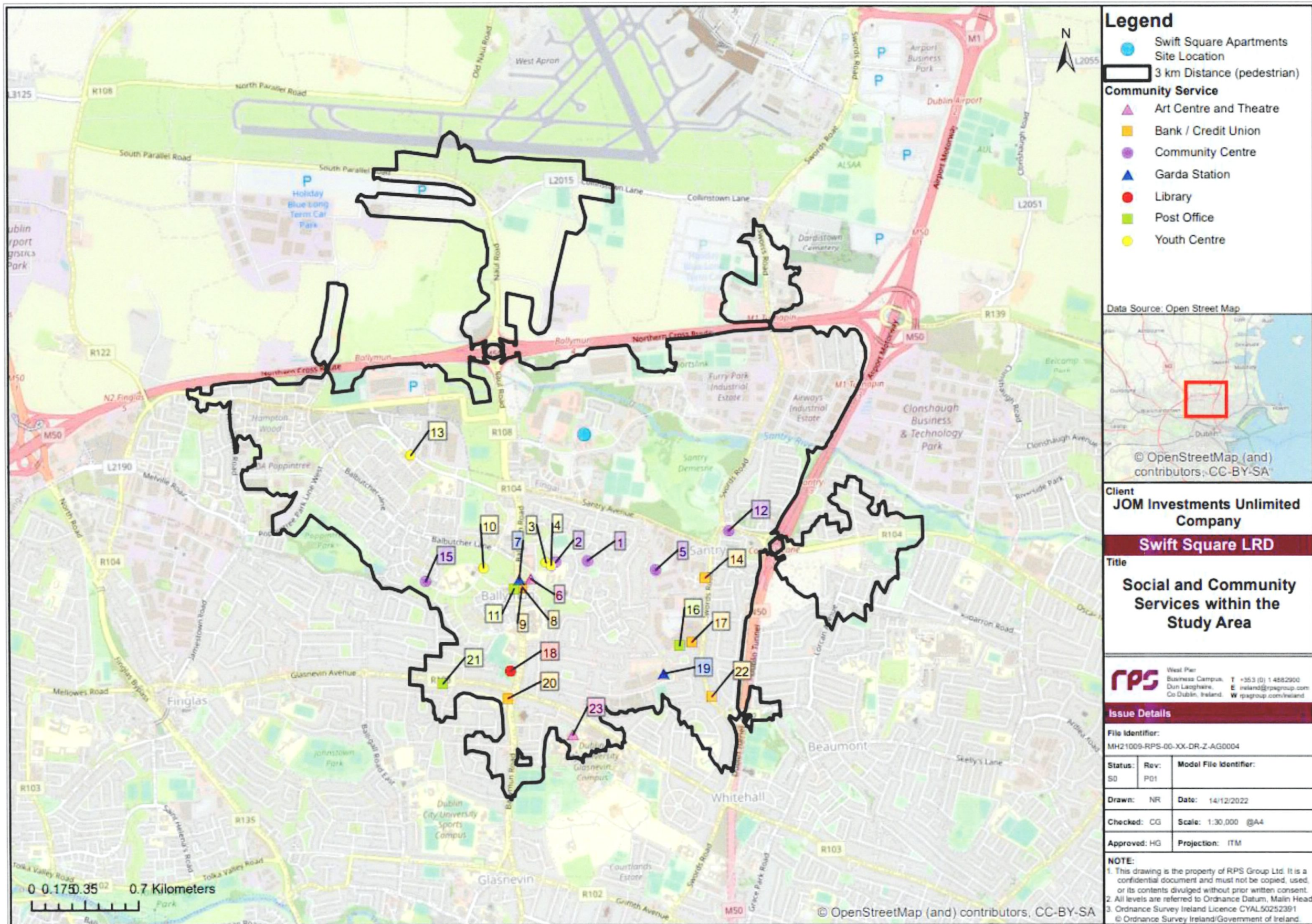


Figure 17-6: Social and Community Services within the Study Area

Source: Google Maps, Open Street Map. Annotations by RPS.

Table 17.9: Social and Community Services within the Study Area

| Label no. | Name | Social & Community Service | Distance from Site |
|-----------|-----------------------------------|----------------------------|--------------------|
| 1. | Parish Hall | Community Centre | c.820m |
| 2. | Ballymun East Community Centre | Community Centre | c.860m |
| 3. | Aisling Project | Youth Centre | c.870m |
| 4. | Ballymun East and Youth Centre | Youth Centre | c.880m |
| 5. | Greenfield Park Community Centre | Community Centre | c.1000m |
| 6. | Axis Art Centre | Art Centre and Theatre | c.1000m |
| 7. | Ballymun Garda Station | Garda Station | c.1040m |
| 8. | Ballygall Credit Union | Bank | c.1070m |
| 9. | AIB Ballymun | Bank | c.1080m |
| 10. | Ballymun Regional Youth Resource | Youth Centre | c.1090m |
| 11. | Ballymun Post Office | Post Office | c.1100m |
| 12. | Santry Community Resource Centre | Community Centre | c.1130m |
| 13. | Poppintree Youth Project | Youth Centre | c.1140m |
| 14. | AIB Swords Road | Bank | c.1220m |
| 15. | The Sillogue Neighbourhood Centre | Community Centre | c.1410m |
| 16. | Santry Post Office | Post Office | c.1510m |
| 17. | Permanent TSB Bank, Omni Park | Bank | c.1520m |
| 18. | Ballymun Library | Library | c.1610m |
| 19. | Santry Garda Station | Garda Station | c.1640m |
| 20. | Progressive Credit Union | Bank | c.1790m |
| 21. | Glasnevin Avenue Post Office | Post Office | c.1870m |
| 22. | Larkhill & District Credit Union | Bank | c.1890m |
| 23. | Helix Theatre | Art Centre and Theatre | c.1950m |

Source: Google Maps, Open Street Map.

17.3.4.1 Childcare Facilities

There are a large number of childcare facilities surrounding the subject site. The location of childcare facilities within approximately 1km, 2km and 3km of the subject site as per Pobal Mapping are shown in **Figure 17-77** and listed in **Table 17.10**.

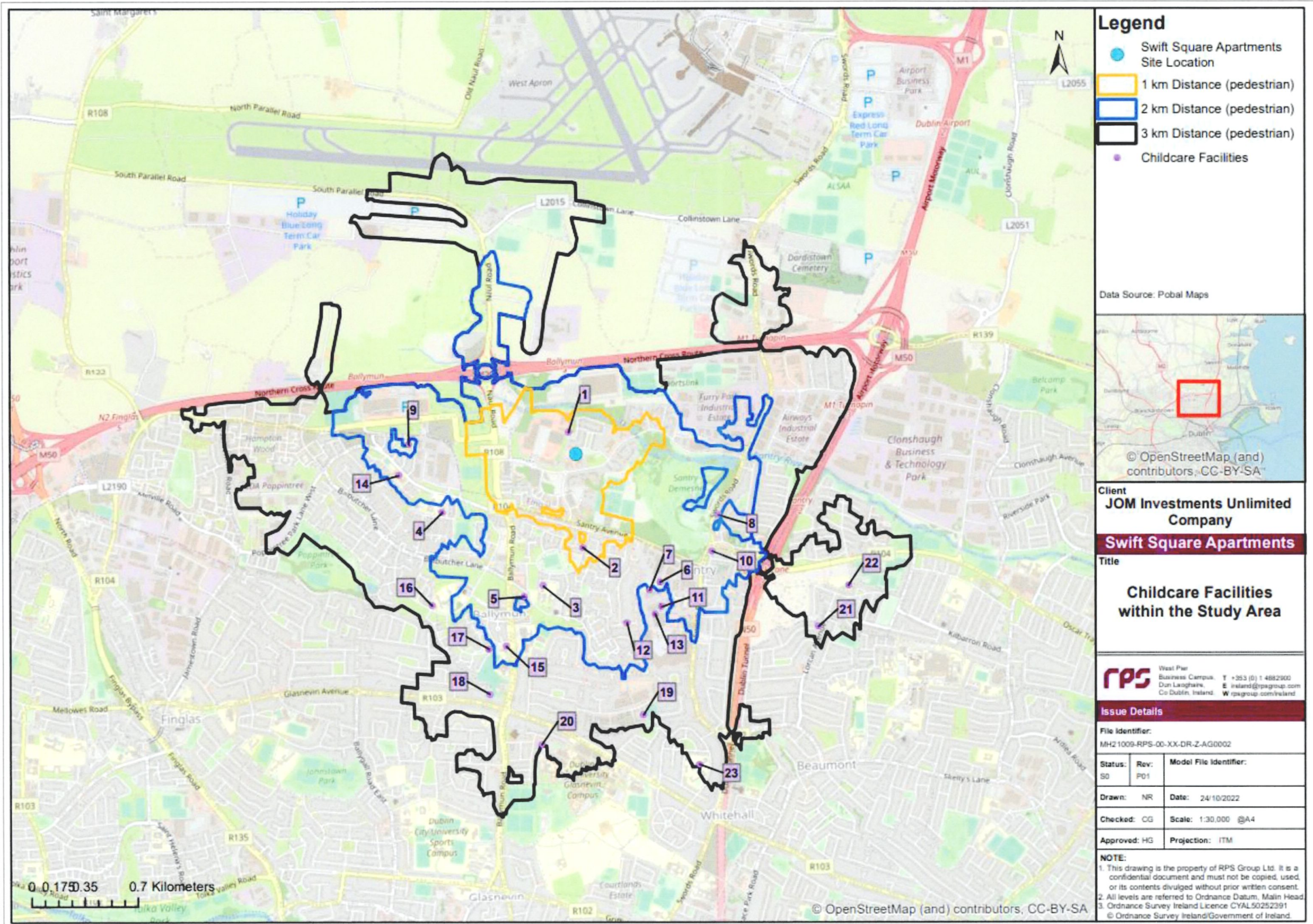


Figure 17-7: Childcare Facilities within a 3km radius

Source: Pobal.ie, TUSLA.ie. Annotations by RPS

Table 17.10: Childcare Facilities

| No. | Name | Address | Service ²⁰ | Age Profile | Capacity |
|--------------------------------|--|---|-----------------------|-------------|---------------------|
| Facilities within 1km | | | | | |
| 1. | Little Harvard Childcare | Block A4, Bridgefield, Northwood, Santry | FT, PT, Sessional | 0-6 | 111 |
| 2. | Naíonra Glór na nGael | Sli Sheanntreibh, Baile Munna, D09HF58 | FT, PT, Sessional | 2-6 | 32 |
| Total | | | | | 143 children |
| Facilities within 1-2km | | | | | |
| 3. | Ballymun East Community Centre Ltd | Ballymun East Community Centre, Woodhazel Close, Ballymun, Dublin 9. | FT, PT, Sessional | 1-5 | 111 |
| 5. | Axis Creche | Main Street, Ballymun, Dublin 9 | FT, Sessional | 0-6 | 34 |
| 6. | Little Rainbows Santry | The Ashes, Santry Place, Santry, Co. Dublin | FT, PT, Sessional | 1-6 | 84 |
| 8. | Pinocchios Little Treasures | Silverdale, Old Swords Road, Santry, Dublin 9 | FT | 6 mnths-6 | 33 |
| 9. | St Margaret's Pre school | St. Margaret's Road, St. Margaret's Park, Ballymun, Dublin 11. | PT | 6 mnths-6 | 26 |
| 10. | The Playhouse Preschool | Santry Community Resource Centre, Domville Court, Santry, Dublin 9 | Sessional | 2-6 | 44 |
| 12. | Happyway Creche and Pre School | 11 Shanliss Walk, Santry, Dublin 9 | Sessional | 2-6 | 16 |
| 14. | Poppintree Early Education Centre Ltd | Poppintree Early Education Centre, Balbutcher Lane, Ballymun, Dublin 11 | FT | 0-6 | 48 |
| 15. | Naíonra Scoil an T-Seachtar Laoch | Scoil an t-Seachtar Laoch, Bothar Baile Munna, Baile Ath Cliath 11 | Sessional | 2-5 | 40 |
| Total | | | | | 436 children |
| Facilities within 2-3km | | | | | |
| 4. | Pop Up Preschool | St Joseph's Junior School, Balcurris Road, Ballymun, Dublin 11. | Sessional | 2-6 | 22 |
| 7. | Happy Ways Preschool | Greenfields Community centre, Shanliss Avenue, Santry | Sessional | 2-6 | 16 |
| 11. | The Nest Childare and Montessori | Santry Hall Industrial Estate, Swords Rd, Whitehall, Santry, Co. Dublin | FT, PT, Sessional | 0-6 | 41 FT, 45 Sessional |
| 13. | Sunshine Creche and Montessori | Unit D2, Santry Hall Industrial Estate, Santry, Dublin 9 | FT, PT, Sessional | 1-5 | 40 |
| 16. | Tír na nÓg Early Childhood Care & Education Centre | Ballymun Day Nursery, Sillogue Road, Ballymun, Dublin 11 | FT, PT, Sessional | 2-6 | 60 |
| 17. | Our Lady's Nursery | 121 Sillogue Gardens, Ballymun, Dublin 11 | FT | 0-6 | 88 |
| 18. | Mother of Divine Grace Playgroup | Riversdale Sports Club, Glasnevin Avenue, Dublin 11 | Sessional | 2-5 | 22 |
| 19. | Cocoon Childcare - Santry | Shanowen Road, Collins Avenue, Santry, Dublin 9 | FT, PT, Sessional | 0-6 | 94 |

- FT = Full Time PT = Part Time

| No. | Name | Address | Service ²⁰ | Age Profile | Capacity |
|----------------------|---------------------------------------|--|-----------------------|-------------|-----------------------|
| 20. | Magic Days Creche & Montessori School | Magic Days Creche & Montessori School, 8 Albert College Grove, Glasnevin, Dublin 9 | FT, PT, Sessional | 0-6 | 55 |
| 21. | Lorcan Montessori | 121A Lorcan Avenue, Santry, Dublin 9 | Sessional | 2-5 | 30 |
| 22. | Naíonra Montessori | Gael Scoil Colmcille, Lana na Culoige, BAC 17 | Sessional | 2-5 | 44 |
| 23. | Larkhill Playgroup | Larkhill G.N.S., Larkhill Rd., Whitehall, Dublin 9 | PT | 2-6 | 22 |
| Total | | | | | 579 children |
| Overall total | | | | | 1,158 children |

Source: Pobal, TUSLA.ie.

Permitted childcare facilities

A desktop review of the planning history for the surrounding area in the vicinity of the proposed development was undertaken using the Fingal County Council (FCC) and ABP online planning search facilities. Recent planning permission for permitted childcare facilities within the vicinity of the proposed development is noted below:

- **Ref. F18A/0421 & Ref. F18A/0438:** A childcare facility accommodation 54 no. children was granted within Part 1 of a two-stage phased Master Plan.
- **Ref. ABP-306075-19 & ABP-309416-21:** A childcare facility accommodating c. 72 no. children is permitted within Blackwood Square SHD.
- **Ref. ABP-313179-22:** A childcare facility accommodating c. 38 no. children is permitted within Northwood SHD.
- **Ref. ABP-313317-22:** A childcare facility accommodating c. 70-75 no. children is permitted within Whitehaven SHD.

Recent planning permissions, including childcare facilities in the vicinity of the proposed development, will provide an additional c. 234-239 no. childcare places.

17.3.4.2 Education Facilities

There is a City of Dublin Education and Training Board early school leavers programme provided in the Adult Education Centre located at Ballymun Road, Ballymun, Dublin 11.

Within the Study Area there are a total of 13 no. school facilities; 12 no. primary schools and 1 no. secondary schools. The locations of these schools are illustrated in **Figures 17-8** and **17-9**.

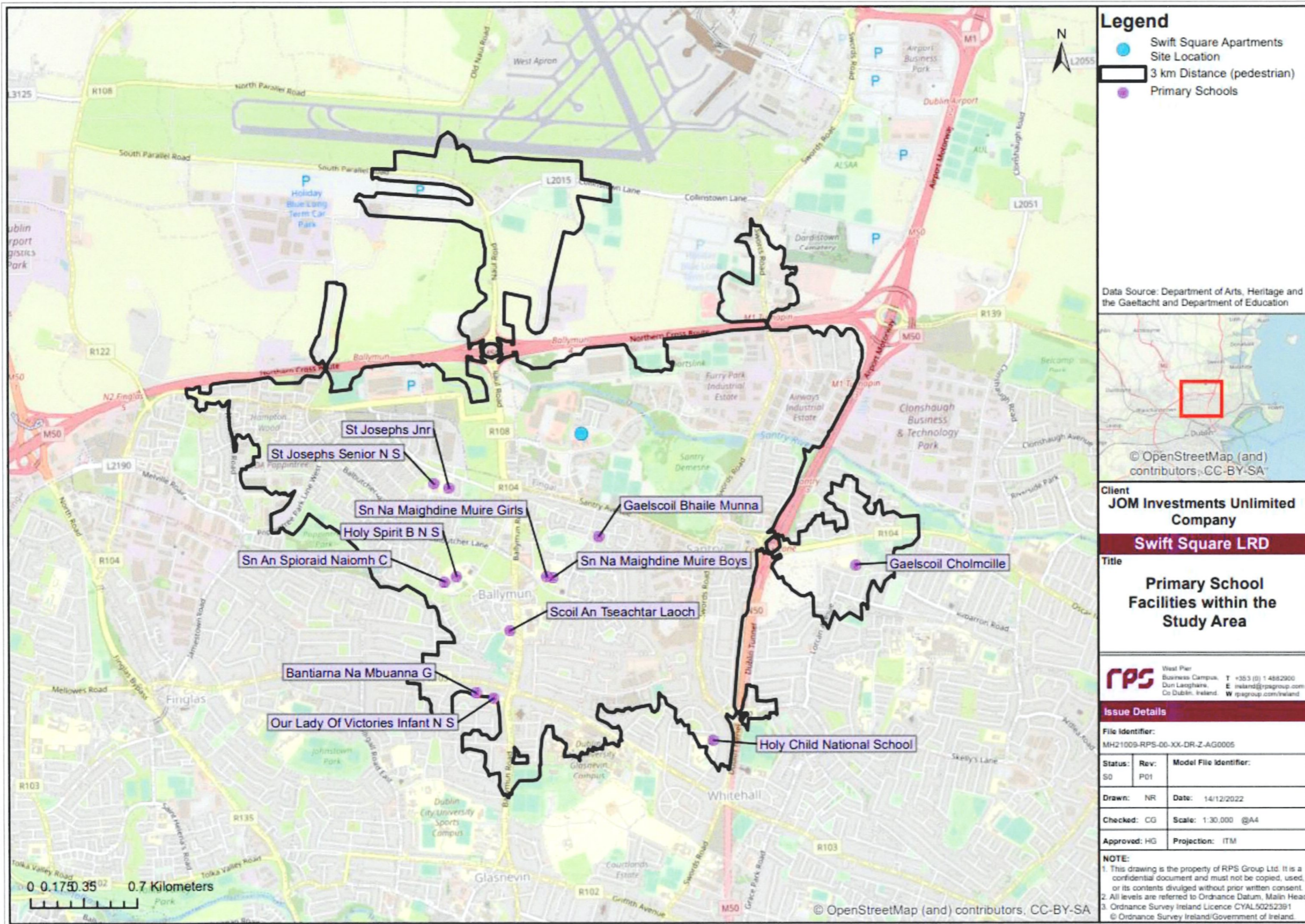


Figure 17-8: Primary School Facilities within a 3km radius

Source: Google Maps, Open Street Map. Annotations by RPS

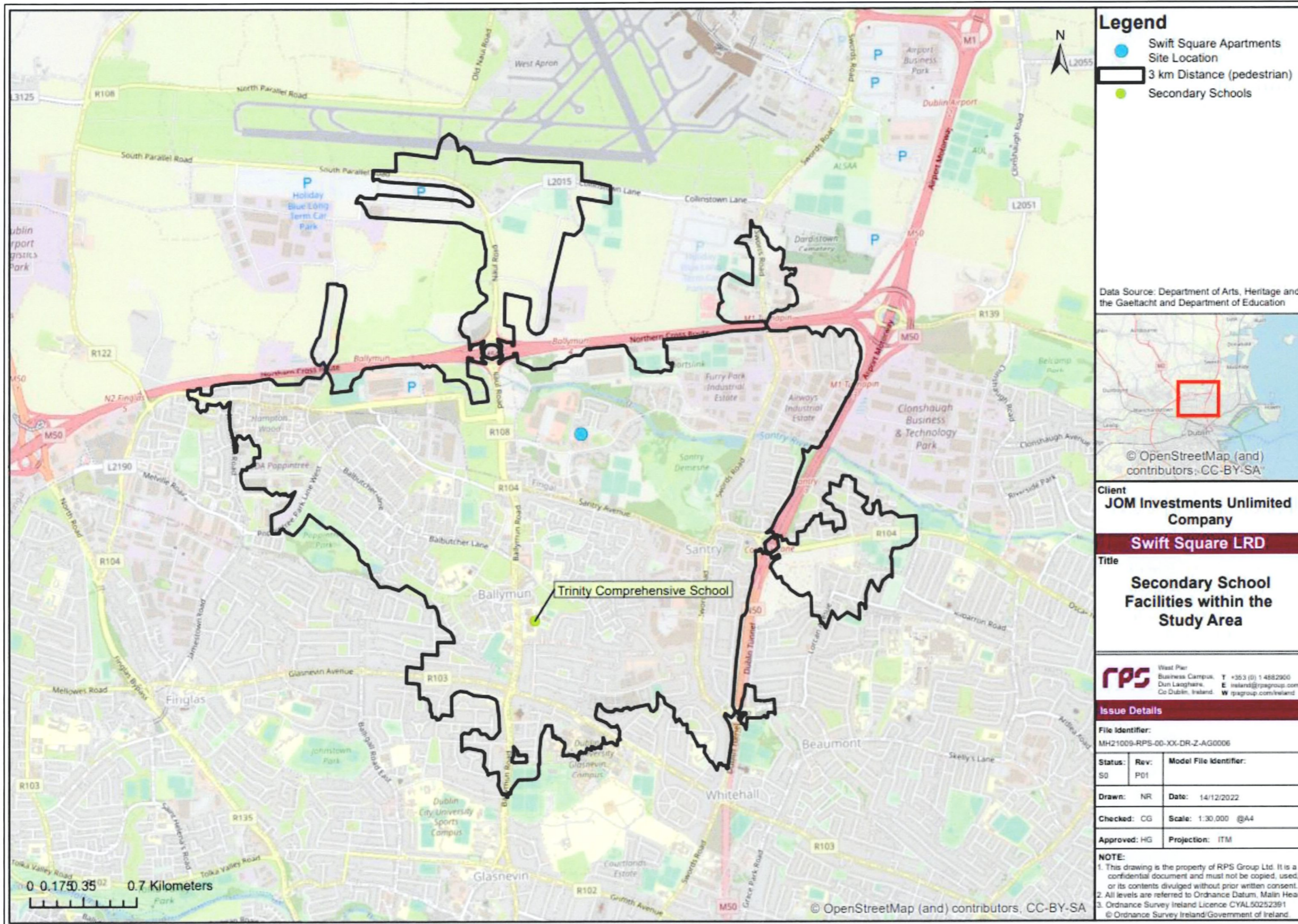


Figure 17-9: Secondary School Facilities within a 3km radius

Source: Google Maps, Open Street Map. Annotations by RPS

Detail of these primary and post-primary schools as per the Department of Education and Skills is presented in **Table 17.11**.

Table 17.11: Primary and Post-Primary Schools within a 3km Radius²¹

| | Primary School | Address | Enrolled Pupils | Av. Class Size 2019/2020 | Av. Class Size 2020/2021 | Av. Class Size 2021/2022 | Distance from the Subject Site |
|-------------------------|--|---|-----------------|--------------------------|--------------------------|--------------------------|--------------------------------|
| 1. | Gaelscoil Bhaile Munna | Coultry Road, Ballymun, Dublin 9 | 165 | 19 | 21 | 21 | c.680m |
| 2. | St. Joseph's Junior National School | Balbutcher Lane, Ballymun | 151 | 17 | 18 | 19 | c.940m |
| 3. | Virgin Mary Boys National School | Shangan Road, Ballymun, Dublin 9 | 133 | 16 | 20 | 17 | c.960m |
| 4. | Virgin Mary Girls National School | Shangan Road, Ballymun, Dublin 9 | 181 | 20 | 23 | 20 | c.960m |
| 5. | St. Joseph's Senior National School | Balbutcher Lane, Ballymun | 137 | 17 | 18 | 17 | c.1020m |
| 6. | Holy Spirit Boys National Catholic School | Silloogue Road, Ballymun, Dublin 11 | 308 | 21 | 19 | 21 | c.1240m |
| 7. | Holy Spirit Girls National Catholic School | Silloogue Road, Ballymun, Dublin 11 | 274 | 20 | 20 | 20 | c.1320m |
| 8. | Scoil an tSeachtar Laoch | Ballymun Road, Ballymun, Dublin 11 | 181 | 21 | 21 | 23 | c.1370m |
| 9. | Our Lady of Victories Infant National School | Ballymun Road, Dublin 9 | 214 | 17 | 18 | 18 | c.1820m |
| 10. | Our Lady of Victories Girls National School (Bantiarna Na mBuanna Girls) | Ballymun Road, Dublin 9 | 207 | 20 | 21 | 21 | c.1830m |
| 11. | Gaelscoil Cholmcille | Gaelscoil Cholmcille, Coolock Lane, Dublin 17 | 255 | 30 | 29 | 32 | c.1990m |
| 12. | Holy Child National School | Larkhill Road, Whitehall, Dublin 9 | 397 | 25 | 25 | 23 | c.2180m |
| Total primary: | | | 2,635 | | | | |
| | Trinity Comprehensive Ballymun | Ballymun Road, Dublin 9 | 504 | 492 | 503 | 504 | c.1260m |
| Total secondary: | | | 504 | | | | |

Source: *Department of Education*

It is also noted that major capital projects have been completed since 2010 in Gaelscoil Bhaile Munna (2017), which is located within the Fingal East Ballymun School Planning Area and within 3km of the subject site.

²¹ N/A = Data not available

The Additional Accommodation Scheme²² ensures that essential classroom accommodation is available to cater for the number of pupils enrolled in a school. Under the Additional Accommodation Scheme, the following school upgrades are currently progressing at the following stages;

- The provision of 1 no. 80 sq.m mainstream classroom, 1 no. WC and 3 no. SET rooms at Our Lady of Victories Girls National School at construction stage;
- The provision of 2 no. 80 sq.m mainstream classroom & 1 no. 15 sq.m Resource Room at Our Lady of Victories NS, Ballymun Road at construction stage; and
- Approval for 3 no. SET room at Scoil an tSeachtar Laoch.

In this regard the requirement for new schools and capital improvements is the subject of on-going review and includes monitoring school place provision in all areas.

17.3.4.3 Health Facilities

Within the Study Area, there are a wide variety of healthcare services, including GP practices, medical centres, health centres, pharmacies, dentists, opticians, sports surgery and related practices, and counselling services in operation. These services are illustrated in **Figure 17-11** and summarised in **Table 17.12**.

²² Source: <https://www.gov.ie/pdf/?file=https://assets.gov.ie/234562/40856718-d060-4e60-aecc-f9411d9ee5ff.pdf#page=null>

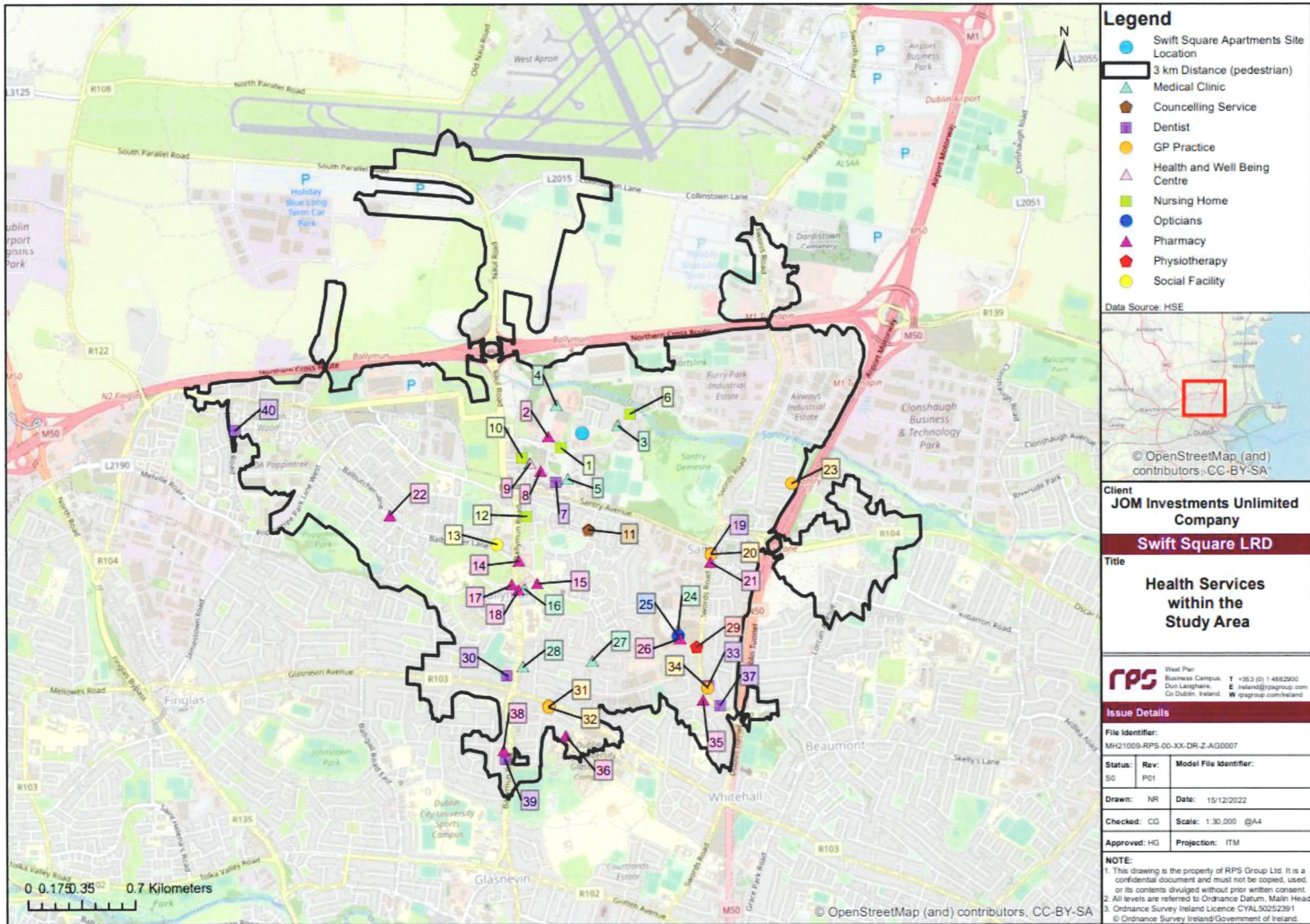


Figure 17-10: Health Services

Source: Pobal, Google Maps, Open Street Map. Annotations by RPS

Table 17.12: Healthcare Services within the Study Area

| Label No. | Name | Healthcare Service | Distance from Site |
|-----------|--------------------------------------|---------------------------------------|--------------------|
| 1. | Cara Cara Centre | Nursing Home | c.170m |
| 2. | McCabes Pharmacy | Pharmacy | c.220m |
| 3. | Sports Surgery Clinic | Medical Clinic | c.240m |
| 4. | SSC Sports Medicine | Medical Clinic | c.250m |
| 5. | Santry GP Clinic | Medical Clinic | c.310m |
| 6. | TLC Centre | Nursing Home | c.340m |
| 7. | New Life Teeth Dental Implant Clinic | Dentist | c.360m |
| 8. | Total Health Pharmacy | Pharmacy | c.360m |
| 9. | Geraldstown House | Health and Well Being Centre | c.390m |
| 10. | Northwood Nursing Home | Nursing Home | c.420m |
| 11. | Pieta House Dublin North | Counselling Service | c.630m |
| 12. | St. Pappins Nursing Home | Nursing Home | c.650m |
| 13. | The Star Project | Social Facility – Addiction Treatment | c.910m |
| 14. | Edward Mac Manus Pharmacy | Pharmacy | c.930m |
| 15. | Lavery's Pharmacy | Pharmacy | c.1020m |
| 16. | Ballymun Health Care Facility | Medical Centre | c.1080m |
| 17. | McCabes Pharmacy | Pharmacy | c.1090m |
| 18. | Edward Mac Manus Pharmacy | Pharmacy | c.1100m |
| 19. | Santry Dental | Dentist | c.1150m |
| 20. | ObGyn Clinic | GP Practice | c.1150m |
| 21. | Magners Pharmacy | Pharmacy | c.1180m |
| 22. | Poppintree Pharmacy | Pharmacy | c.1360m |
| 23. | Dr. Mohammed | GP Practice | c.1410m |
| 24. | The Medical Centre | Medical Clinic | c.1420m |
| 25. | Donall McNally Pharmacy | Pharmacy | c.1460m |
| 26. | Lloyd's Pharmacy | Pharmacy | c.1560m |
| 27. | Shanard Family Practice | GP Practice | c.1480m |
| 28. | D9 Family Practice | Medical Clinic | c.1570m |
| 29. | DC Therapy Rooms | Physiotherapy | c.1580m |
| 30. | D11 Dental | Dentist | c.1650m |
| 31. | Dr. Mary Moore | GP Practice | c.1780m |

| Label No. | Name | Healthcare Service | Distance from Site |
|-----------|----------------------------------|--------------------|--------------------|
| 32. | Dr. P.N. Fitzgerald | GP Practice | c.1790m |
| 33. | Keoghan's Dental Laboratory | Dentist | c.1830m |
| 34. | Doctor Halpin | GP Practice | c.1840m |
| 35. | Life Pharmacy | Pharmacy | c.1900m |
| 36. | Pharmhealth Pharmacy | Pharmacy | c.1970m |
| 37. | Molloy Dental | Dentist | c.1980m |
| 38. | Chambers Pharmacy | Pharmacy | c.2120m |
| 39. | College Gate Dental Clinic | Dentist | c.2180m |
| 40. | Med-Dent Dental & Medical Clinic | Medical Centre | c.2260m |

Source: Pobal, Google Maps, Open Street Map

17.3.5 Human Health

The Department of Health's report *Health in Ireland Key Trends, 2022* provides a statistical analysis of health in Ireland over the last 10 no. years. Chapters 1 and 2 of the report deal specifically with life expectancy and health of the population. Life expectancy data shows that there has been a continual upward trend for women since 1996 and was 84.7 year in 2020. Male life expectancy has shown a continual rise since 2006 and as 80.8 years in 2020. It is also noted in the report that the gap between male and female life expectancy has continued to narrow over the last decade. Overall life expectancy has increased by c. 41% at age 75 since 2000 for males and c. 30% since for females. An upward trend is evident in the life expectancy of older age groups reflecting decreasing mortality rates from major diseases. Older Irish people's life expectancy (65 years of age) to be lived in good health, is higher for both men and women compared with the EU average.

The report also states that "*Ireland has the highest self-perceived status in the EU, with 81.5% of people rating their health as good or very good*". Overall, population health at the national level shows decreasing mortality and a rise in life expectancy over the last ten years. The health in Ireland report also goes on to state, "*age-standardised mortality rates have declined for all causes over the past decade by 15.8%*".

Between 2010 and 2013, the mortality rate from respiratory diseases within County Dublin has increased but remains consistently below the national average. The mortality rate from circulatory diseases within County Dublin has decreased over the same time and remains consistently below the national average. This is contrary to the national trend, which continues to increase.

Between 2010 and 2015, the hospital admission rate for diseases of the circulatory system in Fingal follows but remains consistently below the national average. Hospital admissions for respiratory system diseases are also lower than the national average and show a decreasing trend within Fingal compared to national figures.

Regarding mental health, hospital admissions for anxiety and depression have increased in Fingal over the years, from 1.4 per 1,000 population in 2014 to 24.9 per 1,000 population in 2015. Nationally, these have remained at 1.8 per 1,000 population within the same time.

The results of the Census in 2011 and 2016 reported that the vast majority of people in Fingal (90.5% and 88.5 respectively) reported that their health was good or very good. The results of the 2016 Census have been collated to identify the broad health baseline for the State, Dublin and the Fingal area, and these are summarised in **Table 17.14**.

Table 17.13: Summary of health baseline conditions in Fingal, County Dublin and Ireland

| Indicator | Fingal | Co. Dublin | State | Source and date |
|--|---------|------------|---------|------------------------------|
| Life expectancy (males) | N/A | N/A | 80.8 | CSO, 2020 |
| Life expectancy (females) | N/A | N/A | 84.7 | CSO, 2020 |
| Hospital admissions for circulatory disease (per 100,000 population) | 3,425.8 | N/A | 3,794.9 | IPH Community Profiles, 2015 |
| Hospital admissions for respiratory disease (per 100,000 population) | 2,597.9 | N/A | 2,712.5 | IPH Community Profiles, 2015 |
| Cancer Mortality (per 100,000 population) | N/A | 189.4 | 191.9 | CSO,2013 |
| Respiratory disease mortality (per 100,000 population) | 80 | N/A | 80 | CSO,2016 |
| Circulatory disease mortality (per 100,000 population) | 130 | N/A | 190 | CSO,2016 |
| All age all-cause mortality (per 100,000 population) | N/A | 591.7 | 636.1 | CSO,2017 |
| Hospital admissions for anxiety or depression (per 100,000 population) | 249 | N/A | 180 | IPH Community Profiles, 2015 |

Source: cso.ie

The *Healthy Fingal Strategic Plan 2021-2025* sets out estimates of health for the population of Fingal:

- “127,342 people aged 15 and over are overweight or obese (Healthy Ireland Survey 2015);*
- 120,640 aged 15 and over during the last 12 months consumed the equivalent of six or more standard drinks on one drinking occasion (Binge drinking) (Healthy Ireland Survey 2015);*
- 82,886 people aged 15 and over reported experiencing mild, moderate or severe depression in the last 2 weeks (Irish Health Survey 2015);*
- 67,545 people aged 18 years and older that received sex education when they were young and did not feel that it was helpful in preparing them for adult relationships (Irish Study of Sexual Health and Relationships 2006);*
- 67,022 people aged 15 and over report having a long-standing illness: (Healthy Ireland Survey 2015);*
- 57,694 children aged 10–17 are not being physically active for at least 60 minutes per day on more than four days per week (State of the Nation’s Children report figures 2016);*
- 44,605 people aged 18 and over would like more information regarding safe sex or STI’s (Irish Study of Sexual Health and Relationships 2006); and*
- 38,625 people aged 15 – 34 have a lifetime prevalence for the usage of any drug (Drug Prevalence Survey 2015)”.*

The receiving environment for human health in the context of biophysical factors such as air, noise and water, as relevant, are outlined in **Chapter 7** (Land, Soils and Hydrogeology), **Chapter 8** (Water and Hydrology), **Chapter 9** (Air Quality), **Chapter 12** (Noise and Vibration), **Chapter 15** (Material Assets: Traffic and Transport) and **Chapter 18** (Climate).

17.3.6 Risk of Major Accidents and Disasters

The 2022 EIA Guidelines state that an EIAR must include the expected effects arising from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project. There are two key considerations; the potential of the project to cause accidents and/or disasters and the vulnerability of the project to potential disasters/accidents.

The location is outside the consultation zones of all SEVESO sites and outside of the Dublin Airport Outer Public Safety Zone (PSZ), as shown in **Figure 17-11**, and is therefore considered to not be susceptible to any particular exceptional human health risks.

As shown in **Figure 17-11**, the closest SEVESO site is Exolum Aviation Ireland Ltd (formerly CLH), on Corballis Road, Dublin Airport, Dublin 2. This is a lower-tier SEVESO site with a consultation distance of 500m. the subject site is located c. 2.75km from this site.

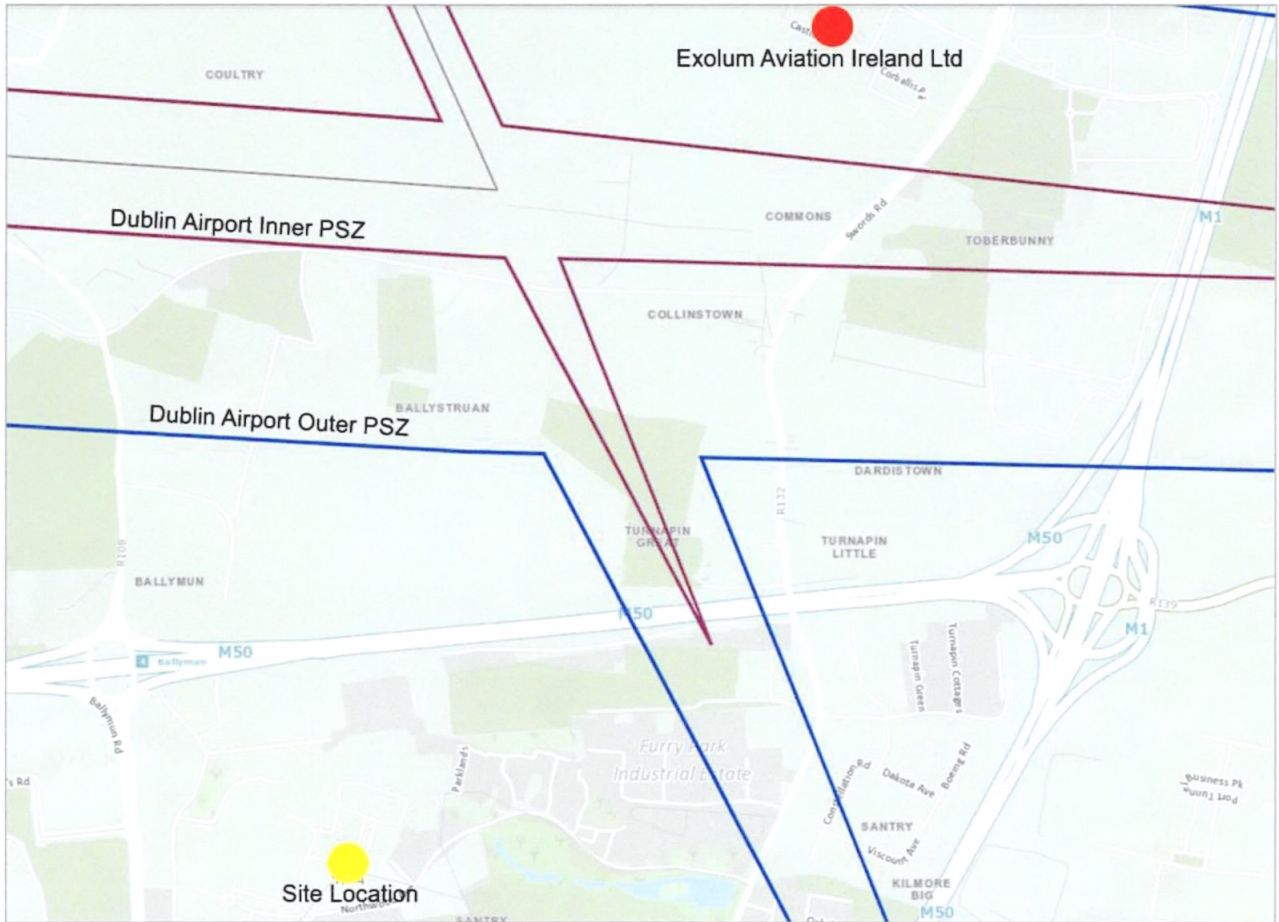


Figure 17-11: Indicative Site Location in yellow in relation to Dublin Airport PSZs and the nearest SEVESO site

Source: FCC Development Plan 2023-2029 Interactive Map Viewer, with RPS annotation

17.4 Impact Assessment

An assessment of the specific direct and indirect impacts that the project may have during both the construction and operational phases of the project in the absence of any remedial or reductive measures. The predicted impacts will be discussed having regard to their character, magnitude, duration, consequences and significance. Potential Impacts are considered under the following headings:

- Land use and Settlement Pattern;
- Demographics and Local Population;
- Economic Activity and Employment;
- Local Services / Amenity;
- Human Health; and
- Risk of Major Accidents or Disasters.

There are numerous inter-related environmental topics described in detail throughout this EIAR document which are of relevance to population and human health. This chapter of the EIAR has been informed by

updated guidance documents reflecting the changes within the 2014 EIA Directive. These documents are the *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018)* and the *Guidelines of the Information to be Contained in Environmental Impact Assessment Reports*, published by the EPA in 2022. Therefore, in line with the guidance documents referred to, this chapter of the EIAR focuses primarily on the potential likely and significant impact on the population and human health in relation to health effects/issues and environmental hazards from the other environmental factors and interactions that potentially may occur. Where there are identified associated and inter-related potential likely and significant impacts which are more comprehensively addressed elsewhere in this EIAR document, these are referred to. However, the reader is directed to the relevant environmental topic chapter of this EIAR document for a more detailed assessment.

17.4.1 Do Nothing

In order to provide a qualitative and equitable assessment of the proposed development, this section considers the proposed development in the context of the likely impacts upon the receiving environment should the proposed development not take place. A do-nothing scenario would result in the subject lands remaining undeveloped, and the potential for the delivery of key objectives of the ME land zoning would remain unrealised. A significant opportunity cost is associated with a failure to develop the subject site.

- The local economy would not experience the direct and indirect positive effects of the construction phase of development, including employment creation;
- Under-utilisation of zoned and serviced suburban lands at a location with a planned very high level of public transport services;
- Failure to provide residential development in a timely fashion at a time of acute housing scarcity; and
- Negative impact on the development of a mixed-use sustainable community at Northwood, Santry. The logical growth of the area adjacent to existing housing, commercial, retail and community facilities within Northwood would be halted.

The failure to provide housing at this location would:

- Encourage unsustainable development of greenfield lands more remote from high-capacity public transport services;
- Have adverse effects on the character of the area. Anti-social behaviour is often associated with vacant sites, and this would have a negative effect on the local population; and
- Failure to deliver the proposed residential units would result in existing housing need and demand remaining unmet. The new pedestrian and cycle links, and public open spaces to be provided in the development and serving the wider area would also not be provided.

The positive impacts on Northwood's retail and services sector would also be foregone.

17.4.2 Construction Phase

17.4.2.1 Land Use and Settlement Pattern

The proposed development complies with the statutory land use zoning and national (NPF), and regional (RSES) policy supporting the provision of additional housing. The proposal is also consistent with NPF policy supporting the better use of under-utilised sites in accessible urban locations benefitting from public transport and other facilities. There will be no severance of land, loss of rights of way or amenities as a result of the construction works associated with the proposed development.

There will be temporary relocation of permitted 254 no. car parking spaces catering for Swift Square Office Park personnel to facilitate site development. This temporary car park will be located within the subject site to the north west of the existing surface car park. The proposed development comprises the relocation of existing car parking spaces to a new basement (214 no. car spaces) accessible via a new ramp off the local road from Northwood Avenue, and undercroft parking area (40 no. car spaces) with access at street level, off the local road to the north of the site.

The subject site will temporarily be a construction site. The construction phase of the proposed development will primarily consist of site clearing, including the removal of all existing structures on site, and all associated construction works, and has the potential to impact adversely and result in the temporary degradation of the

local visual environment on a short-term basis. The visual impacts precipitated by the proposed development are assessed in greater detail in **Chapter 14** (Landscape and Visual).

Secondary land use impacts include off-site activity in relation to building materials and appropriate disposal sites for removed spoil. Construction works are addressed more fully in the *Outline Construction Environmental Management Plan* (CEMP) and *Construction & Demolition Waste Management Plan* (CDWMP) prepared by J.B. Barry and Partners Consulting Engineers.

17.4.2.2 Demographics and Local Population

The project's construction phase is unlikely to have any significant impact on demographic patterns within the surrounding area. Some temporary additional local populations may arise out of construction activity. However, this positive impact shall be *imperceptible* and *temporary* in nature and, therefore not considered significant.

17.4.2.3 Economic Activity and Employment

A significant portion of the capital inputs required for construction will require the purchase of Irish-sourced goods and services. The construction phase, estimated to be up to 2 years, will provide a boost for the local construction sector in terms of employment generation and capital spent on materials and construction labour costs.

It is likely that an average of c. 60 construction personnel will be on site daily. The staff will comprise of managerial, technical, skilled and unskilled workers. As far as practicable local labour or those construction workers already working in the immediate area will be employed. It is unlikely that the proposed development will increase the population of the area as a result of the construction phase.

In addition to direct employment, there will be off-site employment and economic activity associated with the supply of construction materials and provision of services such as professional firms supplying financial, architectural, engineering, legal and a range of other professional services to the project.

There will be significant short-term positive effects arising in respect of economic activity and employment.

17.4.2.4 Local Services / Amenity

All of the existing facilities and local amenities will remain in place during the construction phase of the project. It is envisaged that any discernible impact will be chiefly on local convenience shopping in the immediate vicinity of the site. The impact will be positive, not significant and temporary in nature.

17.4.2.5 Human Health

The construction phase of the project may give rise to temporary, short-term constructed related air and noise emissions within the site boundary associated with construction traffic, migration of surface contaminants, dust, noise and littering. However, the construction of the proposed residential development will not negatively impact the following:

- Mental health and wellbeing;
- Social, economic and environmental living conditions that would indirectly affect health;
- An individual's ability to improve their own health and wellbeing;
- Demand for, or access to, health and social care services, and;
- Global health.

The main aspects with the potential to influence local communities and their health, comprise secondary activities that extend beyond the site boundary, namely:

- Potential fugitive emissions (noise, dirt and dust generation/resuspension) as detailed in **Chapter 9** (Air Quality) and **Chapter 12** (Noise and Vibration);
- Potential impacts to drinking water supplies as further detailed in **Chapter 8** (Water and Hydrology); and

- Potential change in vehicular nature, number and routes resulting from increased traffic arising from hauling building materials to and from the site as further detailed in **Chapter 16** (Material Assets: Built Services).

Construction impacts are likely to be short-term and are dealt with separately in the relevant chapters of this EIAR document and will be subject to control through a CEMP. The construction methods employed and the hours of construction proposed will be designed to minimise potential impacts. The development will comply with all Health & Safety Regulations during the construction of the project. Where possible, potential risks will be omitted from the design so that the impact on the construction phase will be reduced. Accordingly, no significant human health impacts are likely to arise during the construction phase of the proposed development.

Construction sites pose potential risks to the health and safety of the public. However, access by the public would be considered trespassing on private property.

17.4.2.6 Risk of Major Accidents or Disasters

Having regard to the topography, geology and location of the subject site, and its low risk of flooding as established in the *Flood Risk Assessment* prepared by J.B. Barry Partners Ltd. submitted with the application (and set out in **Chapter 8** (Water and Hydrology)), it is not considered likely that there will be any impact related to a major accident or disaster during the construction phase of the proposed development, stemming internally from within the development, or externally.

The works proposed in proximity to roadways will be governed by best practices and appropriate safety procedures, ameliorating any risk of a major accident in those contexts. The entrance arrangements, including the segregation of the construction traffic and operational accesses, have been designed so as to avoid any risk of a major accident associated with the surrounding road network.

There is always the possibility of unplanned events (including traffic/machinery accidents, fire, collapse/equipment failure and spill/leaks of fuel, chemicals or paint) occurring during the construction phase of development of this scale, given the type of work being carried out. However, the potential human health risk will be reduced and managed through the implementation of mitigation measures, as detailed further in **Section 17.5**.

17.4.3 Operational Phase

17.4.3.1 Land Use and Settlement Pattern

The proposed development complies with the statutory land use zoning. Development of the subject site is aligned with the objective to achieve compact growth within the NPF and will realise the efficient use of currently underutilised land with higher housing density proximate to planned high-capacity public transport.

There will be no severance of land, loss of rights of way or amenities as a result of the construction of the proposed development. Landscaped public space and pedestrian routes connecting with the planned Northwood MetroLink Station and Santry River Amenity Walk are proposed.

The operational phase of the proposed development will provide residential accommodation land use, which will provide much-needed housing for the growing population of the immediate area. A significant quantity of open space consisting of recreational and amenity space is also proposed, underpinning healthy communities.

The impact will have a permanent significant positive effect that will achieve local and wider county, regional and national objectives.

17.4.3.2 Demographics and Local Population

Once the development has been constructed and is occupied, the most significant impact will be the resident population increase. The proposed development of 192 no. units can be expected to accommodate not more than 480 no. people (based on an average household size of 2.5, as advocated by *the Project Ireland 2040 - National Planning*).

A modest number of people will also be employed in the proposed concierge and maintenance/operations. These facilities will increase the levels of visiting population to the site and the surrounding area, having a permanent, positive, not significant impact.

17.4.3.3 Economic Activity and Employment

The constrained housing supply has been identified as a potential threat to the competitiveness and continued economic growth of the Greater Dublin Area. The proposed apartments represent a relatively small increase in housing supply and as such, contribute positively to economic activity.

The future resident population will generate additional spending within the area, which will likely have a permanent moderate positive impact on economic activity in the nearby Gulliver's Local Centre. A modest number of people will also be directly employed in the proposed general management operatives.

The new residential population will have a local permanent moderate impact on economic activity and employment.

17.4.3.4 Local Services / Amenity

The proposed development includes landscaped public spaces, play facilities, enhanced pedestrian links to the Santry River Amenity Walk and the planned Northwood Metro Station. The provision of these facilities within the development will be of benefit to future residents and existing residents in the local environs.

The proposed open space and recreational provision, including new cycle links, pedestrian walkways and playgrounds, will help provide a high-quality residential environment with provision for exercise and play. These areas will be a valuable amenity and cultural resource to surrounding residential areas. Such provisions shall also promote psychological comfort, aesthetic pleasure and a sense of belonging and civic pride.

The *Childcare Demand Analysis* report that accompanies the planning application concludes that the existing, permitted and proposed childcare places are in excess of the potential demand generated by the proposed development. Therefore, no childcare facility has been proposed as part of this development.

The *Schools Demand & Concentration Report* included in Volume 3 of this EIAR (**Appendix 17.1**) concludes that there will be sufficient capacity to accommodate students generated by the proposed development, particularly in an overall context of projected future declining demand for school places.

The *Social & Community Infrastructure Audit* included in Volume 3 of this EIAR (**Appendix 17.2**) concludes there is a diverse range of social and community facilities for the current and future residents to avail of, and wider facilities within the city centre are easily accessible.

The increased population shall have a positive impact on retail shops and services located in Northwood through an increase in turnover arising from a larger customer base. The overall effect is considered to be positive, not significant, and long-term in duration.

17.4.3.5 Human Health

The operational stage of the development is unlikely to precipitate any significant impacts in terms of human health. The design of the proposed development has been formulated to provide for a safe environment for future residents and visitors alike. The paths, roadways and public areas have all been designed in accordance with best practices and the applicable guidelines. Likewise, the proposed residential units accord with the relevant guidelines and will meet all relevant safety and building standards and regulations, ensuring a development which promotes a high standard of health and safety for all occupants and visitors.

The proposed development incorporates design principles such as permeability, shared surfaces and a layout which prioritises walking and cycling, providing links to the Santry River Amenity Walk and the planned Northwood MetroLink Station and therefore has the potential to positively impact on the population and human health.

The main aspects with the potential to influence local communities and their health comprise secondary activities that extend beyond the site boundary, namely:

- Potential impacts on drinking water supplies;

- Potential change in vehicular nature, number and routes resulting from increased traffic arising from the operation of the site; and
- Potential fugitive emissions (noise, dirt and dust generation/resuspension).

Separate chapters of the EIAR assess these impacts and include mitigation measures which are intended to ensure that the population does not experience an unacceptable diminution in aspects of quality of life as a result of the proposed development.

The proposed development will have a slight positive, permanent impact on mental health and wellbeing during the operational stage through the provision of pedestrian and cyclist facilities and open space. The proposed development will not result in any significant impacts on human health and safety once completed and operational.

17.4.3.6 Risk of Major Accidents or Disasters

In the case of unplanned events occurring within the development while operational, key potential risks considered include the following:

- Significant traffic accidents (and associated spills);
- Risk of onsite / off-site flooding;
- Risk of onsite fire / emergency;
- Risk of onsite landslides; and,
- Risk of onsite building collapse or equipment failure.

The road layouts and all vehicular, cyclist and pedestrian routes have been carefully designed in order to reduce any potential for traffic accidents/collisions. Thus, the risk of significant traffic accidents (and associated spills) is considered to be low during the operational phase of this development. For further details in relation to the junction and entrance layout, please refer to the *Traffic and Transport Assessment, Road Safety Audit* and associated documentation prepared by J.B. Barry Consulting Engineers Ltd.

A low risk of flooding has been established in the *Flood Risk Assessment* prepared by .B. Barry Consulting Engineers Ltd submitted with the application.

The proposed development will be designed, constructed and maintained in accordance with all relevant statutory building and fire safety requirements. Fire assembly points will be clearly marked throughout the development. Permanent 24-hour emergency access and egress to the development will be provided.

The subject site is located outside the zone for any potential major accident or disaster arising from the SEVESO site activities and outside the Outer Public Safety Zone (PSZ) associated with Dublin Airport.

With regard to the potential risk of landslides or building collapse, there is no evidence of significant historic landslides in the vicinity of the proposed development. The proposed development will be designed, constructed, certified and maintained in accordance with all relevant statutory building and health and safety requirements. Accordingly, the risk of onsite building collapse or equipment failure is considered to be low.

Therefore, it is considered that there is no significant risk related to major accidents or disasters, external or internal, man-made or natural, in respect of the proposed development.

17.5 Mitigation Measures

17.5.1 Construction Phase Mitigation

During the construction phase, the legal duties under the Construction Regulations (Safety, Health and Welfare at Work (Construction) Regulations 2013) will be adhered to. In accordance with these duties, a Project Supervisor Design Process (PSDP) will be appointed by the relevant contractor to coordinate the design effort and minimise the construction risks during the design period. In addition, a Project Supervisor - Construction Stage (PSCS) will be appointed to coordinate and supervise all safety aspects of the project.

The Outline Construction Environmental Management Plan (Outline CEMP) for the project, which will be submitted with the planning application, sets out the basic measures to be employed in order to mitigate potential negative effects during construction. This document represents a comprehensive approach to

construction phase mitigation which in accordance with good practice, will be refined and added to as the project proceeds on site. The Outline CEMP includes the following with regard to population and human health:

“It is recommended that a rodent and pest control plan is put in place so as to manage and limit any potential disturbance to populations that may utilise the site. The pest control plan should be in accordance with the Chartered Institute of Environmental Health’s “Pest minimisation Best practice for the construction industry” guidelines or a similar appropriate standard.”

Procedures shall also be adopted to ensure that noise impacts from construction operations are minimised to protect local amenities. Prior to the commencement of construction, a detailed CEMP will be prepared by the selected contractor prior to work commencing on site. The main purpose of a CEMP is to provide a mechanism for implementation of the various mitigation measures which are described in this EIAR and contained within the Outline CEMP that accompanies this application under separate cover. All personnel will be required to understand and implement the requirements of the CEMP and shall be required to comply with all legal requirements and best practice guidance for construction sites.

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 7** (Land, Soils and Hydrogeology); **Chapter 9** (Air Quality); **Chapter 12** (Noise and Vibration); and **Chapter 18** (Climate).

Adherence to the construction phase mitigation measures presented in this EIAR will ensure that the construction of the proposed development will have an imperceptible and neutral impact in terms of health and safety.

17.5.2 Operational Phase Mitigation

No significant risks to the population or human health have been identified within this discipline in relation to the operational phase of the development. Accordingly, no further mitigation measures are required.

17.6 Monitoring Measures (Construction and Operational)

Measures to avoid negative impacts on population and human health are largely integrated into the design and layout of the proposed development. Compliance with the design and layout will be a condition of any permitted development.

Monitoring will be undertaken by the Building Regulations certification process and by the requirements of specific conditions of a planning permission. Monitoring of compliance with Health and Safety requirements will be undertaken by the Project Supervisor for the Construction Process.

It is considered that the monitoring measures outlined in regard to the other environmental topics will ensure that the proposed development is unlikely to result in any impact in relation to population and human health.

Where necessary, monitoring would focus on environmental precursors to any health impact, thereby enabling a monitoring regime that enables intervention before any manifest health outcome. The necessity of such monitoring would be established within the relevant technical disciplines, namely **Chapter 9** (Air Quality), **Chapter 12** (Noise & Vibration), **Chapter 15** (Material Assets: Traffic and Transport) and **Chapter 18** (Climate).

17.7 Cumulative Impact

Due to the inter-relationship between population and health and the wider technical disciplines, potential cumulative effects from other developments have already been considered within the technical disciplines on which the population and health assessment is derived.

As described in **Section 17.3.1**, there has been significant commercial, residential and retail development in the immediate vicinity of the subject site in recent years. **Section 5.7** describes developments in close proximity to the proposed development which have been granted planning permission. A similar development is planned in the coming years.

With regard to population and human health, the cumulative impact of the proposed development in conjunction with other nearby developments, will provide for the development of a high-quality neighbourhood in the area with a high level of accessibility and amenity.

These developments will influence demographic change, population growth, and the intensity of commercial use in this area, cumulatively contributing to increasing population and employment growth in the wider area, which represents a positive cumulative impact which accords with the planning policy context for the area. The planning policy context, including the Fingal Development Plan provides for the necessary and appropriate range of facilities and services in the area, which will deliver further improvements in service provision in line with the planned population growth.

The existing public transport services are to be significantly enhanced as part of planned improvements through Bus Connects and MetroLink. These enhancements shall provide further for this population growth. The cumulative impact of the proposed development, along with other permitted and existing developments in the vicinity, will be a further increase in the population of the wider area. This will have a moderate impact on the population (human beings) in the area. This impact is likely to be long-term and is considered to be positive, having regard to the zoning objective for the subject lands, their strategic location in close proximity to existing and planned public transport, and the high level of demand for new housing in the area. The overall cumulative impact of the proposed development will therefore be long-term and positive with regard to population and human health, as residents will benefit from a high quality, visually attractive living environment, with ample opportunity for active and passive recreation and strong links and pedestrian permeability with a direct and convenient link to existing high-frequency public transport modes and the planned MetroLink.

17.8 Residual Impact

Taking account of the nature and extent of the proposed development, detailed impact assessments which have been completed in respect of land soils and geology, water, air quality, noise and vibration, traffic and climate (presented in **Chapters 7, 8, 9, 12, 15 and 18** respectively), analysis of childcare and school provision and proposed mitigation measures, no residual adverse impacts to population or human health are anticipated as a result of the proposed development. All identified potential key risks associated with unplanned events occurring have been evaluated, and do not pose an unacceptable risk to human health.

The overall impact on the population and human health will be positive (ranging from slight to moderate) and permanent, as the proposed development will provide employment and will also benefit the local economy through spin-off activities and will provide high-quality housing at a sustainable level to the local community.

The changes presented for the project, coupled with the proposed changes in traffic, will result in local human and ecological receptors experiencing a permanent imperceptible air quality impact. Additionally, the predicted change noise levels associated with additional traffic is predicted to be of imperceptible impact along the existing road network. In the context of the existing noise environment, the overall contribution of induced traffic is considered to be of neutral, imperceptible and long-term impact to nearby residential locations and human and ecological receptors.

The provision of onsite facilities, including pedestrian and cyclist facilities and high-quality amenity open space will also result in a positive contribution to the mental health and wellbeing of the residents and local amenity users.

Adherence to the mitigation measures recommended in this EIAR will ensure that there will be no negative residual impacts or effects on population and human health from the construction and operation of the proposed scheme. Indeed, the delivery of much-needed housing will likely realise a significant positive effect for the local area. The provision of onsite facilities, including pedestrian and cyclist facilities and high-quality amenity open space, will also result in a positive contribution to the mental health and wellbeing of the residents and local amenity users. It is anticipated that the proposed development will realise significant positive overall economic and social benefits.

17.9 References

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18 CLIMATE

18.1 Introduction

Chapter 18 (Climate) assesses the likely significant climate impacts associated with the proposed development at Northwood Avenue, Santry, Dublin 9. A description of the development can be found in **Chapter 5** (Project Description) of Volume 2 of this EIAR.

18.1.1 Author Information

This chapter was completed by Niamh Nolan, an environmental consultant in the air quality section of AWN Consulting Ltd. She has two years' experience working in environmental consultancy focussing on air quality. She holds a BSocSci (Hons) in Social Policy and Geography from University College Dublin. She is an Associate Member of both the Institute of Air Quality Management and the Institution of Environmental Science. She has experience in mapping software primarily in QGIS and she specialises in air quality, climate and sustainability. She has prepared air quality and climate impact assessments for numerous EIARs for a range of projects, including commercial, residential and industrial developments.

18.2 Assessment Methodology

18.2.1 Criteria for Rating of Impacts

18.2.1.1 Climate Agreements and Policies

In 2015, the Climate Action and Low Carbon Development Act 2015 (No. 46 of 2015) (Government of Ireland, 2015) was enacted (the Act). The purpose of the Act was to enable Ireland 'to pursue, and achieve, the transition to a low carbon, climate resilient and environmentally sustainable economy by the end of the year 2050' (3.(1) of No. 46 of 2015). This is referred to in the Act as the 'national transition objective'. The Act made provision for a national mitigation plan, and a national adaptation framework. In addition, the Act provided for the establishment of the Climate Change Advisory Council with the function to advise and make recommendations on the preparation of the national mitigation and adaptation plans and compliance with existing climate obligations.

The first Climate Action Plan (CAP) was published by the Irish Government in June 2019 (Government of Ireland, 2019). The Climate Action Plan 2019 outlined the current status across key sectors, including Electricity, Transport, Built Environment, Industry and Agriculture and outlined the various broadscale measures required for each sector to achieve ambitious decarbonisation targets. The 2019 CAP also detailed the required governance arrangements for implementation including carbon-proofing of policies, establishment of carbon budgets, a strengthened Climate Change Advisory Council and greater accountability to the Oireachtas. The Government published the second Climate Action Plan in November 2021 (Government of Ireland, 2021a) and a third update in December 2022 (Government of Ireland, 2022).

Following on from Ireland declaring a climate and biodiversity emergency in May 2019, and the European Parliament approving a resolution declaring a climate and environment emergency in Europe in November 2019, the Government approved the publication of the General Scheme in December 2019, followed by the publication of the Climate Action and Low Carbon Development (Amendment) Bill 2021 (hereafter referred to as the 2021 Climate Bill) in March 2021. The Climate Act was signed into Law on the 23rd July 2021, giving statutory effect to the core objectives stated within the CAP.

The purpose of the 2021 Climate Act (Government of Ireland, 2021b) is to provide for the approval of plans "for the purpose of pursuing the transition to a climate resilient, biodiversity rich and climate neutral economy by no later than the end of the year 2050". The 2021 Climate Act will also "provide for carbon budgets and a decarbonisation target range for certain sectors of the economy". The 2021 Climate Act defines the carbon budget as "the total amount of greenhouse gas emissions that are permitted during the budget period".

In relation to carbon budgets, the 2021 Climate Action and Low Carbon Development (Amendment) Act states 'A carbon budget, consistent with furthering the achievement of the national climate objective, shall be proposed by the Climate Change Advisory Council, finalised by the Minister and approved by the Government for the period of 5 years commencing on the 1 January 2021 and ending on 31 December 2025 and for each subsequent period of 5 years (in this Act referred to as a 'budget period')'. The carbon budget is to be produced for 3 sequential budget periods, as shown in **Table 18.1**. The carbon budget can be revised