



Future Analytics

# Environmental Report - Addendum to Approved Phase 1 Parent EIAR Non-Technical Summary

*Addendum to the Environmental Impact Assessment submitted for the scheme approved planning permission under ABP Ref. 318607-23, located on lands at Cherry Orchard, Dublin 10.*

**February 2025**



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## Introduction

This Non-Technical Summary (NTS) of the Environmental Report – Addendum to Approved Phase 1 Parent EIAR prepared on behalf of Dublin City Council, In Partnership with The Land Development Agency (LDA), in respect of a Proposed Development on lands located at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019).

The overall Cherry Orchard Point Development ‘Development’ will be delivered across four Phases and will have a mix of residential, retail / commercial, community and art / cultural uses, including public, private, and communal open spaces, play areas and a creche facility.

Phase 2 of the Development, which is the subject of this Planning Application, consists of the construction of a residential scheme comprising 137no. dwellings with a total floor area of 13,015 sq. m., consisting of 13 no. 2-bedroom houses, 88 no. 3-bedroom houses, 18 no. own-door ground floor 2-bedroom apartments and 18 no. own-door 3-bedroom duplex units and all associated site and development work. The proposed development represents Phase 2 of the overall planned development for Development Site 4 of the LAP lands.

The Environmental Report should be read in conjunction with the Parent EIAR submitted as part of the approved Phase 1 application and seeks to update specific information and analysis based on the finalised Phase 2 layout.

**The purpose of the NTS is to summarise and explain in non-technical language the likely direct and indirect environmental impacts arising from the proposed development. The below environmental topics have been included in the NTS due to the technical nature of the Chapters:**

- **Air Quality**
- **Climate Factors**
- **Noise**
- **Biodiversity**
- **Landscape and Visual Impact**
- **Land, Soils and Geology**
- **Water**
- **Population and Human Health**
- **Material Assets – Traffic and Transport**
- **Material Assets – Waste Management**
- **Interrelationships, Interactions and Indirect Effects**
- **Summary of Mitigation Measures and Residual Impacts**

**It should be noted that a NTS is not required for Chapters 1-4 given their non-technical nature, nor has a NTS been prepared for Chapter 9 Archaeological, Architectural and Cultural Heritage, as the impacts of the proposed scheme on Cultural Heritage have not materially changed since the initial assessment was done under the now approved Phase 1 Parent EIAR.**

The Environmental Report has been prepared in accordance with the requirements of the *Planning and Development Act 2000 (as amended)* and the *Planning and Development Regulations 2001 (as amended)* which adapts Environmental Impact Assessments (EIA) regulations under EU Directives.

## Requirement for an EIAR

Annex I of the EIA Directive 85/337/EC requires as mandatory the preparation of an EIA for all development projects listed therein. Schedule 5 (Part 1) of the *Planning and Development Regulations*

2001 (as amended) transposes Annex I of the EIA Directive directly into Irish land use planning legislation. The Directive prescribes mandatory thresholds in respect to Annex I projects. Annex II of the EIA Directive provides EU Member States discretion in determining the need for an EIA on a case-by-case basis for certain classes of project having regard to the overriding consideration that projects likely have significant effects on the environment should be subject to EIA. Schedule 5 (Part 2) of the *Planning and Development Regulations 2001 (as amended)* set mandatory thresholds for each project class.

Class 10 (b) (i) and (iv) addresses 'Infrastructure Projects' and requires that the following class of project be subject to EIA:

(b) (i) Construction of more than 500 dwelling units.

Furthermore Category 10(b)(iv) refers to:

*'Urban development which would involve an area greater than 2 hectares in the case of business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.'*

The requirement for an Environmental Impact Assessment Report was subject to informal scoping with An Bord Pleanála over the course of the pre-planning consultation.

## Project Team

This Environmental Report has been prepared by KPMG Future Analytics (Chartered Town Planning and Development Consultants) along with various competent specialist sub-consultants on behalf of the Land Development Agency (LDA). The list below presents the subject matter experts who contributed to the preparation of the report and their qualifications:

Environmental Aspect	Company Name	Person Responsible	Qualification
EIAR Manager	KPMG Future Analytics	Alan Crawford	BA (Hons) MRUP MIPI
EIAR Reviewer	KPMG Future Analytics	Stephen Purcell	BSc. (Hons) MRUP MSc. MIPI FSCSI FRICS
Air Quality	AWN Consulting	Ciara Nolan	BSc Eng, MSc, (MIAQM), (MIEnvSc)
Climate	AWN Consulting	Ciara Nolan	BSc Eng, MSc, (MIAQM), (MIEnvSc)
Noise and Vibration	AWN Consulting	Alistair Maclaurin	BSc. PgDip MIOA
Biodiversity	-	Gerry Tobin	BSc. (Zoo), M.A.
Archaeological, Architecture and Cultural Heritage	Archer Heritage Planning	Maeve McCormick	BA MSc Archaeology
Landscape and Visual Impact	Mitchell + Associates	Feargus McGarvey	BA (Hons) DipLA MILI HMGLDA
Land, Soil, and Geology	Waterman Moylan	Penelope Ingle Ian Worrell	Bachelor's in Civil Engineering (BEng Civil)
Water	Waterman Moylan	Penelope Ingle Ian Worrell	BScEng DipEng CEng DipPhysPlg MIEI, Chartered Engineer
Population and Human Health	KPMG Future Analytics	Alan Crawford	BA (Hons) MRUP MIPI
Material Assets – Traffic and Transport	Waterman Moylan	Brian McCann	BE, MSc(Eng), DC, FIEI, FICE, MConsEi
Material Assets – Waste Management	AWN Consulting	Chonail Bradley	BSc Environmental Science, PG Dip Circular Economy, Associate Member of CIWM
Material Assets – Utilities	Waterman Moylan	Penelope Ingle Ian Worrell	Bachelor's in Civil Engineering (BEng Civil)

			BScEng DipEng CEng DipPhysPlg MIEI, Chartered Engineer
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Further details on the background and experience of the subject matter experts are set out in the introductory sections of the relevant Chapters.



## Background to the Scheme

The subject landholding consists of 2 no. sites known as Key Development Site 4 and Site 5 under the Park West Cherry Orchard Local Area Plan 2019. The lands are located in Cherry Orchard, Dublin 12 and together have a combined area of c. 11.5 hectares. The subject lands are under the ownership of Dublin City Council and are being developed for a mixed-use residential scheme.



Figure 1 Development Sites 4 and 5 under the Park West Cherry Orchard LAP (2019) marked in blue, with the Application Site marked in red.

The subject lands are part of a wider area identified under the Dublin City Development Plan 2016-2022 for regeneration and hence, was designated a Strategic Regeneration Development Area (subject lands fall under SDRA 4). This objective has since been carried forward and reflected under the current Dublin City Development Plan 2022-2028. The area also has a Local Area Plan (2019), which then identified 8 no. Key Development Sites within the area with potential to deliver approximately 2,000 residential units alongside new mixed use and commercial development.

Subsequently, The Land Development Agency in partnership with Dublin City Council will be developing Sites 4 and 5 and delivering it across 4 Phases with a mix of uses, predominantly residential – which includes a mix of cost rental, social and affordable units planned for Phases 1 to 3 of the development.

In total the development, once delivered, will provide approximately 1,115 homes, 4,790 sqm of retail uses on Park West Avenue, creche and up to 16,310 sqm of commercial / enterprise uses adjacent to the M50 corridor.

The application site represents Phase 2 of the overall planned development, and forms part of Site 4 of Local Area Plan (2019). The total site area is c. 3.185 hectares.

The summary development description for the proposed scheme is as follows:

*In accordance with Section 175(4) of the Planning and Development Act, 2000 (as amended) Dublin City Council, in partnership with The Land Development Agency, gives notice of its intention to make an application for approval to An Bord Pleanála under Section 175(3) of the Planning and Development Act, 2000 (as amended) to carry out the following proposed development on a site of c. 3.185 hectares, located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019). The site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, the approved Phase 1 development (Bord. Ref: ABP-318607-23) to the south, and the M50 motorway to the west. The development will consist of the construction of a residential scheme containing 137no. residential dwellings (comprising 31no. 2-bedroom units, and 106no. 3-bedroom units) through a mixture of houses, duplex units and own-door apartments. The proposed development will include a new access road connecting to the entrance point at Park West Avenue as approved under the Phase 1 scheme, new internal streets, landscaped public and communal open space, a new pedestrian connection to Cloverhill Road and all associated site and development works. The proposed development represents Phase 2 of the overall planned development for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was approved permission in July 2024 (Bord. Ref: ABP-318607-23).*

*The proposed development (GFA of c. 13,280sqm) involves the construction of 137no. dwellings in a mix of houses, duplexes and own-door apartments ranging in height from 2 to 3 storeys comprising 31no. two-bed units (9no. two-bed three-person and 22no. two-bed four-person) and 106no. three-bed units (13,015 sqm total residential floor area), and all ancillary accommodation including bike and bin stores and ESB substation (265sqm total GFA). The proposed development also includes the provision of 2,133sqm landscaped public open space, in addition to 2,050sq.m of public open space as approved under the Phase 1 permission (Bord. Ref: ABP-318607-23). The total public open space provided for Phase 2 totals 4,183 sqm (12.34% of the net site/development area (3,390ha) of Phase 2 lands). Communal open space for the duplex and apartment units is provided across three dedicated communal amenity areas (602sq.m in total area) with private open space to serve the proposed units to be delivered through a mixture of rear gardens and terraces.*

*The proposed development will also involve the provision of 141no. car parking spaces at curtilage and street level throughout the development, of which 7no. are accessible spaces and 71no. EV charging points (representing 50% of the total parking spaces). A total of 306no. bicycle parking spaces, of which 18no. are visitor spaces accommodated through a mixture of bike stores and external cycle parking stands. A total of 7no. motorbike parking spaces are also provided. Vehicular, pedestrian and cycle access routes to serve the proposed development are provided via the approved Phase 1 entrance to the east of the site along Park West Avenue with further connections provided to the north and to the south to the approved Phase 1 scheme. Provision is also made for the installation of a signalised access junction with associated traffic lights and below ground infrastructure and the relocation of bus stop and shelter along Park West Avenue. The need to provide a signalised junction requires minor alterations to the entrance to the development including adjustment to the paving as previously approved under*



*the Phase 1 scheme (no further amendments to that permission are proposed under this application.) The proposed development also includes the provision of off-street cycle lanes along Park West Avenue that will provide direct connectivity to the Rail Station to the southeast and Cherry Orchard Park to the east.*

*The development will also provide for all associated ancillary site development works including site clearance, boundary treatment, associated public lighting, internal roads and pathways, bin and bike stores, ESB substation, hard and soft landscaping, play equipment, and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.*

The site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, the approved Phase 1 development (Bord. Ref: ABP-318607-23) to the south, and the M50 motorway to the west. Two large industrial estates can be found to the south and southwest of the site as well as many green spaces and parks softening the area.

Located approximately 7km from the city centre, the proposed scheme is served by high-frequency transport (including the Park West Train Station and Bus Connect routes). The proposed scheme is hence, ideally positioned with convenient access to other parts of the city.

## Planning Policy Context

This Volume of the Environmental Report describes the proposal in the context of the relevant planning policy as it relates to the environment. The accompanying planning report included as part of this planning application provides a detailed review of these policies and objectives.

Given that the Development Sites are located within the Dublin administrative area, the Dublin City Development Plan 2022-2028 is the key policy document for the Dublin City Council area. However, the site is located within the area identified under the Dublin City Development 2016-2022, as area for which a Local Area Plan will be prepared. This has been carried forward to the current Dublin City Development Plan 2022-2028. Therefore, the Park West Cherry Orchard Local Area Plan 2019 is the local statutory policy document of relevance for the subject site. The Park West Cherry Orchard Local Area Plan was adopted by Dublin City Council in 2019.

Other relevant policy documents include the National Planning Framework – Project Ireland 2040 (including the Draft Revised National Planning Framework 2024), National Development Plan 2024, the Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly, Housing for all Q2 2024 Progress Report, Sustainable Residential Development and Compact Settlement Guidelines 2024, Sustainable Urban Housing: Design Standards for New Apartments (2023), The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009), Climate Action Plan 2023, Dublin City Development Plan 2022-2028, and the Park West Cherry Orchard Local Area Plan 2019.

The Development Sites, which are currently undeveloped lands have been zoned for regeneration as Strategic Development and Regeneration Area (Z14) under the Dublin City Development Plan 2022-2028. The proposed uses are permitted in principle on the subject site and hence, the proposed scheme would be considered acceptable in principle by the land use zoning objective.

The Development will minimise the potential environmental impacts as set out in the various Chapters of this Environmental Report. Additionally, risk management and interactions between environmental factors have been examined, and a programme of mitigation and monitoring measures has been set out.

## Air Quality

AWN Consulting Limited has been commissioned to conduct an assessment of the likely impact of the proposed development at Cherry Orchard Point (the proposed Development) on air quality during the construction phase and operational phase of the proposed Development.

In terms of the existing air quality environment, baseline monitoring data available from similar environments indicates that levels of nitrogen dioxide, particulate matter less than 10 microns and less than 2.5 microns are generally well below the National and European Union (EU) ambient air quality standards.

Impacts to air quality can occur during both the construction and operational phases of the proposed development. With regard to the construction stage the greatest potential for air quality impacts is from fugitive dust emissions impacting nearby sensitive receptors. In terms of the operational stage air quality impacts will predominantly occur as a result of the change in traffic flows on the local roads associated with the proposed development.

The UK Institute of Air Quality Management guidance was used to assign a high level of sensitivity to dust soiling impacts to the area in the immediate vicinity of the proposed development. The local area is considered of low sensitivity to human health impacts from dust emissions. The scale and nature of the construction works were reviewed, and it was determined that a high level of dust control was required for the construction phase of the proposed development. Once the dust mitigation measures outlined in Appendix 5.1 of Chapter 5 are implemented, dust emissions are predicted to be short-term, negative and imperceptible and will not cause a nuisance at nearby sensitive receptors. Construction phase traffic can also impact air quality, particularly due to the number of HGVs accessing the site. Construction phase traffic levels were reviewed, and it was found that the change in traffic was not of the magnitude to require a detailed assessment, therefore the impact is considered **short-term and neutral**.

The TII guidance PE-ENV-01106 details a methodology for determining air quality impact significance criteria for TII road schemes and infrastructure projects however, this significance criteria can be applied to any development that causes a change in traffic. The potential impact of the proposed development on ambient air quality in the operational stage when compared to the EU limit values is considered **long-term, localised, neutral, imperceptible and non-significant**.

The Grand Canal pNHA (Site Code: 002104) is within 200 m of a road link impacted by the proposed development during the operational phase. Therefore, there is the potential for impacts to ecology as a result of nitrogen oxide and ammonia emissions and nitrogen and acid deposition. The assessment, in accordance with PE-ENV-01106 guidance, for ecological impacts due to operational phase traffic, found the impact is overall **negative, slight and long-term** which is not significant in EIA terms.

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

## Climate Factors

AWN Consulting Limited has been commissioned to conduct an assessment of the likely impact on Climate associated with the proposed development at Cherry Orchard.

Data published in July 2024 (EPA, 2024) predicts that Ireland exceeded (without the use of flexibilities) its 2023 annual limit set under EU's Effort Sharing Decision (ESD) (EU 2018/842) by 2.27 Mt CO<sub>2</sub>e. For 2023 total national emissions (including LULUCF) were estimated to be 60.62 Mt CO<sub>2</sub>e (EPA, 2024). EPA projections indicate that Ireland has used 63.9% of the 295 Mt CO<sub>2</sub>e Carbon Budget for the five-year period 2021-2025. Further reduction measures are required in order to stay within the budget requirements.

The potential impacts 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.

### Greenhouse Gas Assessment

There is the potential for release of a number of greenhouse gas emissions to atmosphere during the full lifecycle of the proposed development including construction and operational phases. The embodied carbon within the construction materials has been calculated. This calculation was based on OneClickLCA Carbon Designer Tool for Ireland from the Green Building Council for structural elements with non-structural elements (civils i.e. drainage, road surfaces) added via the Transport Infrastructure Ireland (TII) online carbon tool. The breakdown of the activities between the different phases of the proposed development has been assessed.

The measures set out in the project's Climate Action Energy Statement prepared by Waterman Moylan aim to minimise operational phase energy requirements. 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 trajectory towards net zero by 2050"*. Once mitigation measures are put in place during detailed design, the impact of the proposed development in relation to GHG emissions is considered **direct, long-term, negative and slight** which is overall not significant in EIA terms.

### Climate Change Risk Assessment

The vulnerability of the proposed development to climate change, once operational, was assessed. 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. It has been assessed that there is a low risk to the majority of the identified climate hazards with the exception of extreme cold and the landscaping elements which was assessed as medium risk. However, this risk can be reduced to 'low' through the selection of appropriate planting that is resilient to colder temperatures. All other vulnerabilities to future climate change hazards have been identified as low and therefore are not a significant risk.

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

## Noise

The existing noise climate has been surveyed during day and night periods and it has been found that prevailing noise levels are primarily due to local road traffic and rail movements.

The potential noise and vibration impact on the nearest noise-sensitive locations was assessed for the short-term construction phase and the long-term operational phase.

Provided that the mitigation measures recommended within the chapter are employed and subject to good working practice during the construction phase it is predicted that the noise impact during the construction phase will be short-term, negative, and slight to moderate at external receptors not associated with the development. Should Phase 1 of the overall masterplan be in operation during the proposed construction stage then a negative, moderate to significant and brief to short-term construction noise impact will be experienced at houses bordering this proposed Phase 2 of the development. The vibration impact is considered to be **short-term, negative, and not significant**.

During the operational phase, the key potential noise sources, including increased road traffic and mechanical plant noise emissions, have been assessed and commented upon. The assessment has indicated that additional traffic on local roads will result in a **negative, imperceptible to slight and long-term** effect.

The operational plant noise from the development will be designed to ensure the prevailing background noise environment is not exceeded by plant noise such that potential adverse noise impacts are avoided. Once noise emissions from operational plant and activities are designed in accordance with BS 4142 Methods for Rating and Assessing Industrial and Commercial Sound, resultant residual noise impact from this source will be of **negative, not significant, long-term** impact.

The potential for inward noise impact on the proposed development has also been assessed. The assessment was carried out with reference to the guidance contained in Professional Practice Guidance on Planning & Noise (ProPG), BS 8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings (BSI); and the local and national Noise Action Plans relevant to the area. The assessment has identified facades where upgraded acoustic glazing will be required.



## Biodiversity

There are no Annex 1 or 2 species or habitats present.

Extensive bat surveys have been carried out during the active bat seasons and forage and commuting routes have been identified with current route planning of this proposed development being modified in line with these findings.

There is no Red or amber listed bird species (Birds of Conservation Concern in Ireland) in the area proposed for the present development.

Watercourses such as rivers and canals are important ecological corridors as mentioned under Article 10 of the Habitats Directive. The present development will not interfere with mammal access along these river and stream corridors as there are none present on-site.

The current habitats on site within the footprint of the proposed development are of little ecological significance, are heavily trafficked and modified and are common throughout the rest of the site.

There are no rare habitats and rare or protected species within and adjacent to the site.

Annex I of the EU Habitats Directive. There are no annex 1 habitats present.

Annex I of the EU Birds Directive. There are no annex 1 bird species presently nesting in the footprint of the proposed development.

Red or amber listed bird species in the current list of Birds of conservation concern in Ireland. There are currently no birds of conservation concern within the area of the proposed development.

There is no impact anticipated on local adjacent habitats and thus no impact on rare or protected species.

Ecological surveys have been carried out at many times of the year and cover all seasons. No application needs to be made to the National Parks and Wildlife Service for a derogation licence to permit actions affecting otter and bats species that would normally be prohibited.

Badgers and their setts are protected under the provisions of the Wildlife Act, 1976, and the Wildlife Amendment Act, 2000. It is an offence to intentionally kill or injure a protected species or to wilfully interfere with or destroy the breeding site or resting place of a protected wild animal. Badger setts can only be disturbed under licence from NPWS. There are no badger setts in the vicinity of the proposed development.

All construction work will be monitored by an appointed ecologist. Should there be an issue of ecological concern the project ecologist will report and rectify the failure.

Otters have not been seen and evidence for their presence has not been found during field work. Habitats on site are not suitable for the presence of otters.

No impact on bat population numbers is anticipated.

No Badger setts were found during field work.

## Landscape and Visual Impact

The full assessment of Landscape & Visual Character is contained within Chapter 10 of the Environmental Report.

### *Introduction*

The proposed development site is part of a development plan site within the Park West Cherry Orchard Local Area Plan. It is a site of approx. 3.1 ha within the broader parcels of land that form the development plan, of which Phase 1 to the southern end has a grant of permission. It is located to the north of Cherry Orchard railway station and to the west of residential area of Cherry Orchard. It is defined on its eastern and northern boundaries by Parkwest Avenue. To the south, from parts of the site, the Dublin mountains are visible beyond high voltage cables.

### *Physical context – land use, topography and vegetation*

The broader landscape setting is of the long-established Cherry Orchard residential area to the east, consisting of two-storey terraced housing forming a ring around Cherry Orchard Park. In between, Cedarbrook is a more recent residential development of 2-4 storey apartments. To the south, beyond the railway station, are the Academy, Crescent and Concert buildings which are residential and commercial. A vacant site sits between the Academy building, and another vacant site is on the eastern side of Park West Avenue to the south of the railway line. The site in discussion therefore forms another development site in a series of sites to the west of Cherry Orchard.

The site consists of the remnants of fields, including a townland hedgerow across the site. Much of the land is degraded pasture, and there are large swathes of stripped of soil which are regenerating. The land is secured by a high palisade fence along Parkwest Avenue, behind which the boundary is mounded, reducing visibility into the site. Within the site, at the time of the initial site visit, there were horses grazing, amongst horse carcasses and burnt-out cars.

The lands are relatively flat, and levels are defined by the adjacent infrastructure, with the M50 elevated to some extent, and Park west Avenue rising southwards to a bridge that crossed over the M50. There are maturing trees to the southern end of the site – at this point part of the overall development plan site – presumably planted as part of the Parkwest Avenue and bridge scheme.

### *Impact Assessment*

#### Do Nothing

In the event of no development proceeding, the land is likely to continue to be left unmanaged, other than the grazing of horses, and vulnerable to anti-social activity. In time, as the site is zoned for development, it is likely that in the absence of this subject proposal that a development of a similar nature would be progressed on the site that accords with national and regional policies to promote sustainable growth with enhanced emphasis on self-sustaining economic and employment-based development opportunities. The effects of any other type of development are predicted to be consistent with those outlined in the impact section below.

#### Construction Phase

Potential impacts during the construction phase are related to temporary works, site activity, and vehicular movement within and around the subject site. Vehicular movement may increase in the immediate area, and temporary vertical elements such as cranes, scaffolding, site fencing, gates, plant and machinery etc., will be required and put in place. Most of the construction impacts will be temporary, and may include the following:

- Site preparation works and operations (including tree protection measures as appropriate);
- Site excavations and earthworks;
- Site infrastructure and vehicular access;
- Materials storage, spoil heaps etc;
- Construction traffic, dust and other emissions;
- Temporary fencing/hoardings, site lighting and site buildings (including office accommodation);
- Cranes and scaffolding;

Where trees are to be felled, or hedgerows cleared, these impacts will be permanent, however any proposed new planting will offset such effects, increasingly so as the proposed development matures.

### Operational Phase

The designed scheme seeks to consolidate a key part of the urban plan and harmonise and integrate the development within the existing landscape and the broader urban environment, in line with the Dublin City Development Plan 2022-2028, the Park West and Cherry Orchard LAP, and associated policies and objectives. It must do this whilst adhering to national planning policy which seeks the densification and the provision of increased height on appropriate urban sites. The design rationale and detail employed seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by:

- Establishing an integrated relationship between the proposed development and surrounding buildings, infrastructure and the broader urban landscape beyond, incorporating aspects of current and emerging trends in built-form, scale, texturing, colour and materials;
- The insertion, positioning and detailed modelling of the buildings, in order to assist in the appropriate visual assimilation of their mass.
- Appropriate architectural detailing to assist in the integration of the external building facades – including the modulation of openings and fenestration;
- Rationalisation of all services elements and any other potential visual clutter and its incorporation internally within building envelopes (as far as practically possible);
- Simplification and rationalisation of the proposed roof lines.
- Use of appropriate materials in the architectural expression of the buildings. In this instance, brick is used in the facades across the scheme, with variation in colour, pattern, texture and tone occurring in the individual character areas or emphasising specific parts of facades. This approach reinforces the articulation of the massing of the blocks, as well as lending importance and interest to specific areas.
- The provision of community uses within the development, including public open space and associated amenities.
- The provision of secure gardens.
- Sustainable approach to drainage and biodiversity
- Detailing in the architectural and landscape design to mitigate wind and shadow effects to create good microclimates.

In terms of potential visual impacts, the proposed scheme is not uncharacteristic within the broader context. Sensitivities may well be somewhat dulled by the degraded nature of the site and the expectation of new buildings and infrastructure. However, the quality of the proposed building and their setting offers a coherent and vibrant completion of this quarter. The potential for a measure of visual impact, experienced by people visiting, living in, or using these areas, is therefore reasonably high. The selected viewpoints for the preparation of photomontages takes this into account by taking views from corresponding locations.

### Cumulative Impact

The cumulative effects are generated by schemes in the context of the Park West Cherry Orchard Local Area Plan. It is clear from the assessment that the gap sites are causing urban dereliction and antisocial behaviour, with a notable effect on the quality of the public realm. The granting of schemes and the completion of permitted development will further consolidate the ambitions of the LAP and SDRA4 of the Dublin City Development Plan. As schemes are permitted following national, regional and local guidance, it is fair to assume that the quality of design remains appropriate. In that regard, the generation of a good sense of place and innate wayfinding in the streetscape, and the provision of public realm is seen in a positive light. Increasing the population and amenity in proximity to public transport and connecting it through green infrastructure to the local area, should be a positive way to make new, integrated communities. The cumulative effects are therefore seen as **moderate** and **positive**.

### *Mitigation*

#### Construction Phase

The Construction Management Plan to be prepared by the appointed contractor, and agreed with the Local Authority prior to the commencement of any construction works, will deal with all issues related to the construction, delivery and management of the scheme during the construction stage and will ultimately include details on the following:

Daily and weekly working hours;

- Agreed haul routes for incoming materials;
- Licensed hauliers to be used;
- Disposal sites;
- Travel arrangements for construction personnel;
- Appropriate on-site parking arrangements for construction personnel to prevent overspill parking on the local road network;
- Temporary construction entrances to be provided;
- Wheel wash facilities if required;
- Road cleaning and sweeping measures to be put in place if required;
- Temporary construction signage to be put in place and maintained.

The planning application includes an Outline Construction Management Plan, prepared by Waterman Moylan Consulting Engineers, which outlines a range of construction phase mitigation measures, many of which are relevant to the reduction of the temporary impacts on the landscape and visual environment during the construction phase. This Outline Construction Management Plan forms the basis for the required measures to be included in the appointed Contractor's Construction Management Plan. As such it references construction phase mitigation measures which are relevant to the assessment of Landscape and Visual Impact.

Initially the erection of site hoarding and hedgerow/ tree protection measures will be completed, site access points established, and site accommodation units placed. Early in the construction period, demolitions, surface/topsoil stripping, tree/shrub removal and the required excavations for the construction of building foundations will commence. The erection of cranes and/or scaffolding as appropriate will take place and temporary site lighting will be established. Removal and/or storage of excavated materials from site and the delivery of construction materials will generate increased traffic within, to and from the site. As construction progresses over the construction period, impacts will vary with the on-going business of construction, delivery and storage of materials, the erection of the buildings, etc. Mitigation measures have been proposed to minimise the impact of the construction works on the site environs and generally where this occurs, they are effective in limiting construction phase effects.

The landscape and visual effects of these changes are most likely to be experienced as adverse effects by adjacent residents and users of Park West Avenue and Cedarbrook Way.

Generally, landscape and visual effects during the Construction Phase are likely to vary from **slight and neutral** to **moderate and negative**, depending on the stage of construction, and the intensity of site activity. The construction impacts will be of **short-term** duration.

#### Operational Phase

The design rationale and detail employed seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by:

- Establishing an integrated relationship between the proposed development and surrounding buildings, infrastructure and the broader urban landscape beyond, incorporating aspects of current and emerging trends in built-form, scale, texturing, colour and materials;
- The insertion, positioning and detailed modelling of the buildings, in order to assist in the appropriate visual assimilation of their mass;
- Appropriate architectural detailing to assist in the integration of the external building facades – including the modulation of openings and fenestration;
- Rationalisation of all services elements and any other potential visual clutter and its incorporation internally within building envelopes (as far as practically possible);
- Simplification and rationalisation of the proposed roof lines;
- Use of appropriate materials in the architectural expression of the buildings. In this instance, brick is used in the facades across the scheme, with variation in colour, pattern, texture and tone occurring in the individual character areas or emphasising specific parts of facades. This approach reinforces the articulation of the massing of the blocks, as well as lending importance and interest to specific areas.
- The provision of community uses within the development, including public open space and associated amenities.
- The provision of secure gardens.
- Sustainable approach to nature-based drainage and to enhance biodiversity.
- Detailing in the architectural and landscape design to mitigate wind and shadow effects to create good microclimates.

The proposed development has been designed to introduce a consolidated urban quarter and greater connectivity to and through the site by way of the integration with the existing network of routes in the area, taking into account the potential for future phases through a development plan, and in respect of the Local Area Plan. Landscape effects created by such new development on this compartmentalised site are relatively localised and will not be notably evident in the wider landscape.

The significance of the landscape effects resulting from a **low** landscape sensitivity, and a **high** magnitude of change, is **moderate**. Qualitatively the landscape effect is **positive**.

#### *Residual Impact Assessment*

The degree of impact is seen as **moderate** in the context of a baseline of a brown and greenfield site with appropriate zoning and a landscape character that is not particularly sensitive in this locality.

The design of the scheme produces a neutral to **positive** quality in this context.

#### *Monitoring*

The success of the proposed development is dependent on the proposal being properly executed as approved.



During construction, daily inspections of the site perimeter will be undertaken to ensure hoardings are maintained to a high standard.

Detailed agreement on finishes and materials to be employed needs to be ensured through the provision of and on-going adherence to reference samples provided on site for the duration of the construction works and defects period.

During operation, the proposed soft landscape works will need to be maintained and managed especially over the initial period after planting, in order to ensure they are successfully established.

#### *Summary*

In summary, the landscape significance of effects resulting from a **low** landscape sensitivity, and a **high** magnitude of change, is **moderate**. Qualitatively the landscape effect is **positive**.

## Land, Soils, and Geology

### *Introduction*

This chapter of the Environmental Report - Addendum to Approved Phase 1 Parent EIAR has been prepared by Waterman Moylan on behalf of The Land Development Agency (LDA) in partnership with Dublin City Council and provides an assessment of the impact that the proposed development at Cherry Orchard Point – Phase 2, Park West Avenue, Dublin 10 will have on the surrounding land, soil and geology within the vicinity of the site. It also sets out mitigation and remedial measures and methods of monitoring once the development is operational.

### *Methodology*

The assessment follows a phased approach as outlined in the EPA and IGI guidelines. The 4-phase assessment followed is summarised as below:

The **first phase** of this assessment determined the type, scale, and location of the proposed development as well as establishing the baseline conditions via a desktop study to classify the geological features related to the site.

The **second phase** of this assessment was the incorporation of direct and indirect investigations and studies.

**Phase 3** is a continuation of the Phase 2(b) works whereby the identified risks and impacts were then further assessed against mitigation measures which provided a residual risk.

**Phase 4** was the completion of this Environmental Report chapter based on a full understanding of the baseline, proposed development design layout, and construction strategies, incorporation of the mitigation measures, identified risks and residual risks.

### *Phasing*

It is proposed to construct the masterplan development in four phases with Phases 1, 2 and 4 on Site 4 and Phase 3 on Site 5 of the Park West – Cherry Orchard LAP lands.

### *Project Timescale*

The Approved Phase 1 development is earmarked for completion by Q2 of 2028. Construction of the subject proposed development, Cherry Orchard Point - Phase 2, will commence thereafter.

Construction timelines for the future Phase 3 and 4 developments will be subject to obtaining planning approval from An Bord Pleanála for those Phases of development.

### *Location and Description of Site*

The proposed development site sits within Development Site 4: M50-Cedarbrook Avenue as identified in the Park West Cherry Orchard Local Area Plan 2019 and represents the second of four phases in the wider Cherry Orchard redevelopment of both Site 4 and Site 5: Barnville of the LAP lands.

At the time of writing in January 2025, the Proposed Cherry Orchard Point - Phase 2 proposed development site (c. 3.185 hectares) comprised an undeveloped greenfield site, with no surface water, water supply, or foul infrastructure present.

### *Approved Development – Phase 1*

The development approved by An Bord Pleanála in July of 2024 for Phase 1 on Site 4 will comprise 708 residential apartments, supermarket, retail units, creche and community facilities.

The Approved Phase 1 development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermain, foul water drains and surface water drains.

#### *Proposed Development – Phase 2*

The Proposed Cherry Orchard Point - Phase 2 development on Site 4 of Cherry Orchard (the subject of this application) will comprise a total of 137 residential units with 101 houses, 18 apartments and 18 duplexes.

#### *Future Development – Phase 3*

Future Phase 3 development on Site 5 of Cherry Orchard Point is expected to comprise 254 residential apartments, retail and community facilities.

#### *Future Development – Phase 4*

Future Phase 4 development on Site 4 of Cherry Orchard Point is expected to comprise 16,300 sqm of commercial spaces.

#### *Soils – Site Investigation Reports*

A Site Investigation report and Waste Analysis Classification report were undertaken by Ground Investigations Ireland (GII) in November 2022 for both sites, Site 4 to the west of Park West Avenue and Site 5 to the east. An updated Site Investigation report and Waste Analysis Classification report were undertaken by GII in July and August of 2024, respectively. The updated 2024 site investigation report findings are in-line with the 2022 report finding and are submitted as appendices to the Proposed Cherry Orchard Point - Phase 2 Preliminary Construction Environmental Management Plan. All site investigations undertaken have been completed for the masterplan lands and include information relevant to the Proposed Cherry Orchard Point - Phase 2 Subject Site.

#### *Soils – Landfill Waste Acceptance Criteria (WAC)*

The 2024 GII Waste Analysis Classification included a total of 62 No. waste classification codes for a larger sample of trial pit locations undertaken, 40 No. of which were located within the Phase 2 Subject Site. 2 No. samples were classified as Category B2, located within the approved Phase 1 development – considered to be non-hazardous; materials meeting this classification may be disposed of to an inert landfill with a waste license suitable to accept the reported concentrations. The remainder of the samples (22 No.) were classified as Category B1 – considered to be non-hazardous; materials meeting this classification may be disposed of to an inert landfill. No Category B2 samples were found in the Proposed Cherry Orchard Point - Phase 2 Subject Site.

#### *Residual Impact – Construction Stage*

The residual risk associated with site clearance, excavation and construction are considered to be negative, slight (not significant) local, likely and permanent.

#### *Residual Impact – Operational Stage*

There will be minor permanent regrading of the sites in line with the ground levels proposed for the buildings and roads. Open spaces will be regraded to meet these buildings and roads.

SuDS measures, including permeable paving, swales, and rain gardens, will assist with cleaning surface water runoff while replenishing the natural ground water table and their impact will be positive, slight (not significant) likely, and permanent.

#### *Impact*

On completion of the construction phase and following replacement of topsoil and implementation of a planting programme, no further impacts on the soil are envisaged.

SuDS measures, including permeable paving and infiltration drains, will assist with cleaning surface water runoff while replenishing the natural ground water table and their impact will be positive, slight (not significant), likely and permanent.

### *Summary*

This chapter of the Proposed Cherry Orchard Point - Phase 2 Environmental Report demonstrates that the proposed development will be consistent with the environmental guidelines referenced (discussed under the Assessment Methodology section of this report) and that no significant impact on the land, soils, and geological environs within the proposed development site, the masterplan lands or in the surrounding area is predicted to arise from the construction of the development.

## Water

### *Introduction*

This chapter of the Environmental Report - Addendum to Approved Phase 1 Parent EIAR has been prepared by Waterman Moylan on behalf of The Land Development Agency (LDA) in partnership with Dublin City Council and provides an assessment of the impact that the proposed development at Cherry Orchard Point – Phase 2, Park West Avenue, Dublin 10 will have on the surrounding hydrological (surface water), hydrogeological (ground water), foul water, water supply, and flood risk both during the construction and operation phases.

### *Methodology*

An initial assessment was carried out which defined the project in terms of location, type & scale, established the baseline condition, established the type of hydrological environments, established the activities associated with the project and initial assessment and impact determination. These objectives were achieved by way of a desktop study and baseline data collection.

### *Phasing*

It is proposed to construct the masterplan development in four phases with Phases 1, 2 and 4 on Site 4 and Phase 3 on Site 5 of the Park West – Cherry Orchard LAP lands.

### *Project Timescale*

The Approved Phase 1 development is earmarked for completion by Q2 of 2028. Construction of the subject proposed development, Cherry Orchard Point - Phase 2, will commence thereafter.

Construction timelines for the future Phase 3 and 4 developments will be subject to obtaining planning approval from An Bord Pleanála for those Phases of development.

### *Location and Description of Site*

The proposed development site sits within Development Site 4: M50-Cedarbrook Avenue as identified in the Park West Cherry Orchard Local Area Plan 2019 and represents the second of four phases in the wider Cherry Orchard redevelopment of both Site 4 and Site 5: Barnville of the LAP lands.

At the time of writing in January 2025, the Cherry Orchard Point - Phase 2 proposed development site (c. 3.185 hectares) comprised an undeveloped greenfield site, with no surface water, water supply, or foul infrastructure present.

### *Approved Development – Phase 1*

The development approved by An Bord Pleanála in July of 2024 for Phase 1 on Site 4 will comprise 708 residential apartments, supermarket, retail units, creche and community facilities.

The Approved Phase 1 development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermains, foul water drains and surface water drains.

### *Proposed Development – Phase 2*

The Proposed Cherry Orchard Point - Phase 2 development on the northern part of Site 4 of Cherry Orchard Point proposes a total of 137 residential units with 101 houses, 18 apartments and 18 duplexes.

### *Future Development – Phase 3*

Future Phase 3 development on Site 5 of Cherry Orchard Point is expected to comprise 254 residential apartments, retail and community facilities.



#### *Future Development – Phase 4*

Future Phase 4 development on Site 4 of Cherry Orchard Point is expected to comprise 16,300 sqm Commercial spaces.

#### *Water Supply – Masterplan Development*

The site is greenfield in nature and has no internal watermain networks. The road networks and footpaths immediately adjacent to the sites contain public watermain networks as per the Uisce Éireann network Map records extracted to Figure 12-13: Existing Water Supply Infrastructure Map - Uisce Éireann included in the main Environmental Report.

As per the Approved Phase 1 Parent EIAR, a pre-connection enquiry was submitted to Uisce Éireann for the masterplan lands, and the subsequent Confirmation of Feasibility letter received from Uisce Éireann on 21 October 2022, with ref. no. CDS22004824, advises that no upgrade works are required to facilitate the water supply required by the masterplan development (including the Subject Site's water supply demands).

#### *Foul Water Network – Masterplan Development*

The site is greenfield in nature and has no internal foul water networks. There are foul networks in the immediate vicinity of the sites as per the Uisce Éireann network Map records extracted to Figure 12-14: Existing Foul Water Infrastructure - Uisce Éireann included in the main Environmental Report.

A Confirmation of Feasibility received from Uisce Éireann on 26 March 2024, with ref. CDS24001410, advises that a project is underway which will provide the necessary upgrades and capacity for the masterplan development. A part of the upgrades is to upsize the existing 225mm Ø on Barnville Park to a 1050mm Ø tank sewer, in order to act as a storage tank during peak flow periods.

At the time of writing the Approved Phase 1 Parent EIAR it was expected that the upgrade project would be completed by Q1 2026. However, the upgrade project date of completion, as per an updated Confirmation of Feasibility received from Uisce Éireann on 26 March 2024, has been updated to Q3 of 2028 – to be discussed in the relevant sections of this Environmental Report. This timeline for delivery of upgrades should not impact connection for the Proposed Cherry Orchard Point - Phase 2 development to the Uisce Éireann network.

#### *Surface Water Network – Masterplan Development*

The Proposed Cherry Orchard Point – Phase 2 Subject Site is greenfield in nature and is not served by any surface water network. There is no evidence that drainage networks from any of the roads or rail lines enters the site. The site itself contains a static ditch system which has no natural or constructed outfall, and percolates rain from heavy rainfall events locally. Drainage records show that drainage from the M50 does not enter the Subject Sites.

#### *Proposed Water Supply – Proposed Development*

An updated pre-connection enquiry specifically related to the Proposed Cherry Orchard Point - Phase 2, the Subject Site, was sent to Uisce Éireann in February 2024. The enquiry included provision for 160 no. units. A Confirmation of Feasibility for this enquiry was received from Uisce Éireann on 26 March 2024, with ref. CDS24001410, and stated that the water supply for the Proposed Cherry Orchard Point - Phase 2 development would be feasible without upgrades.

The current schedule of accommodation for the proposed development includes a total of 137 residential units. The proposed water supply network within the Subject Site will comprise of 100mm diameter loops connected to a 150mm and 200mm diameter bulk water supply main to the south of the development.

#### *Proposed Foul Network – Proposed Development*

An updated Confirmation of Feasibility received from Uisce Éireann on 26 March 2024 related to the Proposed Cherry Orchard Point – Phase 2 Subject Site, with ref. CDS24001410, stated that the foul water demand for the Proposed Cherry Orchard Point - Phase 2 development would be feasible subject to upgrades and provided an updated project completion date of Q3 of 2028.

The Phase 1A development (the first of three construction phases of the Approved Phase 1 development) has been permitted by Uisce Éireann to proceed in advance of these upgrades works and will connect into the existing foul water network. At the time of writing this document in January 2025, the construction programme for the Proposed Cherry Orchard Point - Phase 2 Subject Site is envisioned to start after Q3 2028. This timeline for delivery of upgrades (Q3 2028) should not impact connection for the proposed development to the Uisce Éireann network.

However, further discussions are underway between DCC, The LDA, and Uisce Éireann to discuss and agree alternative measures to accommodate future phases via the use of a balancing tank to be constructed on Site 5, in advance of the proposed Uisce Éireann upgrades, if necessary.

The Proposed Cherry Orchard Point - Phase 2 development includes a total of 137 residential units. It is proposed to construct a 225mm diameter foul water sewer outfall for the proposed development which will connect into the Approved Phase 1 development's foul network.

#### *Proposed Surface Water Network – Proposed Development*

As per the masterplan lands surface water management strategy, the proposed development's surface water network will connect into the network proposed under Approved Phase 1 development. The ultimate outfall location of the surface water network is into the existing 1050mm diameter surface water network located within Cedar Brook Way.

The Proposed Cherry Orchard Point – Phase 2 Subject Site is proposed to provide Sustainable Urban Drainage Systems (SuDS) throughout the development in the form of public and private rain gardens, roadside swales, bio-retention tree pits, and permeable paving below parking spaces. The surface water runoff from the Subject Site will be limited to the allowable greenfield runoff rate via the use of a flow control device downstream of the attenuation system connection point. The attenuation storage required for the Proposed Cherry Orchard Point - Phase 2 Subject Site has been provided for within the Approved Phase 1 development within a permitted above ground detention basin and below ground pluvial cube storage system (referred to as Tank 1).

#### *Cumulative Impact*

No additional interactions which may cause cumulative impacts on the surrounding hydrological environs are anticipated beyond those outlined in this Environmental Report and the Approved Phase 1 Parent EIAR.

#### *Cumulative Impact - Construction Stage*

There are no anticipated construction stage cumulative impacts arising from the proposed development, or any further development in the locality in relation to water, other than a neutral, imperceptible, and permanent increased water supply demand and increase to foul flows generated.

#### *Cumulative Impact – Operational Stage*

There are no anticipated operational stage cumulative impacts arising from the proposed development, or any further development in the locality in relation to water, other than a neutral, imperceptible, and permanent increased water supply demand and increase to foul flows generated.

#### *Summary*

This chapter of the Main Environmental Report demonstrates that the proposed development will be consistent with the surface water management objectives outlined in the Greater Dublin Regional Code of Practice for Drainage Works and the recommendations of the Greater Dublin Strategic Drainage

Study (GDSDS) and with the wastewater and water supply requirements outlined in Uisce Eireann's Code of Practice for Wastewater infrastructure, Uisce Eireann's Code of Practice for Water Infrastructure.

No significant impact on the existing and proposed hydrological environment in the surrounding area is predicted to arise from Construction of the development.

## Population and Human Health

This chapter of the Environmental Report assesses any potential impacts the Development may have on Population and Human Health in accordance with the requirements set out within the EIA legislation and guidance on preparation and content of Environmental Report.

The assessment of potential impacts of the proposed development on the Population and Human Health of residents in the Study Area are based on local population information sourced from the Central Statistics Office (CSO) Census data captured in the previous Censuses of 2016 and 2022. Data sets analysed in this assessment include Population and housing data, data on human health, economic activity, and employment data. To provide further context to the social and demographic assessment, a similar data analysis exercise, at a broader scale, was performed on the Local Electoral Area (LEA) for the site, Dublin City and the State. Furthermore, an assessment of the current provision of social infrastructure was conducted through spatial analysis.

The construction of the proposed development may give rise to short term impacts to the locality, such as construction traffic and surface contaminants, dust, exhaust emissions and noise. Residents of homes situated on Cedar Brook Avenue (east of the site), Park West Avenue (south of the site), Barnville Park (southeast) and St Oliver's Park adjacent to Cloverhill Road (north of the site) are likely to experience effects arising from the Development – construction and / or operational phase. Where applicable, these impacts have been considered in the relevant chapters of the Environmental Report and will be minimised or mitigated where appropriate. It is unlikely that these impacts will be of a scale to wither encourage people to move from the area of discourage people from moving to the area.

The operational phase of the completed Development of Sites 4 and 5 will result in the provision of 1,115 no. residential units, a creche facility, retail supermarket, independent retail / commercial units, community and art / cultural uses and significant public open space across 4 phases. This will provide for approximately 3,122 persons, based upon an estimated occupancy rate of 2.8 persons per unit. The uplift in the local population generated by the proposed development will contribute to the compact development targets set out in the National Planning Framework i.e., at least 50% of all new homes within or contiguous to the existing built-up area in Dublin and 30% in other settlements. On consideration of the above, the development will have a significant permanent positive impact on the population and household in the area. The wide-ranging typology of the proposed residential units will cater to a wider cohort of persons.

This Chapter sets out the slight positive impact on local economic activity. The construction of the proposed development is likely to have a slight positive effect on the local economy. The development in the short term will provide for increased construction related employment. During the construction phase, businesses directly involved in the sector and those indirectly involved in the supply chain will generate economic benefits that will provide a positive net impact on the economy.

The operational phase of the overall Cherry Orchard Point development will provide accommodation for approximately 3,122 persons, based upon an estimated occupancy rate of 2.8 persons per unit. Considering the demographics of the area as of 2022, the population aged 15-64 years is c. 70%, therefore, we note that c. 54% of the study area population aged 15 years or older was largely at work, with around 7.6% in either 'Short Term' (2.6%) or 'Long Term' (5%) Unemployment at the time of the 2022 Census. This increase in occupancy in the area will enhance local spending power and will contribute to a critical mass of population to support a wide range of employment generating opportunities. The Proposed Development will be a positive effect for the local area and will provide a slight positive significant impact to the overall economy of the local area through indirect socioeconomic benefits to local services, including shops, restaurants, cafes within the locality.

Community and Social amenities such as childcare services, schools, healthcare facilities, sports and recreational facilities, retail services and religious institutions have also been identified and assessed

as part of this planning application. Some scarcity in the availability of retail, community and arts / cultural facilities were identified and sufficiently provided for, to be delivered within the proposed scheme. This will cater to the needs of the future and existing residents of the local area surrounding the Development Sites. Additionally, a creche facility of c. 672 sqm GFA has been approved under the Phase 1 application with a capacity for c. 135 no. child spaces and is considered sufficient to cater to the future demand generated from the wider Development.

It is also noted that the proposed scheme will be served by a high-frequency public transport with the delivery of the DART+ South West project on the currently existing DART line to the south of the Development Sites 4 and 5. The DART + South West is the second of the infrastructural projects of the DART+ Programme expected to be delivered. The Rail Order Application for this was submitted for statutory approval for its design, as of March 2023 and was approved with conditions on 13th November 2024. It is expected that once this project is delivered, it will increase the train capacity to double the current (12) trains per hour per direction and increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour to around 20,000 passengers per hour per direction. The route map proposed for the DART + South West extension also illustrates the new route passing adjacent to the Development Sites 4 and 5, through the Park West and Cherry Orchard train station. The deliver of this project in tandem with the proposed development will have a permanent positive impact on the Cherry Orchard local area encouraging people to move into the area to live and work.

The assessment concludes that the Development will provide employment, accommodation, childcare facilities, retail / commercial facilities, and community and art / cultural facilities which will be a significant long-term positive impact for the local area and the overall economy.

An overview of the impact assessment has been provided in the below table:

*Table 1 Summary of Impacts / Significance of Effects*

Characteristics	Significance of Effects / Impact Assessment
<b>Construction Phase</b>	
Human Health	Slight or Non-Significant Impact
Socio-Economic	Slight positive, short-term impact; Non-Significant Impact
Air Quality and Climate Factors	Imperceptible, negative, short-term, non-significant impacts
Noise and Vibration	Negative, slight to moderate and brief to short-term construction noise impact; Non-Significant Impact
Water Quality	Negative, slight (not significant), likely and short-term in nature
Traffic and Transport	No significant impact
Landscape and Visual	Slight and neutral to moderate and negative
<b>Operational Phase</b>	
Human Health	Slight positive, long-term impact; no significant negative impact
Population	Positive permanent significant impact
Socio-Economic	Slight positive significant impact
Air Quality and Climate Factors	Long-term, neutral, imperceptible, and non-significant
Noise and Vibration	No significant negative impact
Traffic and Transport	Slight positive permanent impact; no negative impact
Landscape and Visual	No significant negative impacts
Community and Social Amenities	Positive significant and long-term impacts



## Material Assets – Traffic and Transport

### *Introduction*

This chapter of the Environmental Report - Addendum to Approved Phase 1 Parent EIAR (This Environmental Report) has been prepared by Waterman Moylan on behalf of the Land Development Agency (LDA) and provides an assessment of the impact that Phase 2 of the proposed development at Cherry Orchard Point, Park West Avenue, Dublin 10 will have on traffic and transportation infrastructure and network in the surrounding area.

A Traffic & Transport Assessment (TTA) was also prepared by Waterman Moylan in November 2024 in compliance with Section 2.3 of Appendix 5: *Transportation and Mobility Technical Requirements* of the Dublin City Development Plan 2022 – 2028. Further detail on the transportation aspects of the proposed development can be found in the TTA.

### *Methodology*

In common with established practice and other transportation studies and reports, this chapter of this Environmental Report assesses the impact of the proposed development on the transportation network during the AM Peak.

### *Phasing*

It is proposed to construct the development in four phases with Phases 1, 2 and 4 on Site 4 and Phase 3 on Site 5.

### *Project Timescale*

For the purpose of this Environmental Report, the Base Year has been taken as 2022, the Opening Year as 2027, the Design Year as 2032 (Opening Year + 5) and the future Year as 2042 (Opening Year + 15).

### *Location and Description of Site*

The two sites for the overall development (part of the overall the Park West – Cherry Orchard Local Area Plan), Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station. The LAP extends to an area of 267.5 ha of which Sites 4 M50-Cedarbrook Avenue and Site 5 Barnville extend to a total of 13.0 ha.

At the time of writing in January 2025, the site comprised undeveloped greenfield sites. Both sites were unoccupied with no traffic movements in or out.

### *Access by Walking and Cycling*

Overall, walking and cycling access to the various services and amenities in the area of the subject site is good for some facilities but not so good for others.

Access is good to the rail based public transport serving an east -west corridor. Access is moderate to the bus based north-south corridor.

Access also is good to local amenities and community services.

However, access is not good to retail or other commercial services with the nearest retail provision located to the northeast in the Ballyfermot area at a walking distance of 20 – 40 minutes or a cycling distance of up to 10 minutes.

The permitted supermarket as part of Phase 1 of Cherry Orchard Point is expected to make good this deficit.

#### *Approved Development – Phase 1*

The development approved by An Bord Pleanála in July 2024 for Phase 1 on Site 4 will comprise 708 residential apartments, supermarket, retail units, creche and community facilities (ABP-318607-23).

Car parking with a total of 444 spaces comprising 328 spaces at surface level for residents (including 17 accessible spaces), 92 spaces at lower ground level for retail (including 4 accessible spaces), 7 retail spaces on Park West Avenue (including one loading bay), 6 surface spaces for the Creche and 11 spaces for car sharing (GoCar). Access will be from Park West Avenue. 222 spaces will be equipped with fully functional EV Charging Point(s) and the remaining 222 spaces designed to facilitate the relevant infrastructure to accommodate future EV charging. A total of 22 spaces will be provided for motorcycle parking (5%).

A total of 1,618 bicycle parking spaces with 1,552 spaces for residents and visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

The permitted public realm around the site will incorporate an upgrade of the pedestrian and cycle environment.

The development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermains, foul water drains and surface water drains.

#### *Proposed Development – Phase 2*

The proposed Phase 2 development on Site 4 of Cherry Orchard Point is expected to comprise a total of 137 residential units with 101 houses, 18 apartments and 18 duplex.

A total of 141 car parking spaces and a total of 306 bicycle parking spaces will also be provided. The layout of the proposed development can be seen on the drawings included with the planning application for Cherry Orchard Point – Phase 2.

#### *Future Development – Phase 3*

Future Phase 3 development on Site 5 of Cherry Orchard Point is expected to comprise 254 residential apartments, retail and community facilities. A total of 132 car parking spaces and a total of 544 n bicycle parking spaces will also be provided.

#### *Future Development – Phase 4*

Future Phase 4 development on Site 4 of Cherry Orchard Point is expected to comprise 16,300 sqm Commercial. A total of 82 car parking spaces and a total of 300 bicycle parking spaces will also be provided.

#### *Car Parking - Phase 2*

The proposed car parking ratio for the residential development at Cherry Point – Phase 2 is 1.00 space per unit.

The proposed provision of car parking will be 141 spaces with 27 spaces on-curtilage and 114 spaces on-street.

#### *Car Park Management*

For residents without on-curtilage parking, permits for access to the 110 private on-street spaces will be issued by the Management Company with not more than one permit per unit.

For residents who require occasional car use without the need to own a vehicle, 11 spaces will be permanently allocated in Phase 1 for car sharing with vehicles supplied by GoCar or similar company.

### *Cycle Parking – Phase 2*

A total of 306 bicycle parking spaces with 288 number spaces for residents and 18 spaces for visitors.

### *Roads and Streets*

The proposed development is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue is a wide single carriageway road with a north – south alignment and a posted speed limit of 50 kph. It is linked to Cloverhill Road via a roundabout junction at its northern end and to the R134 Nangor Road via signalised crossroads at its southern end. Park West Avenue has a 9.0 metre wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming but there are no parking restrictions.

### *Traffic Conditions*

The Park West - Cherry Orchard LAP 2019 noted that the road network serving Park West – Cherry Orchard experiences some traffic congestion during peak hours in areas such as Cloverhill Road, Park West Avenue and Le Fanu Road with the highest delays occurring where these roads connect to regional roads such as Ballyfermot Road and the New Nangor Road.

The existing traffic conditions on the road network in the area were obtained from a traffic survey in November 2022 which recorded a 24-hour traffic flow on Park West Avenue of some 11,004 vehicles per day and a 24-hour traffic flow on Barnville Walk of some 4,092 vehicles per day.

During the two years since the survey, there have been no developments in the surrounding area that would generate a significant increase or decrease in the traffic flow on the local road network. Natural changes in traffic flow are addressed by the application of factors from the TII Publication – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (May 2021).

### *Bus Services*

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services are provided under the auspices of Bus Connects. Dublin Bus Routes 79 and 79a which formerly served the Park West Avenue, and the Park West / Cherry Orchard Station were replaced by Routes G1 and 60 in October 2022.

Bus stops are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

### *Rail Services*

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock.

The journey time to Heuston by rail is approximately 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9.

At other periods outside the AM Peak, rail services at Cherry Orchard & Park West are provided between Hazelhatch and Grand Canal Street at hourly intervals.

The Park West - Cherry Orchard LAP 2019 noted that rail users at Park West Cherry Orchard Station represent a very low modal split of 2%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

The DART Expansion Project approved by Irish rail will deliver new electrified rail services between the existing DART network in the City Centre City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

An application for a Railway Order for DART+ South West was lodged with An Bord Pleanála in March 2023 and approved by An Bord Pleanála in November 2024 (ABP Ref: 316119).

#### *Pedestrian and Cycle Facilities*

Existing pedestrian facilities in the area of the subject site comprise footpaths on both sides of Park West Road, Barnville Walk, Barnville Place, Cedar Brook Walk and Cedar Brook Way.

There are no footpaths on Cedar Brook Avenue which is primarily a residential parking area.

Pedestrian crossing facilities are provided at the following locations:

- Junction 1: Uncontrolled Crossing (Cloverhill Road / Park West Avenue)
- Junction 4: Signalised Crossing (Park West Avenue / Barnville Walk).

The existing cycle facilities in the area of the subject site comprise cycle tracks on both sides of Park West Road, partly on-road and partly off-road.

This development provides for upgraded footpaths and cycle tracks on the Park West Avenue together with pedestrian and cycle phases in the signalised junction at Barnville Walk.

There are a number of new pedestrian or cycling facilities proposed in the area of the subject site including: -

- New / improved off road pedestrian and cycle facilities along Ballyfermot Road as part of the Bus Connects Liffey Valley to City Centre Core Bus Corridor works.
- New / improved pedestrian and cycle facilities within the adjacent City Edge development area immediately to the east and south of the subject site
- New cycle facilities as part of the Grand Canal Greenway.

#### *Cumulative Impact*

This chapter of this Environmental Report addresses all committed developments within the vicinity of the site including sites which have previously been granted planning permission, but which are yet to become operational as well as any planning applications that have been submitted but have yet to be determined.

In addition to the trips that will be generated by the Approved Phase 1 and the future development of Sites 4 and 5, the trips that would be generated by the approved Park West SHD development on Site 6 have been included in this assessment.

#### *Contiguous Development on Site 6*

Planning permission for a residential development of 750 units and 552 car parking spaces (including 14 car sharing) on a 9.4 ha site at Park West, Dublin 12 was granted by An Bord Pleanála to Greenseed Ltd in June 2022 subject to 29 conditions (ABP Reg Ref 312290-21). The site included the Aspect Hotel.

#### *Construction Traffic Access Routes*

Construction traffic routes to the proposed development are facilitated by the high standard of the existing road network in the surrounding area.

The primary construction access route is expected to be from the R134 Nangor Road via Park West Avenue. The secondary construction access would be from Ballyfermot Road / Coldcut Road via Cloverhill Road and Park West Avenue.

At the time of writing in December 2024, both of the proposed construction access routes are fully operational and open to traffic including road markings and traffic signals.

#### *Traffic Impact – Construction Stage*

During the construction stage of the proposed development, some construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

The day-to-day traffic movements associated with the construction activities are predicted to be less than 3.0% of the existing traffic movements on Park West Avenue. As this increase is less than the benchmark of 10% set out in the Traffic and Transport Assessment Guidelines published by TII in May 2014, no further transportation assessment of the road network is required for the construction stage.

The number of construction vehicle movements is low compared to the number of vehicular trips expected to be generated by the proposed development during the operational phase. It should be noted that most of such trips will occur outside of the traditional peak hours, and it is not considered that this level of construction traffic would result in any operational problems.

Having regard to the predicted impacts described in this chapter, it can be concluded that no significant impact on roads and traffic will arise from the Construction Stage of the proposed development at Cherry Orchard Point.

#### *Traffic Impact – Operational Stage*

The traffic impact from the proposed development during the Operational Stage is predicted to be 10% or greater at all junctions included in the traffic modelling undertaken for this project.

However, the results of the assessments undertaken indicate that all assessed junctions, except Junctions 4 and 7, will operate within capacity with the proposed development in place in the Opening Year 2027 through the Design Year in 2032 to the Future Year 2042.

For the DO-NOTHING scenario, Junction 4 at the junction of Park West Avenue and the Site Access is predicted to operate within capacity and will continue to do so for during 2027, 2032 and 2042, should the proposed development not take place. For the DO-SOMETHING scenarios, Junction 4 is predicted to operate above capacity during 2027, 2032 and 2042 in both peak hours with the inclusion of the proposed development trips.

Junction 4 was included in the planning application for Phase 1 for which permission was granted by ABP in July 2024 (ABP-318607-23).

Junction 4 is predicted to operate over capacity for short periods during the AM and PM Peaks from 2027 as a consequence of compliance with the design requirement of DMURS. The adoption of an alternative design for traffic movements albeit with longer crossing times for pedestrians and cyclists could bring the junction within capacity for 2027, 2032 and 2042.

For the DO-NOTHING scenario 2027, Junction 7 south of the railway at the junction of Park West Avenue and Park West Road is indicated to operate marginally above capacity in the PM Peak Hour even without the inclusion of the proposed development trips.

As a result, and in conjunction with ongoing implementation of capacity upgrades and improved public transport as part of the Park West - Cherry Orchard LAP, it is likely that Junction 7 will require upgrading, most likely to a signalised crossroads, about 2027 with or without development at Cherry Orchard Point.

An assessment of Junction 7 was included in the planning application for Phase 1 for which permission was granted by ABP in July 2024 (ABP-318607-23).

Overall, the impact of the proposed development at Cherry Orchard Point on the surrounding transportation network will not be significant. Six of the eight road junctions assessed will continue to operate satisfactorily up to 2042 with the development in place.

### *Public Transport Impact*

In common with established practice and other transportation studies and reports, this chapter of this Environmental Report assesses the impact of the proposed development on the rail service during the AM peak.

The projected demand from the proposed development is projected to be well within the existing and proposed capacity of the public transport services, both rail and bus serving the surrounding area.

Having regard to the predicted impacts described in this chapter, it can be concluded that no significant impact on public transport services will arise from the Operational Stage of the proposed development at Cherry Orchard Point.

### *Summary*

This chapter of this Environmental Report demonstrates that the proposed development will be consistent with the objectives for Transport and Mobility set out in the Dublin City Development Plan 2022 – 2028 and the Park West Cherry Orchard Local Area Plan 2019.

No significant impact on the existing and proposed traffic and transport in the surrounding area is predicted to arise from the Construction or Operational Stages of the proposed development at Cherry Orchard Point.



## Material Assets – Waste Management

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

### *Baseline Environment*

There is currently no waste generated at the proposed development site.

### *Potential Impacts of the Proposed Development*

#### Construction Phase

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

#### Operational Phase

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

### *Mitigation and Residual Effects (Post-Mitigation)*

#### Construction Phase

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

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

A carefully planned approach to waste management and adherence to the site-specific Resource and Waste Management Plan (Appendix 15.1) and Chapter 15 during the construction phase, this will ensure that the effect on the environment will be **short-term, neutral** and **imperceptible**.

#### Operational Phase

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

An Operational Waste Management Plan has been prepared by AWN and is included as Appendix 15.2. The proposed development will give rise to a wide variety of waste streams during the operational phase, i.e. when the project is completed, open and occupied. Operational waste will be generated on a daily basis by the operator including cardboard, plastic, paper, glass, dry mixed recyclables, mixed non-recyclables, cooking oil, lightbulbs, batteries, WEEE waste, and organic waste.

All recyclable materials will be segregated at source where possible to reduce waste contractor costs and ensure maximum diversion of materials from landfill in line with the development OWMP. This strategy will be supplemented, as required, by the operator as required with any new information on waste segregation, storage, reuse and recycling initiatives that are subsequently introduced.

Provided the mitigation measures in the development OWMP (Appendix 15.2) and in Chapter 15 are implemented, and a high rate of reuse, recycling and recovery is achieved, the predicted effect of the operational phase on the environment will be **long-term, neutral** and **imperceptible**.

#### *Cumulative Impact of the Proposed Development*

##### Construction Phase

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

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

##### Operational Phase

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

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

## Interrelationships, Interactions, and Indirect Effects

This chapter deals with likely interactions between effects predicted as a result of the proposed development. The chapter has been prepared by KPMG Future Analytics in accordance with the requirements set out within the Planning and Development Regulations and the EPA's Guidelines on Information to be Contained in Environmental Impact Assessment Reports (2022) to summarise the interactions and interrelationships between key factors identified and assessed. Impact interactions and inter-relationships have been considered throughout in the preparation of the individual, topic specific chapters of this Environmental Report so that it can take into account the broader picture of how the proposed scheme may affect the various environmental media.

All environmental topics are interlinked to a degree such that interrelationships exist on numerous levels. It is general practice, to evaluate interaction of effects as a matrix between effects and key factors assessed, accompanied by brief text describing the interactions identified. This chapter has been compiled to list in one location of all of the interactions identified in the assessment of impacts set out in Chapters 5 to 16 of the Main Environmental Report.

## Summary of Mitigation Measures and Residual Impacts

This chapter in the Environmental Report provides a complete summary of mitigation measures and predicted residual impacts on the environment proposed in Chapters 5 to 15. The appointed contractor is required to adhere to the mitigation measure provided here to avoid or reduce significant effects and ensure sustainable development.

The EPA Guidelines on information to be contained in EIARs (2022) established four main strategies for mitigation of effects avoidance, prevention, reduction, and offsetting. Residual Impacts, according to the Draft EPA Guidelines (2022, p.88) are: - *“The final predicted effect / impact remaining after mitigation.”*

The project will be carried out in accordance with the Safety Health and Welfare at Work (Construction) Regulations 2013 and subsequent amendments. The mitigation risks for both construction and ‘in use’ risks will be considered by the design team. The design team will carry out risk reviews throughout design to ensure that the General Principles of Prevention are applied. Any residual risks will be documented in the Safety File issued on completion of project.

Additionally, the project will also follow the specific management plans prepared for the design elements which will define methodologies and requirement for management of risks to worker and the public, such as Waste Management Plans, Traffic and Environmental Managements Plans.

This chapter provides a detailed assessment of the mitigation measures and predicted residual impacts as follows:

- Air Quality and Climatic Factors
- Noise and Vibration
- Biodiversity
- Landscape and Visual
- Land, Soils and Geology
- Water
- Population and Human Health
- Material Assets – Traffic and Transport
- Material Assets – Waste
- Material Assts – Utilities