ATKINS
Member of the SNC-Lavalin Group

Remote South Staff Car Park

Environmental Impact Assessment Report – Volume 1 Non-Technical Summary

daa

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Notice

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This document has 35 pages including the cover.

Document history

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Client signoff

Client	daa plc.
Project	Remote South Staff Car Park
Job number	D21081
Client signature / date	

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1. Introduction & Methodology

daa plc. (hereafter referred to as 'daa') are applying to Fingal County Council (FCC) for planning permission for a proposed development in Dublin Airport comprising of the Remote South Staff Car Park.

This non-technical summary presents a general overview of the proposed development and an assessment of all associated potential environmental impacts. Refer also to the Environmental Impact Assessment Report (EIAR) submitted as part of this planning application. The EIAR is presented in three volumes as follows;

- **Volume 1** - Non-Technical Summary (this document).
- **Volume 2**- EIAR; and
- **Volume 3**- EIAR Appendices

A copy of all planning and engineering drawings have been submitted as part of of this planning application.

In accordance with Schedule 2, Section 10(b)(ii) an Environmental an Environmental Impact Assessment Report (EIAR) would be required if the proposed infrastructure consists of the construction of a car park providing more than 400 spaces, other than a car park provided as part of, and incidental to the primary purpose of, a development. The car park will connect to the existing Holiday Blue Long Term Car Park. The proposed development comprises 950 no. car park spaces, hence exceeds this relevant threshold and thus a mandatory EIAR is required.

Background Information

The proposed car park is based on Dublin Airport's staff commuting principle, which will assign staff parking permits in the remote car parks based on each employees' home location. This will ensure that the staff travelling to the proposed south car park will be those living south of the airport, thereby removing the need for them to travel to the main airport campus and use the road network directly adjacent. The overall aim of this commuting principle is to rationalise surface access to the airport in the context of the ongoing discussions with Fingal County Council, the National Transport Authority and Transport Infrastructure in relation to Objective SF02 of the Dublin Airport Local Area Plan (LAP, 2020).

The Proposed Development site is located adjacent to the existing, established, permanent Holiday Blue long-stay passenger car park. The Proposed Development site is zoned GE, General Employment, Car parking is a use that is neither 'Permitted in Principle' nor 'Not Permitted' on GE zoned lands. In such circumstances, a car parking use is to be assessed in terms of its contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Plan. Part of the Proposed Development site is located in the existing, established Holiday Blue Long-Term Car Park, which benefits from a specific 'Car Park' objective in the Plan. 950no. parking spaces for existing staff are proposed as an extension to the Holiday Blue Car Park, to which a 'CP-Car Parking' specific objective applies, defined in the Plan as 'provide a car park'. In the context of the applicable GE zoning objective, the proposed development to provide for the car parking needs of existing staff can be supported by reference to the following:

- Section 4.5 of the National Aviation Policy for Ireland (NAP, 2015), which advises that:

  > *Air transport requires a specific level of airport infrastructure, both in terms of quantity and quality, to facilitate the optimum level of air services for Ireland. This includes terminal and runway capacity as well as* ***surface access*** *to airports and is particularly relevant to the development of Dublin Airport as a secondary hub.* [emphasis added].

- National Strategic Outcome 6: High Quality International Connectivity of the National Planning Framework (NPF, 2018), which prioritises the need to enhance land-side access at Dublin Airport. The proposed development will enhance land-side access for daa staff.
- Regional Policy Objective (RPO) 8.18 of the Eastern and Midland Regional Spatial and Economic Strategy (RSES, 2019), which supports appropriate levels of car parking at Dublin Airport. The proposed development will facilitate the provision of an appropriate level of car parking to serve existing staff needs.
- Objective DAO2 of the Fingal County Development Plan (the Plan, 2023), which seeks to safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development in accordance with the Dublin Airport Local Area Plan 2020, or any subsequent LAP or extension of same. The proposed development will safeguard a current operational requirement for existing staff at the Airport.

- Objective DAO6 of the Plan, which seeks to *control the supply of car parking at the Airport so as to maximize as far as is practical the use of public transport and sustainable transport modes (walking / cycling) by workers and passengers* and *to* secure the efficient use of land and safeguard the strategic function of the adjacent road network. Staff car parking is controlled by condition 23© of the Terminal 2 permission (PL06F.220670 (F06A/1248)). This states that there shall be no material increase in the number of employee car parking spaces at the airport. The T2 planning application stated there were 5,360no. staff car parking spaces at Dublin Airport.
- Objective DAO9 of the Plan, which prioritises the maintenance and protection of accessibility to the Airport. The proposed development will maintain and protect accessibility to the Airport for daa staff.
- Objective CP04 of the Dublin Airport Local Area Plan (LAP, 2020) which seeks to *limit the growth of employee parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes.* The proposed development does not provide an increase in staff car parking at Dublin Airport but seeks to facilitate the needs of existing staff. The overall quantum of staff car parking remains within the 5,360-space limit set by condition 23 of the Terminal 2 permission (PL06F.220670 (F06A/1248)). Section 8.6.1 of the LAP confirms that 5,360no. car parking spaces supports the airport's staff car parking requirements. In addition, the location of the proposed development at a remove from the centre of the Airport campus is fully aligned with objective CP04.
- In the context of objective CP07 of the Dublin Airport Local Area Plan (LAP, 2020), which, this car parking will ensure that the overall number of airport staff parking spaces remains within the limit established by Condition 23 of the Terminal 2 permission.

The Proposed Development is also consistent with the pattern of development in the immediate vicinity, in particular the existing, established Holiday Blue Long-Term Car Park which forms part of the Proposed Development Site.

The proposed parking spaces are to be used for all existing Dublin Airport staff, not exclusively daa staff. The development will supplement and make use of existing shuttle buses to transport staff to the main airport campus.

Proposed Development

daa are seeking permission for a proposed development on a site of approximately 4.26ha, bounded by the South Parallel Road (R108) to the north, Harristown Lane to the west, Horizon Business Park to the south, an existing former construction access road to Horizon Business Park and the existing Holiday Blue Long-Term Car Park to the east in the townland of Harristown, Dublin Airport, Co. Dublin.

The proposed development will consist of:

1. the demolition of existing cattle pen and hard standing area (total 911m2) and the removal of 1 no. existing gated site entrance from the South Parallel Road (R108), and the construction of a westwards extension to the existing Holiday Blue Long-Term Car Park to provide an extended surface car park which will comprise 950 no. airport staff car parking spaces, of which 48 no. will be provided for Persons with Reduced Mobility (PRM) and 96 no. will be serviced by Electric Vehicle (EV) charging points, to be accessed off the South Parallel Road (R108) via an upgraded existing former temporary construction access/egress, with an emergency access also to be provided through the existing Holiday Blue Long-Term Car Park immediately east of the proposed development site via a tie in, with security barriers, to the existing internal roundabout;
2. 30 no. bicycle spaces;
3. 1 no. new bus shelter;
4. new internal road layout, with set down areas for buses and footpaths, incorporating 2 no. existing culverts (one of which is to be extended) and 1no. new culvert over the Santry River;
5. proposed riparian corridor either side of the Santry River;
6. 1 no. single-storey substation;
7. 1 no. new single storey welfare building;
8. 1 no. new single-storey security hut with security barriers;
9. new foul and surface water drainage system works incorporating attenuation;
10. the erection of CCTV equipment, security fencing, electrical enclosure, lighting, signage, and boundary fencing; and,
11. all other associated site development works, including temporary construction compound, and all hard and soft landscaping.

The lands on which the development is proposed is entirely within daa land ownership and is zoned by Fingal County Council (FCC, 2023) as 'GE – General Employment', with the zoning objective being to '*provide opportunities for general enterprise and employment'.*

The proposed site layout of the proposed Remote South Staff Car Park is illustrated in Figure 1.1.

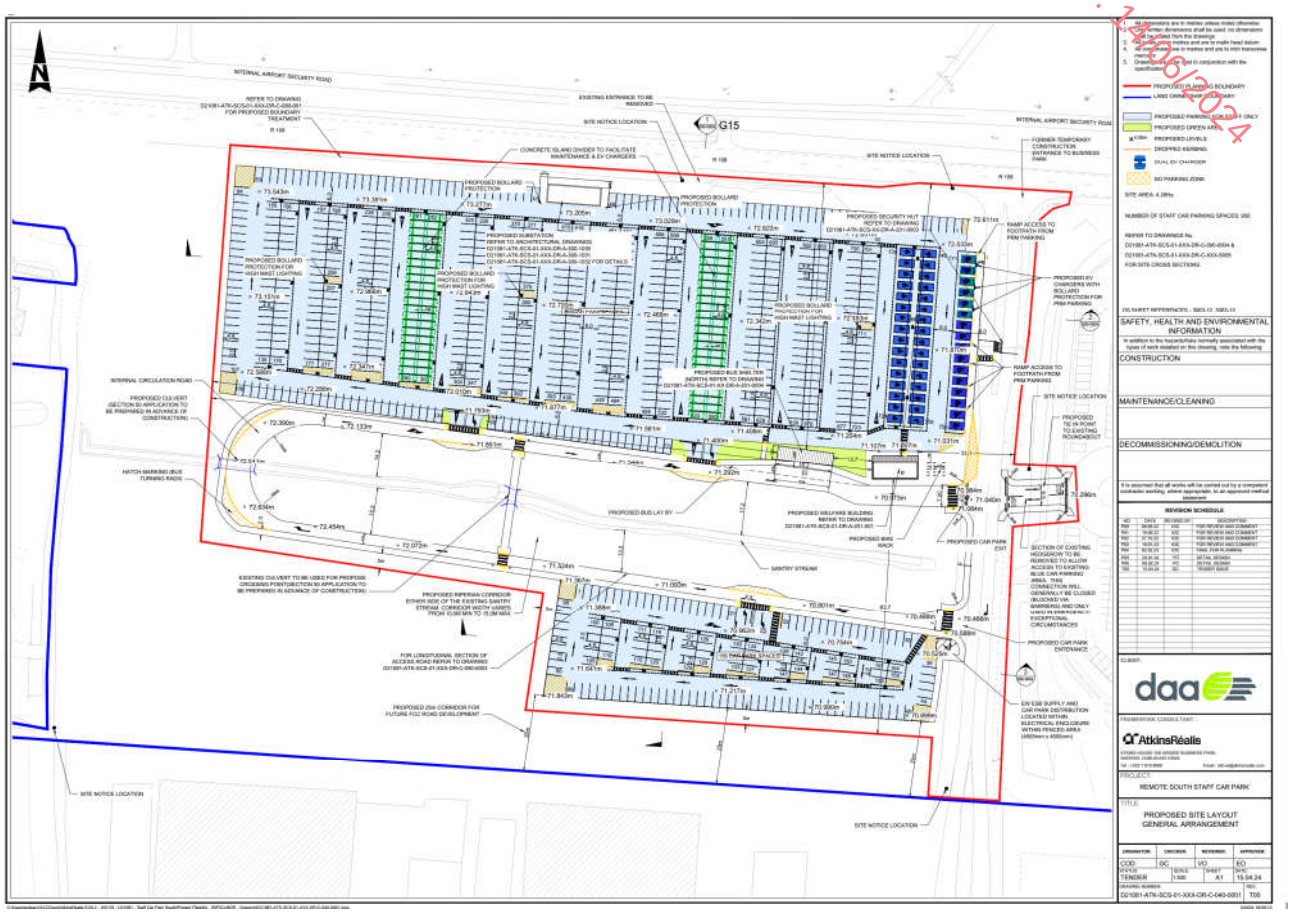

Figure 1-1 - Proposed Site Layout Plan for Remote South Staff Car Park

Environmental Impact Assessment Report (EIAR)

This EIAR has been prepared in accordance with Planning and Development Regulations as amended 2001-2022, and with due regard to the following EIAR guidance.

- 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' published in 2022 (EPA, 2022).
- Environmental Impact Assessment of Projects Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU); and,
- Environmental Impact Assessment of Projects Guidance on the preparation of the Environmental Impact Assessment Report (Directive 2011/92/EU as amended by 2014/52/EU), published by the European Commission.'

Additionally, discipline specific best practice guidance has been consulted by each specialist for each of the relevant topics (Population & Human Health; Biodiversity; Landscape and Visual; Air Quality; Climate; Noise & Vibration; Traffic; Land, Soils & Geology; Water; Cultural Heritage; and Material Assets) during the preparation of the EIAR.

The following environmental topics have been fully assessed within the EIAR document;

- Chapter 4 Population and Human Health;
- Chapter 5 Biodiversity;
- Chapter 6 Landscape & Visual;
- Chapter 7 Air Quality;
- Chapter 8 Climate;

- Chapter 9 Noise & Vibration;
- Chapter 10 Traffic;
- Chapter 11 Land, Soils & Geology;
- Chapter 12 Water;
- Chapter 13 Cultural Heritage; and,
- Chapter 14 Material Assets.

The EIAR has been prepared by competent experts. Consultation was undertaken with statutory organisations at various stages of the pre-planning process and subsequently informed the preparation of this EIAR document. All relevant comments and feedback received from the environmental consultees are addressed in full within the EIAR.

Culmulative Impacts for all relevant disciplines are addressed in Chapter 17 - Future Airport Developments and Chapter 18 – Cumulative Impacts (Volume 2 – EIAR). Interactions between disciplines are addressed in Chapter 15 - Interactions (Volume 2 – EIAR). All mitigation and monitoring commitments detailed within the EIAR have been included in a separate compendium ‘a schedule of environmental commitments’ presented within the EIAR (refer to Chapter 16, Volume 2 – EIAR).

2. Project Description

Details of Proposed Development

The purpose of this application is to seek planning permission for a staff car park located in Dublin Airport, hereafter referred to as 'the proposed development' or 'the site'.

The proposed development will consist of:

1. the demolition of existing cattle pen and hard standing area (total 911m2) and the removal of 1 no. existing gated site entrance from the South Parallel Road (R108), and the construction of a westwards extension to the existing Holiday Blue Long-Term Car Park to provide an extended surface car park which will comprise 950 no. airport staff car parking spaces, of which 48 no. will be provided for Persons with Reduced Mobility (PRM) and 96 no. will be serviced by Electric Vehicle (EV) charging points, to be accessed off the South Parallel Road (R108) via an upgraded existing former temporary construction access/egress, with an emergency access also to be provided through the existing Holiday Blue Long-Term Car Park immediately east of the proposed development site via a tie in, with security barriers, to the existing internal roundabout;
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7. 1 no. new single storey welfare building;
8. 1 no. new single-storey security hut with security barriers;
9. new foul and surface water drainage system works incorporating attenuation;
10. the erection of CCTV equipment, security fencing, electrical enclosure, lighting, signage, and boundary fencing; and,
11. all other associated site development works, including temporary construction compound, and all hard and soft landscaping.

All associated works related to this proposed development are discussed further in Chapter 2 Volume 2 Environmental Impact Assessment Report (EIAR). A full set of all planning and engineering drawings are submitted as part of this planning application.

Description of Baseline Scenario

The baseline scenario including a description of the relevant aspects of the current receiving environment has been considered as part of this planning application and included in the EIAR through the collection and collation of baseline data including analytical data where relevant (air quality, noise levels, surface water quality). A detailed description of the current receiving environment is presented in relevant sections for each environmental topic. The predicted changing baseline (i.e., the likely future receiving environment) that could arise as a result of committed development within the vicinity has also been addressed, where relevant, and is presented under the cumulative impacts section of the accompanying EIAR.

Consideration of Alternatives

Potential alternatives to the proposed development have been considered at length within this submission and are summarised in Chapter 3, Volume 2 – EIAR of the submission.

Consideration of Cumulative Effects with other Projects

Consideration of cumulative effects with other projects was undertaken. All relevant developments in the immediate environs of the proposed development, which have been approved or operational, have been reviewed in terms of potential cumulative environmental impacts that may arise with the proposed development.

Cumulative impacts were identified by each specialist as part of their respective assessments (refer to Chapter 17 and Chapter 18 of Volume 2 - EIAR) and considered further as part of the EIAR. No significant cumulative effects arising from the proposed development are anticipated.

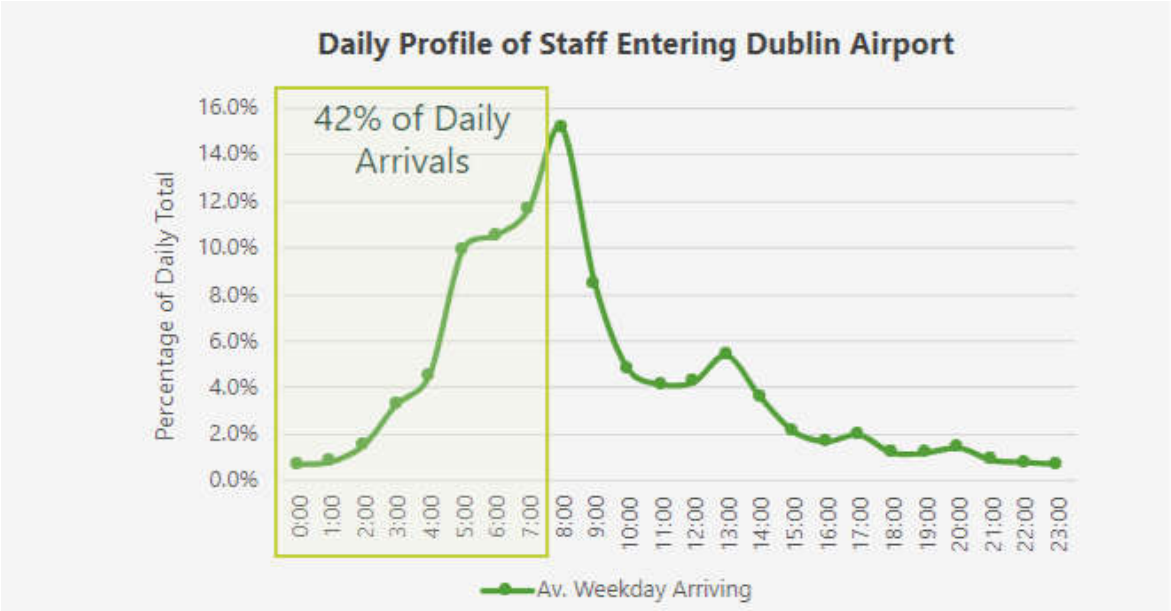
Risk of Major Accidents and/or Disasters

The potential risk posed by a major accident and/or disaster has been considered. Based on the low vulnerability of the proposal to such risk, and the unlikely potential occurrence of such an incident, the overall risk is considered to be low.

3. Alternatives

Need for the Proposed Development

At Dublin Airport, and in the context of the Airport's Mobility Management Plan which remains focused on sustainable transportation modes, appropriate levels of staff parking are a fundamental requirement if the airport is to operate efficiently in line with national, regional and local planning policy objectives, and as recognised in the Terminal 2 permission (PL06F.220670 (F06A/1248)). The nature of airport travel demand means that a large proportion of staff arrive outside the traditional public transport operating hours. Staff parking is therefore essential for staff that arrive and work during unsocial hours, in order to provide them with reliable and safe passage to work. Refer to Figure 3.1. Analysis of staff arrival profiles indicates that although the AM peak hour (8:00 – 9:00) is the single hour with the largest proportion of staff arriving, over 42% of the daily total staff arrive before this, which is significantly higher than would be expected at most 'typical' employment locations. Since Terminal 2 was permitted (in 2007 under ABP Ref. No. PL06F.220670 (F06A/1248)), a number of essential airport developments have been permitted and constructed, resulting in a net loss of airport staff parking spaces, with staff having to park where possible on the Airport campus. This proposal will provide a co-ordinated, consolidated, and controlled approach to staff parking aligned with the total of 5,360no. spaces permitted by condition no. 23 of the Terminal 2 permission and endorsed by Section 8.6.1 of the Dublin Airport LAP .



Source: Dublin Airport Staff Car Park Barrier Data

Spines & Branches		Weekday																		
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
A-SPINE	Swords Rd - City Centre - Terenure	8	4	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	8
A1	Beaumont - City Centre - Knocklyon	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
A2	Airport - City Centre - Ballinteer - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
A3	DCU - City Centre - Tallaght	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30
A4	Swords - City Centre - Dundrum	30	15	12	12	12	12	12	12	12	12	12	12	12	12	15	15	15	15	30

Figure 3-1 - Daily Profile of Staff Entering Dublin Airport

Hence the proposed development is needed. However alternatives have been considered as part of the iterative design and assessment process where relevant.

Three design iterations were presented during the design stage.

- The first design iteration comprised of 1,528 car parking spaces of which 979 comprised of staff car-parking spaces and 549 comprised of long term passenger car parking spaces with an area of ca. 5.22ha;
- The second design iteration comprised of 950no. car park spaces, of which 20no. will be serviced by Electric Vehicle (EV) charging points and 10no. were provided for Persons with Reduced Mobility (PRM) within 4.26 hectares; and,
- The third design iteration comprises of 950no. car park spaces, of which 96no. will be serviced by Electric Vehicle (EV) charging points and 48no. were provided for Persons with Reduced Mobility (PRM) within 4.26 hectares.

Five alternative locations were considered for the proposed development. The preferred solution is the current design iteration and location. Chapter 3 within the EIAR - Volume 2 details this assessment.

Do Nothing Scenario

The supporting rationale for the proposed development is provided in Chapter 3.

Doing nothing has been rejected as an alternative.

4. Population and Human Health

Introduction

This chapter assesses the likely significant effect of the proposed development on Population and Human Health in the general area of the proposed development. A more complete description of the proposed development is presented in Chapter 2 – Project Description.

This chapter considers demographics, economic activity, tourism and recreation, community and amenities and human health. In addition to population and human health, as discussed in this chapter, potential impacts on air, climate, noise emissions, soil, water, visual and traffic are addressed in relevant chapters of the EIAR.

Receiving Environment

The proposed development is located in Dublin Airport within the boundary of Fingal County Council (FCC). For the purpose of the population and human health chapter, the assessment of the receiving environment has been conducted with regard to the location of the site and has been assessed on a national, regional and local level.

The current receiving environment in terms of demographics, economic activity, tourism and recreation, community and amenities and human health have been considered within Chapter 4, while the future receiving environment is determined as being '*unlikely to change significantly from that outlined in the 'Receiving Environment' in the assessment period, most notably during the construction period.'* It is noted that population growth and '*an increase in tourism is expected to continually increase, which will necessitate the need for the development and the extension / reconfiguration of the airport.*'

Construction Population and Human Health Effects

The potential construction effects on human health are described further in Chapter 4 which identifies the potential source of the impact; potential impact pathways (route by which receptors can become impacted) and likely significant effects arising from the potential impact.

The demolition and construction phases of the development will lead to temporary traffic, noise and vibration, dust generation and visual impact within the site and the general vicinity. There will be no effects to existing connections or amenities as a result of the construction works associated with the proposed development, provided the mitigation measures proposed in this EIAR are followed.

No significant effects are predicted, and any likely effects will be short term in nature, as determined by the assessments included in each of the EIAR chapters. As a result, the proposed development will result in temporary construction related Population and Human Health effects (minor adverse), but mitigation measures will be applied. There will be no likely significant effects on population and human health during construction of the proposed development.

Operational Human Health and Population Effects

The potential operational impacts on human health are detailed in Chapter 4 which identifies the potential source of the impact; potential impact pathways (route by which receptors can become impacted) and potential effects arising from the potential impact.

The proposed development will modify the current local services and land use, but, there will be no negative direct or indirect effects on sensitive receptors. Due to the proposed development of the remote south staff car park, there is predicted to be slight positive permanent effect on mental health and wellbeing during the operational stage through the provision of a better staff car parking for Dublin airport staff. Taking into account the baseline environment and proposed mitigation during construction, no human health risks from contaminated soils or noise and vibration are expected during the operational phase. There will be no likely significant effects on population and human health during operation.

Conclusion

The proposed development will not have a significant residual negative effect, but, is predicted to have a residual positive effect on population and human health during the operational phase.

5. Biodiversity

Introduction

This biodiversity chapter identifies, quantifies and evaluates potential effects of the proposed development on protected sites, habitats, species and ecosystems. It considers impacts to ecological receptors and proposes mitigation and enhancement measures to offset or reduce the identified impacts. A Natura Impact Statement has also been prepared for the proposed project and accompanies this application.

Methodology

A desk study was carried out to collate the available existing ecological information on the development site. Field surveys included consideration of semi-natural habitats, terrestrial mammals, birds and bats. Lands located within the proposed site boundary and immediately adjacent to the proposed site were surveyed.

Survey Results

There are no habitats within the proposed development of greater than local value. No ecological features of regional, national or European importance will be impacted by the proposed development. This site comprises semi-natural habitats including; Treelines, Hedgerows, Scrub, Artificial surfaces, Amenity Grassland and predominantly Improved Agricultural Grassland. There is one open channel watercourse within the proposed development site; the Santry River, which bisects the proposed development site.

Bat activity was low-medium and activity was mainly concentrated along the treeline and woodland located on west site of the field system outside of the red line boundary of the site, however, bat foraging activity was also noted within central portions of the proposed development site. Overall, the proposed development site is considered to have suitability for foraging and commuting bats due to the presence of connectivity to other suitable habitats in the wider landscape. However, the proposed site is considered to have no suitability for roosting bats due to the lack of roosting features in trees. No evidence of terrestrial mammals (e.g. Badger) was noted during site surveys and there are no setts or dens within the proposed development site. No invasive plant species were recorded within the site extents.

Potential Effects

Potential effects on the ecological receptors within the zone of influence of the proposed development during the construction and operation phases have been assessed. Potential impact through the construction and operation of the development include; Physical Damage / Habitat Loss; Disturbance to fauna and Changes in Water Quality.

Due to the location, nature, extent and duration of the proposed works at the development site and with the inclusion of mitigation measures, the project will not have an impact on any European site / Natura 2000 site. Similarly, the proposed project will not have an affect any nationally designated conservation areas such as National Heritage Areas / proposed National Heritage Areas. The development will result in a permanent loss in habitats ranging in value from negligible ecological value (e.g. amenity grassland) to local importance (higher value) (e.g. Treeline WL2). There are no habitats on site of greater than local value. No ecological features of regional, national or European importance will be directly impacted by the proposed development. Semi natural habitat of similar ecological value will be replaced as part of the landscape strategy and thus the habitat loss impact will be temporary.

Indirect habitat loss/damage via. proximity of construction works will be mitigated to an imperceptible level. Habitat/species loss/damage via spread of invasive species can be avoided with the inclusion of biosecurity measures and the impact of invasive species of local biodiversity will be imperceptible.

Loss of trees and grassland during construction will impact on commuting and foraging bats and may reduce the available insect prey species and also reduce the feeding area available for bats in some locations. In the absence of mitigation, it is considered that the removal of foraging and commuting habitat would be a long-term significant adverse impact at the local geographic scale. Lighting required during the operational phase may cause disturbance to bats commuting through or feeding at the proposed development site. In the absence of mitigation, disturbance of bats due to lighting would have significant adverse impact at the local geographic scale, however, ‘bat friendly’ lighting has been incorporated into the design of the proposed development to mitigate for potential impacts to local bat populations.

During the construction phase there will be a loss of grassland, treeline and hedgerow areas which may lead to a small reduction in foraging habitat for larger mammals such as badgers, however, the project site is relatively small and there is wide availability of habitats suitable for terrestrial mammals to the west and east of this largely fenced in ‘landlocked’ greenfield site. In addition, no evidence of terrestrial mammals was

recorded with the proposed development site and no significant effects on badgers, foxes, hares or any other large mammals are expected as a result of the proposed development.

There will be a loss of semi-natural habitats within the proposed development area (grassland, treeline and hedgerow) and the loss of treeline and hedgerow in particular will have a localised effect on nesting and feeding resources for local passerine species. Waterbirds were not recorded within the Site during 2022 and 2023 surveys and there is no evidence of the project site being used by field feeding waterbird species and it is considered not to be used as a roosting or feeding area for waterbirds associated with the European sites located on the east coast and no adverse impacts to waterbirds or wildfowl are anticipated. In the absence of mitigation, the loss of habitat for breeding birds within the development site is considered a negative slight and permanent effect on bird species at a local geographic scale.

To offset for the loss of semi-natural habitats, a comprehensive landscape design has been developed which includes for the creation of an ecological zone along the riparian areas of the Santry River and the following habitat enhancement measures; 4,448m^2 of woodland mix and 562m linear length of new hedgerow including only native species and in addition 3,076m^2 of grassed area are also included in the soft landscaping design. The landscape planting design provides for a net gain in number of trees within the Site.

As part of this assessment the potential pollution pathways were identified for the development including; in-stream construction activities (culvert installation), surface-water run-off during construction; via groundwater during construction (hydrogeological pathway) and environment via surface-water run-off (operational phase). The proposed project has the potential to impact on a local surface waterbody; Santry River through the release sediment and contaminants from the construction and operational phases. Given the provision of Sustainable Urban Drainage Systems (SuDS) as well as measures incorporated into the projects Construction Environmental Management Plan the Santry River will not experience a reduction in water quality as a result of proposed development.

Mitigation and enhancement measures

The incorporation of an ecological zone along the riparian areas of the Santry River and the extensive hedgerow planting and woodland planting with native species is a significant part of the design which has been developed in order to minimise disturbance and loss of foraging and commuting habitat for local bat and bird species. The incorporation of sensitive lighting into the lighting plan will reduce the impacts to commuting and foraging bats once the development is operational.

Removal of vegetation such as hedgerow and treelines will be carried out outside the breeding bird season from 1st March to 31st August inclusive. Biosecurity measures will be in place to reduce the likelihood of introduction of invasive plant species.

The inclusion of SuDS measures will reduce surface water run-off to greenfield rates. Although the risk of any significant impact on water quality of the Santry River is considered to be low, best practice will be implemented at all times in relation to all construction activities to avoid any accidental pollution events occurring on site or polluting the groundwater table.

Residual Effects

The proposed development will result in the loss of grassland, hedgerow and treelines. Mitigation by avoidance is proposed for breeding birds, bats, trees, hedgerows and to prevent the spread of invasive species. Measures to reduce the effects of artificial lighting and loss of habitats are also proposed. Planting of native woody species is also proposed as mitigation in the Landscape Design.

Enhancement proposals incorporated into the site landscape plan will improve the Site potential for foraging bats and birds and will increase the potential for nesting and roosting opportunities for both on the long term. There will be a loss of foraging area for badgers but no loss of habitat connectivity between foraging areas. The introduction of the landscape features will lead to an increased availability for pollinating insects and food source for local bat and passerine bird populations.

This ecological assessment has demonstrated that through iterative project design and assessment, and the identification of appropriate ecological mitigation measures, the residual ecological impacts of the development proposals are not expected to be significant and are expected to be localised to the Site and immediate environs. Local populations of bats and birds may suffer some disruption and habitat loss in the short term but, as the greater part of the Site is of low ecological value, habitat losses to development are not significant. Some minor beneficial effects are expected on the long term and some opportunities for enhancement measures are presented.

6. Landscape and Visual

This section summarises the effects of the proposed development on landscape and visual receptors, and the significance of the effects identified. The extent of the study area is within ca.1km of the site and is also delimited by the likely Visual Envelope (VE) of the proposals in combination with the proposed site itself.

Landscape Effects

The study area is within the Low Lying Character Type as described within Fingal County Council Landscape Character Assessment.

The site lies to the south of the South Parallel Road south of the Dublin Airport complex, and adjacent to existing commercial and parking facilities. It is bounded to the north by a closely maintained low hedge, to the west by the remaining area of a grazed field, to the south by commercial development and to the east by a private access road serving these facilities. An unmaintained, tall native hedgerow runs north-south along a narrow lane slightly further to the west. A narrow ditch lined by scrubby vegetation crosses the site on an east-west axis. A bulkier, albeit patchy belt of trees and scrub crosses part of the site in the north. This belt is attractively diverse, comprising a variety of native tree and shrub species and with a scalloped, naturalistic edge. The remainder of the site comprises grazed areas to either side of this tree and scrub belt.

The site and Study Area do not coincide with any landscape designations. The value attributed to landscape within the Study Area is likely to be low, in keeping with the 'modest' attribution given in the council's Landscape Character Assessment for the Low Lying Character Type.'

The attributes of landscape character identified includes topography, vegetation, surface water, land-use, spatial pattern, materials, features and aesthetic qualities.

The effect on topography, is judged to be slight adverse, as there would be limited change to this attribute.

The effect on vegetation is judged to be moderate adverse on opening year but would reduce to neutral effect once the proposed planting matures.

The effect on surface water is judged to be neutral, the proposals would not affect these attributes.

The effect on land-use is judged to be neutral, the proposals would not affect existing land-use patterns.

The effect on spatial pattern is judged to be neutral, as there would be no substantive change to pattern.

The effect on materials is judged to be slight adverse. The proposals would lead to an increase in tarmac, concrete, metal and other building materials within study area.

There would be no effect on noted features.

The effect on aesthetic changes is judged to be neutral. The proposals will lead to the replacement of agricultural aesthetic with parking including planting in a small part of the study area.

The combination of effects on the above attributes, suggest that the overall significance of the effect on landscape character in the study area would be neutral effect.

Visual Effects

The Visual Envelope or areas of public accessible land from which the development may be potentially visible was estimated using a manual approach using map interpretation, and visual envelope mapping on site to establish the outer limit of land that may be visually connected with the proposals.

The areas identified are predominately located within 1km from the site and includes the South Parallel Road (R108), both near the site and on its return section north of the southern runway, the southern runway and Harristown Lane. Views from the south are limited by intervening buildings located within Horizon Logistics Park which restrict views to the site from the south.

The visual receptors identified includes people using roads, residential areas and industrial areas. No other visual receptors were identified as having potentially significant changes to the view.

Following desktop and field survey, 9no. viewpoints were selected to represent the experience of different types of visual receptor. The viewpoints chosen do not cover every view but have been selected to represent the different users from a range of directions and distances from the site.

The significance of the visual effect of the development when operational was judged as neutral from 4no. viewpoints. This means the proposed development would be difficult to distinguish and/or there would be barely perceptible change in view.

The significance of the visual effect of the development was judged as moderate adverse from 2no. viewpoints. This means the proposals would cause an obvious deterioration to a view. However once mitigation planting matures the effect would reduce to neutral.

The significance of the visual effect of the development was judged as slight adverse from 3no. viewpoints. This means the proposals would cause a limited deterioration to the view. However once mitigation planting matures the effect would reduce to neutral.

7. Air Quality

AWN Consulting Limited undertook an assessment of the likely impact on air quality associated with the proposed Remote South Staff Car Park.

Baseline Environment

Baseline data and data available from similar environments indicates that levels of nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}) and particulate matter less than 2.5 microns ($PM_{2.5}$) are generally well below the National and European Union (EU) ambient air quality standards.

Potential Effects of the Proposed Development

Construction Phase

An assessment of the potential dust impacts as a result of the construction phase of the proposed development was carried out based on the UK Institute for Air Quality Management 2024 guidance document *'Guidance on the assessment of Dust from Demolition and Construction'*. This established the sensitivity of the area to impacts from construction dust in terms of dust soiling of property and human health effects. The surrounding area was assessed as being of low sensitivity to dust soiling and of low sensitivity to dust-related human health effects.

The sensitivity of the area was combined with the dust emission magnitude for the site under four distinct categories: demolition, earthworks, construction and trackout (movement of vehicles) in order to determine the mitigation measures necessary to avoid significant dust impacts. It was determined that there is at most a low risk of dust related impacts associated with the proposed development. In the absence of mitigation there is the potential for direct, direct, short-term, localised, negative and slight effects to air quality.

In addition, construction phase traffic emissions have the potential to effect air quality, particularly due to the increase in the number of HGVs accessing the site. Construction stage traffic did not meet the scoping criteria for a detailed modelling assessment outlined in Transport Infrastructure Ireland's 2022 guidance document '*Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106*' As a result a detailed air assessment of construction stage traffic emissions has been scoped out from any further assessment and the construction stage traffic emissions will have a ***imperceptible, short-term*** and ***neutral*** effects on air quality.

Operational Phase

Operational phase traffic has the potential to effect to air quality due to vehicle exhaust emissions as a result of the increased number of vehicles accessing the site. The change in traffic associated with the operational phase of the proposed development met the PE-ENV-01106 criteria requiring a detailed air dispersion modelling assessment. Operational stage traffic emissions were calculated at representative worst-case receptors in the area and it was determined that concentrations of NO_2, PM_{10} and $PM_{2.5}$ will increase by an imperceptible amount as a result of the proposed development. Therefore, it can be determined that during the operational phase, the proposed development will have a ***direct, long-term, negative*** and ***not significant*** effect on air quality.

Mitigation and Residual Effects (Post-Mitigation)

Construction Phase

Detailed dust mitigation measures are outlined within Section 7.9.1 of Chapter 7 and are incorporated into the Construction Environmental Management Plan for the site to ensure that no significant nuisance as a result of construction dust emissions occurs at nearby sensitive receptors. Once these best practice mitigation measures, derived from the Institute for Air Quality Management 2024 guidance *'Guidance on the Assessment of Dust from Demolition and Construction'* as well as other relevant dust management guidance, are implemented the impacts to air quality during the construction of the proposed development are considered, ***short-term, direct, negative*** and ***imperceptible***, posing no nuisance at nearby sensitive receptors (such as local residences).

Operational Phase

As the predicted concentrations of pollutants as a result of traffic emissions during the operational phase of the proposed development will be imperceptible no mitigation is required. The impact to air quality has been assessed as ***neutral*** and ***imperceptible***.

Cumulative Impact of the Proposed Development

Construction Phase

There is the potential for cumulative impacts to air quality should the construction phase of the proposed development coincide with that of other developments within 250m of the site. A review of proposed/permitted developments in the vicinity of the site was undertaken and relevant developments with the potential for cumulative impacts were identified.

There is a low risk of dust impacts associated with the proposed development. The dust mitigation measures outlined in Section 7.9.1 of Chapter 7 (EIAR) will be applied during the construction phase which will avoid significant cumulative impacts on air quality. With appropriate mitigation measures in place, the predicted cumulative impacts on air quality associated with the construction phase of the proposed development and the permitted cumulative developments are deemed ***short-term, negative*** and ***imperceptible***.

Operational Phase

Operational phase direct impacts on air quality associated with the proposed development are predicted to be imperceptible. The traffic data provided for the operational stage air quality assessment included cumulative traffic associated with other developments in the area. Cumulative impacts are considered ***imperceptible, neutral*** and ***long-term***.

Overall no significant impacts to air quality are predicted during the construction or operational phases of the proposed development.

8. Climate

AWN Consulting Limited undertook an assessment of the likely impact on climate associated with the proposed Remote South Staff Car Park.

Baseline Environment

The existing climate baseline can be determined by reference to data from the EPA on Ireland's total greenhouse gas (GHG) emissions and compliance with European Union's Effort Sharing Decision "EU-2020 Strategy" (Decision 406/2009/EC). The EPA estimate that Ireland had total GHG emissions of 60.76 Mt CO_2e in 2022. This is 3.72 Mt CO_2e higher than Ireland's annual target for emissions in 2022. EPA projections indicate that assuming full implementation of the Climate Action Plan and the use of the flexibilities available Ireland can achieve an emissions reduction of 30% by 2030.

Potential Effects of the Proposed Development

The potential effects on climate have been assessed in two distinct ways – a greenhouse gas assessment (GHGA) and a climate change risk assessment (CCRA). The GHGA quantifies the GHG emissions from a project over its lifetime and compares these emissions to relevant carbon budgets, targets and policy to contextualise magnitude. The CCRA considers a projects vulnerability to climate change and identifies adaptation measures to increase project resilience.

Construction Phase

Calculation of the GHG emissions associated with the construction of the proposed development was calculated using the online TII Carbon Calculator Tool. GHG emissions associated with the proposed development are predicted to be a small fraction of Ireland's Industrial sector 2030 emissions ceilings of 4 Mt CO_2e. The proposed development will incorporate some mitigation measures which will aim to reduce climate impacts during construction and once the development is operational.

Operational Phase

GHG emissions during the operational phase due to road traffic were assessed. The changes in traffic volumes associated with the operational phase of the development were substantial enough the meet the assessment criteria requiring a detailed climate modelling assessment, as per Transport Infrastructure Ireland (TII) 2022 guidance "*PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (Offline & Greenways) – Overarching Technical Document*". There will be a slight increase in the traffic on the local road network which will result in some minor increases in CO_2 emissions. These have been assessed as a small fraction of Ireland's transport sector 2030 emissions ceiling.

A CCRA was conducted to consider the vulnerability of the proposed development to climate change, as per the TII 2022 PE-ENV-01104 guidance. This involves an analysis of the sensitivity and exposure of the development to future climate hazards which together provide a measure of vulnerability. The hazards assessed included flooding (coastal, pluvial, fluvial); extreme heat; extreme cold; drought; extreme wind; lightning, hail and fog. Wildfire and landslides were not considered relevant to the proposed development due to the project location and have been screened out of the assessment. The proposed development is predicted to have at most low vulnerabilities to the various climate hazards and therefore climate change risk is not considered significant.

Overall, no significant effect on climate are predicted during the construction or operational phases of the proposed development.

Mitigation and Residual Effects (Post-Mitigation)

A number of best practice mitigation measures are proposed for the construction phase of the proposed development to ensure that impacts to climate are minimised. Design mitigation has been considered when assessing the vulnerability of the development to future climate change.

The impact to climate as a result of a proposed development must be assessed as a whole for all phases. The proposed development will result in some impacts to climate through the release of GHGs. TII state that the crux of assessing significance is *"not whether a project emits GHG emissions, nor even the magnitude of GHG emissions alone, but whether it contributes to reducing GHG emissions relative to a comparable baseline consistent with a traj*ectory towards net zero by 2050". The proposed development has been designed to reduce the impact on climate where possible during operation. The proposed development has incorporated some minimal measures to reduce climate change impacts, specifically in relation to flooding. Once mitigation measures are put in place, the effect of GHG emissions during the

construction and operational phase, which is direct, long-term, negative and not significant.

In relation to climate change vulnerability, it has been assessed that the effect on the proposed development as a result of climate change is direct, long-term, negative and imperceptible.

Cumulative Impact of the Proposed Development

With respect to the requirement for a cumulative assessment PE-ENV-01104 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."*

However, by presenting the GHG impact of a project in the context of its alignment to Ireland's trajectory of net zero and any sectoral carbon budgets, this assessment will demonstrate the potential for the project to affect Ireland's ability to meet its national carbon reduction target. Therefore, the assessment approach is considered to be inherently cumulative.

9. Noise & Vibration

Baseline Environment

Chapter 9 of the EIAR provides information on the assessment of noise and vibration effects on the surrounding environment during the construction and operational phases of the proposed Remote South staff car park at R108, Dublin.

Potential Effects of the Proposed Development

When considering the potential effects, the key sources will relate to the short-term phase of construction and the long-term effects associated with the development as a whole once operational.

Baseline noise surveys have been undertaken at the proposed development site and neighbouring long term blue carpark to characterise the noise environment and operational carpark noise levels. The existing and future noise and vibration environments across the development site and in the vicinity of the nearest existing NSLs are dictated by transportation sources in the study area and the surrounding road network including the R108 and air traffic from associated with Dublin Airport.

The construction phase will involve site clearance, building construction works and surfacing, the assessment has determined that there is the potential for negative, **slight to moderate, short term** noise effect when works are undertaken within close proximity (15 - 20m) of the nearest noise sensitive residential locations and **not significant, short term** at the nearest commercial receptors.

The use of best practice noise control measures, hours of operation, scheduling of works within appropriate time periods, strict construction noise limits and noise monitoring (where required) during this phase will ensure impacts are controlled to within the adopted criteria. Similarly, vibration effects during the construction phase will be well controlled as there are no activities on site that have the potential to generate significant levels of vibration. The effect associated with vibration is determined to be **negative, not significant** and **short term.**

During the operational phase, the predicted change in noise levels associated with additional traffic in the surrounding area required to facilitate the development has a **negligible** magnitude of change and the associated effect is determined to be **long term** and **not significant**.

The predicted change in noise levels associated with the carpark operations during the operational stage are determined to be **neutral, long term** and **not significant**.

Cumulative Effects

Cumulative noise levels associated with the construction phases have been considered and cumulative impacts are possible at the nearest locations in the unlikely scenario whereby two development sites progress construction works simultaneously. There is a potential for cumulative impacts associated with construction if another development is constructed in vicinity concurrently. An increase of +3 Db represents the worst case scenario whereby construction noise incident on noise sensitive receptors from two sites is matched in level.

At operational stage, cumulative noise impacts associated with the proposed development and other developments in the area are most likely to be associated with increase noise associated with traffic. An increase +3 Db represents a worst case scenario of a doubling in volume of traffic, representing a perceptible change with **negative**, **slight to moderate** significance and **short-term**.

10. Traffic

Receiving Environment

This Report seeks to provide a description of the outline methodology and anticipated traffic impact of the proposed development on the surrounding transportation network. The site is located to the south of Dublin Airport and to the immediate west of the existing long-term blue carpark. The proposed development includes provision for 950no. airport staff car park.

Construction Traffic Effect

To determine the traffic impact associated with the construction stage, best practice guidelines were used to determine all assumptions and the associated methodology. The likely level of arrivals and departures during the day are presented in PCU (Passenger Car Unit), where the LGV factor corresponds to 1 and the HGV factor corresponds to 2:

- AM - 110 PCU (20 staff arrivals and 15 LGV, 15 HGV arrivals & 15 LGV, 15 HGV departures),
- PM - 110 PCU (20 staff departures and 15 LGV, 15 HGV arrivals & 15 LGV, 15 HGV departures).

These trips are anticipated to be evenly spread throughout the day, the impact on weekday traffic conditions is anticipated to be negligible.

Operational Traffic Effect

The proposed development represents a re-location of existing / previously lost spaces, rather than a net increase in the total number of spaces that are currently permitted at the airport. It is anticipated that travel demand to and from proposed development will be outside of background peak periods of the day.

Traffic analysis was carried out to assess the effect of proposed development on surrounding road network in terms of links and junction capacities. Link capacity analysis showed that the R108, in the vicinity of the proposed development, has adequate capacity to cater for the traffic generated by the proposed development. An assessment of the R108 / Ballymun Interchange and R108 / Old Airport Rd was undertaken are part of the assessment. It was determined that both junctions are already operating over capacity in the base 2019 scenario, the M50 Ballymun Interchange in the AM peak period and the R108/Old Airport Road Junction in the PM peak period.

The Do Something (DS) flows have little impact on the M50 Ballymun Interchange when compared with the Do Minimum (DM) flows. Whereas, for the R108/Old Airport Rd junction, the DS flows have a slight negative impact on the junction due to the extra trips generated by remote south staff car park present in the DS scenario.

An alternative junction layout was assessed which improve the throughput of the junction and demonstrate that the junction would operate within the capacity for all scenarios. It should be noted that the main purpose of the proposed upgrades are to improve the existing performance of the junction. The impact from the proposed car park is anticipated to be minor.

Overall, the surrounding road network can comfortably accommodate the additional demand associated with the proposed development.

Cumulative Traffic Effect

The proposed development will occur in a phased manner over a period of approximately 9 months. Due to the relatively small scale of the project, no cumulative effects during construction phase are anticipated. For operational phase, no nearby developments were considered for this assessment. As a result, no cumulative effects are anticipated during operational phase.

Conclusion

Overall, the proposed development is not anticipated to have a negative effect on the surrounding transportation network during either the operational or construction phases.

11. Land, Soils and Geology

Receiving Environment

This chapter describes the existing types of land, soils and geology likely to be encountered beneath the site of the proposed Remote South Staff Car Park. It also addresses the potential effects of the proposed development on land, soils and geology. Mitigation measures that will be employed to eliminate or reduce any potential effects are set out in Chapter 11 – Volume 2, Main EIAR.

The site is generally underlain by limestone till, with an area of bedrock outcrop or subcrop crossing the centre of the site.

Construction Land, Soils & Geology Effects

Activities during construction will primarily comprise of the demolishing of a cattle pen and hard standing area (total 911m^2), along with an existing gated entrance, to allow for the construction of a westwards extension and 950no., car parking spaces, with other amenities such as 30no. bicycle spaces, 1no. bus shelters, 1no. security hut, 1 no. single-storey substation and 1no. welfare facilities. The average anticipated excavation depth required for the buildings and pavement foundations is ca. 1.2mbgl. The maximum excavation depth is ca. 5m bg for drainage infrastructure. Potential rock breaking will be required north of the Santry River. The total volume of soil requiring excavation for the proposed development is expected to be ca. 20,220 tonnes. 550 tonnes of soil will be retained on site for landscaping. Based on preliminary engineering calculations it is anticipated that ca. 19,670 tonnes of excess topsoil will require offsite disposal.

Soil compaction and dust generation may occur during the construction phase, along with subsoil erosion and the generation of sediment laden runoff. There could be a potential impact on soils and geology and associated human health (i.e. construction workers) from potential fuel leaks during site construction activity.

However, the employment of good construction management practices, and mitigation and monitoring measures (as set out in Chapter 11, Volume 2 – EIAR) will serve to minimise any risk of pollution to soil and geology, and associated human health, from construction activities. The residual effect with respect to land, soils and geology during the construction stage is therefore likely to be permanent, negative and not significant.

No significant effects are likely to occur with respect to Land, Soils and Geology, as a result of the proposed development.

Operational Land, Soils & Geology Effects

During the lifetime of the car park, surface cover maintenance, drainage maintenance and underground utility maintenance will be carried out as required. These works have the potential to result in the mobilisation of suspended solids from shallow excavations and fuel and lubricating oils from machinery and equipment. This may potentially result in negative, slight and short term effects on receiving soils and/or bedrock; however, any impacts are considered to be short-term and localised.

No significant effects are likely to occur with respect to Land, Soils and Geology, as a result of the proposed development.

Conclusion

The proposed development will not have a likely significant residual effect on land, soils and geology (and associated human health) given the mitigation measures proposed during the detailed design and construction phase of the development.

12. Water

Receiving Environment

This chapter describes the existing surface water and groundwater features within the site of the proposed Remote South Staff Car Park. It also addresses the potential effects of the proposed development on hydrology (i.e. surface water) and hydrogeology (i.e. groundwater). Mitigation measures that will be employed to eliminate or reduce any potential effects are set out in Chapter 12 – Volume 2 Main EIAR.

There is one surface water feature within the site. The Santry River passes through the centre of the site in a west – east direction.

daa carry out monitoring along the Santry River, and based on available information, no significant surface water quality issues have been identified (SW-S-3). However, it is classed as *'at risk'* of failing to meet WFD objectives by 2027.

Groundwater vulnerability is classed as Low (L) throughout the site, indicating that there is a low risk of groundwater contamination due to human activity.

No flooding risks have been identified and the proposed development is classified as a *less vulnerable development* as per the vulnerability classification in the planning guidelines.

Construction Water Effects

Activities during construction will primarily comprise of the removal of the existing facilities and construction of new facilities (to a maximum depth of 5m). Potential rock breaking will likely be required just north of Santry River. There will be no impact to regional or local groundwater resources or surface water level/flows. During the construction phase instream construction activities will occur. Instream works will include the installation of one new culvert and the widening of one existing culvert and will involve the impounding of the watercourse at these three separate locations and over pumping via a settlement tank to downstream of each works area.

Degradation to groundwater and/ or surface water could result from potential pollution events, e.g. plant, fuel/chemical spillage, as well as general site activities such as cement handling and pouring. This could lead to temporary adverse effects on both surface water and groundwater quality.

However, the employment of good construction management practices, and mitigation and monitoring measures (as set out in Chapter 12, Volume 2 – EIAR) will serve to minimise any risk of pollution to surface water and groundwater quality, and associated human health, from construction activities.

Operational Water Effects

Groundwater and surface water receptors could be at risk of quality impacts due to an unplanned event, e.g. traffic collision. There may be slight negative effects due to surface cover maintenance, drainage maintenance and underground utility maintenance. However, any impacts are expected to be short-term and localised.

Mitigation measures will be implemented during the Operation Phase to reduce and/or avoid these potential effects.

Conclusion

Taking account of the relevant mitigation measures, the residual impact to groundwater quality and surface water quality including the Santry River and receiving transitional waters (North Bull Island), resulting from potential pollution caused by site activities e.g. plant, fuel/chemical spillage etc. or associated cement handling and pouring during the construction phase is likely to be insignificant, being adverse, slight and temporary in nature. The residual impact on surface water quality, including the Santry River, resulting from routine site maintenance activity during the operational phase, is adverse, imperceptible and temporary, taking account of the relevant mitigation measures.

The proposed development will not have a likely significant residual effect on surface water and groundwater quality given the mitigation measures proposed during the detailed design and construction phase of the development.

13. Cultural Heritage

Receiving Environment

This chapter of the EIAR assesses the potential significant effects of the proposed development on the cultural heritage resource. This resource encompasses several aspects of tangible assets including archaeological sites, monuments and artefacts, architectural heritage structures, including their associated curtilages, industrial and vernacular heritage as well as intangible assets such as folklore, oral tradition, historical associations and language. The chapter is supported by a number of Appendices, and these comprise Appendix 13.1 (Archaeological Test Trenching Report)), Appendix 13.2 (Database of Irish Excavation Reports descriptions) and Appendix 13.3 (Fingal County Council Planning Objectives).

There are no recorded archaeological monuments located in the proposed development site or within 200m of its boundary. There are four recorded archaeological sites located within 500m of the proposed development and all of these comprise levelled sites that retain no surface remains. There are no Protected Structures or NIAH-listed structures located in the proposed development site or within the surrounding 500m study area and it is not located within an Architectural Conservation Area.

There are no undesignated vernacular structures or historic townland boundaries located within the proposed development site and a review of historic Ordnance Survey maps revealed that it is depicted as vacant fields on all map editions. In addition, no intangible attributes, such as historical or folklore associations, were noted during the assessment. The construction phase of the proposed development will result in a direct, permanent, slight, negative effect on an overgrown farm track of low cultural heritage which follows an access route shown extending to the former location of a Harristown House on historic OS maps in an area to the north of the proposed development. The RMP lists an earlier 16th/17th century house (DU014-040---) at the same location of Harristown House. This designated house was recorded as being in ruins in the mid-17th century and was likely replaced by Harristown House at some point after that time. The location of the later house is now occupied by an airport runway and no surface traces survive. The farm track within the north end of the proposed development site appears to be the remains of an access route associated with the later Harristown House, which is not listed in the RMP, and it likely comprises a feature of low cultural heritage significance.

A programme of archaeological test trenching within the proposed development site was carried out by Camilla Brännström (John Cronin and Associates) under Excavation Licence 23E0940 over a period of three days in November 2023. A full copy of the archaeological test trenching report is presented in Appendix 13.1 of the EIAR. Eleven archaeological linear test trenches were excavated across the footprint of the proposed car park in order to assess the archaeological potential of the proposed development site. Two deposits with charcoal inclusions, which were interpreted as the fills of pit features of archaeological potential, were identified on the natural subsoil in two of the test trenches and following the compilation of written and photographic records, both were resealed with topsoil and remain in situ. No other archaeological features were uncovered during test trenching of the proposed development site.

Potential Effects

The construction and operational phase of the proposed development will result in no predicted direct or indirect effects on the locations or settings of any recorded archaeological monuments or designated architectural heritage structures/areas.

A programme of archaeological test trenching within the proposed development site identified sub-surface remains of two deposits with charcoal inclusions that while of unknown date are considered to be of archaeological potential. Ground excavation works during the construction phase will result in permanent, direct, moderate to significant, negative effects on these potential archaeological features. This potent effect will be mitigated by a full archaeological excavation of these features, under licence by the National Monuments Service, in advance of any proposed construction phase works at their locations which will result in a predicted slight to moderate, negative residual effect on these potential archaeological features.

14. Material Assets

This assessment examines material assets serving the proposed development, in relation to existing and proposed built services (i.e., foul sewerage, surface water drainage, water supply, gas, electricity, and telecommunications utilities), and waste management.

Built Services

The Site of the proposed development is located entirely on land owned by daa. The current status of utilities serving the Site is summarised as follows;

- The site is currently separated into two natural drainage catchments, situated to the north and south of Santry River. A storm water drain is located along the eastern boundary of the proposed site.
- There is an existing underground package foul pumping station to the east of the site which discharges to an 80mm diameter foul rising main. This rising main runs south to join the foul rising main network catering to the business park south of the existing car park.
- There is an existing watermain to the east of the site, located in the entrance road, which runs south to join the watermain network catering to the business park south of the existing car park.
- There are no overhead ESB lines running through the proposed development. There are ESB assets reported along the northern and eastern site boundaries, including a joint bay along the eastern boundary.
- There are no existing gas utilities within the site boundary. A gas line is reported to run in a southern direction to the south of the proposed development.

There are new utilities services been installed as part of the proposed development, details provided in Chapter 14 of the EIAR (Volume 2). A complete set of all utility / service plans received is presented in the planning application.

Given the nature of the proposed development, along with proposed mitigation measures (set out in Chapter 14, Volume 2 – EIAR) no residual significant effects are anticipated with regards to existing or proposed utilities. There will be no likely significant effects associated with built services.

Waste

Based on a review of available historic mapping and aerial photography, historic land-use at the Site was greenfield. The GSI bedrock geology 100k map identified the underlying bedrock of the site as the Malahide Formation, comprised of shale, and argillaceous bioclastic limestone (as detailed in Chapter 11 – Land, Soils and Geology). The proposed development will be designed, planned, constructed and operated to minimise waste generation at every stage. The management of waste generated during the construction of the proposed development will be in accordance with the Outline Construction Environmental Management Plan (CEMP) submitted as part of this planning application. The following waste streams will be generated during the demolition and construction phases: soils, concrete, mechanical, electrical containment, wood, glass, aluminium, iron and steel. However, all waste streams will be managed in accordance with statutory waste management and environmental requirements, regional waste related policy, best practice waste management guidance, and the CEMP. As with any construction project, there is potential for nuisance issues to arise during the construction phase, associated with mud or waste materials impacting roads and footpaths adjacent to the proposed development. Mitigation measures will be implemented to manage these potential impacts.

The Contractor will be responsible for monitoring waste documentation for the full duration of the construction phase. The Contractor will track and monitor all waste volumes to be transported offsite. All waste records will be maintained onsite throughout the project and will be made available for viewing by the Client, Employer's Representative and statutory consultees (FCC, EPA) as required.

Given the nature and location of the proposed development, along with proposed mitigation and monitoring measures (set out in Chapter 14, Volume 2 - EIAR) no residual significant effects are anticipated with regards to waste management associated with the proposed development. There will no likely significant effects associated with waste management and / or generation.

15. Interactions

This section describes interactions between impacts on various environmental factors. A summary matrix showing interdependencies between these environmental attributes is presented below for the proposed development. Refer to Table 15.1.

Table 15-1 – Interactions

	Chapter 4 - Population & Human Health		Chapter 5 - Biodiversity		Chapter 6 - Landscape and Visual		Chapter 7 - Air Quality		Chapter 8 – Climate		Chapter 9 - Noise & Vibration		Chapter 10 - Traffic		Chapter 11 - Land, Soils & Geology		Chapter 12 - Water		Chapter 13 - Cultural Heritage		Chapter 14 - Material Assets	
	Con.	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*	*Con.*	*Op.*
Chapter 4 - Population & Human Health			✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗
Chapter 5 - Biodiversity	✗	✗			✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗
Chapter 6 - Landscape & Visual	✗	✗	✗	✗			✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Chapter 7 - Air Quality	✓	✓	✗	✗	✗	✗			✗	✗	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗
Chapter 8 – Climate	✓	✓	✗	✗	✗	✗	✓	✓			✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓
Chapter 9 - Noise & Vibration	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗			✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Chapter 10 - Traffic	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓			✗	✗	✗	✗	✗	✗	✗	✗
Chapter 11 - Land, Soils & Geology	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗			✓	✓	✗	✗	✓	✓
Chapter 12 - Water	✓	✓	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✓	✓			✗	✗	✗	✗
Chapter 13 - Cultural Heritage	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗			✗	✗
Chapter 14 - Material Assets	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗		

All potential interactions have been addressed as required throughout the EIAR. During each stage of the assessment contributors have liaised with each other (where relevant) to ensure that all such potential interactions have been addressed.

The various interactions between environmental topics considered within the EIAR are further discussed in Chapter 15, Volume 2 – EIAR.

16. Schedule of Environmental Commitments

A schedule of environmental commitments has been prepared, for ease of reference and clarity, and to facilitate enforcement of all environmental mitigation and monitoring measures specified within Chapters 4 to 14 of the EIAR.

All mitigation and monitoring commitments detailed within the EIAR have been included in a separate compendium and are presented in Chapter 16, Volume 2 - EIAR.

These commitments have been incorporated into the Outline Construction Environmental Management Plan (CEMP) submitted as part of this planning application.

17. Future Airport Development

The proposed development is designed to ensure that Dublin Airport can cater more efficiently via. the Remote South Staff Car Park subject to planning permission being granted. It is considered appropriate that the competent authority assessing the proposed development would have an overview of long-term Dublin Airport plans, so that the proposed development can be viewed and assessed in the wider context.

For the purposes of clarity, it is noted that all relevant developments i.e. consented developments and planned projects currently pending a planning decision, and any major infrastructure developments and/or strategic plans or projects which are in the pre-planning stages are assessed in terms of potential cumulative effects with the proposed development within Chapter 18 – Cumulative Impacts. This chapter (Chapter 17 – Future Airport Development), focuses on all relevant projects / schemes which warrant consideration with respect to potential environmental effects, but which have not yet been consented or lodged, or those that are pending a planning decision and are subject to change before final design is confirmed.

The proposed development is assessed, with regards to the potential for environmental effects to arise from other future projects. Projects are broadly described under the following key categories:

- Lodged Projects – Projects with which have been lodged for planning and are pending a planning decision; and,
- Planned Future Projects – Future projects that are known but have not yet undergone assessment or have been finalised.

Lodged Projects

Airfield Drainage Project (ADP)

The purpose of the Airfield Drainage Project will be:

- To provide a nett improvement in the degree of protection afforded to the receiving waters by the surface water management system;
- To optimise the performance of the surface water management system at Dublin Airport for improved efficiency, greater operational flexibility and resilience to a broad range of extreme weather events; and,
- To improve the hydraulic capacity of the surface water network and alleviate historic capacity issues.

The ADP was submitted to FCC for planning in October 2023. Further details are presented in Chapter 17, Volume 2 - EIAR.

The ADP has been assessed against the proposed development to consider the likely significant cumulative environmental effects. Based on the results of this assessment it is not likely that significant cumulative environmental effects will arise.

Infrastructure Application

The Infrastructure Application (IA) is a project to increase the passenger capacity of the airport to 40mppa and the infrastructure required to facilitate that growth, likely to be reached post 2030.

The IA was submitted to FCC for planning in December 2023. The project involved in the IA include the following:

- New Apron 7;
- South Apron Expansion;
- North Apron Development;
- Terminal 1 Central Search;
- Long Term Car Parking Red;
- New Staff Car Park North;
- Terminal 2 Multi-Storey Car Park;
- Underpass beneath Runway 16/34;
- Surface Access Infrastructure;
- Airfield Drainage Project; and,
- Construction Compounds.

The IA has been assessed against the proposed development to consider the likely significant cumulative environmental effects. Based on the results of this assessment it is not likely that significant cumulative environmental effects will arise.

Planned Future Projects

Capital Investment Programme 2020+

Dublin Airport has been a regulated entity as of 2011, required periodically to submit its proposals for capital investment to the Commission for Aviation Regulation (CAR). In February 2019, the plans for investment to

commence the next stage of Dublin Airport's development were submitted to CAR as the Capital Investment Programme (CIP 2020+)[1], with the objective of transforming the airport into a major European airport, welcoming 40 mppa and continuing as one of the top five European transatlantic hubs.

daa is undertaking the CIP with significant infrastructural investments that are intended to improve the built environment, from 2022-2026. This programme of incremental infrastructure replacement and upgrades will be delivered in a sustainable manner to enable Dublin Airport maintain existing and future operations subject to planning permission were relevant. The CIP inform the projects that should be considered in the Planned Future Projects section.

Other daa Projects

It is unlikely that any of the other daa projects will lead to significant environmental effects, although they may generate noise and some traffic on the surrounding roads during the construction phase. As these projects are 'business as usual' projects, it is reasonable to conclude that, as the works are of similar scale to current and previous works, the effects on noise and traffic are already part of the Current State of the Environment due to existing ongoing upgrade and maintenance projects. It is not likely that significant environmental effects would occur as a result of interaction due the nature of the proposed works and distance from sensitive receptors from the site and wider environs.

Summary

Given the information available at this time, an overview and broad assessment of the possible environmental effects of future development plans has been provided. Refer to Chapter 17, Volume 2, EIAR.

The future development plans discussed in this chapter do not form part of the proposed development and will be subject to requiring full consents and additional environmental assessments as deemed necessary before they can be implemented.

The above assessment does not give rise to any concern about the likely environmental effects of the proposed development in combination with future airport developments.

[1] https://www.dublinairport.com/corporate/airport-development/cip-2020

18. Cumulative Effects

This section assesses the potential for the proposed development to act in combination with committed developments within the vicinity to result in cumulative impacts on the environment.

A summary of all relevant developments i.e. consented developments which have been approved by Fingal County Council (FCC) and An Bord Pleanála (ABP) and planned projects currently pending a planning decision, and any major infrastructure developments and/or strategic plans or projects which are in the pre-planning stages have been reviewed.

The committed projects which have been approved by FCC and ABP within the last 5 years, and/ or which are in the planning system but where a planning decision is not expected to have been made by the time the proposed development is operational have been reviewed as part of the preparation of this EIAR. The majority of these developments have already been constructed or are of small scale in nature (i.e. extension works or property retention works) or are considered to be a reasonable distance from the proposed development and do not warrant further consideration as part of this assessment.

Based on a review of planning records a list of committed developments has been compiled (and is presented in Chapter 18, Volume 2 EIAR) which require further consideration in relation to potential cumulative effects with the Proposed Development, as part of this assessment.

Cumulative effects consider the impacts of other schemes which have potential for cumulative effects with the Proposed Development.

These projects have been assessed, as follows:

- Cumulative Impacts Assessment for Projects - daa developments; and,
- Cumulative Impacts Assessment for Projects – wider environs.

A full table of all projects is presented in Chapter 18, Volume 2 - EIAR.

Population and Human Health

The proposed development will not have any significant negative effects on population and human health, and it is considered that the mitigation measures and monitoring requirements outlined in regard to the other environmental topics will ensure that the proposed development is unlikely to result in any significant cumulative effects in relation to population and human health.

No significant cumulative effects are likely.

Biodiversity

Given the inclusion of design, construction phase and operational phase mitigation measures, no significant effects will occur on sites designated for conservation value, protected habitats, protected species or features of high ecological value as a result of the construction and/or operation of the proposed development.

Other plans and projects within Dublin Airport Lands and also within the wider environs of the airport were reviewed in context with the proposed development and have been assessed for their potential to act in-combination with the proposed development to give rise to cumulative effects on local biodiversity. Refer to Chapter 18 for details of the other plans and projects which have been assessed.

No cumulative or in-combination effects on sites designated for conservation value, protected habitats, protected species or features of high ecological value will occur as a result of the proposed development.

No significant cumulative effects are likely.

Landscape and Visual

Chapter 17 and Chapter 18 of the Environmental Impact Assessment Report identifies cumulative effects intra project and with other proposed schemes.

The following development has been identified within the study area in consideration of cumulative landscape and visual effects with other projects.

- Ground mounted solar photovoltaic (PV) array

A ground mounted solar photovoltaic (PV) array (Fingal County Council Planning Reference number FW22A/0021) is currently under construction. The site is located west of the proposed development and visually separated from the proposed development by intervening vegetation. The proposed solar photovoltaic (PV) array development includes a 10m wide buffer of screen planting along the R108 Road. There would be no additional significant cumulative landscape and visual effects arising from the proposed development in combination with the ground mounted solar photovoltaic (PV) array.

There would be no additional cumulative landscape and visual effects arising from the proposed development and in combination with other development within the study area.

No significant cumulative effects are likely.

Air Quality

Construction Phase

According to the IAQM guidance (2024) should the construction phase of the proposed development coincide with the construction of any other permitted developments within 250m of the site then there is the potential for cumulative dust impacts to the nearby sensitive receptors. Should simultaneous construction phases occur, it would lead to cumulative dust soiling and dust-related impacts on human health, specifically localised to the works area associated with the proposed works.

A review of the planned and permitted projects within the vicinity of the site was undertaken. Those projects within 250m of the proposed development were identified, these include:

- F01A/0974 Monaer Limited
- FW23A/0097 Killick Aerospace Limited
- FW20A/0156 DHL Supply Chain Ireland Limited
- F18A/0730 DHL Supply Chain Ireland Ltd
- F08A/1248 Green REIT Horizon Ltd
- F14A/0181 Green Reit Horizon Ltd.
- FW19A/0095 Green Reit Horizon DAC
- FW19A/0033 Green Reit Horizon DAC
- FW20A/0034 Expeditors Ireland Ltd
- FW22A/0145 Fynes Logistics LTD
- FW20A/0025 Bunzl Ireland Ltd
- FW22A/0260 UPS SCS Ireland Limited
- FW23A/0259 UPS SCS Ireland Limited
- FW20A/0160 Transport Infrastructure Ireland
- FW22a/0036 Kuehne & Nagel Ireland Limited
- F99A/1519 Aer Rianta Cpt
- FW22A/0021 DAA PLC
- SID/01/18 DAA PLC
- SID/01/11 Dublin Airport Authority
- F09A/0092 Dublin Airport Authority
- F20A/0668 DAA PLC
- F06A/0088 Dublin Airport Authority Plc
- F07A/0093 Dublin Airport Authority
- F23A/0781 DAA PLC
- FW21A/0180 HPREF Dublin Office DevCo 1 Limited
- FW22A/0079 HPREF Dublin Office DevCo 1 Limited
- FW20A/0187 HPREF Dublin Office DevCo 1 Limited
- FW23A/0067 HPREF Dublin Office DevCo 1 Limited
- FW23A/0250 HPREF Dublin Office DevCo 1 Limited

There is the potential for cumulative construction dust effects should the construction phases overlap with that of the proposed development. However, the dust mitigation measures outlined in Section 7.7.1 within the EIAR (Volume 2) will be applied throughout the construction phase of the proposed development which will avoid significant cumulative effects on air quality. With appropriate mitigation measures in place, the predicted cumulative effect on air quality associated with the construction phase of the proposed development are deemed short-term, negative and imperceptible.

No significant cumulative effects are likely.

Operational Phase

Cumulative impacts have been incorporated into the traffic data supplied for the operational stage air modelling assessments where such information was available. The results of the modelling assessment show that there is a ***long-term, neutral*** and ***imperceptible*** impact to air quality during the operational stage.

No significant cumulative effects are likely.

Climate

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."

However, by presenting the GHG impact of a proposed development in the context of its alignment to Ireland's trajectory of net zero and any sectoral carbon budgets, this assessment will demonstrate the potential for the proposed development to affect Ireland's ability to meet its national carbon reduction target. Therefore, the assessment approach is considered to be inherently cumulative.

No significant cumulative effects are likely.

Noise and Vibration

In terms of construction noise, In the scenario whereby construction on multiple developments is ongoing simultaneously there is potential for significant noise impact at nearby NSL's.

There is a potential for cumulative impacts associated with construction noise traffic if another development is constructed in vicinity concurrently, with an increase of +3 Db representing the worst case scenario of a doubling of construction traffic when compared to either site operating in isolation.

There is a potential for cumulative impacts associated with construction if another development is constructed in vicinity concurrently. An increase of +3 Db represents the worst case scenario whereby construction noise incident on noise sensitive receptors from two sites is matched in level.

At operational stage, cumulative noise impacts associated with the proposed development and other developments in the area are most likely to be associated with increase noise associated with traffic. An increase +3 Db represents a worst case scenario of a doubling in volume of traffic, representing a perceptible change with moderate impact, moderate significance and long-term.

No significant cumulative effects are likely.

Traffic

The proposed development will occur in a phased manner over a period of approximately 9 months. Due to the relatively small scale of the project, no cumulative effects during construction phase are anticipated. For the operational phase, no nearby developments were considered for this assessment. As a result, no cumulative effects are anticipated during operational phase.

No significant cumulative effects are likely.

Land, Soils and Geology

Provided the mitigation measures outlined in Chapter 11 – Land, Soils and Geology are in place for the duration of the construction phase, cumulative effects are not likely to be significant. There will be no significant effects with regards to land (including land take), soils or geology during the operational phase.

Therefore no significant cumulative effects are likely.

Water

Provided the mitigation measures listed above are in place for the duration of the construction phase, anticipated effects on surface water or groundwater will be temporary and slight adverse during the Construction Phase. Taking account of proposed mitigation measures, effects on surface water or groundwater will be temporary and slight adverse during the Operational Phase of the proposed development.

Therefore no significant cumulative effects are likely.

Cultural Heritage

A review of the approved and proposed developments detailed in Tables 17.3, 18.1 and 18.2 was carried out as part of the assessment of potential cumulative effects on the cultural heritage resource arising from the proposed development. This included reviews of any available relevant cultural heritage assessment reports, as well as relevant planning conditions, published on the Fingal County Council planning enquiry system, the An Bord Pleanála website and the Database of Irish Excavation Reports.

This review revealed a number of developments that were subject to advance archaeological investigations which revealed the presence of previously unrecorded features of archaeological potential. The grants of planning for these developments included conditions requiring the archaeological excavation of these features in advance of construction and they are detailed hereafter. A review of the planning files for the Keelings UC warehouse development (FW21A/0187[2]) revealed that a previously unrecorded prehistoric burnt spread was identified within that site during advance archaeological test trenching investigations. The grant of planning for that development included a condition requiring that the identified archaeological remains be excavated in advance of development. A review of the planning files for the HPREF Dublin Office development (FW20A/0187[3]) revealed that the grant of planning for that development included a condition requiring the excavation of identified archaeological areas within that site in advance of construction. The planning files for a Dublin Port Authority solar photovoltaic solar farm (FW22A/0021[4]) revealed that the grant of planning included a condition requiring an appropriate buffer zone around a recorded archaeological monument within that site and archaeological monitoring of the construction phase, The condition also stipulates that in the event that any archaeological remains are identified during monitoring and cannot be avoided that they be subject to archaeological excavation.

There are no recorded archaeological monuments located in the proposed development site or within 200m of its boundary. There are four recorded archaeological sites located within 500m of the proposed development and all of these comprise levelled sites that retain no surface remains. There are no Protected Structures or NIAH-listed structures located in the proposed development site or within the surrounding 500m study area and it is not located within an Architectural Conservation Area. The proposed development is not predicted to result in any significant direct/indirect (construction or operation phase) adverse effects on the cultural heritage resource. Given this cultural heritage context of the proposed development site and its surrounding lands, in combination with the absence of developments within its environs that have been predicted to result in significant cultural heritage effects or will include the implementation of appropriate archaeological mitigation measures to comply with planning conditions, it is concluded that the proposed development will not have the potential to act in combination with other developments to result in any likely significant cumulative effects on the cultural heritage resource.

Therefore no significant cumulative effects are likely.

Material Assets

Based on the scale and nature of the proposed development and given that a RWMP will be prepared by the Contractor and implemented for the construction phase, no cumulative effects are anticipated during the construction or operational phases of the proposed development associated with waste generation. There will be no likely significant effects associated with waste management and / or generation.

Due to the nature and scale of the proposed development, no cumulative impacts are anticipated during the construction or operational phases of the proposed development associated with built services. There will be no likely significant effects regarding built services due to cumulative effects. Therefore no significant cumulative effects are likely.

Therefore no significant cumulative effects are likely.

Summary

No likely significant effects have been identified as a result of potential cumulative effects between effects identified in the technical chapters of the EIAR and other committed developments.

Furthermore, in most cases such interactions are unlikely to occur.

No significant cumulative effects are likely to arise from the Proposed Development.

[2] https://planning.agileapplications.ie/fingal/application-details/95811
[3] https://planning.agileapplications.ie/fingal/application-details/88188#documents
[4] https://planning.agileapplications.ie/fingal/application-details/91588

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