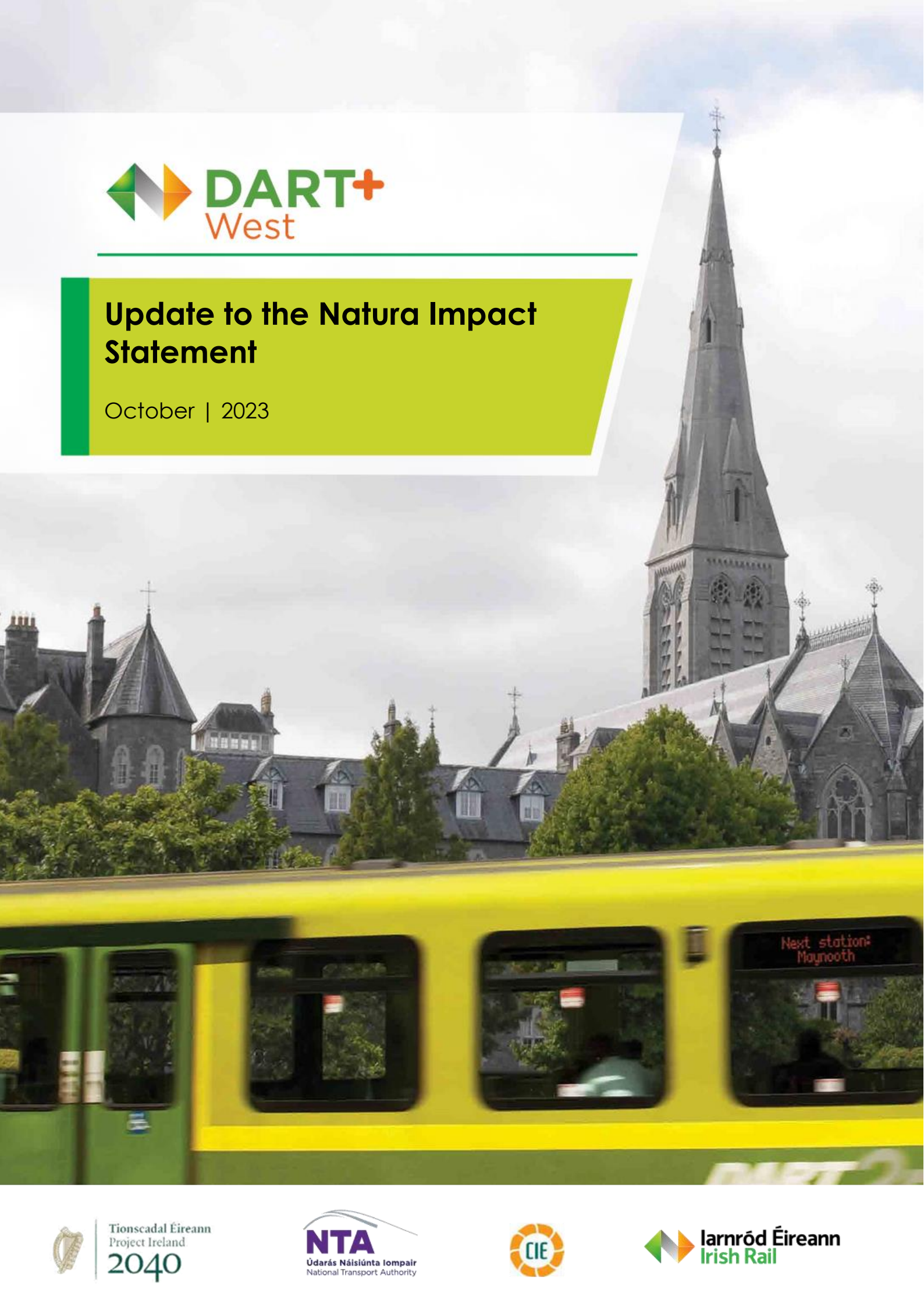




Update to the Natura Impact Statement

October | 2023



Tionscaldal Éireann
Project Ireland
2040



Iarnród Éireann
Irish Rail

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1. INTRODUCTION

The sections within this update to the Natura Impact Statement contains additional information relevant to the Natura Impact Statement, which have come about since the planning application was lodged in July 2022. This report should be read in conjunction with the NIS.

2. THE NORTH-WEST IRISH SEA CSPA

2.1 Introduction

The NIS submitted with the planning application was finalised in July 2022. In July 2023, in accordance with Regulation 16 of the European Communities (Birds and Natural Habitats) Regulations 2011 as amended (S.I. No.477 of 2011), the Minister for Heritage and Electoral Reform published a notice of intention to designate the North-West Irish Sea cSPA. In anticipation of the formal designation of this European site, this Appropriate Assessment Update was prepared.

2.2 European Sites within the Likely Zone of Impact

Applying the same methodology as described in the NIS, there are now eight European sites within the likely zone of impact, namely, the Rye Water/ Carton SAC, the South Dublin Bay & River Tolka Estuary SPA, the North Bull Island SPA, the North Dublin Bay SAC, the Malahide Estuary SAC, the Malahide Estuary SPA, the South Dublin Bay SAC and the North-West Irish Sea cSPA.

Table 1 below describes the pathways for effects between the proposed development and the North-West Irish Sea cSPA. This Table follows the same layout as Table 3-1, page 16/17 of the NIS.

Table 1 European sites located within and adjacent to the likely zone of impact.

European site [site code]	Are there potential pathways for impacts from the proposed development to this site? Explain.
North-West Irish Sea cSPA [004236]	Yes. The shortest absolute distance from the proposed development to this site is 5.8km east. The shortest distance from the proposed development to the site via a hydrological connection is 6 km east, through the Royal Canal, River Liffey and Dublin Bay, which is within the likely zone of impact.

2.3 Description of the North-West Irish Sea cSPA

The description of the North-West Irish Sea cSPA is based on the Site Synopsis (NPWS, 2023) for the site.

Qualifying Interests of the Site

- [A065] Common Scoter (*Melanitta nigra*)
- [A001] Red-throated Diver (*Gavia stellata*)
- [A003] Great Northern Diver (*Gavia immer*)
- [A009] Fulmar (*Fulmarus glacialis*)
- [A013] Manx Shearwater (*Puffinus puffinus*)
- [A018] Shag (*Phalacrocorax aristotelis*)
- [A017] Cormorant (*Phalacrocorax carbo*)
- [A117] Little Gull (*Larus minutus*)
- [A188] Kittiwake (*Rissa tridactyla*)

- [A179] Black-headed Gull (*Chroicocephalus ridibundus*)
- [A183] Common Gull (*Larus fuscus*)
- [A183] Lesser Black-backed Gull (*Larus marinus*)
- [A184] Herring Gull (*Larus argentatus*)
- [A187] Great Black-backed Gull (*Larus marinus*)
- [A195] Little Tern (*Sterna albifrons*)
- [A192] Roseate Tern (*Sterna dougalii*)
- [A193] Common Tern (*Sterna hirundo*)
- [A194] Artic Tern (*Sterna paradisaea*)
- [A204] Puffin (*Fratercula arctica*)
- [A200] Razorbill (*Alca torda*)
- [A199] Guillemot (*Uria aalge*)

Site Overview

The North-west Irish Sea cSPA constitutes an important resource for marine birds. The estuaries and bays that open into it along with connecting coastal stretches of intertidal and shallow subtidal habitats, provide safe feeding and roosting habitats for waterbirds throughout the winter and migration periods.

These areas, along with more pelagic marine waters further offshore, provide additional supporting habitats (for foraging and other maintenance behaviours) for those seabirds that breed at colonies on the north-west Irish Sea's islands and coastal headlands. These marine areas are also important for seabirds outside the breeding period.

This SPA extends offshore along the coasts of counties Louth, Meath and Dublin, and is approximately 2,333km² in area. This SPA is ecologically connected to several existing SPAs in this area.

The site is a Special Protection Area (SPA) under the E.U. Birds Directive, of special conservation interest for the following species: Common Scoter, Red-throated Diver, Great Northern Diver, Fulmar, Manx Shearwater, Shag, Cormorant, Little Gull, Kittiwake, Black-headed Gull, Common Gull, Lesser Black-backed Gull, Herring Gull, Great Black-backed Gull, Little Tern, Roseate Tern, Common Tern, Arctic Tern, Puffin, Razorbill and Guillemot.

The breeding seabird species listed for those SPAs, which abut the North-West Irish Sea cSPA are: Fulmar (Lambay Island SPA); Cormorant (Skerries Island SPA; Ireland's Eye SPA; Lambay Island SPA); Shag (Skerries Island SPA; Lambay Island SPA); Lesser Black-backed Gull (Lambay Island SPA); Herring Gull (Skerries Island SPA; Ireland's Eye SPA; Lambay Island SPA); Kittiwake (Lambay Island SPA; Ireland's Eye SPA; Howth Head SPA); Roseate Tern (Rockabill SPA); Common Tern (Rockabill SPA.); Arctic Tern (Rockabill SPA); Little Tern (Boyne Estuary SPA); Guillemot (Lambay Island SPA, Ireland's Eye SPA); Razorbill (Lambay Island SPA, Ireland's Eye SPA); and Puffin (Lambay Island SPA). The Common Tern population that is listed for the nearby South Dublin Bay and River Tolka Estuary SPA is also likely to use this SPA as a foraging resource.

Informed by two surveys of the western Irish Sea region in 2016 an estimated 120,232 and 34,626 individual marine birds occurred in this SPA during autumn and winter respectively. Those marine bird species whose

estimated abundances equalled or exceeded 1% of the total estimated size of the winter assemblage are: Red-throated Diver (538), Fulmar (506), Little Gull (391), Kittiwake (944), Black-headed Gull (508), Common Gull (2,866), Herring Gull (6,893), Great Black-backed Gull (2,096), Razorbill (4,638) and Guillemot (13,914).

The estimated 2016 summer abundance of Manx Shearwater in the North-West Irish Sea cSPA is 13,010 and is of international importance. The estimated 2016 autumn and winter abundances of Great Northern Diver in the North-West Irish Sea cSPA is 248 and 230 respectively and are of international importance. The estimated abundances of Common Scoter over parts of this SPA can reach significant numbers (e.g. 14,567 in December 2018) which is also of international importance.

2.4 Assessment of Potential Effects

Table 2 presents an evaluation of the potential effects of the proposed development in view of the Conservation Objectives of the North-West Irish Sea cSPA (NPWS, 2023).

Table 2 Evaluation of the potential effects of the proposed development in view of the Conservation Objectives of the North-West Irish Sea cSPA

Qualifying Interest	Conservation Objective as per NPWS (2023)	Does the proposed development provide for any potential delay or interruption in the achievement of this Conservation Objective, as defined by its Attributes and Targets?	Potential Effect
Wintering Populations			
Common Scoter (<i>Melanitta nigra</i>) [A065]	<i>To maintain the favourable conservation condition of Common Scoter in the North-West Irish Sea cSPA.</i>	<p>The Attributes of the Conservation Objectives of these non-breeding species are: 'Non-breeding population size', 'Spatial distribution', 'Forage spatial distribution, extent and abundance', 'Disturbance across the site', 'Barriers to connectivity and site use'.</p> <p>The proposed development does not have the potential to adversely affect these Qualifying Interests, in view of their Conservation Objectives, for the following reasons:</p> <ul style="list-style-type: none"> The location, nature and scale of the proposed development are such that any water quality impacts would be very localised and will dissipate in a very short time, before reaching the SPA, or indeed Dublin Bay in general. This assessment has also considered the baseline conditions in Dublin Bay and the SPA. Black-headed Gull and Common Gull are widespread in environs of Dublin City as well as in suburban areas, towns, parks and agricultural areas in the vicinity of the proposed development. These species are accustomed to disturbance and the proposed development will not have any effect of these species. 	No
Red-throated Diver (<i>Gavia stellata</i>) [A001]	<i>To maintain the favourable conservation condition of Red-throated Diver in the North-West Irish Sea cSPA.</i>		No
Great Northern Diver (<i>Gavia immer</i>) [A003]	<i>To maintain the favourable conservation condition of Great Northern Diver in the North-West Irish Sea cSPA.</i>		No
Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179]	<i>To maintain the favourable conservation condition of Black-headed Gull in the North-West Irish Sea cSPA.</i>		No
Common Gull (<i>Larus fuscus</i>) [A183]	<i>To maintain the favourable conservation condition of Common Gull in the North-West Irish Sea cSPA.</i>		No
Little Gull (<i>Larus minutus</i>) [A117]	<i>To maintain the favourable conservation condition of Little Gull in the North-West Irish Sea cSPA.</i>		No
Breeding and Wintering Populations			
Kittiwake (<i>Rissa tridactyla</i>) [A188]	<i>To restore the favourable conservation condition of Kittiwake in the North-West Irish Sea cSPA.</i>	<p>The Attributes of the Conservation Objectives for these species, that are present year-round are: 'Population size', 'Spatial distribution', 'Forage spatial distribution, extent, abundance and availability', 'Disturbance across the site' and 'Barriers to connectivity'.</p>	No
Fulmar (<i>Fulmarus glacialis</i>) [A009]	<i>To restore the favourable conservation condition of Fulmar</i>		No

Qualifying Interest	Conservation Objective as per NPWS (2023)	Does the proposed development provide for any potential delay or interruption in the achievement of this Conservation Objective, as defined by its Attributes and Targets?	Potential Effect
	<i>in the North-West Irish Sea cSPA.</i>	<p>The proposed development does not have the potential to adversely affect these Qualifying Interests, in view of their Conservation Objectives, for the following reasons:</p> <ul style="list-style-type: none"> The location, nature and scale of the proposed development are such that any water quality impacts would be very localised and will dissipate in a very short time, before reaching the SPA, or indeed Dublin Bay in general. This assessment has also considered the baseline conditions in Dublin Bay and the SPA. Herring Gull, Lesser Black-backed Gull and to a less extent Great Black-backed Gull are widespread in environs of Dublin City as well as in suburban areas, coastal areas, towns, parks and agricultural areas in the vicinity of the proposed development. These species are accustomed to disturbance and the proposed development will not have any effect of these species. Guillemot and Razorbill feed in the River Liffey and Guillemot have been recorded breeding in the Liffey Quay walls. These species are accustomed to noise and visual disturbance in the Liffey and the proposed development will not lead to a measurable increase in disturbance in the Liffey, or a measurable decrease in water quality. 	
Lesser Black-backed Gull (<i>Larus marinus</i>) [A183]	<i>To maintain the favourable conservation condition of Lesser Black-backed Gull in the North-West Irish Sea cSPA.</i>		No
Herring Gull (<i>Larus argentatus</i>) [A184]	<i>To restore the favourable conservation condition of Herring Gull in the North-West Irish Sea cSPA.</i>		No
Great Black-backed Gull (<i>Larus marinus</i>) [A187]	<i>To maintain the favourable conservation condition of Great Black-backed Gull in the North-West Irish Sea cSPA.</i>		No
Guillemot (<i>Uria aalge</i>) [A199]	<i>To maintain the favourable conservation condition of Guillemot in the North-West Irish Sea cSPA.</i>		No
Razorbill (<i>Alca torda</i>) [A200]	<i>To maintain the favourable conservation condition of Razorbill in the North-West Irish Sea cSPA.</i>		No
Breeding Populations			
Puffin (<i>Fratercula arctica</i>) [A204]	<i>To restore the favourable conservation condition of Puffin in the North-West Irish Sea cSPA.</i>	Puffin and Shag are found in Irish waters throughout the year, however the Conservation Objectives for these species only refer to the breeding populations.	No
Shag (<i>Phalacrocorax aristotelis</i>) [A018]	<i>To restore the favourable conservation condition of Shag in the North-West Irish Sea cSPA.</i>	Roseate Tern, Common Tern and Artic Tern breed on the ESB Dolphin in the Liffey Estuary, which is 3km east the proposed development and on the Royal Canal Lock Gates in Dublin City. Small numbers of Common Tern nest on the Royal Canal Basin locks. These species also feed throughout the Liffey Estuary and Dublin Bay. The closest breeding site for Little Tern in the SPA is Baltray, which is beyond the mean-max foraging range for this species.	No
Manx Shearwater (<i>Puffinus puffinus</i>) [A013]	<i>To maintain the favourable conservation condition of Manx Shearwater in the North-West Irish Sea cSPA.</i>		No
Little Tern (<i>Sterna albifrons</i>) [A195]	<i>To maintain the favourable conservation condition of Little Tern in the North-West Irish Sea cSPA.</i>		No
Roseate Tern (<i>Sterna dougalii</i>) [A192]	<i>To maintain the favourable conservation condition of Roseate Tern in the North-West Irish Sea cSPA.</i>	The Attributes of the Conservation Objectives for these species, that are present during the breeding season are: 'Breeding Population Size', 'Spatial distribution', 'Forage spatial distribution, extent, abundance and availability', 'Disturbance across the site' and 'Barriers to connectivity'.	No
Common Tern (<i>Sterna hirundo</i>) [A193]	<i>To maintain the favourable conservation condition of Common Tern in the North-West Irish Sea cSPA.</i>	The proposed development does not have the potential to adversely affect these Qualifying Interests, in view of their Conservation Objectives, for the following reasons:	No
Arctic Tern (<i>Sterna paradisaea</i>) [A194]	<i>To maintain the favourable conservation condition of Arctic</i>		No

Qualifying Interest	Conservation Objective as per NPWS (2023)	Does the proposed development provide for any potential delay or interruption in the achievement of this Conservation Objective, as defined by its Attributes and Targets?	Potential Effect
	<i>Tern in the North-West Irish Sea cSPA.</i>	<ul style="list-style-type: none"> The location, nature and scale of the proposed development are such that any water quality impacts would be very localised and will dissipate in a very short time, before reaching the SPA, or indeed Dublin Bay in general. This assessment has also considered the baseline conditions in Dublin Bay and the SPA. 	
Cormorant (<i>Phalacrocorax carbo</i>) [A017]	<i>To restore the favourable conservation condition of Cormorant in the North-West Irish Sea cSPA.</i>	The proposed development includes the heightening and lowering of cables which cross the canal, as well as OHLE. Cormorant are vulnerable to collision with OHLE. Therefore, adverse effects cannot be excluded.	Yes

In summary, there is potential for the integrity of the North-West Irish Sea cSPA to be adversely affected by the proposed development, in respect of the Conservation Objective for Cormorant.

An assessment of the potential adverse effects on Cormorant, as a Qualifying Interest of the North-West Irish Sea cSPA is presented below.

The Site-specific Conservation Objective for Cormorant in the North-West Irish Sea cSPA is shown in Table 2 above. The Attributes which define this Conservation Objective are as follows:

- Breeding Population Size
- Spatial distribution
- Forage spatial distribution, extent, abundance, and availability
- Disturbance across the site
- Barriers to connectivity

Breeding Population Size

The Target for this Attribute is *Long-term population trend within the SPA is stable or increasing*. The SPA supports the breeding population of Cormorant from the Skerries Islands SPA, Ireland's Eye SPA and the Lambay Island SPA. This includes internationally important numbers of Cormorant, which accounts for 30% of the Irish population. Individuals are likely to feed inland during the breeding season. The mean-max foraging range for Cormorant is 25.6km (Woodward et al, 2019), therefore individuals could potentially be in the vicinity of the proposed development during the breeding season.

For the reasons outlined above in Section 4.3.1 of the NIS in relation to Collision risk for Light-Bellied Brent Goose in South Dublin Bay and River Tolka Estuary SPA, the proposed development has the potential to adversely affect the Breeding population of Cormorant in the SPA.

Distribution

The Target for this Attribute is *Sufficient number of locations, area, and availability (in terms of timing and intensity of use) of suitable habitat to support the population*. Given the nature, scale and location of the proposed development relative to the SPA, the proposed development does not have the potential to adversely affect the distribution of Cormorant in the SPA.

Forage spatial distribution, extent, abundance, and availability

The Target for this Attribute is *Sufficient number of locations, area of suitable habitat and available forage biomass to support the population target*. Cormorant feed on fish and crustaceans, which they actively hunt by diving. The location, nature and scale of the proposed development are such that any water quality impacts will be very localised and would dissipate in a very short time, long before reaching the SPA and the waters of Dublin Bay. Therefore, the proposed development does not have the potential to adversely affect the prey biomass available for Cormorant in the SPA.

Disturbance across the site

The Target for this Attribute is *intensity, frequency, timing and duration of disturbance occurs at levels that do not significantly impact the achievement of targets for population size and spatial distribution*. The breeding population of Cormorant in the SPA nest on cliffs in SPAs adjacent to it, along the coast of North Dublin including the Skerries Islands, Irelands Eye and Lambay Island. The mean-max foraging range for Cormorant is 25.6km (Woodward et al, 2019). Given the nature, scale and location of the proposed development relative to the breeding colonies and foraging range of Cormorant, the proposed development does not have the potential of adversely affect the distribution of Cormorant across the SPA.

Barriers to connectivity

The Target for this Attribute is *the number, location, shape and area of barriers do not significantly impact the site population's access to the SPA or other ecologically important sites outside the SPA*. The proposed development will not create any barriers to connectivity which could impact the site population's access to the SPA or other ecologically important sites outside the SPA. Therefore, the proposed development does not have the potential to adversely affect the SPA.

Conclusion

In the absence of appropriate mitigation, the construction of the proposed development has the potential to adversely affect the Conservation Objectives for Cormorant in the North-West Irish Sea cSPA through collisions, which may affect the Attributes 'Breeding population size'. Therefore, mitigation is required to avoid these potential adverse effects. The proposed development does not provide for any other adverse effects on this Qualifying Interest during either the construction phase or the operational phase.

Mitigation

The mitigation measures for the potential adverse effects described above and identical to the measured proposed to mitigate for collision risk for Light-bellied Brent Goose. These mitigation measures are presented in Section 5.2.2.1 of the NIS.

Conclusion

The mitigation prescribed in Section 5.2 of the NIS and the implementation and compliance measures prescribed in Section 5.3 of the NIS will reduce all negative impacts on Cormorant to imperceptible levels. Any residual impacts will not adversely affect Breeding population size of Cormorant within the North-West Irish Sea cSPA.

Therefore, given the full and proper implementation of the mitigation prescribed in this NIS, it can be concluded beyond all reasonable scientific doubt that construction and operation of the proposed development will not adversely affect the integrity of the North-West Irish Sea cSPA, in view of the Conservation Objective for "Cormorant".

2.5 Natura Impact Statement Conclusion

It is the considered opinion of ROD-IDOM, as the author of this NIS, that, in making its AA in respect of the proposed DART+ West project, An Bord Pleanála, as the Competent Authority in this case, may determine that, given the full and proper implementation of the mitigation prescribed in this NIS, the proposed development, either individually or in combination with other plans or projects, will not adversely affect the integrity of the Rye Water Valley/Carton SAC, the South Dublin Bay and the River Tolka Estuary SPA, the North Bull Island SPA, the North-West Irish Sea cSPA or any other European site. Furthermore, ROD-IDOM recommend that it be a binding condition of any consent granted in respect of the proposed development that the mitigation prescribed in this NIS be fully and properly implemented.

3. THE USE OF THE ASHTOWN STABLES PADDOCKS BY BRENT GOOSE

A desk study was carried out to determine the inland feeding sites for Brent Goose. The inland feeding sites were identified from the results of the Dublin wide Brent Goose surveys undertaken during the seasons of 2015/16, 2016/17, 2018/19, 2019/20, 2020/21, 2021/22. The main source of data for these studies was provided by the Irish Brent Goose Research Group, which included verified records received from members of the public. The most recent survey examined 149 sites in Dublin City.

Martin Savage Park is assessed as being of 'Major' Importance for brent geese, with a peak count of 650 birds recorded during the 2021/22 season. The Ashtown Stables has not been surveyed for Brent Goose to date, due to the features of this area which make it unsuitable as inland feeding habitat for Brent Goose. The site is approximately 50m x 150m, intersected by fences and surrounded by treelines on all but the north side, thereby not providing the security and visibility that is preferred by this species.

The use of the Ashtown stables by Brent Goose was raised in a submission at non statutory public consultation no.2. If, as the submission suggests, the site is used by Brent Goose, the site would, in the worst-case scenario, represent a poor-quality inland feeding site that is used occasionally by Brent Goose. The proposed development will involve the loss of c. 3% of this habitat at the southern end of the paddock, where the field narrows to a point. The construction of the proposed development will result in temporary disturbance of this area for the duration of the construction phase. Therefore, the conclusion of the NIS remains valid, and it can be concluded that the loss of 3% of what would be poor-quality Brent Goose habitat and the temporary disturbance of this habitat during the construction phase would not constitute an adverse effect on the North Bull Island SPA, the South Dublin Bay and River Tolka Estuary SPA, or any other European site, in view of their Conservation Objectives and alone or in-combination with other plans and projects.

4. HYDROLOGICAL EFFECTS ON THE RYE WATER VALLEY/ CARTON SAC

4.1 UBG24A and UBG24B

Additional information is provided regarding two culverts at the depot, UBG24A and UBG24B. These culverts currently drain part of the depot site into the Royal Canal and will be decommissioned as part of the proposed development. Surface water will be directed to the Ballycaghan Stream, restoring the natural flow in the area. The area that is currently drained by UBG24A and UBG24B is 0.28% of the entire Lyreen river catchment at the canal crossing (UBG22) and this will have no perceptible effect on the hydrological regime of the Lyreen River or Rye Water catchments.

4.2 Amended Flood Compensatory Storage Areas

Regarding the effect of the proposed amendments to the flood compensatory storage areas on groundwater, the change in the depths and areas of the compensation area represents a slight change in the areas and frequency of groundwater emergence within the compensation areas themselves. The effect of the refined design of the flood compensatory storage areas would be the same as that described in the NIS and would result in imperceptible to slight impacts on the groundwater system immediately surrounding the depot, which would be attenuated with distance from the depot. In effect, any effects on groundwater flows further away will be less than slight to imperceptible.

The updated SFRA has been examined with regards to the potential for impacts on water quality and quantity, with regards to adverse effects on the Rye Water Valley/Carton SAC, and other European sites that are hydrologically connected to the proposed development. Following an examination of the updated SFRA, it can be concluded that proposed development will not adversely affect the Rye Water Valley/Carton SAC, in view of the site's Conservation Objectives, alone or in-combination with other plans and projects. This conclusion has been reached in consultation with the project Hydrologist and Hydrogeologist.

5. IN-COMBINATION ASSESSMENT

5.1 Introduction

The list of projects assessed as part of the cumulative effects assessment in the NIS has been updated to include those submitted for planning between February 2022 and May 2023 inclusive.

Updates to plans and the emergence of new plans and programmes since February 2022 that are of relevance to the proposed DART+ West project are presented in Table 5-1 below. The cumulative assessment of the Tier 3 projects submitted for planning between February 2022 and May 2023 inclusive with the proposed development is presented in Table 5-2.

Applications for projects listed in Table 5-3 that at the time of writing were awaiting further/additional information or pending a final decision or under appeal have, as a precautionary approach, had their potential in-combination effects considered and included in this assessment.

For ease of reference, applications that are awaiting further/additional information or pending a final decision are listed below:

1. National Transport Authority, Swords to City Centre Core Bus Corridor Scheme: EIA Portal ID 2023068 & ABP ref. no. 317121
2. National Transport Authority, Ballymun/Finglas to City Centre Core Bus Corridor Scheme: EIA Portal ID 2022169
3. National Transport Authority, Blanchardstown to City Centre Core Bus Corridor Scheme: EIA Portal ID 2022112
4. National Transport Authority, Clongriffin to City Centre Core Bus Corridor Scheme: EIA Portal ID 2022049 and ABP ref no. ABP-313182-22
5. CWTC Multi Family ICAV: ABP ref no. 314171
6. National Transport Authority, Liffey Valley to City Centre Core Bus Corridor Scheme: ABP ref no. 314056
7. Dublin City Council: ABP Case Number 313738 & EIA Portal ID 2022098
8. Transport Infrastructure Ireland (TII), Metrolink: ABP Case Number 314724 & EIA Portal ID 2022188
9. Banner A Cuig Limited: DCC planning ref no. LRD6015/22-S3
10. Firth Developments Unlimited Company: EIA Portal ID 2023002 & FCC planning ref no. FW23A/0013
11. Fingleton White: FCC planning ref no. F22A/0682
12. Birchwell Developments Ltd: FCC planning ref no. SHD/012/20
13. SK Biotek Ireland: FCC planning ref no. F23A/0103
14. Gerard Gannon Properties: FCC planning ref no. SHD/014/21
15. J. Murphy (Developments) Limited: FCC planning ref no. SHD/002/20
16. AAI Baneshane Limited: FCC planning ref no. FW22A/0228
17. Gerard Gannon Properties: FCC planning ref no. SHD/012/21 and ABP case no. ABP-313362-22
18. DAA PLC: FCC planning ref no: F22A/0460
19. WSHI Ltd. & The Michael J Wright Group: FCC planning ref no. F22A/0046
20. Kinwest Limited: FCC planning ref no. SHD/017/21 and ABP case no. ABP-313360-22
21. Kinwest Limited: FCC planning ref no. F22A/0579.
22. Cairn Homes Properties Ltd: FCC planning ref no. SHD/008/19 and ABP case no. ABP-313337-22
23. Alanna Homes and Alcove Ireland Four Ltd: FCC planning ref no. SHDW/005/21
24. Statkraft Ireland Limited: FCC planning ref no. FW22A/0201
25. EirGrid plc: planning ref no. F23A/0040.
26. Lismore Homes Limited: FCC planning ref no. SHD/001/21 and ABP case no. ABP-313222-22
27. McGarrell Reilly Homes Limited: ABP Case Number 314703 & MCC planning ref no. 22910
28. McGarrell Reilly Homes: MCC planning ref no. 23424
29. Arnub Ltd. & Aspect Homes (ADC) Ltd: MCC planning ref no. SH314550
30. Sky Castle Limited: MCC planning ref no. 221251 and ABP Case ref. no. ABP-317832-23

31. Sky Castle Limited: MCC planning ref no. 221252 and ABP Case ref no. ABP-317833-23
32. Sky Castle Limited: MCC planning ref no. 221250 and ABP Case ref no. ABP-317495-23
33. Shannon Valley Plant Hire Ltd: MCC planning ref no. 23243
34. Irish Water: ABP Case Number 315725 & KCC planning ref no. 22784
35. Ladas Property Company Limited: KCC planning ref no. 23494
36. Kieran Curtin, Receiver over certain assets of Maplewood Developments Unlimited Co: KCC planning ref no. 22313825
37. Cairn Homes Properties Ltd: KCC planning ref no. 22314337
38. Sky Castle Limited: KCC planning ref no. 221213
39. Sky Castle Limited: KCC planning ref no. 221214

Table 5-1, **Error! Reference source not found.** 5-2, and Table 5-3 below detail the assessment of the implications for the relevant European sites of the following:

1. The residual effects likely to arise from the proposed development, in combination with,
2. The effects likely to arise from other plans and projects identified as having potential in-combination effects.

This assessment has been undertaken in view of the Conservation Objectives of the relevant European sites.

Table 5-1 Assessment of adverse effects arising from the proposed development in combination with plans

Name of Plan or Project	Description of plan	Potential in-combination Adverse Effects
All-Island Strategic Rail Review	<p>The All-Island Strategic Rail Review (AISRR) was launched in April 2021 by the Minister for Transport for the Irish Government and the Minister for Infrastructure for the Northern Irish Executive. The AISRR aims to inform policy and future strategy for the railways in both jurisdictions on the island of Ireland. It has examined how the island’s railways are currently used, what role rail could play in the future and how the island’s railway could better serve the people of both jurisdictions. The AISRR has focused on how the rail network across the island could contribute to the decarbonisation of the island’s transport system, promote sustainable connectivity into and between major cities, enhance regional accessibility and support balanced regional development. The Review acknowledges that “there is significant alignment between the Goals and Objectives of this Review and the ambitions of the island’s largest cities – as set out in the National Transport Authority’s Metropolitan Transport Strategies for the Greater Dublin Area, Cork, and Limerick-Shannon Area, as well as the Department for Infrastructure’s Belfast Metropolitan Area Transport Plan. For example, the DART+ programme in Dublin and planned new stations in the Belfast area should help grow the attractiveness of rail, which, in turn, should boost demand for intercity services”.</p> <p>30 recommendations have been put forward to achieve these goals. To implement the recommendations of the draft AISRR, a range of projects/schemes would be required. Each of these will be subject to appropriate feasibility, options and environmental assessments at project level, where required. Decarbonisation recommendations of relevance to the proposed DART+ West project are as follows:</p> <ul style="list-style-type: none"> • “Develop and implement an All-Island Rail Decarbonisation Strategy that includes an electrified intercity network”. • “Procure hybrid and electric rolling stock in the medium term”. <p>A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Review.</p>	<p>This is a high-level strategic plan. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development.</p>
The Climate Action Plan 2023 (Distance: 0 m)	<p>Climate Action Plan 2023 (CAP23) launched in December 2022, is the second annual update of Climate Action Plan 2019 and the first plan to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. CAP 23 builds on previous climate action plans and is the framework through which the government intends to meet the legally-binding, economy-wide carbon budgets and sectoral ceilings agreed in July 2022. In line with EU ambition, the Programme for Government, Our Shared Future commits to achieving a 51% reduction in Ireland’s overall GHG emissions from 2021 to 2030, and to achieving net-zero emissions no later than 2050. These legally binding objectives are set out in the Climate Action and Low Carbon Development (Amendment) Act 2021. The Climate Act supports Ireland’s transition to net-zero and the transition to a climate neutral economy by no later than 2050.</p> <p>The plan calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. The plan recognises that to meet the 2030 transport abatement targets will require transformational change and accelerated action across all key decarbonisation channels. Climate Action Plan 2021 targets have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share. Fleet electrification and use of biofuels will continue to provide the greatest share of emissions abatement in the medium term, and vehicle targets, while unchanged, have been reframed as a percentage share of total fleet and new registrations, to better embed our vehicle strategy within the wider Sustainable Mobility Policy. CAP 23 focuses on the net-zero decarbonisation pathway for the transport sector based on the ‘Avoid - Shift -Improve’ framework. CAP23 seeks to support the commitment to reduce transportation emissions by 50% by 2030 and cut dependency on fossil fuels through a range of actions including greater roll out of sustainable energy initiatives, supporting integrated land use and transport planning and behavioural change.</p>	<p>This is a high-level strategic plan and, therefore, does not of itself provide for any real effects. Thus, it will not give rise to adverse effects in combination with the proposed development.</p>

Name of Plan or Project	Description of plan	Potential in-combination Adverse Effects
<p>Rail Freight 2040 Strategy</p>	<p>The Rail Freight 2040 Strategy has been developed to expand the rail freight sector as it represents “a real opportunity to reduce carbon emissions from transport while enabling sustainable growth”. Transport accounts for approximately one fifth of all emissions in Ireland. The expansion of modern rail freight facilities and services can help develop an attractive alternative to road haulage, encourage modal shift from road to rail and support decarbonisation and environmental targets.</p> <p>Demand analysis for rail freight services informed this Strategy, which considered existing and projected HGV traffic across Ireland, and at Teir 1 Ports such as Dublin, Port of Foynes and Port of Cork. According to Transport Infrastructure’s Ireland projections, 74% increase in HGV traffic was predicted nationally by 2040. The analysis also assessed the scale of the addressable market and identified the most heavily used routes where freight services could potentially transfer to rail given the right operating conditions and cost profile. Dublin was identified as having the highest county to county flows of all trips along the main interurban networks. Dublin Port, the busiest port in the country with approximately 14,000 inbound and outbound articulated HGV journeys per week, has sufficient scale to support additional rail freight services.</p> <p>The vision of the Strategy is “a thriving rail logistics system, supporting sustainable supply chains, the economy, society and environment”.</p> <p>To realise the vision and objectives for rail freight nationally, the Strategy has been developed around five key pillars, namely:</p> <ol style="list-style-type: none"> 1. Enhancing connections with sea ports; 2. Addressing rolling stock requirements; 3. Policy initiatives; 4. Developing an intermodal port network; and 5. Network developments. <p>Under Enhancing connections with sea ports, the Strategy recognises that it is important that rail is integrated into the operations of Dublin Port, which handles approximately 50% of all goods handled by ports in Ireland. Therefore, accommodation of future rail services at port must be assessed such as the consideration of a grade separated junction at the entrance to the port and in the interim the operation of off-peak and night time services.</p>	<p>This is a high-level strategic plan and, therefore, does not of itself provide for any real effects. Thus, it will not give rise to adverse effects in combination with the proposed development.</p>
<p>Transport Strategy for the Greater Dublin Area 2022-2042 Including GDA Cycle Network 2022 (Distance: 0 m)</p>	<p>The Transport Strategy for the Greater Dublin Area (GDA) 2022-2042 was finalised in January 2023. It is a key document guiding transport across the GDA including rail transport and continues to support the development of the DART+ Programme. The strategy aims to provide good quality cycling and walking infrastructure and public transport, to reduce the reliance on private cars and to promote active travel.</p> <p>The Transport Strategy aligns with the national policies on sustainability, including climate action and low carbon legislation, as well as climate national plans. The main objective of this strategy is to establish a sustainable, accessible, and efficient transportation system for the Greater Dublin Area.</p> <p>The Transport Strategy for the GDA 2022-2042 identifies the proposed development as a key transport future growth enabler “delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including MetroLink and the DART+ Programme (previously referred to as DART Expansion)”.</p> <p>The Strategy also supports the proposed development through Measure RAIL1 – DART+ “the DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of service on all lines”.</p> <p>Greater Dublin Area Cycle Network Plan (2022)</p>	<p>This is a high-level strategic plan and, therefore, does not of itself provide for any real effects. Thus, it will not give rise to adverse effects in combination with the proposed development.</p>

Name of Plan or Project	Description of plan	Potential in-combination Adverse Effects
	<p>The National Transport Authority (NTA) prepared the draft Greater Dublin Area (GDA) Cycle Network Plan 2022, which complements the GDA Transport Strategy 2022- 2042. The draft 2021 GDA Cycle Network represents a progressive and forward-looking approach, enabling cycling across a broader geographic area to accommodate the region's growing population. Notably, the network expands to encompass various areas of the GDA, including district centres, towns, urban fringe areas, and Strategic Development Zones (SDZs).</p> <p>The primary objective of the Greater Dublin Area Cycle Network is to create an inclusive cycling environment that promotes safety and accessibility for individuals of all ages and cycling abilities, while establishing strong connections between residential areas and key destinations.</p> <p>A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Strategy.</p>	
<p>Park & Ride Strategy: Greater Dublin Area (2021)</p>	<p>This report sets out a 5-year strategy for providing Park & Ride for the Greater Dublin Area and will feed into the overall Transport Strategy for the Greater Dublin Area, which at the time, was being updated.</p> <p>There is a high catchment of people residing in regional towns, rural hinterland and to a lesser extent in the Dublin metropolitan area, where high quality public transport is not easily accessible by walking or cycling. Park & Ride facilities at appropriate locations can facilitate access to people to use public transport and enhance their transport options to a wide range of destinations in a sustainable manner.</p> <p>The vision of the Strategy is to “support sustainable growth in the regions, urban areas, and rural settlements through enhancing connectivity to high quality, accessible, low emission, and sustainable transport; empowering modal shift and increasing the catchment areas of existing and future public transport by delivering a network of appropriate Park and Ride facilities”.</p> <p>It is the objective of the Strategy to:</p> <ul style="list-style-type: none"> • provide the appropriate type and scale of Park and Ride at the right locations, with connectivity to the road and public transport networks and design that supports integration with the surrounding walking and cycling network. • Reduce reliance on the private car, reduce distances travelled by car and ensure Park and Ride facilitates greater use of sustainable modes. • Deliver an enhanced customer experience through safe, secure, and user-friendly facilities that considers opportunities for interchange and to address barriers to public transport use. • To set the standard for the design and layout of P&R sites. <p>A rail-based Park & Ride is recommended in the Strategy due to the implementation of DART+ programme and the future upgrade to the frequency and quality of services. The locations identified for Rail Park & Ride in the Strategy of relevance to the DART+ West project include existing locations at M3 Parkway Station, Navan Road Parkway Junction, and new location at Collinstown or Maynooth Depot.</p>	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development.</p>
<p>Dublin City Development Plan 2022-2028 (Distance: 0 m)</p>	<p>The Dublin City Development Plan (DP) 2022-2028 was adopted 2 November 2022 and came into effect on the 14th of December 2022. The Plan outlines a comprehensive strategy for the city's growth and development, with the aim of meeting the diverse needs of residents, workers, and visitors. The Climate Change segment in the plan incorporates measures to mitigate and adapt to climate change, particularly by fostering sustainable transportation options such as walking, cycling, and public transit. The objective is to transform Dublin into a low carbon, climate resilient city.</p> <p>Another core segment, Sustainable Movement and Transport, recognises the importance of efficient mobility for city's vitality. The plan advocates a shift away from private cars and seeks to facilitate seamless movement within and around the city, integrating land use with transportation, and enhancing public transit infrastructure as well as pedestrian and cycling networks.</p> <p>The proposed development is supported by the Plan through the following policies and objectives:</p>	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects</p>

Name of Plan or Project	Description of plan	Potential in-combination Adverse Effects
	<p>Policy SMT22: “To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: DART +, Metrolink from Charlemount to Swords, BusConnects Core Bus Corridor projects, Delivery of Luas to Finglas, Progress and delivery of Luas to Poolbeg and Lucan”.</p> <p>Policy SMT23: “(i) To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity. (ii) To facilitate and support the needs of freight transport in accordance with the NTA’s Transport Strategy for the Greater Dublin Area 2022 – 2042 and enhance the capacity on existing rail lines and services to provide improved facilities promoting the principles of sustainable transport to cater for the movement of freight by rail. (iii) To support the outcomes of the Iarnród Éireann/Irish Rail Rail Freight 2040 Strategy”.</p> <p>SMT01: “To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle)”.</p> <p>SMT017: “(iii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail”.</p> <p>A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken and published with this Plan.</p>	<p>on any European site in combination with the proposed development.</p>
<p>Draft Dublin City Centre Transport Plan 2023</p>	<p>The draft Dublin City Centre Transport Plan (the ‘Plan’) aims to identify and prioritise changes to the current transport arrangements to fulfil the Dublin City Development Plan’s vision of the City as “A thriving, active City Centre with sustainability and facilitation of emissions reduction as fundamental goals, where the transport system enhances freedom of movement and meets the environmental, social, cultural and economic needs of the people it serves”. The plan also facilitates the implementation of the NTA’s Transport Strategy for the Greater Dublin Area 2022-2042 by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the City Centre, in particular by rail, bus, cycling and walking.</p> <p>The overarching objectives and sub-objectives of this plan that are of relevance to the DART+ West project are as follows:</p> <ol style="list-style-type: none"> 1. To Provide a Significantly Enhanced City Centre Environment. <ul style="list-style-type: none"> • Transition to a low traffic City Centre. 2. To Facilitate the Delivery of a Net-Zero City Centre Transport System. <ul style="list-style-type: none"> • Transition to Zero Emissions transport. • Accommodate high-capacity low-emission public transport. 3. To Improve the City Centre’s Economy and Liveability. <ul style="list-style-type: none"> • Increase the opportunities for people to travel to, from, within and through Dublin City Centre efficiently, effectively and sustainably. • Increase the capacity of the transport system. • Prioritise sustainable transport capacity. • Prepare for the introduction of the major public transport projects and take advantage of the opportunities they will create. 	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development</p>

Name of Plan or Project	Description of plan	Potential in-combination Adverse Effects
	<p>The plan acknowledges that “while in the longer term MetroLink and future expansions to the Luas network will provide significant capacity improvements, the roll out of BusConnects and DART+ over the period of this plan will provide a major increase in public transport capacity”.</p> <p>In relation to priorities for the City Centre Public Transport Network, the draft Plan states that <i>“the streets of the City Centre will be planned and designed with a view to accommodating the physical requirements of new patterns of increased pedestrian activity arising out of BusConnects, DART+, MetroLink and future Luas development”</i>.</p>	
<p>Fingal Development Plan 2023 – 2029 (Distance: 0 m)</p>	<p>Fingal County Development Plan 2023-2029 Fingal Development Plan 2023 – 2029 was adopted 22 February 2023 and came into effect 5th April 2023. The Plan is underpinned by a strategic vision intended to guide the sustainable future growth of Fingal. At the core of the vision is healthy placemaking, building cohesive and sustainable communities, where our cultural, natural and built environment is protected. The vision embraces inclusiveness and a high-quality of life for all, through healthy placemaking and social justice. An integrated approach will align housing and public transport provision. Human and environmental wellbeing including climate adaptation underpin this vision.</p> <p>The Development Plan continues to support the DART+ Programme namely through objectives:</p> <p>Policy CMP3 <i>“Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport”</i>.</p> <p>Objective CMO23 <i>“Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders”</i>.</p> <p>Objective CMO24 <i>“NTA Strategy Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network”</i>.</p> <p>A Strategic Environmental Assessment and an Appropriate Assessment were undertaken and published with this Plan.</p>	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development.</p>
<p>Kildare County Development Plan 2023-2029 (Distance: 0 m)</p>	<p>The Kildare County Development Plan 2023-2029 was adopted 9th December 2022 came into effect on the 28th January 2023. The main policies and objectives relevant to the DART+ Programme are as follows:</p> <p>TM P1: <i>“Promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport”</i>.</p> <p>TM P3: <i>“Promote the sustainable development of the county by supporting and guiding national agencies in delivering major improvements to the public transport network and to encourage a shift from car-based travel to public transport that is accessible for all, regardless of age, physical mobility, or social disadvantage”</i>.</p> <p>TM O9: <i>“Support and encourage the transition from fossil fuel use and consider the preparation of guidance for decommissioning of changing infrastructure to more sustainable uses, through the preparation of the Local Climate Action Plan”</i>.</p> <p>TM O51: <i>Support the electrification of intercity routes.</i></p> <p>TM O54: <i>“Support and facilitate, in co-operation with Irish Rail and the National Transport Authority the delivery of the following proposed new facilities to connect to the existing and proposed rail network;</i></p> <ul style="list-style-type: none"> • <i>A second Maynooth railway station/depot sited to the west of Maynooth”</i> <p>A Strategic Environmental Assessment, an Appropriate Assessment and a Strategic Flood Risk Assessment were undertaken and published with this Plan.</p>	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development.</p>

Name of Plan or Project	Description of plan	Potential in-combination Adverse Effects
<p>Maynooth and Environs Draft Transport Strategy (Public Consultation No. 2 November 2022) (Distance: 0m)</p>	<p>Kildare County Council published the draft Transport Strategy for Maynooth and its Environs for public consultation in November 2022. The draft strategy measures are designed to resolve existing issues in the transport network in the area and to support safe, efficient travel by all modes of transport in the future. Measures from the Transport Strategy which relate to roads, public transport, walking and cycling modes of travel will be incorporated into the future Maynooth and Environs Joint Local Area Plan 2024-2030.</p> <p>The draft Strategy makes a number of assumptions in relation to the improvements for the Maynooth transport infrastructure, which includes the DART+ West <i>“assumes DART+ West has been implemented with greater frequencies and capacity”</i>. Draft Strategy’s committed measures for public transport incorporates the DART+ West project (labelled as DART+ Maynooth).</p> <p>The works proposed as part of the DART+ West project, support the following public transport objectives listed in the draft Strategy:</p> <ul style="list-style-type: none"> • Improve the coverage, frequency and capacity of bus and rail services. • Improve public transport stops/stations in respect to location, information, accessibility, infrastructure and visibility. • Improve interchange experience for passengers changing between different modes of public transport or routes. <p>Promote modal shift from the private car to bus or rail, particularly for medium/long distance trips.</p>	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development.</p>
<p>Maynooth and Environs Joint Local Area Plan 2024-2030 (Pre-Draft)</p>	<p>At the time of writing, a pre-draft Public Consultation Issues Paper (October, 2022) was prepared for the Maynooth and Environs Joint Local Area Plan 2024-2030. The Pre-Draft Issues Paper states that the purpose of the Joint LAP is to set out an overarching land use strategy for the proper planning and sustainable development of the town over the life of the Plan to 2030. The Joint LAP will incorporate a framework for guiding the future development of transportation, housing, retail, heritage, employment, and social and community infrastructure in Maynooth.</p> <p>The pre draft Issues Paper lists the key challenges affecting the future development of Maynooth which includes <i>“key servicing infrastructure such as water and wastewater facilities, along with critical transportation projects such as the Maynooth Outer Orbital Route (MOOR), DART+ West and Bus Connects”</i>.</p>	<p>This is a high-level strategic plan which sets out policies and objectives. Considering the nature of the plan and that any future projects stemming from the plan will be subjected to their own AA if necessary, there is no potential for adverse effects on any European site in combination with the proposed development.</p>

Table 5-2 Assessment of adverse effects arising from the proposed development in combination with projects for which have been submitted for planning permission between February 2022 and May 2023 inclusive

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Applicant: National Transport Authority</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: EIA Portal ID 2023068</p> <p>ABP Case Number 317121</p> <p>Location: Along the R132 Swords Road, Drumcondra Road and Dorset Street between Pinnock Hill, Swords and Parnell Square, and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas.</p> <p>Status: Case is due to be decided by 20/11/2023</p>	<p>Bus Connects - The National Transport Authority (NTA) has requested approval in 2023 under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála ('the Board') for approval in relation to a proposed road development consisting of:</p> <p>The construction of the Swords to City Centre Core Bus Corridor Scheme which has an overall length of approximately 12 km and will commence south of Swords at Pinnock Hill Junction and travel in a southerly direction along the R132 Swords Road past Airside Retail Park, Dublin Airport and Santry Park. The route will continue on the R132 past Santry Demesne, where the Swords Road joins the R104 at Coolock Lane. The route will continue on the R132 in a southerly direction through Santry village. It will continue along the Swords Road past Whitehall to Griffith Avenue. The route will follow Drumcondra Road Upper past the DCU St Patrick's Campus to the river Tolka. It will continue through Drumcondra, on Drumcondra Road Lower to Binns Bridge on the Royal Canal. From there it will continue on Dorset Street Lower as far as Eccles Street, from where it will continue on Dorset Street Upper to North Frederick Street and Parnell Square, all in the County of Dublin and within the Fingal County Council (FCC) and Dublin City Council (DCC) administrative areas, comprising inter alia:</p> <ul style="list-style-type: none"> • 23.7 km (two-way) of bus priority infrastructure and traffic management; • 21.6 km (total both directions) of cycling infrastructure and facilities; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; • Provision of a new pedestrian and cycle bridge over the Drumcondra River; • Provision of 34 junction upgrades and associated ancillary works; • Provision of 48 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 68 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatments and ancillary grading and landscaping works; • together with all ancillary and consequential works associated therewith. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) has also been prepared and has been submitted to the Board in respect of the proposed road development under Part XAB of the Planning and Development Act 2000 (as amended).</p> <p>Distance: 0m from development.</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Applicant: National Transport Authority</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: EIA Portal ID 2022169</p> <p>Location: Routed along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street, and along Finglas Road from Finglas Village to Phibsborough.</p> <p>Status: Case is due to be decided by 29/03/2023</p>	<p>Bus Connects - The National Transport Authority (NTA) has requested approval in 2022 under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála ('the Board') for approval in relation to a proposed road development consisting of:</p> <p>The construction of the Ballymun/Finglas to City Centre Core Bus Corridor Scheme, which has an overall length of approximately 10.9 km, and is routed along Ballymun Road from the junction at St. Margaret's Road southwards and along St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as the junction with Arran Quay / Ormond Quay on the River Liffey, and along Finglas Road from the St. Maragaret's Road junction to Prospect Road at Hart's Corner, as well as quiet-street cycle routes along Royal Canal Bank in Phibsborough, and through the Markets Area from Constitution Hill to Ormond Quay all in the County of Dublin and the jurisdictions of Fingal County Council and Dublin County Council, comprising inter alia:</p> <ul style="list-style-type: none"> • 21.8 km (two-way) of bus priority infrastructure and traffic management; • 21.8 km (total both directions) of cycling infrastructure and facilities; • New pedestrian/cyclist bridges over 2 railway lines and the Royal Canal in Phibsborough; • A new pedestrian/cycle bridge under North Circular Road in Phibsborough; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works;7 • Provision of 34 junction upgrades and associated ancillary works; • Provision of 48 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 4 new bus stops and 65 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatments and ancillary grading and landscaping works; • together with all ancillary and consequential works associated therewith. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) has also been prepared and has been submitted to the Board in respect of the proposed road development under Part XAB of the Planning and Development Act 2000 (as amended).</p> <p>Distance: 0m from development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: National Transport Authority</p>	<p>The National Transport Authority (NTA) has requested approval in 2022 under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála ('the Board') in relation to a proposed road development consisting of:</p>	<p>In-combination adverse effects</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Local Authority: Dublin City Council</p> <p>Planning Application ref: EIA Portal ID 2022112</p> <p>Location: N3 Jn 3 s'bound off-slip, R121 Blanch'town Rd S, into Blanch'town Shopping Centre, N3 from Jn 2, R147, Old Cabra Rd, Prussia St, Manor St, Stoneybatter, Blackhall PI, Brunswick St N, George's Ln, Queen St, Blackhall St & King St N.</p> <p>Status: Case is due to be decided by 11/01/2023</p>	<p>The construction of Blanchardstown to City Centre Core Bus Corridor Scheme which has an overall length of approximately 10.9 km, and commences at Junction 3 (Blanchardstown/Mulhuddart) southbound off-slip from the N3 and proceeds along the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Center, the Scheme is routed onto the N3 Navan Road via Snugborough Road junction and follows the N3 and Navan Road as far as the junction with Old Cabra Road, then routed along the Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Core Bus Corridor is then routed via Blackhall Place as far as the junction with Ellis Quay/Arran Quay, all in the County of Dublin and within the Dublin City Council (DCC) and Fingal County Council (FCC) administrative areas, comprising inter alia:</p> <ul style="list-style-type: none"> • 21.2 km (two-way) of bus priority infrastructure and traffic management; • 17.1 km (total both directions) of cycling infrastructure and facilities; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; • Provision of 41 junction upgrades and associated ancillary works; • Provision of 32 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 57 number new bus stop facilities; • Provision of a new Bus Interchange consisting of 6 boarding bays and 6 drop-off bays; • Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatments and ancillary grading and landscaping works; • together with all ancillary and consequential works associated therewith. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) has also been prepared and has been submitted to the Board in respect of the proposed road development under Part XAB of the Planning and Development Act 2000 (as amended).</p> <p>Distance: 0m from development.</p>	<p>are not anticipated.</p>
<p>Applicant: Dublin City Council</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 314791</p>	<p>The proposal will comprise a mixed-use development 578 no. apartments, consisting of 110 no. studio apartments, 172 no. 1 bedroom apartments, 250 no. 2 bedroom apartments (including 17 no. duplex apartments) and 46 no. 3 bedroom apartments (all apartments to have balconies or terraces), community facilities community hub/library, creche, supermarket, 5 no. retail services related units (retail/café/restaurant/class 2 financial services</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Location: Emmet Road, Inchicore, Dublin 8.</p> <p>Status: Granted</p>	<p>floorspace & 2 no. café units), a public plaza fronting onto Emmet Road and the installation of a new watermain c 200m in length along Emmet Road to the junction with Tyrconnell Road/Grattan Crescent. The proposal includes works to a protected structure (8705 - Richmond/Keogh Barracks, relating to works to rubble stone boundary wall).</p> <p>Distance: 3km south of proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	
<p>Applicant: Minister for the Environment, Climate and Communications</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 313918</p> <p>Location: North Wall Power Generating Station, Alexandra Road, Dublin 1.</p> <p>Status: Conditionally granted</p>	<p>The development will consist of temporary emergency electricity generating plant at North Wall Power Generating Station that is required by reason of a temporary electricity emergency identified by the Commission for Regulation of Utilities. The temporary emergency electricity generating plant will consist of six 35MW nominal capacity gas turbine units of modular design. Each gas turbine module will include an 11m tall stack, air intake filters, exhaust silencer and ancillaries. Six control house modules and three power control modules will be provided. The development will also include three natural gas compressors each with an associated fin-fan cooler, a 1250m³ water storage tank (14.5m tall) for potable and firefighting purposes together with associated pumphouse, two air compressors, electrical reactors, pipe and cable racks, modifications to existing surface water drainage system, revised internal road layout and minor ancillary plant and equipment structures. The development will also comprise the demolition of existing structures including gas compressor building, decommissioned 38kV substation building, fuel oil pump house, gate keeper's house, air inlet filter house and electrical house and other minor redundant installations.</p> <p>Distance: 810m of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) has been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Greenseed Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 312290</p> <p>Location: Park West Avenue and Park West Road, Park West, Dublin 12.</p> <p>Status: Conditionally granted</p>	<p>The application site (c.9.4ha) is located within Park West, Dublin 12 and east of Park West Avenue and north of Park West Road. The Dublin to Cork mainline railway defines the northern boundary with Park West Business Park to the east. The proposed development (70,694sq.m gross floor area) will consist of: -</p> <ul style="list-style-type: none"> • 750no. apartment units in 7no. blocks (Blocks A to G) comprising a mix of one, two and three • bed apartments and all associated ancillary accommodation (69,989sq.m GFA). • Non-residential uses (705sq.m GFA) including retail/ commercial units (totalling 295sq.m GFA) and a creche (410sq.m GFA). • The gross floor space of non residential uses as a percentage of overall gross floor space is 1%. • As part of the public realm and landscape proposals, a large Central Park and pedestrian boulevard is proposed within the centre of the development. Pedestrian, cycle and vehicular accesses will be provided from Park West Road and Park West Avenue. An additional dedicated pedestrian and cycle access is proposed at the north western corner of the site to provide access from the proposed development to Park West – Cherry Orchard Train Station further to the north west. Permission is also sought for all associated site and development works. <p>Distance: 5km south of the proposed development.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Dwyer Nolan Developments Limited</p>	<p>Demolition of the former national school, existing buildings on site, the rear return of the Protected Structure, construction of 927 no. apartments, creche and all associated site works.</p>	<p>In-combination adverse effects</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 313320</p> <p>Location: The grounds of the former De La Salle National School, Ballyfermot Road, Ballyfermot, Dublin 10.</p> <p>Status: Conditionally granted</p>	<p>Distance: 3.2 km south of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of this project.</p>	<p>are not anticipated.</p>
<p>Applicant: Silvermount Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 312218</p> <p>Location: Lands at Concorde Industrial Estate, Naas Road, Walkinstown, Dublin 12. (www.concorde2shd.ie)</p> <p>Status: Conditionally granted</p>	<p>The proposed strategic housing development would consist of the following elements:</p> <ul style="list-style-type: none"> the demolition and removal of all buildings on site measuring a stated gross floor area (GFA) of 8,660sq.m; the provision of 545 build-to-rent apartments in six blocks (A to F) ranging from single to ten storeys over basement level; the provision of 12 non-residential units at ground and first-floor levels to block A, including a commercial/retail unit (345 sq.m), a shop (147sq.m), shop/convenience store (419 sq.m), five café/restaurants ranging in size from (46sq.m. to 329 sq.m), a childcare facility (379 sq.m) with associated outdoor play space (151 sq.m), medical centre (521 sq.m) and two shared office spaces (566 sq.m and 150 sq.m); the provision of resident support facilities, including reception / concierge, waste management facilities, and the provision of resident services and amenities including, internal common areas, shared-work space and multi-function event spaces (2,523 sq.m). <p>Distance: 4.8 km south of the proposed development,</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: HPREF HSQ Investments Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 311591</p> <p>Location: Heuston South Quarter, St. John's Road West / Military Road, Kilmainham, Dublin 8. (www.heustonsouthquartershd.ie)</p> <p>Status: Conditionally granted</p>	<p>The proposal, as per the submitted public notices, comprises of a residential development of 399 no. 'Build To Rent' residential units, a retail unit of 120 m², together with ancillary site works, on a site of 1.08 hectares. The proposal includes for partial demolition of basement levels -1 and -2 and podium level, together with works to St. John's Road West.</p> <p>Distance: 1.8 km south of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: The Land Development Agency</p>	<p>The proposal, as per the submitted public notices, comprises the clearance of the site area including a wall and a playing pitch, and for the construction of four apartment blocks providing for 543 residential units. The apartment block varies in height between two and fifteen storeys. In addition, the proposed development provides for a retail/ café unit, mobility hub,</p>	<p>In-combination adverse effects</p>

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<p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 315306</p> <p>Location: The former St. Teresa's Gardens, Donore Avenue, Dublin 8.</p> <p>Status: Conditionally granted</p>	<p>952 sq m of creche/ community/ artist workspace/ cultural space. The development also includes public open space, bicycle and car parking spaces and all necessary site/ infrastructure works/ services provision.</p> <p>Distance: 2.3 km south of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of this project.</p>	<p>are not anticipated.</p>
<p>Applicant: Nrek1 Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 312268</p> <p>Location: Site bound by Newmarket Square to the North, Ardee Street to the west and Mill Street to the south Including City House and Unit 3, Newmarket, Dublin 8. (www.newmarketshd.ie)</p> <p>Status: Conditionally granted</p>	<p>The proposed development comprises the demolition of existing buildings on site and the construction of a 6-9 storey mixed use building with frontage onto Newmarket Square to the north, Ardee Street to the west and Mill Street to the south. The proposed building has a maximum height of 31.3m and contains the following:</p> <ul style="list-style-type: none"> • 134 no. Build-To-Rent (BTR) apartment dwellings, comprising 1 no. studio unit, 96 no. 1 bed units, 7 no. 2 bed (3 person) units and 30 no. 2 bed (4 person) units. The proposed apartments are primarily provided from first to eight floor level (132 no. units) with the exception of 2 no. units that are provided at ground floor level fronting onto Ardee Street. • 314 sqm of private amenity space for the BTR units is provided in the form of balconies on all elevations (53 no. balconies), together with terraces to 2 no. ground floor units and 2 no. units at the 7th floor; • 1,131 sqm of external communal amenity space for future residents is provided in the form of a podium level communal courtyard (330sqm) and 5 no. communal garden terraces at roof level (total of 801sqm), incorporating associated landscaping, external lighting and seating areas. • 115.7 sqm of internal communal amenity space for future residents is provided at ground floor level, including a co-working area (60.6sqm) and a games room (55.1sqm). • The main resident access to the BTR units is provided via a foyer (50 sqm) at ground floor level, incorporating a reception desk and management/maintenance office area. Ancillary services for BTR residents at ground floor level include a refuse storage area (58.3 sqm) and a bicycle storage area (184.4 sqm) accommodating 238 no. resident/visitor bicycle spaces and 2 no. spaces for cargo bikes. Additional external access to the bike and bin storage areas is provided via doors onto Mill Street. • 606.1 sqm Gross Floor Area (GFA) of ground floor level commercial/retail space is proposed, with direct frontage onto Newmarket Square and at the corner of Newmarket Square and Ardee Street. The commercial/retail unit includes a dedicated refuse storage area (27.9 sqm) and a bike storage area (7.7 sqm) accommodating 8 no. spaces. Additional external access to the bike and bin storage areas is provided via doors onto Newmarket Square. • The ground floor level also incorporates ancillary infrastructure/services for the building including an Energy Centre (80 sqm), Water Storage Plant (58 sqm) and 2 no. ESB substation/switch rooms. The ESB substation/switch rooms are accessed directly from Newmarket Square. • Other works include road, footpath, vehicular parking and public realm upgrade works in the immediate vicinity of the proposed building. These proposals include the provision of enhanced pedestrian facilities along Newmarket Square, Ardee Street and Mill Street, and at the 2 no. road junctions immediately to the north-west (Newmarket Square/Ardee Street/Chamber Street junction) and south-west (Mill Street/Ardee Street/Oscar Square/Clarence Mangan Road junction) 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>of the site, respectively. The provision of 5 no. additional on-street car parking spaces (including 1 no. dedicated car share space) and 1 no. loading bay, together with the relocation of an existing bus stop are also proposed along Ardee Street.</p> <p>Distance: 2.3 km south of the proposed development.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of this project.</p>	
<p>Applicant: Cairn Home Montrose Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 315488</p> <p>Location: a c.4.155 ha site which previously formed part of the overall RTÉ Campus at Montrose, Donnybrook, Dublin 4.</p> <p>Status: Conditionally granted</p>	<p>The development will consist of:</p> <ul style="list-style-type: none"> • The demolition of the former RTÉ Sports and Social Club (c.1,233 sq.m.) • The proposed development comprises a Large-scale Residential Development of 688 no. apartments comprising of 272 no. Build to Sell units and 416 no. Build to Rent units, 1 no. hotel (with 192 no. rooms and associated restaurant and ancillary facilities); 1 no. childcare/creche facility; 2 no. residential amenity areas, 1 no. management suite, 2 no. parcel collection facilities; and 7 no. substations. The total gross internal floorspace area of the proposed development is c.91,646 sq.m. which is comprised of c.79,963 sq.m. of residential floorspace and c.11,683 sq.m. of commercial floorspace. • A single level basement of c.18,919 sq.m. accessed from the Stillorgan Road (R138) Airfield junction to provide 457 no. car parking spaces, 490 no. cycle parking spaces and 20 no. motorcycle spaces and other ancillary services for residential and other uses in the scheme. • The proposed development delivers a new urban neighbourhood with c.9,727 sq.m. of public open space across two main landscape areas within the Cairn landholding and other ancillary services for residential and other uses in the scheme. • Vehicular and pedestrian entrances to the site are provided via the Stillorgan Road (R138) Airfield junction, which will be the main entrance to the proposed scheme, with pedestrian/cyclist access and limited vehicular access from Ailesbury Close to the serve the Age Friendly Living units in Block 10 and Mount Errol House and stable building (a Protected Structure, RPS Ref. 7846). <p>Distance: 3.3 km south of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Soundvale Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 308845</p> <p>Location: Merrion Road/Rock Road, Booterstown, Blackrock, Co. Dublin</p> <p>Status: Conditionally granted</p>	<p>The proposed development shall provide for a new recreational and interpretive centre building (total GFA c. 6,329 m² and a range of associated biodiversity proposals. The overall proposal shall comprise the following development over 5 floor levels (overall building height c. 18.55m parapet).</p> <p>An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) were submitted to the Planning Authority with this planning application.</p> <p>Distance: 4.3km south of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Trinity College Dublin</p>	<p>The proposed development consists of the following:</p>	<p>In-combination adverse effects</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 312539</p> <p>Location: Cunningham House, Trinity Hall, Dartry, Dublin 6.</p> <p>Status: Conditionally granted</p>	<ul style="list-style-type: none"> Demolition of Cunningham House, the Sports Hall (including removal of part basement of 104sqm), the eastern section of the existing rear boundary wall and associated single storey ancillary sheds within the curtilage of Greenane House (a Protected Structure) (c.2,864sqm total GFA to be demolished). 358 no. purpose-built student bed spaces comprising of 11 no. 5-bed units; 4 no. 6-bed unit; 1 no. 7-bed unit and 34 no. 8 bed units in two interconnected blocks [Blocks A and B], predominantly 4 storey in height with Block A rising to 6 storeys and 8 storeys to the north-west. 4 no. staff apartments (3 no. two-bed apartments and 1 no. three-bed apartments) [located in Blocks A and C]. 2 no. classroom providing a total of 68sqm gross floor area [located in Block A]. It is intended that this space will be available for use by the Botany Department and will complement the existing teaching and research activities at Trinity Hall. A replacement multi-use Sports Hall, together with the adjoining Forum amenity space, resulting in a total amenity area 1,033sqm, in a single storey block between, with plant and changing facilities provided at an extended basement level [Forum Block]. 188 no. cycle parking spaces located within the application site. <p>Distance: 4km south of the proposed development.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of this project.</p>	<p>are not anticipated.</p>
<p>Applicant: Eastwise Construction Swords Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 313289</p> <p>Location: 'Hartfield Place', Swords Road, Whitehall, Dublin 9. (www.hartfieldshd.ie)</p> <p>Status: Conditionally granted</p>	<p>The proposed development comprises the construction of 472 no. residential units, a creche (c.445.76sqm) and a café unit (c.99sqm) in 7 no. urban blocks ranging in height from 4 to 8 storeys over basement. The apartments comprise 32 no. studios, 198 no. 1-beds, 233 no. 2-beds, and 9 no. 3-beds. The scheme also incorporates internal residential amenity space (c.511sqm). The scheme includes 337 no. car parking spaces, 982 no. cycle parking spaces and 14 no. motorcycle spaces at basement and surface level, public open space and communal open spaces at ground and roof levels. Vehicular access is proposed from the Swords Road with associated works / upgrades to the existing public road layout, junctions, bus lane and footpath network to facilitate same. The application includes all development works, landscaping, ESB substations, plant areas, bin storage, surface water attenuation, and site services required to facilitate the proposed development. Upgrades to the Irish Water network to facilitate the development are also proposed.</p> <p>Distance: 1.8 km north of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Cairn Homes Properties Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 312003</p> <p>Location: Parkside 5B, Parkside, Dublin 13.</p> <p>Status: Conditionally granted</p>	<p>Permission is sought for a period of seven years and the proposed strategic housing development would consist of the following substantive elements:</p> <ul style="list-style-type: none"> demolition and removal of a partially-constructed filled basement structure; the provision of 730 apartments in five apartment blocks (nos.1 to 5) ranging in height up to nine storeys and two duplex blocks (A and B) of three storeys in height; the provision of a convenience retail unit, including ancillary café/deli and off licence area (510sq.m) and a residents' amenity area (672sq.m) at ground and first floor to block 1, a residents' amenity area (492sq.m) at ground and first floor to block 2, a crèche / childcare facility (525sq.m) at ground floor to block 4 and a residents' amenity area laid out as a working hub with 'back-of-house' parcel room (510sq.m) at ground floor to block 5; 	<p>In-combination adverse effects are not anticipated.</p>

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	<ul style="list-style-type: none"> two vehicular accesses from Main Street to basement and surface-level parking, as well as linking into the existing internal road network serving Walker Grove, Walker Close, Walker Drive, Walker Green and Walker Row; vehicular access off the school access road on Belmayne Avenue to surface and basement level parking areas, as well as a turning circle; provision of pedestrian and cyclist routes, including opening and upgrading of the greenway route from Belmayne Avenue to Walker Grove; a total of 510 car parking spaces, 1,285 cycle parking spaces and 28 motorcycle spaces; the provision of hard and soft landscaping, including a public plaza and seating areas at the junction of Belmayne Avenue and Main Street, communal spaces and play areas, boundary treatments, lighting and signage; two electricity substations (150sq.m), a bin/bike store (86sq.m) and a bin store/electricity substation/plant room (82sq.m), provision of solar or photovoltaic panels at roof level to the duplex blocks; drainage and civils works to facilitate the development, sustainable urban drainage systems (SUDS) and all other associated and ancillary development/works. <p>Distance: 6.5 km northwest of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	
<p>Applicant: Glenveagh Homes Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 316108</p> <p>Location: Oscar Traynor Road Site, bounded by Coolock Lane (R104) to the north, Castletimon estate to the east, Lorcan estate to the south and by the N1 to the west, south-east of M50 Junction 2 Interchange, Dublin 5 / Dublin 9</p> <p>Status: Conditionally granted</p>	<p>The development which is the subject of the current LRD appeal is for 853 residential units, a c. 1680sq.m 2 storey neighbourhood hub building (which includes shop, café and uses under Class 10 – community/arts and Class 11 – cultural) and a 2 storey creche (c.154 child capacity) on a site known as the ‘Oscar Traynor Road site. 797 no. parking spaces are proposed (671 residential and 126 no. spaces to serve Neighbourhood Hub, creche and visitors, 32 no. disabled spaces and 16 no. motorcycle spaces. 1412 no. bicycle parking for long stay resident and 394 no. short stay visitor parking spaces, 40 no. scooter parking spaces near Neighbourhood Hub and Creche. Primary vehicle access proposed via a three arm signal controlled junction from Coolock Lane (R104). Will also provide for upgraded/new pedestrian and cycle infrastructure. A second vehicular access is proposed to be created from Lorcan Park to the south. This access will serve a cluster of 64 units (Phase 1A) of the development only with no through access for general vehicular traffic to the remainder of the site.</p> <p>Distance: 3.5 km north of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: National Transport Authority</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: EIA: 2022049 ABP-313182-22</p>	<p>The National Transport Authority (NTA) has applied under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála (‘the Board’) for approval in relation to a proposed road development consisting of: the construction of the Clongriffin to City Centre Core Bus Corridor Scheme which has an overall length of approximately 5.7km, and is routed along the R107 Malahide Road from Mayne River Avenue – R107 Malahide Road Junction to the junction with Marino Mart - Fairview and also routed for cyclists via the junction with Malahide Road-Brian Road along Carleton Road, St Aidan’s Park, Haverty Road and Marglann Marino, all in the County of Dublin and within the Dublin City Council (DCC) administrative area, comprising inter alia:</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Location: Routed along the R107 Malahide Road from Mayne River Avenue Junction to the junction with Marino Mart - Fairview and also via Brian Road, Carleton Road, St Aidan's Park, Haverly Road and Marglann Marino</p> <p>Status: Requires Further Consideration</p>	<ul style="list-style-type: none"> • 5.7km (two-way) of bus priority infrastructure and traffic management; • 11.9km (total both directions) of cycling infrastructure and facilities; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; Provision of 15 junction upgrades including conversion of two existing large roundabouts to signalised junctions and associated ancillary works; • Provision of 31 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 30 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, retaining walls, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material, temporary storage of materials; • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatment and ancillary grading and landscaping works; together with all ancillary and consequential works associated therewith. <p>Distance: 750m northwest of the proposed development</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of this project.</p>	
<p>Applicant: CWTC Multi Family ICAV</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP: 314171</p> <p>Location: Former Bailey Gibson Site, 326-328 South Circular Road, Rehoboth Place, Rehoboth Avenue, South Circular Road and Donore Avenue, Dublin 8.</p> <p>Status: Active case</p>	<p>The development consists of the following:</p> <ol style="list-style-type: none"> i. the demolition of buildings and structures on the Bailey Gibson site, including 9 no. buildings (11,234.42 sq.m GFA) and 1 no. ESB substation (21sq.m) to make way for development of the proposed residential blocks. The demolition of the 2 existing structures on the St. Teresa's Garden site has been permitted under the extant DCC Part 8 planning permission (Reg.Ref: 2475/18); ii. the construction of 345 no. residential units with a cumulative gross floor area of 25,521 sq.m distributed across 5 blocks (BG 1-5) all contained within the Bailey Gibson site, iii. the construction of resident support facilities, services and amenities with a cumulative gross floor area of 1,189 sq.m comprising; iv. 2,526 sq.m of communal open space distributed as follows; in BG1, (775 sq.m); in BG3, (527 sq.m); and in BG4, (315 sq.m) all in the form of courtyards with a podium level terrace included in BG2 (909 sq.m); v. 21,746 sq.m of public open space v. the construction of a childcare facility vi. the construction of a combined 773 sq.m of commercial floorspace vii. the provision of 88 residents car parking spaces at basement level 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>viii. the provision of 11 resident's car parking spaces, 33 on street parking spaces, 468 long-stay bicycle parking, 316 short stay bicycle parking.</p> <p>ix. vehicular access will be from Rehoboth Place and vehicular exit will be via the existing access on South Circular Road.</p> <p>Distance: 2km south of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	
<p>Applicant: Dublin City Council Local Authority: Dublin City Council Planning Application ref: ABP: 313738 & EIA Portal ID 2022098 Location: Grand Canal Dock Basin and Grand Canal Quay to Sir John Rogerson's Quay, Dublin 2 Status: Case is due to be decided by 28/11/2022</p>	<p>Dublin City Council intends to seek the approval of An Bord Pleanála, in accordance with Section 226 of the Planning and Development Act 2000, as amended, for the Grand Canal Storm Water Outfall Extension comprising the construction of pipework, transition chambers, floating platforms and new outfall structure to the River Liffey, including all ancillary site works. The proposed development will reroute the existing stormwater discharge point from the Grand Canal Dock Basin into the River Liffey.</p> <p>The proposed works will take place within the designated North Lotts and Grand Canal Dock Strategic Development Zone in Grand Canal Docks Basin and Grand Canal Quay, extending through Hanover Quay to tie-in with an existing culvert on Asgard Road, before connecting with a new section of pipeline and outfall at Sir John Rogerson's Quay on the River Liffey, Dublin 2. The proposed development consists of or comprises the carrying out of works to a protected structure (RPS 7542) under the Dublin City Development Plan 2016-2022 and proposed protected structures (RPS 8844 and 8847) under the Draft Dublin City Development Plan 2022-2028.</p> <p>An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and will be submitted to the Planning Authority with the application.</p> <p>Distance: 300m south of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: National Transport Authority Local Authority: Dublin City Council Planning Application ref: ABP:314056 Location: Fonthill Road to High Street all in the County of Dublin Status: Requires further consideration</p>	<p>The National Transport Authority (NTA) has applied for approval under section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála ('the Board') in relation to a proposed road development consisting of the construction of the Liffey Valley to City Centre Core Bus Corridor Scheme which has an overall length of approximately 9.2km and is routed along the Fonthill Road, Coldcut Road, Ballyfermot Road, Sarsfield Road, Memorial Road, Inchicore Road, Grattan Crescent, Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and High Street, all in the County of Dublin and within the South Dublin County Council (SDCC) and Dublin City Council (DCC) administrative areas, comprising inter alia:</p> <ul style="list-style-type: none"> • 9.2km (two-way) of bus priority infrastructure and traffic management; • 13.3km (total both directions) of cycling infrastructure and facilities; • Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works; • Provision of 27 junction upgrades including conversion of three existing large roundabouts to signalised junctions and associated ancillary works; • Provision of 69 new/refurbished raised table side entry facilities; • Reconfiguration of existing bus stops resulting in 52 number new bus stop facilities; • Public Realm works including landscaping, planting, street furniture, street lighting, retaining walls, boundary walls and sustainable urban drainage (SUDs) measures; • Roads associated earthworks including excavation of unacceptable material, importation of material, temporary storage of materials; 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<ul style="list-style-type: none"> • Provision of road pavement, signing, lining and ancillary works; • Provision of gates, fencing and boundary treatment works; • Provision of new and diverted drainage infrastructure; • Diversion of utilities and services including associated ancillary works; and • Construction of accommodation works including boundary treatment and ancillary grading and landscaping works; • together with all ancillary and consequential works associated therewith. <p>The NTA has submitted to the Board the Environmental Impact Assessment Report and a Natura Impact Statement.</p> <p>Distance: 2km south of the proposed development.</p>	
<p>Applicant: Malkey Limited Local Authority: Dublin City Council Planning Application ref: ABP Case Number 317136 DCC reg no. LRD6006/23-S3 Location: 158A, The former Leydens Wholesalers & Distributors, Richmond Road, Dublin 3, D03 YK12 Status: Permission Granted</p>	<p>Planning permission was granted in April 2023 for a Large-scale Residential Development (LRD) at a c. 0.55 hectare site at the former Leydens Wholesalers & Distributors, No. 158A Richmond Road, Dublin 3, D03 YK12. The site is bounded to the north-east by Richmond Road, to the west/south-west by No. 146A and Nos. 148-148A Richmond Road (pending application ABP Reg. Ref. TA29N.312352), to the south/south-west by a residential and commercial development (Distillery Lofts) and to the east/south-east by the Former Distillery Warehouse (derelict brick and stone building). Improvement works to Richmond Road are also proposed including carriageway widening up to c. 6 metres in width, the addition of a c. 1.5 metre wide one-way cycle track/lane in both directions, the widening of the northern footpath on Richmond Road to a minimum of c. 1.8 metres and the widening of the southern footpath along the site frontage which varies from c. 2.2 metres to c. 7.87 metres, in addition to a new signal controlled pedestrian crossing facility, all on an area of c. 0.28 hectares. The development site area and road works area will provide a total application site area of c. 0.83 hectares.</p> <p>The proposed development will principally consist of: a Large-scale Residential Development (LRD) comprising the demolition of existing industrial structures on site (c. 3,359 sq m) and the construction of a mixed-use development including artist studios (c. 749 sq m), a creche (c. 156 sq m), a retail unit (c. 335 sq m), and a gym (c. 262 sq m), and 133 No. residential units (65 No. one bed apartments and 68 No. two bed apartments). The development will be provided in 3 No. blocks ranging in height from part 1 No. to part 10 No. storeys as follows: Block A will be part 1 No. storey to part 4 No. storeys in height, Block B will be part 1 No. storeys to part 10 No. storeys in height (including podium) and Block C will be part 1 No. storeys to part 9 No. storeys in height (including podium). The proposed development has a gross floor area of c. 14,590 sq m and a gross floor space of c. 13,715 sq m.</p> <p>The development also proposes the construction of: a new c. 204 No. metre long flood wall along the western, southern and south-eastern boundaries of the proposed development with a top of wall level of c. 6.4 metres AOD to c. 7.15 metres AOD (typically c. 1.25 metres to c. 2.3 metres in height) if required; and new telecommunications infrastructure at roof level of Block B including shrouds, antennas and microwave link dishes (18 No. antennas enclosed in 9 No. shrouds and 6 No. transmission dishes, together with all associated equipment) if required. A flood wall and telecommunications infrastructure are also proposed in the adjoining Strategic Housing Development (SHD) application (pending decision ABP Reg. Ref. TA29N.312352) under the control of the Applicant. If that SHD application is granted and first implemented, no flood wall or telecommunications infrastructure will be required under this application for LRD permission (with soft landscaping provided instead of the flood wall). If the SHD application is refused permission or not first implemented, the proposed flood wall and telecommunications infrastructure in the LRD application will be constructed.</p> <p>The proposed development also provides ancillary residential amenities and facilities; 25 No. car parking spaces including 13 No. electric vehicle parking spaces, 2 No. mobility impaired spaces and 3 No. car share spaces; 2 No. loading bays; bicycle</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>parking spaces; motorcycle parking spaces; electric scooter storage; balconies and terraces facing all directions; public and communal open space; hard and soft landscaping; roof gardens; green roofs; boundary treatments; lighting; ESB substation; switchroom; meter room; comms rooms; generator; stores; plant; lift overruns; and all associated works above and below ground.</p> <p>An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and have been submitted with the planning application.</p> <p>Distance: 430m north of the proposed development.</p>	
<p>Applicant: Scanron Limited Local Authority: Dublin City Council Planning Application ref: ABP Case Number 315062 DCC reg no. LRD6001/22-S3A Location: Site at Daneswell Place, former Printworks/Smurfit Site, Botanic Road, Glasnevin, Dublin 9. Status: Permission Granted</p>	<p>Planning permission was granted to Scanron Limited in March 2022 for amendments to the development permitted on site under DCC Reg. Ref.: 3665/15 (ABP ref 29N.246124), as amended by DCC Reg. Refs.: 4267/17 and 2133/18 (which are constructed/ currently under construction) and extended by DCC Reg. Ref.: 3665/15X2.</p> <p>The proposal will include the construction of 168 no. apartment units (12 no. studios, 72 no. 1 beds, 68 no. 2 beds, and 16 no. 3 beds) within 5 no. blocks ranging in height from 1 to 6 storeys.</p> <p>The proposal also includes a crèche (c. 235.6sqm), café (c. 77.4sqm), resident amenity space (c. 193.8sqm), and an amenity management suit (c. 43.8sqm) in Block A and a resident's gym (c. 109sqm) in Block B.</p> <p>Vehicular/ pedestrian/ cyclist accesses will be from Botanic Road. The proposal also includes the replacement of the existing vehicular access from Botanic Road at the south-western corner of the site with a pedestrian and cyclist access.</p> <p>The proposal will also include car, cycle and motorcycle parking at surface and basement level, all associated site development works, public and communal open spaces, roof gardens, landscaping, boundary treatments, plant areas, waste management areas, and services provision (including ESB substations) will be provided.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the proposed development. An Appropriate Assessment Screening Report has been prepared in respect to the proposed development. The AA Screening Report concluded that "it can be excluded that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on any European Site."</p> <p>Distance: 265m north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Dublin Port Company Local Authority: Dublin City Council Planning Application ref: ABP Case Number 312692 DCC reg no. 3220/21 Location: Dublin Port, Alexandra Road, Dublin 1 Status: Permission Granted</p>	<p>Planning permission was granted for development at this site in January 2022 which extends from North Wall Quay Extension to the Tolka Estuary, to include the western boundary to Dublin Port and pavements along East Wall Road, across the Alexandra Road junction with East Wall Road, across the Tolka Quay Road junction with East Wall Road, Bond Road, across the Promenade Road junction with Bond Road and to end of Bond Road, Dublin Port, Dublin 1 & 3 and permission to amend development permitted under Reg. Ref. 3084/16.</p> <p>The ESB substation (Record of Protected Structures No. 8771) is located within the subject site.</p> <p>The proposed development will consist of construction of a new 1.4km pedestrian walkway and a 2-way cycle lane along East Wall Road and Bond Road from the River Liffey to the Tolka Estuary and will comprise the following:</p> <ul style="list-style-type: none"> • Removal of part of existing Dublin Port western boundary wall / fence; • Removal of the existing access to Terminal 3 on East Wall Road; • Modifications to layout of Terminal 3 along eastern boundary including removal of private car parking spaces; • Relocation of 3 no. existing double billboards; 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<ul style="list-style-type: none"> • Relocation of existing flagpoles, • Relocation of existing temporary office building of 15sq.m; • Closure of left turn from Alexandra Road to East Wall Road southbound; • Removal of 17 no. car parking spaces from the Dublin Port Centre car park; • Realignment of Bond Road north of the Promenade Road junction; • Construction of new boundary along sections of the Dublin Port western boundary comprising railings over plinth or wall to a height of c. 4m along East Wall Road and Bond Road or for a section along Bond Road a wall of c. 2.6m in height; • Creation of a civic space adjacent to the River Liffey at North Wall Quay Extension, • Provision of 25 no. bicycle parking spaces, • Provision of a Dublin Port Irish language installation as part of the boundary treatment adjacent the Crane 292 enclosure. • Provision of hard and soft landscaping including trees along the extent of the route, amenity, interpretation and wayfinding features including bins and seating; • Provision of an indented bus stop on the east side of East Wall Road; • Provision of pedestrian and cycle facilities to enable road crossing on the east side of East Wall Road to connect with permitted road crossings on East Wall Road by Dublin City Council; • Provision of lighting and CCTV along the proposed pedestrian and cycle route; and • Modifications to the existing maritime garden adjacent to Dublin Port Centre. <p>In addition to the replacement of permitted pedestrian and cycle facilities and associated works along East Wall Road and Bond Road to the north of Tolka Quay Road as permitted under Reg. Ref. 3084/16 to include a bridge over Promenade Road with revised design and alignment. The following proposed amendments to permission granted under Reg. Ref. 3084/16 will also comprise:</p> <ul style="list-style-type: none"> • Reduction in the width of the vehicular carriageway and omission of footpath on internal roadway in Terminal 3; • Provision of a new vehicular access to Dublin Port Centre car park off the internal road network; • Amendments to the junction between the Terminal 3/4 access road and Alexandra Road to include right-out only from the proposed access road onto Alexandra Road and changing the junction from signalised to priority controlled; • Amendments to the permitted Alexandra Road / East Wall Road Junction to include the retention of the left slip lane from East Wall Road into Alexandra Road; • Relocation of the emergency access gate at the junction of Tolka Quay Road and East Wall Road; • Omission of the private secure access route for multi-modal berth between Tolka Quay Road and Alexandra Road; and • Omission of a section of the internal road to the south of Dublin Port Centre car park. <p>The proposed development and proposed amendments include all associated ancillary works, including site clearance, demolitions, earthworks, pavement construction, drainage services, diversion and installation of utility services, installation of road markings and signs.</p> <p>This application is accompanied by a Natura Impact Statement (NIS).</p>	

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	Distance: 30m east of the proposed development.	
<p>Applicant: Transport Infrastructure Ireland (TII)</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP Case Number 314724 EIA Portal ID 2022188</p> <p>Location: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink)</p> <p>Status: Case is due to be decided by 21/12/2023</p>	<p>Approval was requested for a Railway Order in September 2022 to authorise the National Roads Authority (operating as Transport Infrastructure Ireland) to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of a railway designated as a metro including inter alia the construction of a fully segregated and automated railway and metro mostly underground approximately 18.8 kilometres in length with 16 stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre. It will also authorise TII, with the subsequent consent of the Minister for Transport, to make arrangements with other parties to construct, maintain, improve or operate the said railway works and railway.</p> <p>The works will generally comprise but are not limited to the construction of a Railway approximately 18.8 kilometres in length which is mostly underground. It includes a 9.4km section of single bore tunnel running beneath Dublin City Centre running from Charlemont to Northwood Station and a 2.3km section of single bore tunnel running beneath Dublin Airport. Tunnel sections include intervention access facilities for emergency services at Dublin Airport, Albert College Park and just south of D Your Ref. áta Date 30 September 2022 Ár dTag Our Ref. CAP_ML_L0272 Bhur dTag Charlemont Station. Tunnel Portal structures will be provided at Northwood, Dardistown and Dublin Airport. North of Dublin Airport the railway will emerge from tunnel and will run at surface level and in cut and cover structures to Estuary Station. Surface running sections and cut and cover sections will include earthworks, the use of retained cut and cover structures, elevated sections plus miscellaneous drainage and accommodation works. A new 99m bridge will be constructed over the M50 and a 261m long multi-span Viaduct over the Broadmeadow and Ward River.</p> <p>An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p> <p>Distance: 0m of the proposed development.</p>	In-combination adverse effects are not anticipated.
<p>Applicant: Dublin Central GP Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: ABP Case Number 312642 DCC reg no. 2862/21</p> <p>Location: 10-13 & 18-21 Moore Street, 5A Moore Lane & 6-7 & 10-12 Moore Lane & 17-18 Henry Place, Dublin 1F23:F26</p> <p>Status: Permission Granted</p>	<p>Dublin Central GP Limited was granted planning permission on 12/01/2022 for a period of 7 years at a site, 'Dublin Central - Site 4', (c. 0.3 Ha).</p> <p>The proposed development comprises a mixed-use scheme (c. 3,290 sq. m gross floor area) in 2 no. parts located north and south of the Nos. 14 - 17 Moore Street (a National Monument / Protected Structures) ranging in height from 1 - 3 storeys including retained independent single storey basements comprising 15no. apartment units (c. 1,454 sq. m gfa), café / restaurant use (c. 864 sq. m gfa), retail use (c. 617 sq. m gfa), cultural use (c. 60 sq. m gfa) and office use (c. 295 sq. m gfa).</p> <p>The proposed development to the north of Nos. 14 - 17 Moore Street consists of:</p> <ul style="list-style-type: none"> Nos. 20 - 21 Moore Street are refurbished and adapted to provide 1no. café / restaurant / licenced premises with takeaway / collection facility (c. 80 sq. m in total) at ground floor addressing both Moore Street and proposed new public plaza to the rear and 1no. 1-bed apartment and 1no. 2 bed apartment located at 1st and 2nd floor level - 4 no. in total (cycle and bin storage at ground floor level). No terraces or balconies are proposed to the residential units; Provision of a new 2 storey extension at the side of No. 17 Moore Street (National Monument / Protected Structure) to act as an extension for ancillary use to the National Monument - a cultural facility (c. 60 sq. m gfa); Provision of an archway between the gable of No. 20 Moore Street and the new 2 storey extension to No. 17 Moore Street (National Monument / Protected Structure) to form an entrance to a new public plaza off Moore Street; 	In-combination adverse effects are not anticipated.

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<ul style="list-style-type: none"> • Provision of a 2 storey building with profiled roof consisting 1 no. licenced restaurant / café unit with takeaway / collection facility (c. 250 sq. m gfa). This building sits independently of the northern boundary of No. 9 Moore Lane at the rear of Nos. 14 - 17 Moore Street; • Provision of part of a new public plaza (1,085 sq. m) and associated temporary works pending completion of the combined plaza with the concurrent planning application for the adjoining Site 5 immediately to the north (1,253 sq. m public plaza overall); <p>The proposed development to the south of Nos. 14 - 17 Moore Street consists of:</p> <ul style="list-style-type: none"> • 11no. apartment units (7no. 1-bed apartments and 4no. 2-bed apartments), accessed from proposed central courtyard from Henry Place in 2 - 3 storeys buildings (1 storey to rear) contained above ground floor within No. 10 Moore Street (refurbished and adapted), Nos. 11 - 13 Moore Street (replacement buildings with party wall of No. 12 and No. 13 Moore Street retained) and No. 5A Moore Lane (also known as Nos. 15 - 16 Henry Place - replacement building) and Nos. 17 - 18 Henry Place (also known as Nos. 4 - 5 Moore Lane - ground floor façade retained) with associated resident storage area at basement level of No. 10 Moore Street; • 5no. retail units at ground floor: Unit 6 (c. 149 sq. m gfa) and Unit 7 (c. 128 sq. m gfa) on Moore Lane, Unit 10 (c. 69 sq. m gfa), Unit 11 (c. 149 sq. m gfa - including basement level) and Unit 12 (c. 58 sq. m gfa) on Moore Street; • 2 no. licenced restaurant / café units with takeaway / collection facility at ground floor: Unit 4 (c. 250 sq. m gfa - including basement level) onto Moore Lane and Unit 7 (c. 130 sq. m gfa - including basement level) onto Moore Street; • 1no. office unit at first floor (c. 221 sq. m gfa) of 6 - 7 Moore Lane with access from ground on Moore Lane; • A new courtyard is proposed between the rear of Moore Street buildings and Moore Lane buildings to provide communal open space (c. 155 sq. m) for the residential units; • All apartment served by terraces / balconies with exception of Unit 13, No. 10 Moore Street. <p>All associated and ancillary site development, conservation, demolition, landscaping, site infrastructure and temporary works, including: - Conservation, repair, refurbishment and adaptive reuse of part of existing building fabric including: - Retention of Nos. 20 - 21 Moore Street with internal and external modifications and new shopfronts; Retention of No. 10 Moore Street with internal and external modifications and new shopfront; Retention of Nos. 6 - 7 Moore Lane with internal and external modifications and new shopfronts; Works to include repair and upgrade works (where required) of existing masonry, external and internal joinery, plasterwork and features of significance; Demolition of rear boundary wall onto Moore Lane at the rear of Nos. 50 - 51 and Nos. 52 - 54 (a protected structure) Upper O'Connell Street, Dublin 1; Demolition of all other existing buildings and structures on site (c. 4,525 sq. m); 44no. bicycle parking spaces serving residential, retail and office; Plant at basement and roof level; 1no. ESB sub-station onto Henry Place; Building signage zone and retractable canopies; Removal of existing boundary fence at junction of O'Rahilly Parade / Moore Lane within that part of the site including No. 13 Moore Lane, No. 14 Moore Lane (otherwise known as Nos. 1 - 3 O'Rahilly Parade and Nos. 14 - 15 Moore Lane or Nos. 1 - 8 O'Rahilly Parade and Nos. 14 - 15 Moore Lane).</p> <p>The application site is within the O'Connell Street Architectural Conservation Area and adjoins a National Monument / Protected Structures.</p> <p>An Environmental Impact Assessment Report (EIAR) accompanies this planning application.</p> <p>Distance: 510m west of the proposed development</p>	

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Applicant: Banner A Cuig Limited</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: DCC reg no. LRD6015/22-S3</p> <p>Location: 61 & 63 Fairview Strand, 59A Fairview Strand, at Warehouse on Esmond Avenue, at 19 Esmond Avenue and 21 Esmond Avenue and at rear 19 Philips Avenue, Fairview, Dublin 3</p> <p>Status: under appeal</p>	<p>Planning permission was granted to Banner A Cuig Limited in December 2022 for a Large Scale Residential Development at a site of 0.5886 ha located at No. 61 Fairview Strand (D03WE03) and No. 63 Fairview Strand (D03K268), No. 59A Fairview Strand (D03 H2C9), at Warehouse (D03PX50) on Esmond Avenue, at No.19 Esmond Avenue (D03 P5C7) and No.21 Esmond Avenue (D03 P923) and at rear No.19 Philipsburgh Avenue (D03Y0A2), Fairview, Dublin 3.</p> <p>The site includes two main blocks of land, the larger of which (0.3703ha) is bounded by Esmond Avenue to the east, is bounded by Fairview Strand to the south, is bounded to the north, in part, by No's 17 and 19 Torlogh Gardens and, in part, by a laneway at rear of No's 1-17 (odd) Torlogh Gardens and is bounded to the west, respectively, by (a) the disused Jewish Burial Ground (Protected Structure RPS 2736) on Fairview Strand, (b) the Fairview Close residential development and (c) the Richmond Gardens residential development. The smaller block of land (0.1489ha) is bounded by Esmond Avenue to the west, by the laneway at rear of No's 1-17 (odd) Torlogh Gardens to the north, by No's 19-27 (odd) Philipsburgh Avenue to the east and by No. 17 Esmond Avenue to the south. The site also includes part of the public road of Fairview Strand and public road Esmond Avenue (0.0694ha). The subject lands contain: (A) to the west of Esmond Avenue: (i) two derelict Georgian-era houses, two storey over lower ground floor, at No's 61 and 63 Fairview Strand, (ii) a single storey structure No.59A Fairview Strand (First Class Dry Cleaners) adjoining No.61 Fairview Strand (iii) a disused underground car park of 854.86 sqm, with ventilation openings, immediately to the rear (north) of No's 61 and 63 Fairview Strand, and (iv) an existing warehouse structure at Esmond Avenue (D03PX50) to the north of the said underground car park; (B) to the east of Esmond Avenue: (iv) an existing warehouse structure at No. 21 Esmond Avenue, (v) a two storey business centre, warehouse building and a single storey temporary building at No.19 Esmond Avenue and (vi) portion of the rear garden of No.19 Philipsburgh Avenue, to the east of Esmond Avenue. The development (Large Scale Residential Development) will consist of provision of 114 apartments [57 no. one bedroom; 11 no. two bedroom (3 person); 44 no. two bedroom (4 person); 2 no. three bedroom] and 4 commercial units with a total combined gross floor area (excluding basements) of 9,456.15 sqm) to include:</p> <ul style="list-style-type: none"> (i) Demolition of existing structures (combined areas of 1,436.41 sqm) comprising single storey dry cleaners at No.59A Fairview Strand (73 sqm) warehouse building (D03PX50) Esmond Avenue (540.34 sqm), warehouse building at No. 21 Esmond Avenue (234.60 sqm), two storey business centre, single storey temporary building and warehouse building at No.19 Esmond Avenue (565.47 sqm) and outbuildings at rear/side No.61/63 Fairview Strand and 59A Fairview Strand (23 sqm), boundary walls and vehicular accesses and gates to Fairview Strand and Esmond Avenue, hoardings to Fairview Strand and Esmond Avenue, and demolitions to the interior of existing disused underground car park to rear of No's 61 and 63 Fairview Strand; (ii) Construction of three new apartment blocks: (iii) reinstatement of the 2 houses at No's 61 and 63 Fairview Strand (two storey over ground floor 335.98m2) including front gardens, pedestrian gates and boundary walls and railings, to form 2 number three bedroom apartments at first floor and second floor levels and 2 number one bedroom apartments at ground floor level. The works also include making good the fabric of the buildings, including exterior, interiors and the roof, replacement of pvc windows with timber sliding sash windows and associated works to the curtilage. (iv) construction of a new extension (176.84 sqm) of three storey scale to the western side of No.63 Fairview Strand incorporating relocated dry cleaner (66.6 m2) (double storey height) with signage and a two bedroom apartment overhead at top floor level; (v) alterations to existing underground car park of 854.86 sqm (constructed per Dublin City Council Reg. Ref. No 3291/07) under proposed Block A, with existing vehicular access to the development via existing Fairview Close underground car 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>park, to contain 26 parking spaces and 2 motor cycle spaces, modified to include cycle parking (46.5m² - 68 spaces), bin storage (28.8 m²) and ancillary including lift and stairs;</p> <p>(vi) new basement areas of 363.34 sqm under Block B, containing plant room (51.2 sqm), water storage tank room (54.3 sqm), bin storage (29.3 sqm), cycle parking (102 spaces), electricity meter room (19.0 sqm) and ancillary including lifts and stairs;</p> <p>(vii) The development includes provision of 263 cycle parking spaces in total (2 commercial 57 visitor and 204 residential);</p> <p>(viii) Balconies/terraces to all apartments;</p> <p>(ix) Total open space provision of 1,409.6 m² including public plaza (82.3m²) with 10 cycle spaces and 3 non standard cycle spaces, to front of new extension to the western side of No.63 Fairview Strand, public plaza (122 m²) with 12 cycle spaces between Block A and Block B) and vehicular access for service vehicles,, communal space (144 m²) to front of No's 61 and 63 Fairview Strand, communal space (237 m²) to south and west of Block A, communal space (385 m²) with playground) to rear of Block B, communal space (with playground) to rear of Block C (348 m²) and communal roof garden at 4th floor level Block A (91.3m²);</p> <p>(x) New pedestrian link from Esmond Avenue to Fairview Close (with access for emergency vehicles);</p> <p>(xi) Pedestrian route (gated) from Fairview Strand to Fairview Close, along part of the western side of site (restricted pedestrian right of way);</p> <p>(xii) New footpath along Esmond Avenue within site boundary including through No.59A Fairview Strand (site of) and public realm upgrade including new surface treatment of Esmond Avenue and upgraded pedestrian crossing point at junction Esmond Avenue and Fairview Strand;</p> <p>(xiii) All enabling and site development works, open spaces, landscaping, paving, boundary treatment, external lighting, plant areas, services provision and connections, drainage and surface water attenuation, waste management facilities and all other ancillary works.</p> <p>A Natura Impact Statement (NIS) has been submitted to the planning authority with the application.</p> <p>Distance: 260m north of the proposed development</p>	
<p>Applicant: St. Vincent's Hospital Fairview</p> <p>Local Authority: Dublin City Council</p> <p>Planning Application ref: DCC reg no. LRD6009/23-S3</p> <p>Location: St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3</p> <p>Status: Permission Granted</p>	<p>A ten year planning permission for a Large-scale Residential Development (LRD) was granted to St. Vincent's Hospital Fairview at St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3. The site contains protected structures under RPS Ref.: 2032 (St. Vincent's Hospital old house/ convent, including plastered extension. to the west, including entrance porch to convent. Two-storey over garden level brick building (with granite steps and entrance door surround) on south front. Four-storey pedimented brick pavilion, with stone trimmings, to the west (including granite balustrading at parapet level). Railings in front of convent building on north side), RPS Ref.: 8788 (Richmond House, including former chapel and courtyard with outbuildings) and RPS Ref.: 8789 (Brooklawn, a House, including red brick wall and two gate piers). The application site includes an area of the public road / footpaths (extending for approximately 0.8km) to facilitate service connections via Griffith Court, Philippsburgh Avenue and Griffith Avenue, part of the open space within Grace Park Wood to facilitate a pedestrian / cycle connection, and part of Richmond Road to facilitate service connections and associated upgrades. The site is bound by the Grace Park Wood residential development to the north-west; Griffith Court, the Fairview Community Unit' nursing home, Fairview Day Centre, Gheel Autism Services and a graveyard to the north; the An Post Fairview Delivery Service Unit on Lomond Avenue and properties on Inverness Road, Foyle Road and Richmond Avenue to</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>the east; existing residential and commercial properties on Richmond Road and Convent Avenue to the south and Charthouse Business Centre, Dublin Port Stadium / Stella Maris FC, and Ierne Sports and Social Club to the west of the site.</p> <p>In summary, the proposed development will consist of the redevelopment of the site to provide for a new hospital building, providing mental health services, provision of 9 no. residential buildings (Blocks A, B, C, D-E, F, G, H, J, and L), and community facilities, and public open space. The proposed building heights range from 2 to 13 storeys. The residential development includes a total of 811 no. residential units, including 494 no. standard design apartments (SDA) and 317 no. Build to Rent (BTR) apartments, with a mix of 18 no. studio units, 387 no. 1 bed units, 349 no. 2 bed units and 57 no. 3 bed units. The development includes the partial demolition and change of use, including associated alterations, of the existing hospital building (part protected structure under RPS Ref.: 2032), to provide residential amenity areas, a gym, a café, co-working space, a community library, a childcare facility, and a community hall (referred to as Block K). The development also includes additional residential amenities and facilities, a retail unit and a café. The proposed development includes for the demolition of existing structures on site, including extensions of and buildings within the curtilage of the existing hospital buildings under RPS Ref.: 2032, and other existing buildings and ancillary structures on the site; and the change of use, refurbishment and alterations of a number of buildings and protected structures on the site including Brooklawn (RPS Ref: 8789), Richmond House (RPS Ref.: 8788), the Laundry building and Rose Cottage.</p> <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared for the development and accompany the planning application.</p> <p>Distance: 375m north of the proposed development.</p>	
<p>Applicant: Firth Developments Unlimited Company</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: EIA Portal ID 2023002</p> <p>FCC reg no. FW23A/0013</p> <p>Location: Located in Zone 6 as identified within the Hansfield SDZ Planning Scheme 2006, formerly part of St. Joseph's Hospital, Clonsilla, Dublin 15.</p> <p>Status: Additional information requested</p>	<p>A 5-year Planning permission was requested in 2023 for circa 3.06 Ha located in Zone 6 as identified within the Hansfield SDZ Planning Scheme 2006, formerly part of St. Joseph's Hospital, Clonsilla, Dublin 15 bounded generally by the Hansfield Road to the east, St. Joseph's Avenue to the north, Pipers Court to the west and permitted canal side cycle/pedestrian path associated with St. Joseph's Phase 1 (FCC Reg. Ref. FW17A/0234) to the south, all in the Townland of Clonsilla, Dublin 15. The development will consist of 419no. residential apartment units, consisting of 167no. 1-bed units, 199no. 2-bed units and 53no. 3-bed units and residential amenity space (c. 359.6 sq. m) in 4no. Blocks ranging in height from 4 to 6 storeys including:</p> <ul style="list-style-type: none"> • Block 1 comprises a 5 - 6 storey building accommodating 120no. apartments (55no. 1-bed, 46no. 2-bed and 19no. 3-bed) and residential amenity area (c. 100.9 sq. m) with part of the ground level accommodating an undercroft car parking area; • Block 2 comprises a 5 - 6 storey building (with ground floor undercroft car parking) accommodating 108no. apartment (50no. 1-bed, 41no. 2-bed and 17no. 3-bed) and residential amenity area (c. 100.9 sq. m) with part of the ground level accommodating an undercroft car parking area; • Block 3 comprises a 4 - 5 storey building accommodating 51no. apartments (23no. 1-bed, 20no. 2-bed and 8no. 3-bed); • Block 4 comprises a 4 - 6 storey building accommodating 140no. apartment (39no. 1-bed, 92no. 2-bed and 9no. 3-bed) and residential amenity area (c. 157.8 sq. m); <p>Private patios/terraces and balconies are provided for all apartment units. Upper-level balconies are proposed on elevations of all multi-aspect apartment buildings;</p> <p>A 2-storey childcare facility (c. 440 sq. m) (including associated children's play area and car and bicycle parking).</p> <p>And, all associated and ancillary site development and infrastructural works, including, hard and soft landscaping and boundary treatment works, including - Class 2 public open space (c. 2,535 sq. m) including small plaza to the north of Block 4 adjacent Hansfield Road;</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>5no. new vehicular access points from existing roads permitted under FCC Reg. Ref. FW17A/0234 including 4no. entrances from St. Joseph's Avenue and 1no. entrance from St. Joseph's Grove; 2no. pedestrian access points to the east of the site off Hansfield Road; 213no. car parking spaces (undercroft and on-street); 1,445no. bicycle parking spaces in total (1,209no. long-term spaces, 212no. short-term spaces and 24no. childcare facility parking spaces); 21no. motorcycle parking space; Communal bin storage and plant provided at ground floor/undercroft and roof level and additional plant provided at roof level; 3no. ESB Sub-stations; Class 1 public open space (c. 8,500 sq. m) provided on separate lands at, Beechpark, Clonsilla Road, Dublin 15.</p> <p>This development comprises amendments to permitted site development works at St. Joseph's Phase 1 (FCC Reg. Ref. FW17A/0234), including: - Omission of permitted single storey childcare facility (including associated children's play area and car parking) to be replaced with a 2-storey childcare facility (including associated children's play area and car and bicycle parking) (c. 440 sq. m); Omission of 1no. permitted apartment building (Apartment Block 2) containing 56no. residential units, including associated car parking and single level basement (replaced by proposed Block 3 of this proposal); Revisions to permitted road layout to omit access point northwest of proposed Block 4, Revisions to permitted road layout and public open space/attenuation area to the west of St. Joseph's Grove to facilitate new vehicular access to proposed Block 4. The proposed development will take place within the boundaries of the Hansfield Strategic Development Zone (SDZ) as defined by Statutory Instrument No. 273 of 2001.</p> <p>An Environmental Impact Assessment Report (EIAR) accompanies this application. An Appropriate Assessment Screening Report has also been prepared in respect of the proposed development.</p> <p>Distance: 45m north of the proposed development.</p>	
<p>Applicant: Fingleton White Local Authority: Fingal County Council Planning Application ref: F22A/0682 Location: From the Athletic Union League/FAI sports grounds, to the Dublin Airport terminal located within the townlands, Toberbunny and Stockhole, Dublin Status: Registered on 27 Jul 2023</p>	<p>Approved Dublin Port to Dublin Airport fuel pipeline approved under Reg. Ref. F15A/0141, from the Athletic Union League/FAI sports grounds to the Dublin Airport terminal, located within the townlands of Toberbunny and Stockhole, Co. Dublin.</p> <p>The development will consist of:</p> <p>Alterations to the Dublin Port to Dublin Airport fuel pipeline previously approved under Reg. Ref. F15A/0141. The proposed alterations, in the Athletic Union League/FAI sports grounds, M1 and Dublin Airport, are located within the townlands of Toberbunny and Stockhole, Co. Dublin. Permission is sought to amend the route of the pipeline as follows: It is now proposed to reroute the approved pipeline from Clonshaugh Road North along the southern boundary of Athletic Union League/FAI sports grounds, under the M1 Motorway, into Dublin Airport lands south of the Eastlands Car Hire Compound, along the western boundary of Eastlands Car Hire Compound where it will connect to the approved route. The proposed development will reduce the length of the pipeline in that area from 1,434m to 1,216m; Permission is also sought for all ancillary works, including landscaping and site preparation, necessary to facilitate the development. This planning application is accompanied by a Natura Impact Statement.</p> <p>AI received 27/7/2023.</p> <p>Distance: 6.5 km north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Blanche Retail Nominees Limited Local Authority: Fingal County Council</p>	<p>A ten year planning permission for a Large-scale Residential Development (LRD) at lands at Site A (White Car Park) at Blanchardstown Town Centre, Coolmine, Dublin 15. The application site has an area of c. 6.62ha and relates to a portion of the existing surface car park (known as the White Car Park) for Retail Park 2, a section of Road G and Road E (including the associated roundabout junction), a section of Road C and Road D (including the associated roundabout junction), a section of Blanchardstown Road South, and associated verges and footpaths. The application site is bound by Blanchardstown Road South to the northwest, Retail Park 2 and existing surface parking to the north/north-east, Road G to the south/south east,</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Planning Application ref: LRD0001/S3</p> <p>Location: Lands at Site A (White Car Park), Blanchardstown Town Centre, Coolmine, Dublin 15.</p> <p>Status: Appeal decided to grant permission on 26 May 2023</p>	<p>and Road E to the east. The proposed Large-scale Residential Development comprises the construction of a mixed use development, consisting of 971 no. apartments (comprising 117 no. studio apartments, 368 no. 1 bed apartments, 422 no. 2 bed apartments, and 64 no. 3 bed apartments) in 7 no. buildings (Blocks A, B, C, D, E, F, and G) ranging from 1 no. to 16 no. storeys in height, over a basement level (below 6 no. of the blocks), and provision of a Mobility Hub, with 7 no. levels. The development includes 7 no. commercial units (for Class 1- Shop, or Class 2- Office / Professional Services, or Class 11 Gym, or Restaurant / Café use, including ancillary takeaway use) in Blocks A, C, G and the Mobility Hub, 1 no. Community Facility and 1 no. Place of Worship in the Mobility Hub, 1 no. Childcare Facility in Block A, and ancillary resident amenity floorspace to serve the residential units (in Blocks A, B, D, E and F).</p> <p>The proposal includes road, pedestrian and cycle upgrades and associated alterations to the road infrastructure within the application site boundary.</p> <p>An Environmental Impact Assessment Report (EIAR) will be submitted.</p> <p>Distance: 1 km north of the proposed development.</p>	
<p>Applicant: Birchwell Developments Ltd.</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHD/012/20</p> <p>Location: Lands at Back Road and Kinsealy Lane, Kinsaley, Broomfield, Malahide, Co. Dublin, The northern lands are generally bound by Ashwood Hall to the west, and the southern lands are, generally bound by Haz</p> <p>Status: Registered on 14 Apr 2022</p>	<p>The development will consist of the demolition of the former rugby clubhouse structure on site and the construction of a total of 415 no. residential units (252 no. houses, 135 no. apartments, and 28 no. duplex units); with 1 no. childcare facility and ancillary residential amenity facilities to be provided as follows:</p> <ul style="list-style-type: none"> • 252 no. residential houses (192 no. 3 bed units, 48 no. 4 bed units, 12 no. 5 bed units) in detached, semi-detached, mid-terraced and end-terraced houses ranging from two to three storey in height; • Apartment Blocks A & B are connected at ground and first floor level sharing an undercroft car park at ground floor level and a landscaped podium garden at first floor level, and contain a total of 110 no. units in 2 no. buildings ranging from one to five storeys in height, with Apartment Block A containing a total of 54 no. units comprising of 14 no. 1 bed units, 39 no. 2 bed units, and 1 no. 3 bed unit, and Apartment Block B containing a total of 56 no. units comprising of 14 no. 1 bed units, 40 no. 2 bed units, and 2 no. 3 bed units, with all units provided with private balconies/terraces; internal bicycle stores, bin stores and plant rooms at ground floor level; and on-street car parking and bicycle parking. Ancillary residential amenity facilities are also proposed including concierge/reception, meeting room, gym, and multi-purpose room. • The development will provide for a total of 721 no. car parking spaces within the scheme; a total of 227 no. bicycle spaces serving the apartments, duplexes and childcare facility; proposed use of the existing vehicular access off Back Road (proposed vehicular access via Ashwood Hall and Brookfield) and proposed use of the existing vehicular access off Kinsealy Lane (proposed vehicular access via Hazelbrook); proposed upgrades to public realm including footpaths, landscaping including play equipment, boundary treatments, and public lighting; and all associated engineering and site works necessary to facilitate the development including proposed upgrade of part of the existing foul drainage network in Hazelbrook, and proposed connection and associated works to the existing foul network along Kinsealy Lane which will be upgraded under planning permission Reg. Ref. F21A/0451. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p> <p>Distance: 8.5 km northeast of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: SK Biotek Ireland</p> <p>Local Authority: Fingal County Council</p>	<p>SK Biotek Ireland intend to apply for planning permission for development at part of the SK Biotek Swords Campus, Watery Lane, Townparks Swords, Co. Dublin (bounded by Waterey Lane to the north and west and the Ward River to east). The proposed development will consist of the construction of a modern c.1,010m² Active Pharmaceutical Ingredient (API)</p>	<p>In-combination adverse effects</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Planning Application ref: F23A/0103</p> <p>Location: SK Biotek Swords Campus, Watery Lane,, Townparks, Swords, Co. Dublin, K67 AY91</p> <p>Status: Additional information requested on 08 May 2023</p>	<p>manufacturing facility with a parapet height of c. 14.63m (with handrail and plant above), located in the south-eastern part of the campus. The proposed development will replace part of an existing API building (to be demolished in accordance with Reg. Ref. F22A/0673 and will employ the latest industry technology with no change to the nature of operations undertaken (which will be similar to those previously used in the API building area that is to be demolished and elsewhere throughout the overall site.) The proposed development represents a modification to a SEVESO (lower tier) site and relates to development which comprises an activity requiring an industrial emissions (IE) LICENCE. (The site currently operates under IE Licence No P0014-04, and will comply with any future revisions to that licence) The application includes an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).</p> <p>Distance: 11 km north of the proposed development.</p>	<p>are not anticipated.</p>
<p>Applicant: Gerard Gannon Properties</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHD/014/21</p> <p>Location: Lands at Belcamp Hall (Protected Structure), Malahide Road (R107), the R107/R123 junction, Carr's Lane, and R139 Road, Belcamp, Dublin 17, Dublin</p> <p>Status: Registered 05 May 2022</p>	<p>The application may also be inspected online at the following website set up by the applicant: www.belcampshd.ie</p> <p>The development will consist of the construction of a mixed-use development comprising of 2527 no. residential units (473 no. houses, 1780 no. apartments, and 274 no. duplex units) of which 1969 no. units are residential and 558 no. apartment units are 'build-to-rent' residential, ancillary residential amenity facilities, 2 no. childcare facilities, 1 no. sports changing facilities building, 18 no. retail units and 3 no. cafés/restaurants, all of which will be provided as follows:</p> <ul style="list-style-type: none"> • 473 no. residential houses (16 no. 2 bed houses, 385 no. 3 bed houses, and 72 no. 4 bed houses) semi-detached, end-terraced, and mid-terraced houses ranging from two to three storey in height; • parking within the shared parking court; and bicycle parking; • Apartment Block P containing a total of 23 no. units comprising of 5 no. 1 bed units and 18 no. 2 beds, with all units provided with private balconies/terraces to all elevations, in a building five storeys in height, with internal bin stores, bike stores and plant rooms at ground floor level; on-street car parking and car parking within the shared parking court; and bicycle parking; • 1 no. childcare facility in a two-storey building, with associated outdoor play area, car parking and drop-off/visitor parking, bicycle parking, and bin stores; • 1 no. single storey sports changing facilities building with associated car parking and bicycle parking; • The development will provide for a total of 2225 no. car parking spaces and a total of 5394 no. bicycle spaces within the scheme; • new vehicular access onto Malahide Road (R107) and associated upgrade works including works to the R107/R123 junction (these upgrade works to the R107/R123 junction include the closing of the existing Belcamp Manor vehicular access off Malahide Road and the provision of a new vehicular access to Belcamp Manor via the proposed East West Link Road [EWLR]); • provision of East West Link Road (EWLR) from Malahide Road including bus stops, bus terminus and on-street car parking; provision of north south road including on-street car parking with drop-off/visitor parking serving the childcare facility; • 3 no. new vehicular accesses onto the R139 road which includes 1 no. Bus Gate and signalised junctions including toucan crossings, footpaths and cycle paths; • upgrades to public realm including footpaths and cycle paths with links to Malahide Road (R107) and adjoining lands/developments, and works to repair with additional safety measures to the existing Mayne River lakes, weirs, culverts and crossings (bridges and causeways); 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<ul style="list-style-type: none"> • additional Mayne River crossings (bridges and causeways) for vehicular and pedestrian/cycle access; ESBN infrastructure works to cables and masts; • new pedestrian/cycle access to Carr's Lane; • landscaping including play equipment, MUGA, 3 no. pieces of public art, boundary treatments, playing pitches, pocket parks, and urban plazas; • public lighting; proposed reserved school site; and all associated engineering and site works necessary to facilitate the development. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p> <p>Distance: 6km northeast of the proposed development</p>	
<p>Applicant: Mainscourt Solar DAC</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: F22A/0365</p> <p>Location: All in or in the vicinity of the townlands of Mainscourt, Roscall, Richardstown, Gracediew, Brownstown, Magillstown, Skidoo, Dollards, Balheary, Newtown, broadmeadow, Balheary Demesne, Seatown West, Swords Demesne, Mantua, Greenfields, Seatown East.</p> <p>Status: Permission Granted</p>	<p>All in or in the vicinity of the townlands of Mainscourt, Roscall, Richardstown, Gracediew, Brownstown, Magillstown, Skidoo, Dollards, Balheary, Newtown, broadmeadow, Balheary Demesne, Seatown West, Swords Demesne, Mantua, Greenfields, Seatown East and Mountgorry, Co. Dublin.</p> <p>The development of grid connection infrastructure to connect the approved solar photovoltaic ('PV') energy development on lands at Mainscourt, Ballyboghill, Co. Dublin under Register Reference F17A/0340, PL06F.249174 to the ESB Mountgorry 38kV Substation, Swords Business Park, Swords, Co. Dublin, comprising the laying of 9,470 metres of 38kV underground electricity cables in ducts and associated infrastructure substantially under public roads and beneath the Ward River Bridge, Gracedieu Bridge and the Broadmeadow river by means of horizontal directional drilling. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application.</p> <p>Distance: 10.5 km northeast of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: The Shoreline Partnership</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: LRD0007/S3</p> <p>Location: Lands at Baldoyle, (Formerly known as the Coast), Dublin 13.</p>	<p>A Large-scale Residential Development (LRD) for lands at Baldoyle (formerly known as The Coast), Dublin 13. The site is bounded to the north by undeveloped lands, to the east by residential development of Red Arches Drive, to the south by residential development of Red Arches Road and to the west by undeveloped land, with the Dublin-Belfast railway line further beyond.</p> <p>The proposed development will consist of amendments to Block B as permitted under FCC Reg. Ref. F16A/0412 (ABP Reg. Ref. PL06F.248970) and amended under FCC Reg. Ref. F20A/0258, F21A/0046 and F22A/0017.</p> <p>The proposed amendments will consist of:</p> <ul style="list-style-type: none"> • The reconfiguration of permitted units omitting 28 no. apartments as permitted under F16A/0412 (as amended) and the addition of 26 no. houses resulting in the provision of 88 no. apartments (3-5 storey) and 54 no. houses (2-3 storey). This results in an overall total of 142 no. units, an overall reduction of 2 no. units on that permitted; 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Status: Permission Granted</p>	<ul style="list-style-type: none"> • The reconfiguration of the internal road layout as permitted under F16A/0412 (as amended); • The removal of permitted basement below Blocks B1 and B2 and the provision of 170 no. car parking spaces and 262 no. cycle spaces at ground floor and surface; and • The development of a linear park along Longfield Road. <p>The proposed development will also include for all associated landscaping works and site development works above and below ground.</p> <p>A Natura Impact Statement has been prepared in respect of the proposed development.</p> <p>The application may also be inspected online at the following website set up by the applicant: shorelineblockblrd.ie</p> <p>The Planning Application, including the Natura Impact Statement, may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority during its public opening hours.</p> <p>Fingal County Council, County Hall, Main Street, Swords, Co. Dublin (to inspect Planning Applications on all lands). Opening Hours 9.30 - 16.30 Monday - Friday. (Cash Office opening hours are 9.30 to 15.30 p.m.).</p> <p>A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee (€20.00) within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions, or may refuse to grant permission.</p> <p>Distance: 7.8 km northeast of the proposed development.</p>	
<p>Applicant: DAA PLC</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: F23A/0121</p> <p>Location: Dublin Airport, Corballis, Co. Dublin</p> <p>Status: Permission Granted</p>	<p>The development is a modification to a previous permission for Airside Operation Facilities (Reg. Ref. F19A/0426) which approved the development of an animal welfare facility, airside operation facilities and the provision of a substation.</p> <p>The proposed development subject of the modification will consist of:</p> <ol style="list-style-type: none"> Proposed amendments to the permitted Airside Operation Facilities located east of 'Gate Post 22' at the junction of Swords Road (R132) and the Old Airport Road, to include: <ol style="list-style-type: none"> An increase in the scale of the approved single storey animal welfare facility by 44sq.m from 376sq.m to 420sq.m Inclusion of 3 no. loading bays Relocation of the animal welfare facility building further east by 5m Provision of perimeter fencing around the animal welfare facility Provision of a gabion fence screening along the eastern elevation A new roof proposed unloading platforms Relocation of portacabins and 2x car parking spaces Relocation of the landscaped berm further east modification of same to cater for retention of existing trees The addition of 14 no. EV charging stations located to the north of the approved parking area for airside buses and associated pad mounted substation and charging power units Relocation of the attenuation tank and rerouting of foul water pipe diversion Relocation of the petrol/ oil interceptor 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>i) A landscaped berm screening to the north and north-east</p> <p>II. Relocation of the approved single storey 'Substation 19' to c. 45m southeast of the originally approved location, the gross floor area of which will remain the same as that approved at 168 sq.m.</p> <p>III Provision of new MV ducts and data cable route which require crossing of the Cuckoo Stream via underground crossing to facilitate a connection between 'Substation 19' to the Dardistown Main Substation located to the north of the Cuckoo Stream and all ancillary site development works.</p> <p>IV. Proposed works will result in an increase in the site area to 1.85ha (site area of parent permission was (0.9ha) to accommodate additional cabling and MV ducts for the relocated substation and to cater for a new vehicle holding lay-by-area. A Natura Impact Statement (NIS) has been prepared and submitted to the Planning Authority with the application.</p> <p>Distance: 6.3 km north of the proposed development.</p>	
<p>Applicant: J. Murphy (Developments) Limited</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHD/002/20 ABP-313331-22</p> <p>Location: Fosterstown North, Dublin Road/R132, Swords, Co. Dublin.</p> <p>Status: Registered on 14 Apr 2022</p>	<p>A 7 year planning permission for a Strategic housing Development. The application site has an area of c. 4.635 ha and is bound by the R132 to the east, the existing Boroimhe residential development to the south and west, and the Gaybrook stream and a greenfield site to the north.</p> <p>The proposed development comprises a Strategic Housing Development of 645 no. residential units (comprising 208 no. 1 bedroom units, 410 no. 2 bedroom units, and 27 no. 3 bedroom units), in 10 no. apartment buildings, with heights ranging from 4 no. storeys to 10 no. storeys, including undercroft / basement levels (for 6 no. of the buildings). The proposals include 1 no. community facility in Block 1, 1 no. childcare facility in Block 3, and 5 no. commercial units (for Class 1-Shop, or Class 2- Office / Professional Services or Class 11- Gym or Restaurant / Café use, including ancillary takeaway use) in Blocks 4 and 8.</p> <p>The development includes a total of 363 no. car parking spaces (63 at surface level and 300 at undercroft / basement level), 1,519 no. bicycle parking spaces are provided at surface level, undercroft / basement level, and at ground floor level within the blocks / pavilions structures. Bin stores and plant rooms are located at ground floor level of the blocks and at undercroft / basement level. The proposal includes private amenity space in the form of balconies / terraces for all apartments. The proposal includes hard and soft landscaping, lighting, boundary treatments, the provision of public and communal open space including 2 no. playing pitches, children's play areas, and an ancillary play area for the childcare facility.</p> <p>The proposed development includes road upgrades, alterations and improvements to the Dublin Road / R132, including construction of a new temporary vehicular access, with provision of a new left in, left out junction to the Dublin Road / R132, and construction of a new signalised pedestrian crossing point, and associated works to facilitate same. The proposed temporary vehicular access will be closed upon the provision of permanent vehicular access as part of development on the lands to the north of the Gaybrook Stream. The proposal includes internal roads, cycle paths, footpaths, vehicular access to the undercroft / basement car park, with proposed infrastructure provided up to the application site boundary to facilitate potential future connections to adjoining lands.</p> <p>The development includes foul and surface water drainage, green roofs and PV panels at roof level, 5 no. ESB Substations and control rooms (1 no. at basement level and 4 no. at ground floor level within Blocks 2, 4, 7 and 8), services and all associated and ancillary site works and development.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development and accompany this application.</p> <p>Distance: 9.5 km north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Applicant: HPREF Dublin Office DevCo 1 Limited</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: FW23A/0067</p> <p>Location: On lands At Horizon Logistics Park (Known as site F1), Off The R108, At the townland of Silloge, Swords, Co. Dublin</p> <p>Status: Permission granted</p>	<p>Planning permission for development on lands at Horizon Logistics Park (known as site F1), off the R108, at the townland of Silloge, Swords, Co. Dublin. The site is primarily located south of permitted Units E1 and E2 (permitted under Reg. Ref.: FW22A/0079), to the southwest of the Dublin Bus Harristown Depot and an existing residential property, and to the west and north of Silloge Park Golf Club. The site also takes in a portion of the existing Horizon Logistics Park Access Road, and adjacent lands to the east of permitted Unit E2. The application site has an area of c. 9,426 hectares.</p> <p>The proposed development consists of the following:</p> <ul style="list-style-type: none"> • The construction of 1 no. light industrial / warehouse (including wholesale use) / logistics building (Unit F1) with a gross floor area (GFA) of c. 14,561 sq.m (including 1,644 sq.m of ancillary welfare, reception, and office space over three levels). The proposed building will have a main parapet height of c. 12.3 metres. • The proposed light industrial / warehouse (including wholesale use) / logistics building will accommodate (in addition to the main light industrial/ warehouse (including wholesale use) / logistics floorspace), a 2 storey goods / customs warehouse, ancillary welfare, reception, and office floorspace over three levels, with 5 no. projecting van loading / unloading wings projecting from the main warehouse structure to the northwest and southeast. • Construction of a driver's canteen building (with a GFA of c. 160 sq.m and a parapet height of 4.4 metres), to the north of Unit F1. • Provision of 230 no. car parking spaces, 14 no. pick up / drop off car parking spaces, 50 no. HGV parking spaces, 14 no. tractor parking spaces, 28 no. motorcycle parking spaces, and 72 no. bicycle parking spaces. • Provision of an ESB substation and switch room (with a GFA of c. 36 sq.m), along with associated access arrangements from the permitted estate road to the north of Unit F1. • Provision of a bin store structure (with a GFA of c. 11 sq.m), recycling store structure (with a GFA of c. 19 sq.m), sprinkler tank, and pumphoom (with a GFA of c. 28 sq.m) to the south/ southeast of proposed Unit F1. A gate house (with a GFA of c. 18 sq.m) will be provided at the entrance to the service yard. • Provision of service yard and HGV and van loading / unloading areas, with associated loading bays to the facades of the proposed light industrial / warehouse / logistics building. • Provision of access arrangements to the proposed development including an access from the estate road permitted under Reg. Ref.: FW22A/O079 to the north of the site (including upgrades to the permitted junction from the Horizon Logistics Park Access Road). • The proposal includes landscaping and planting, PV panel zones at roof level, boundary treatments, signage zones, site lighting, security fencing and gates, and all associated site services and development works, including underground foul and storm water drainage network and sustainable urban drainage systems. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with the planning application and the EIAR and NIS will be available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority.</p> <p>AI received 7/7/2023.</p> <p>Distance: 5km north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: AAI Baneshane Limited</p>	<p>The development will consist of : (i) Construction of 99 no. Build to Rent apartments (comprising 12 no. one bed apartments and 87 no. two-bed apartments) across 2 no. blocks (A&B) ranging in height from six to eight storeys over lower ground floor</p>	<p>In-combination adverse effects</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Local Authority: Fingal County Council</p> <p>Planning Application ref: FW22A/0228</p> <p>Location: Land at Canterbury Gate, Old Navan Road, Mulhuddart, Dublin 15</p> <p>Status: Appeal lodged 22 Dec 2022</p>	<p>car park. Each apartment is provided with its own private balcony and has access to a landscaped communal open space (4,399sqm). Residents also have access to 467.4 sqm of communal amenity spaces, comprising a residential amenity area, parcel drop box, laundry and a 270 sqm creche at ground floor level in Block A; a residential amenity area, parcel drop box and laundry at ground floor level in Blocks B; (ii) Provision of 98 no. car parking spaces at lower ground floor level to serve the apartments in both Phase 1 and Phase2 (including 4 no. limited mobility spaces, 2 no. Go-Car spaces (at grade level) & 10 no. electirc charging spaces) accessible from pedestrian entrances on northern facade and vehicular entrance off Old Navan Road; (iii) Provision of 7 no. at grade car parking spaces to serve creche (including 1 no. limited mobility space) accessible from the existing entrance off Old Navan Road on western boundary off the site; (iv) Provision of 414 no. bicycle parking spaces (406 no. bicycle parking spaces at lower ground floor level and a covered bicycle stand catering for 8 no. bicycle parking spaces at grade level at the sites western boundary adjacent to the public open space and play area) and 9 no. cargo bicycle parking spaces at lower ground floor level to serve the apartments; (v) Provision of a covered bicycle stand catering for 8 no. bicycle parking spaces at lower ground floor level of Block A to serve the Creche; (vi) Provision of a new vehicular and pedestrian access serving residents of the apartments off Old Navan Road to the east of the site and vehicular and pedestrian access serving the creche will be provided via existing entrance off Old Navan Road to the east of the site. A set down area for the creche will also be provided; and (vii) Provision of 2 no. new pedestrian crossing on Old Navan Road linking the proposed development with the Tolka Valley Park and footpath network to the northwest; (viii) Provision of 1120 sqm of public open space comprising landscaped areas and play areas; (ix) Road, and streetscape upgrade works along Old Navan Road, Damastown Close, and Damastown Road, to facilitate the provision of a shared footpath/cycle lane and pedestrian crossings to improve links to public transport & local facilities in Mulhuddart; and (x) all associated site landscaping and infrastructural works, including tree planting, boundary treatments, street lighting, internal roadways, footpaths and shared surfaces, ESB substations, foul and surface water drainage, and potable water supply necessary to facilitate the development. The application is accompanied by a Natura Impact Statement (NIS). This application represents Phase 1 (99 no. units) of an overall development of 190 no. units on the subjects lands (Phase 1 and Phase 2). Phase 2 (91 no. units) will be submitted to the Planning Authority as a separate application.</p> <p>Distance: 2.5 km north of the proposed development</p>	<p>are not anticipated.</p>
<p>Applicant: Gerard Gannon Properties</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHD/012/21 ABP-313362-22</p> <p>Location: Lands to the south of Rathbeale Road and to the north and south of Main Street and to the east and southeast of Mooretown Distributor Road (Western Distributor Link Road), Mooretown,, and at the</p>	<p>The development will consist of the construction of a total of 650 no residential units (265 no. houses, 187 no. apartments, 6 no. triplex units, and 192 no. duplex units [comprising 113 no. duplex 'house' units and 79 no. duplex 'apartment' units]), 1 no. childcare facility, 5 no. retail units and 1 no. café/restaurant, all of which will be provided as follows:</p> <ul style="list-style-type: none"> • 265 no. residential houses (240 no. 3 bed houses, and 25 no. 4 bed houses) in detached, semi-detached, end-terraced, and mid-terraced houses ranging from two to three storey in height; • 1 no. childcare facility in a one to two storey building, with associated outdoor play area, car parking and drop-off/visitor parking, bicycle parking, and bin stores. • The development will provide for a total of 991 no. car parking spaces within the scheme; a total of 1141 no. bicycle spaces serving the apartments, triplex units, duplex units, childcare facility and commercial units; proposed new vehicular accesses onto Main Street and onto Mooretown Distributor Road (Western Distributor Link Road) which is partly constructed and also permitted under Reg. Ref. F20A/0096; • proposed upgrades to public realm including footpaths, a new pedestrian/cyclist link via Abbeyvale Court, landscaping including play equipment, boundary treatments, and public lighting; 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Celestica/Motorola site, Junction of Glen Ellan Road</p> <p>Status: Registered on 19 Apr 2022</p>	<ul style="list-style-type: none"> and all associated engineering and site works necessary to facilitate the development including the proposed stormwater storage tank and overflow outfall gravity sewer to the Broadmeadow River with associated manholes on lands locally known as the Celestica/Motorola site, junction of Glen Ellan Road and Balheary Road, and at/on Balheary Road, along with the proposed vehicular/service access onto Balheary Road, Swords. <p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p> <p>Distance: 11km north of the proposed development.</p>	
<p>Applicant: DAA PLC</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: F22A/0460</p> <p>Location: Townlands of Collinstown, Coultrey, and Hunstown Co. Dublin, and in the townland of Pickardstown, Co. Dublin, and in the townland of Portmellick</p> <p>Status: Appeal lodged 24 Mar 2023</p>	<p>Application for development on 4no. sites located entirely within lands in the ownership of Dublin Airport, including 2no. sites at the Airfield in the townlands of Collinstown, Coultrey, and Hunstown, Co. Dublin, 1no. of which incorporates part of Pier 3 and surrounding aircraft stands, aircraft stands to the south of Pier 2, Apron Taxiway 4, Taxiway F-2, Runway 16/34 (the crosswind runway), Taxiway W1 and W2, West Apron; and 1no. of which incorporates an existing airside site compound, south of the West Apron; 1no. area of land to the west of the existing Western Compound, south of the R108, north-west of the Airport, in the townland of Pickardstown, Co. Dublin, also to be known as the Western Compound; and 1no. an area of existing hardstanding to the south-west of the Airport, north of the R108, to be known as the Southern Compound, in the townland of Portmellick, Co. Dublin.</p> <p>The proposed development will consist of the construction of a subterranean Underpass of Runway 16/34, a critical airfield operational safety project, which will comprise:</p> <ol style="list-style-type: none"> A twin-cell enclosed tunnel with 2 no. lanes in each direction, linked to the surface by ramps, portals, and light attenuation screen (1.8m in height above existing ground level at the west ramp and 3.3m in height above existing ground level at the east ramp). The enclosed section will be approximately 0.7 km long, with an overall alignment of approximately 1.1 km in length from top of ramp to top of ramp. It will be approximately 24m in external width, and approximately 5.5m in internal height from road to tunnel ceiling. It will be up to 17.5m below existing ground level; Plant room, of approximately 625m², which will comprise housing for transformers, pumps, controls and communications equipment, located underground at the portal of the east ramp, a parking layby and utilities corridor crossing; Demolition (approximately 23,741m²) and reinstatement (approximately 16,216m²) of part of the pavement surfaces of Apron Taxiway 4, Taxiway F-2, Runway 16/34 (the crosswind runway), Taxiway W1 and W2, and the West Apron; Access roads to tie in with the existing airside road network at each end of the proposed Underpass (at Pier 3 on the Eastern Campus and the West Apron on the Western campus respectively), and 31no. car parking spaces at surface level at Pier 3; Demolition (approximately 97m²) of fixed links (elevated enclosed passenger walkways leading from the Pier to Aircraft Nodes) and Nodes (structures which provide support for the fixed links and internal pedestrian access cores to ground level) serving 3 no. aircraft stands and associated airbridges (passenger boarding bridges) at Level 20 (departure gates) of Pier 3. To the south of Pier 3, an existing airbridge is to be removed and an existing fixed link is to be adjusted to service existing stands in that area; Replacement of the demolished fixed links and nodes with 3no. new fixed links, A (approximately 356m²), B (approximately 227m²) and C (approximately 170m²) and of approximately 150m, 95m and 70m in length respectively and approximately 2.2m in width and approximately 3.2m in height, at a maximum height of approximately 7.1m above the surrounding apron; 3no. two-storey Nodes A, B and C, approximately 157m², 154m² and 148m² in area respectively; and 2 no. airbridges (1no. at Node A and 1no. at Node B). 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>g) Modifications to the elevations of Pier 3 at Level 20 to accommodate the links and airbridges, including part replacement of the existing glazing with new glazing/cladding, and a new cladded portal with new doors and access control at each new fixed link location; rearrangement of part of the internal floorspace of Level 20, including a new partition between the entrance/ exits of proposed fixed links A and B; new surface water drainage network; and 31no. car parking spaces at surface level;</p> <p>h) Realignment of stands on the Eastern Campus resulting in the net loss of three Narrow Body Enabled (NBE) stands and net gain of one Wide Body (WB) stand at Pier 3;</p> <p>i) Realignment of aircraft stands in the West Apron (involving rearranging /relocating stands by way of new paint markings on the apron pavement) to accommodate the portal and Underpass access roads (no net change in number of stands);</p> <p>j) Modifications to existing drainage network in the vicinity of the proposed Underpass including replacement of existing attenuation system, and construction of a new drainage network for the proposed Underpass, including sump pit with pumps, interceptors, and new attenuation tank;</p> <p>k) Temporary diversion of the Airfield Trunk Culvert during construction and its reinstatement at the existing alignment and level;</p> <p>l) Construction of a new underground pipe network (6no. new pipes) to allow for future drainage infrastructure/surface water management measures;</p> <p>m) Realignment of stands at Pier 2 on the Eastern Campus (no net change in number of stands);</p> <p>n) All ancillary airport infrastructure including additional apparatus/equipment including jet blast fencing, Fixed Electrical Ground Power (FEGP), Advanced Visual Docking Guidance System (AVDGS), Stand Number Indicator Board (SNIB), Fuel Hydrants, High Mast Lighting (HML), electrical charging facilities, and miscellaneous ground service equipment (GSE) parking and storage areas;</p> <p>o) The proposed development also includes (i) a new Western Compound adjacent to the existing Western Compound located south of the R108, north- west of the Airport, with a new access off the R108, to be used for pre-screening for deliveries going airside, and to include an airside pass office, parking for construction staff, as well as storage areas, and general logistics; (ii) the provision of a new Southern Compound to the north of the R108, to the south west of the Airport, to be utilised as a lorry waiting area for HGVs. No works are required at this Southern Compound; and (iii) the use of an existing airside site compound adjacent to the proposed Underpass, south of the West Apron, for concrete crushing, batching plant, the storage of non-hazardous materials and equipment, as well as offices, workshop, welfare facilities, and parking.</p> <p>The proposed development does not propose any increase in passenger, cargo or operational capacity at Dublin Airport.</p> <p>The planning application is accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).</p> <p>Distance: 6.5km north of the proposed development.</p>	
<p>Applicant: WSHI Ltd. & The Michael J Wright Group</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: F22A/0046</p>	<p>Protected Structures (Ref: 0556 and 0557) and within an Architectural Conservation Area. WSHI Ltd. and the Michal J Wright Group intend, in summary, to apply for planning permission to refurbish, redevelop, conserve, and change the use of part of the existing Howth Castle buildings, Stable Block and Attendant lands. The development proposed involves the demolition of some farm buildings, the refurbishment and construction of new buildings, and a change of use of part of the lower and upper ground floors of the castle and adjoining stable block and stable yard from primarily residential use to hospitality and tourist retail use. All of the reimagined, and new, areas will be under the control of a single management company which will be set up to manage the existing castle, stable areas and surrounding attendant lands.</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Location: Howth Castle, Howth Road, Co. Dublin, D13 EH73</p> <p>Status: Appeal lodged 22 Mar 2023</p>	<p>The breakdown of the overall development is as follows:-</p> <p>The Castle: Maintenance, refurbishment and minor conservation works as well as continuation of existing maintenance program for castle; change of use of upper ground floor of main castle building to tea rooms and reception area; conversion of rooms at lower ground floor to rest rooms, kitchens and storage areas. Provision of outdoor lift from ground to upper ground floor terrace. (There are no works or changes to all other floors of the castle other than a fire upgrade.)</p> <p>The Castle Stable Area: Change of use of ground floor of stables to artisan retail and café use and the construction of new rest rooms; erection of central covered pavilion for restaurant use with new kitchen area; renovation of original entrance through existing clock tower. Development also involves repairs to existing roofs and walls.</p> <p>The Castle Grounds (Part): Demolition of some farm buildings and retention and refurbishment of existing historical farm buildings; Reconfiguration of new entrance/ exit at 19th century gates to castle grounds; the creation of new access road to proposed new car and coach parking area and overflow car park; the creation of an assortment of recreational areas including a plant nursery, playground, picnic areas; erect temporary marquee and ancillary facilities for wedding events; pedestrianisation of areas around the Castle. Reopening and extension of existing historical cul de sac road past St. Marys Church and creation of new access road to Golf buildings which bypasses the front of the castle and links back to existing road; open pedestrian entrance from The Howth Road.</p> <p>Other: The overall development also involves localised landscaping, the creation of new connections to the foul sewer and provision of attenuation as per SUDs, and all site works associated with the proposed development, all on a site of 6.89 ha. all at Howth Castle, Howth Road, Howth, Co. Dublin, D13EH73. A Natura Impact Statement has been prepared in respect of the proposed development.</p> <p>Distance: 10km north east of the proposed development.</p>	
<p>Applicant: Tech Group Europe Limited</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: FW22A/0319</p> <p>Location: Site fronting Damastown Road & Damastown Green, Damastown, Mulhuddart, Dublin 15</p> <p>Status: Permission granted</p>	<p>1) Construction of a 16,805 sq. m. (GFA) medical devices manufacturing facility with associated ancillary warehousing and a three storey office/administration block; 120 no. surface car parking spaces (incl. 7 no. disabled parking spaces and 12 no electric charging spaces); 40 no. cycle parking spaces (incl. 6 no. e-bike parking spaces); 12 no. motorcycle parking spaces; building and site signage and 3 no. flagpoles; 2) Construction of ancillary buildings and structures Including: 2 no. single storey security huts, an ESB Substation and MV Room, 4 no. condenser unit enclosures, a sprinkler water storage tank and pumphouse building, 10 no. materials silos and 6 no. loading docks; 3) All other associated site works required to facilitate the proposed development including: formation of vehicle accesses onto Damastown Road and onto Damastown Green, provision of a pedestrian footpath and landscaping along Damastown Road across the length of site boundary to the junction with Damastown Green; ground levelling and landscaping on the eastern side of Damastown Green along the length of site boundary to the junction with Damastown Road; construction of dashed pedestrian crossing (with tactile paving) at the existing footpath to the west of Damastown Green; boundary enclosure/fencing and site landscaping; and the installation of a surface water pipe from the site to an existing manhole on lands to the east.</p> <p>A Natura Impact Statement (NIS) was submitted with the application.</p> <p>Distance: 3km northeast of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Kinwest Limited</p> <p>Local Authority: Fingal County Council</p>	<p>The application may also be inspected online at the following website set up by the applicant: www.auburnshd2.ie.</p> <p>The proposed development will consist of the preservation and protection of the existing Protected Structure of Auburn House and its stables as 1 no. residential dwelling; the conversion of the existing stables of Auburn House to provide for storage space for the main Auburn House and the construction of 368 no. new residential dwelling units (comprising 87 no. houses,</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Planning Application ref: SHD/017/21 ABP-313360-22</p> <p>Location: Lands at Auburn House (Protected Structure), Little Auburn and Streamstown off the R107 Malahide Road/Dublin Road and Carey's Lane, (accessed via Streamstown Lane), Malahide, Co. Dublin</p> <p>Status: Registered 19 Apr 2022</p>	<p>239 no. apartments & 42 no. duplex units) for an overall total of 369 no. residential units, including Auburn House along with 1 no. childcare facility and 1 no. ancillary resident facility. The proposed development shall also provide landscaped public open space, car parking and all associated ancillary site development infrastructure including foul and surface water drainage, internal roads, cycle paths and footpaths, and boundary walls and fences. Vehicular access to the proposed development is to be via a new entrance at the R107 Malahide Road/Dublin Road entrance, with the existing entrance to Auburn House acting as a pedestrian/cyclist entrance and access to existing properties outside the application site, there will be a secondary entrance comprising modifications of the existing vehicular entrance off Carey's Lane to the south west of the development, the closure of the existing vehicular entrance to Little Auburn, the provision of 4 no. ESB substations, 1 no. new foul pumping station, public lighting; proposed foul sewer works along Back Road and Kinsealy Lane and all associated engineering and site works necessary to facilitate the development. The building heights range from 2 storey to 5 storey buildings with balconies or terraces being provided to the apartments and duplex units.</p> <p>An Environmental Impact Assessment Report and Natura Impact Statement have been prepared in respect of the proposed development.</p> <p>Distance: 8.5km northeast of the proposed development.</p>	
<p>Applicant: Cairn Homes Properties Ltd.</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHD/008/19 ABP-313337-22</p> <p>Location: Holybanks, Swords, Co. Dublin.</p> <p>Status: Registered 14 Apr 2022</p>	<p>The proposed development will consist of a residential scheme of 621 no. units (145 no. 1-bed units, 278 no. 2-bed units, 187 no. 3-bed units and 11 no. 4-bed units) along with ancillary childcare facility (506.5 sq.m) and a range of residential amenity facilities (573 sq.m) including gym, concierge, meeting room and multi-purpose room. The development will include the construction of:</p> <ul style="list-style-type: none"> • 118 no. houses comprising: 8 no. 1-bed maisonettes contained within 4 no. 2 storey units; 99 no. 2-storey, 3-bed units (18 no. mid-terrace and 81 no. semi-detached) and 11 no. 2-storey, 4-bed units (semi-detached). • 349 no. apartments units (137 no. 1-bed units, 201 no 2-bed units, and 11 no. 3-bed units) provided within w no. blocks ranging in height from 1 no. to 7 no storeys (over basement level) to the south side of the site along Glen Ellan Road. A Single level basement has been provided for Block B and an under-croft area is provided within Block A incorporating parking areas, waste management areas, plant rooms and other ancillary services. • 154 no. duplex units that are arranged within 14 no. 3-storey blocks comprising of 77 no. 2-bed units (ground floor) and 77 no. 3-bed units. • Apartments and duplexes are provided with balconies/terraces along all elevations and dedicated services / bin store areas. • The development will also provide for an ancillary childcare facility (506.5 sq.m), and residential amenity facilities (573 sq.m) including gym, concierge, meeting room and multipurpose room within the ground floor of Block B. • Provision of 705 no. car parking spaces, 856 no. bicycle parking spaces and 21 no. motorbike parking spaces (within basement, under-croft and at surface levels); • The landscape proposal includes extensive public open space (10,008 sq.m), in addition to a new public park measuring 29,400 sqm as an extension of Broadmeadow Riverside Park to the north of the site. • Principal vehicular access to the site is from Glen Ellan Road, with an additional new secondary site entrance provided from Jugback Lane/Terrace. New pedestrian connections are provided to the site from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. Further, a segregated 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>pedestrian/cycle path is proposed along a central green spine, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north.</p> <ul style="list-style-type: none"> • Junction and road improvement works are proposed to the Glen Ellan road / Balheary Road junction and the R132 Dublin road / R125 Seatown West Roundabout. This will include widening of Balheary Road (South), upgrade works to cycle/pedestrian facilities and for the partial signalisation of R132/R125 junction. • The application also contains proposals to upgrade existing Irish Water infrastructure including the construction of a stormwater storage tank proposed to be located on a corner site at the junction of Glen Ellan road and Balheary road, and an overflow outfall gravity sewer along Balheary road to the Broadmeadow River. • All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, play areas, public art, boundary treatments, lighting, SuDs, pumping station, EV charging points green roofs, ESB substations and services to facilitate the development. • As part of the proposed development, temporary permission (3 no. years) is sought for a single-storey marketing Suite and associated signage (including hoarding) during the development construction stage. <p>An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Distance: 11.5 km north of the proposed development.</p>	
<p>Applicant: Alanna Homes and Alcove Ireland Four Ltd.</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHDW/005/21</p> <p>Location: Within the townlands of Barberstown, Barnhill and Passifyoucan, Clonsilla, Dublin 15</p> <p>Status: Registered 20 Jul 2022</p>	<p>Planning request has been submitted for the following works:</p> <p>(a) The demolition of the existing vacant industrial / agricultural buildings;</p> <p>(b) The construction of 1,243 residential units comprising:</p> <ul style="list-style-type: none"> • 322 dwelling houses comprising a mix of 3- and 4- bedroom detached, semi-detached and terraced units ranging in height from two to three storeys. • 117 duplex units comprising a mix of 1-, 2- and 3- bedroom units arranged in two to three storey terraced and detached buildings; • 804 apartments comprising a mix of 1-, 2-, 3- and 4- bedroom units arranged in twenty four apartment blocks and three terraced buildings ranging in height from two to twelve storeys: <p>(c) The construction of commercial and community facilities including one creche; one medical centre; one cafe; one convenience retail unit; five retail/retail service units; a community centre; and an Office Hub and all ancillary signage.</p> <p>(d) Land set aside for a primary school to accommodate a minimum of 16 classrooms;</p> <p>(e) Provision of four new vehicular accesses with two from the Part 8 approved Barberstown Lane South Upgrade and two from the R149; the provision for creation of a pedestrian and cycling priority route along Barberstown Lane North, the provision of a pedestrian access plaza from the site to the Hansfield train station to the north; and provision for a pedestrian connection to the future Royal Canal Greenway;</p> <p>(f) The provision of landscaping and amenity areas to include neighbourhood playgrounds; pocket parks with play areas; and park comprising a multi-use games area (MUGA), large field, playing pitch; skateboard park; play areas; and amenity trails;</p> <p>(g) Proposed underground diversion of a section of 10/20kV ESB overhead power line traversing through the northern part of the site and the retirement of its ancillary poles;</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>(h) All associated infrastructure and ancillary site development works to include the construction of five double electrical substations and six unit electrical substations; construction of foul pumping station and ancillary kiosks; drainage and services connections; internal roads; pedestrian footpaths, pedestrian bridges and cycle lanes, public lighting, utilities, landscaping and boundary treatments, bicycle and car parking including basement and under-croft parking, and bin storage.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.</p> <p>Distance: 0m from the proposed development.</p>	
<p>Applicant: Alanna Homes LTD Local Authority: Fingal County Council Planning Application ref: FW22A/0147 Location: townland of Clonsilla, Dublin 15., and is partially occupied by buildings formerly associated with St. Joseph's Hospital. The site is bounded to the south-west by Park Heights road, to the north-west by Park Crescent road, to the north-east by Hansfield Status: On 14 Dec 2022, the decision GRANT PERMISSION was made by Fingal County Council.</p>	<p>A residential development comprised of 181 no. apartments and duplex units, together with a childcare facility, on a site measuring c. 3.6 Ha which is part of Zone 5 "Hospital" of the Hansfield Strategic Development Zone (SDZ) Planning Scheme 2006. The application site is in the townland of Clonsilla, Dublin 15, and is partially occupied by buildings formerly associated with St. Joseph's Hospital. The site is bounded to the south-west by Park Heights road, to the north-west by Park Crescent road, to the north-east by Hansfield Wood Lawn estate, and to the east and south by St Joseph's Hospital.</p> <p>The proposed development includes for the demolition of existing buildings on site (c. 2, 791 sq.m total) and the construction of 181 no. apartments and duplex units, together with a childcare facility, in 8 no. three to six storey blocks. A breakdown of the proposed blocks is as follows:</p> <p>The proposed development includes for a basement level car park, located below Blocks A, B & C, which provides for 148 no. car parking spaces (inclusive of 6 no. disabled parking spaces), 184 no. bicycle parking spaces, 5 no. plant rooms and 2 no. bin storage areas. The basement level provides for internal stair core and lift access to Blocks A, B & C, with vehicular access being from the existing Park Crescent road to the north-west. Vehicular access to the proposed development will be via 2 no. access points as follows: (i) off the existing Park Heights road to the south-west, and</p> <p>(ii) off the existing Park Crescent road to the north-west. The proposed development includes for all associated site development works above & below ground, surface level and basement car parking (Total: 267 no. car parking spaces), surface level and basement bicycle parking (Total: 217 no. bicycle parking spaces), soft & hard landscaping and boundary treatments, public, communal and private open spaces, pedestrian and cyclist connections, public lighting, foul and surface water drainage, attenuation, roads, infrastructure connections etc. all on a site of c. 3.6 Ha.</p> <p>An Environmental Impact Assessment Report accompanies this application.</p> <p>Distance: 120m north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Dept of Education Local Authority: Fingal County Council Planning Application ref: Location: Luttrellstown Road/Porterstown Link Road, Clonsilla, Dublin 15 Status: Permission Granted</p>	<p>Development on site at Porterstown adjacent to Luttrellstown Community College and forming part of the existing school campus that also incorporates Scoil Choilm Community National School.</p> <p>The development will consist of a Post Primary School with an overall floor area of 5376sq.m and 2 storeys in height. The proposed school will incorporate 18 general classrooms as well as 14 specialist classrooms in addition to all ancillary pupil and teacher facilities including external recreational areas that includes 4 no. ballcourts, external social spaces including a tiered seating area, covered bicycle parking facilities and car parking. vehicular access to the development is provided via the existing access to Luttrellstown Community College off Porterstown Link Road. A new pedestrian/cyclist only access is also proposed off Porterstown Link Road. A non-vehicular access to the school, for use by emergency services only, is also provided along the southern site boundary off Luttrellstown Road. A temporary construction access is also proposed off Luttrellstown Road. The proposed development also provides for solar panels on roof, on-site external lighting, landscaping and boundary treatment in addition to all associated site development works including alterations to ground levels and the</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>construction of retaining walls. The proposed development will also provide for upgrade works to the existing footpath network and to the pedestrian crossing on Porterstown Link Road and the provision of a new pedestrian crossing and upgrade works at the existing entrance to the school campus site also off Porterstown Link Road.</p> <p>Distance: 900m south of the proposed development.</p> <p>There are no environmental assessment documents available upon which to base an assessment of the potential in-combination effects. Therefore, this project has been excluded from further consideration herein. Should the project be progressed at some future date, it shall be subject to the proper statutory planning requirements, including EIA and AA, as appropriate.</p>	
<p>Applicant: Kinwest Limited Local Authority: Fingal County Council Planning Application ref: F22A/0579 Location: Lands at Auburn House, Malahide, Co. Dublin Status: An appeal has subsequently been lodged on 25 Apr 2023 and is now under consideration by An Bord Pleanala.</p>	<p>The preservation and protection of the existing Protected Structure of Auburn House and its stables as 1 no. residential dwelling; the conversion of the existing stables of Auburn House to provide for storage space for the main Auburn House and the construction of 69 no. residential units comprising 35 no. houses (1 no. single storey 2-bedroom house, 8 no. two storey 3-bedroom houses, and 26 no. two storey 4-bedroom houses) comprising detached, semi-detached and terraced type houses, all with associated surface level car parking, and 1 no. four storey apartment block (Block 1) consisting of 34 no. units (comprising 10 no. 1-bedroom units, 20 no. 2- bedroom units and 4 no. 3- bedroom units), all provided with private balconies/terraces and associated surface level car parking and bicycle parking with refuse stores, bicycle store and plant at ground floor level; landscaping; the preservation of existing follies and walls associated with the existing Walled Garden with amendments to the existing Walled Garden proposed to accommodate the proposed development; boundary treatments; public lighting; 1 no. ESB unit substation; the construction of a new vehicular and pedestrian/cycle access from Carey's Lane {off Streamstown lane), which is to be created from the adaption of an existing vehicular entrance off Carey's Lane; a total of 110 no. car parking spaces; the proposed development will also be served by the utilisation of the existing Auburn House vehicular entrance access and road off the Malahide/Dublin Road (R107) for pedestrian and cycle route only and with the existing entrance to Auburn House from the R107 Malahide Road/Dublin Road to be maintained as a shared vehicular access to serve Auburn House and 'Bellmont', 'The Lodge', 'Bellview', and 'Elgin'; new boundary treatment to retain vehicular access to the existing dwellings 'The Coop', 'Halstead' and 'Rockport House'; the demolition of detached stable/shed building off Cary's Lane; and stable block at Little Auburn; all associated site infrastructure and engineering works necessary to facilitate the development including 1 no. new foul pumping station, public lighting; proposed foul sewer works along Back Road and Kinsealy Lane. An Environmental Impact Assessment Report and Natura Impact Statement have been prepared in respect of the proposed development. The Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) are available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the Planning Authority.</p> <p>Lands at Auburn House (Protected Structure), Little Auburn and Streamstown off the R107 Malahide Road/Dublin Road and Carey's Lane (accessed via Streamstown Lane), Malahide, Co. Dublin. The lands are generally bound by the R107 road to the east, 'Beech Lodge' to the south, Clairville Lodge to the south (off Carey's Lane), by dwellings known as 'The Coop', 'Halstead' and 'Rockport House' to the south west (off Carey's Lane) and Abington to the west.</p> <p>Distance: 8.5 km northeast of the proposed development</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Statkraft Ireland Limited Local Authority: Fingal County Council</p>	<p>Permission for development at a site of c. 61.1 hectares. The development will consist of: a 10 year permission for the construction of a Solar Photovoltaic (PV) panels on ground mounted frames/support structures within existing field boundaries; 6 no. transformer stations; inverters; 3 no. weather stations; all ancillary underground cabling and ducting; internal site access tracks; site perimeter (stock-proof) security fencing; CCTV structures; 1 no. storage container; landscaping including screen</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Planning Application ref: FW22A/0201</p> <p>Location: Irishtown, Sprickelstown, Ward Lower, Dublin</p> <p>Status: An appeal has subsequently been lodged on 21 Aug 2023 and is now under consideration by An Bord Pleanala.</p>	<p>planting; new vehicular access from R121 (Regional Road); 1 no. temporary construction compound; and all associated site development works. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.</p> <p>Distance: 6km northwest of the proposed development.</p>	
<p>Applicant: Glenveagh Living Limited</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: LRD0008/S3</p> <p>Location: Ballymastone, Donabate, Co. Dublin.</p> <p>Status: A decision to Grant Permission was made by An Bord Pleanala on 28 Mar 2023.</p>	<p>To view details of this application please visit www.BallymastoneLRD1.ie</p> <p>A ten-year permission for a Large Scale Residential Development (LRD) at this site at Ballymastone, Donabate, County Dublin. The application site, of 15.02ha, comprises a land parcel dissected by the Donabate Distributor Road (DDR). The site is bounded by existing residential development of The Links and St. Patrick's Park to the west, the wider undeveloped Ballymastone lands and The Priory to the north, greenfield residential development lands (as permitted under F17A/0373 and F20A/0510) and New Road to the South, and St. Patrick's GAA Club and Donabate Golf Club to the east.</p> <p>The proposed development will consist of the construction of a residential development, which represents Phase 1 of the wider development of the Ballymastone Lands (as identified in the Donabate Local Area Plan 2016 (as extended)), ranging in height from 2 to 6 storeys to accommodate 432 no. residential dwellings (including a mix of apartments, duplexes and houses), a crèche and public open space. The site will accommodate 554 no. car parking spaces, 831 total no. bicycle parking spaces, new pedestrian/cycle links, road improvements, storage, services and plant areas. Landscaping will include communal amenity areas, and a significant public open space provision. The development is set out as follows:</p> <ol style="list-style-type: none"> The Construction of 432 no. new residential dwellings consists of 93 no. Apartment units, 126 no. Duplexes and 213 no. Houses set out as follows: <ul style="list-style-type: none"> Construction of 2 no. Apartment blocks, ranging in height from 3 to 6 storeys, with balconies on all elevations, green roofs, and external amenity courtyards, providing a total of 93 no. units (42 no. 1-beds, 41 no. 2-beds & 10 no. 3 beds). Construction of 213 no. 2-storey houses (75 no. 2-beds, 130 no. 3-beds & 8 no. 4-beds). Construction of 126 no. 2 to 3 storey duplex units, with balconies on all elevations (10 no. 1-beds, 55 no. 2-beds & 61 no. 3-beds). The scheme provides 15.6% public open space of the net site area comprising of two small parks and two pocket parks which total c. 15,417 sq.m. The two small parks, referred to as Baile Uisce Park and Ballisk Park are located centrally within the scheme, either side of the DDR, and are organized around existing archaeological features. Provision of 1 no. crèche, located to the south of the site of c. 909 sq.m and will cater for c.182 no. child places with an external play space of c.430 sq.m. A total of 544 no. car parking spaces are provided (in-curtilage for the houses and in a mix of both on-street and communal courtyard parking areas for apartments/duplexes and visitor parking) and a total of 10 no. spaces for the crèche. A total of 791 no. cycle parking spaces are provided for the residential units (comprising 717 no. long stay/resident spaces in secure locations and 74 no. short stay/visitor spaces at surface level) and 40 no. spaces for the crèche. 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>5. The development provides vehicular access from New Road via the Donabate Distributor Road, Portrane Road via The Links Road and directly from the Donabate Distributor Road as well as pedestrian links to all surrounding access points. Upgrade of the existing junction at the Portrane Road/The Links Rd is included for. An east-west pedestrian cycle route is proposed, with associated landscaping, connecting the DDR to the Links Road to the north of the site. The site also connects, via the DDR, to the proposed Ballymastone Recreation Hub. The development includes for the proposed alterations of the permitted routing of the connection from New Road to the Links Road, within the site boundary, as permitted under F17A/0373 (PL06F.249206).</p> <p>6. The proposed application includes all site enabling and development works, landscaping works, PV panels, bin stores, plant, boundary treatments, ESB substations, lighting, servicing, signage, surface water attenuation facilities and associated and ancillary works, including site development works above and below ground.</p> <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.</p> <p>Distance: 15 km northeast of the proposed development.</p>	
<p>Applicant: MacHale Partnership Local Authority: Fingal County Council Planning Application ref: F23A/0034 Location: Staffordstown Business Park, Turvey, Swords, Co. Dublin. Status: Permission granted 10 Aug 2023</p>	<p>The construction of 2 no. industrial/ warehousing units on an overall applicable site area of approx. 6.25ha.</p> <ul style="list-style-type: none"> Unit A consists of an industrial building of approx. 9,555 sqm with 638 sqm of ancillary office and staff facility space, together with 82 no. car parking spaces and 72 no. cycle parking spaces. Overall height of approx. 18.3m. Unit B consists of an Industrial building of approx. 7,775 sqm with 824 sqm of ancillary office and staff facility space, together with 83 no. car parking spaces and 48 no. cycle parking spaces. Overall height of approx. 15.3m. <p>Approximately 445m long, 7.5m-9m wide carriageway for the internal road layout to the future phase of Staffordstown Business Park and associated future industrial/commercial units (subject to separate planning application). A 1.5m footpath on both sides of the road (approximately 980m in length); and grass verges. The road, grass verges and footpath will extend to connect to the existing road constructed under Reg. Ref. F07A/1477. The site and access road levels will be raised and compensatory storage provided. The proposed development will also consist of a new watermain connection, proposed surface water drainage and foul sewer drainage connections and underground attenuation tank. Together with all ancillary drainage and site development works associated within the proposed development.</p> <p>A Natura Impact Statement (NIS) will be submitted to the Planning Authority with this planning application.</p> <p>Distance: 14.5 km northeast of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: EirGrid plc Local Authority: Fingal County Council Planning Application ref: F23A/0040 Location: ESB Belcamp 220 kV Substation, in the townlands of Clonshaugh and Belcamp, Co. Dublin</p>	<p>The development will consist of the provision of new electricity transmission infrastructure at the existing ESB Belcamp 220 kV substation, comprising:</p> <ol style="list-style-type: none"> Installation of an additional 220 kV Gas Insulated Switchgear (GIS) 16 Bay Building north of the existing station compound (approximately 84 m by 25m and 17 m in height), this includes an associated extension to the hardstanding compound (approximately 3.2 hectares) to facilitate the same. This includes: <ol style="list-style-type: none"> Three 220/110 kV transformers located adjacent to the new 220 kV GIS building (approximately 8m high); A busduct connection from the new 220 kV GIS building to the existing 220 kV Belcamp substation; One +100 MVAR220 kV STATCOM transformer including associated auxiliary transformer, series coils, outdoor cooling bank control and valve building; Seven lightning protection masts (ranging in height from approximately 8 m to 20 m); 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Status: On 30 Mar 2023, the decision REQUEST ADDITIONAL INFORMATION was made by Fingal County Council.</p>	<p>3. All ancillary site development works including site preparation works, site clearance and levelling; provision of hardstanding, internal access tracks and temporary construction compound; associated underground cabling and earthgrid; associated extended surface water drainage network including attenuation storage; associated reinforced concrete perimeter wall (3 m in height with a 1 m electric fence on top); perimeter palisade fencing (3 m in height), external lighting as required to facilitate the development;</p> <p>4. Access to the proposed development site will be via the existing internal access road, and existing vehicular entrance onto the R139 regional road.</p> <p>A Natura Impact Statement (NIS) accompanies this application.</p> <p>Distance: 6 km northeast of the proposed development.</p>	
<p>Applicant: HPREF Dublin Office devCo 1 Limited</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: FW22A/0079</p> <p>Location: Lands at Horizon Logistics Park (Known as Sites C and E), Off the R108, Townlands of Harristown, Slogue and Ballymun, St. Margaret'S, Swords, Co. Dublin</p> <p>Status: 10 Oct 2022, the decision GRANT PERMISSION was made by Fingal County Council.</p>	<p>The proposed development consists of the following at Site C:</p> <p>The construction of 1 no. light industrial/warehouse (including wholesale use) / logistics building (Unit C) with a gross floor area (GFA) of c. 6,627 sq.m (including welfare and reception areas over two levels and c. 216 sq.m of ancillary office space). The proposed building will have a maximum height of c. 15.2 metres.</p> <p>Provision of 58 no. car parking spaces and 14 no. bicycle parking spaces.</p> <p>Provision of an ESB substation and switchroom.</p> <p>Provision of a service yard and HGV loading/unloading areas, with associated loading bays to the west of the proposed light industrial/warehouse/logistics building.</p> <p>Provision of access arrangements to the proposed development including an access from the permitted roundabout to the southwest of the site, and from the main estate access road to the east of the site.</p> <p>The proposed development consists of the following at site E:</p> <p>The construction of 2 no. light industrial/warehouse (including wholesale use) / logistics buildings (Units E1 and E2) with a gross floor area of 12,578 sq.m and 11,457 sq.m. respectively (including welfare and reception areas over two levels for each building and ancillary office space of c. 565 sq.m. and c. 497 sq.m respectively). The proposed buildings will have a maximum height of c. 15.6 metres.</p> <p>Provision of 239 no. car parking spaces (125 no. for Unit E1 and 114 no. for Unit E2) and 76 no. bicycle parking spaces (38 no. for each unit).</p> <p>Provision of an ESB substation and switchroom, 2 no. sprinkler tanks and 2 no. pumphooms.</p> <p>Provision of service yards and HGV loading/unloading areas, with associated loading bays to the south of the proposed light industrial/warehouse/logistics buildings.</p> <p>Provision of access arrangements to the proposed development including accesses from the main estate access road to the north, and the provision of a new estate road along the eastern side of Unit E2, proceeding to the rear of both buildings and providing access to the service yards.</p> <p>The proposal includes landscaping and planting, 3 no. bin stores/recycling structures, PV panel zones at roof level, boundary treatments, signage zones, site lighting, security fencing and gates and all associated site services and development works, including underground foul and storm water drainage network and sustainable urban drainage systems (including the provision of an integrated constructed wetland to the south of Site E).</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be submitted to the Planning Authority with this application.</p> <p>Distance: 5km north of the proposed development.</p>	
<p>Applicant: Lismore Homes Limited</p> <p>Local Authority: Fingal County Council</p> <p>Planning Application ref: SHD/001/21</p> <p>ABP-313222-22</p> <p>Location: In the townland of Stapolin, Baldoyle, Dublin 13</p> <p>Status: Permission refused on 16th March 2023 by An Bord Pleanala</p>	<p>The development will consist of the construction of 1,007 apartments (consisting of 58 no. studio units (38.1 – 52.3 sq.m.), 247 no. 1 bedroom units (48.9 – 79.7 sq.m.), 94 no. 2 bedroom 3 person units (67.3 – 80.42 sq.m.), 563 no. 2 bedroom 4 person units (77.7 – 106.1 sq.m.), and 45 no. 3 bedroom units (93.5 – 130.66 sq.m.), 6 no. communal residential community rooms, and a ground floor creche in 16 no. buildings with heights varying from 4 to 12 storeys, basement and surface level car parking, secure bicycle parking, landscaping, water supply connection at Red Arches Road, and all ancillary site development works on a c. 6.1 hectare site as follows:</p> <p>1. The proposed residential development will consist of 1,007 no. residential apartments (58 no. studio units, 247 no. 1 bedroom units, 94 no. 2 bedroom 3 person units, 563 no. 2 bedroom 4 person units, and 45 no. 3 bedroom units, and the following:</p> <ul style="list-style-type: none"> • 6 no. Communal Residential Community Rooms/Facilities of c. 515 sq.m. located at ground floor level in Block 7 (sector 6A/6B), Block 2 (sector 7), Block 2 (sector 8A), and Block 1 (sector 8B), and external communal amenity space of c. 1.35 ha. provided at ground level throughout the scheme • A ground floor crèche (gross floor area of 800 sq.m.) with dedicated outdoor play area of c. 208 sq.m. is proposed at Block 1, Sector 8A with 14 no. dedicated crèche car parking spaces. • A total 743 no. car parking spaces are proposed at basement level (605 no. spaces) and at surface level (138 no. spaces including 14 no. crèche car parking spaces) and 1,754 no. bicycle parking spaces for residents and 500 no. bicycle spaces for visitors are proposed in covered and secure parking facilities at ground level throughout the scheme. • Upgrade the public watermain for c. 170 metres along Red Arches Park to connect to the existing watermain at Red Arches Road as required by Irish Water. • Pedestrian, cyclist, and vehicular access will be provided at Red Arches Park, Stapolin Avenue, Ireland's Eye Avenue, and Stapolin Way. • The development will also provide for all associated ancillary site development infrastructure including: ESB sub-stations, bin stores, plant rooms, public lighting, new watermain connection to the south at Red Arches Road, foul drainage to the existing pumping station at Stapolin Haggard, and surface water drainage to the west; roads and footpaths; landscaping; new boundary treatment to proposed Racecourse Park (ABP ref. JP06F.311315) and remove existing boundary to Red Arches Drive; and all associated site development works necessary to facilitate the proposed development. <p>An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.</p> <p>Distance: 8km northeast of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: McGarrell Reilly Homes Limited</p> <p>Local Authority: Meath County Council</p> <p>Planning Application ref: ABP Case Number 314703</p>	<p>Request for planning permission was submitted by McGarrell Reilly Homes Limited in 2022 for a proposed development consisting of:</p> <p>i. The construction of 530 No. residential units, all with private amenity space comprising:</p> <p>a) 454 No. houses including; i. 44 No. 2-storey, 2-bedroom houses and associated amenities and car parking; ii. 327 No. 2-storey, 3-bedroom houses and associated amenities and car parking; iii. 53 No. 2-storey, 4-bedroom houses and associated amenities and car parking; iv. 30 No. 3-storey, 4-bedroom houses and associated amenities and car parking;</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>MCC reg no. 22910</p> <p>Location: Newtownmoyaghy, Killocock, Co. Meath</p> <p>Status: Appealed</p>	<p>b) 62 No. duplex units including; i. 25 No. 1-bedroom apartment units with all associated amenities and car parking; ii. 6 No. 2-bedroom apartment units with all associated amenities and car parking; iii. 25 No. 2-bedroom duplex units with all associated amenities and car parking; iv. 6 No. 3-bedroom duplex units with all associated amenities and car parking;</p> <p>c) 14 No. apartment units including; i. 3 No. 1-bedroom apartment units with all associated amenities and car parking; ii. 11 No. 2-bedroom apartment units with all associated amenities and car parking;</p> <p>ii. The construction of 1 No. neighbourhood centre (c.1,598sq.m);</p> <p>iii. The construction of 1 No. 16-classroom Primary School (c.3,052sq.m);</p> <p>iv. The construction of 1 No. childcare facility, associated external play area and car parking spaces;</p> <p>v. Provision of new sports changing room facilities, associated entrance road and car parking spaces;</p> <p>vi. The erection of 2 No. 13m lattice masts in the southern section of the site together with the relocation to underground of 2 No. 10kV and 2 No. 38kV overhead lines;</p> <p>vii. New boundary walls and fences, open space, internal site roads, pavements, public lighting, tree planting, landscaping, bin storage, ESB substations and all ancillary works necessary to facilitate the development.</p> <p>An Environmental Impact Assessment Report (EIAR), and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development.</p> <p>Distance: 40m north of the proposed development.</p>	
<p>Applicant: McGarrell Reilly Homes</p> <p>Local Authority: Meath County Council</p> <p>Planning Application ref: 23424</p> <p>Location: Bennetstown , Pace , Dunboyne, Co. Meath</p> <p>Status: Further information requested 19/04/2023</p>	<p>The development will consist of: i. Construction of 3 no. office buildings with a cumulative gross floor area (GFA) of 13,729 sq.m ranging in height from 3 to 4- storeys and shall comprise the following: a. Building 1 (3,597 sq.m GFA) 3-storeys in height (12.35 metres to top of parapet), with a set back louvred screen 2m above parapet level. b. Building 2 (5,336 sq.m GFA) 4-storeys in height (16.125 metres to top of parapet), with a set back louvred screen 2m above parapet level. c. Building 3 (4,796 sq.m GFA) 4-storeys in height (16.125 metres to top of parapet), with a set back louvred screen 2m above parapet level. ii. Roof mounted solar PV panels (c. 180 sq.m combined area); iii. Provision of a 4-arm signalised junction replacing the existing Pace roundabout to include a new northern arm with segregated cycleway and footpath; iv. Access to the development is proposed from the new northern arm, with 6m wide internal access roads to serve the development; v. Upgrade works to the R157 and M3 Parkway access road to facilitate junction improvements; vi. A total of 275 surface car parking spaces including 14 disabled access bays and 55 electric car charging points; vii. 280 bicycle parking spaces in 3 secure cycle storage areas adjacent to the buildings; viii. Site signage is to be erected, all spot-lit and back-lit illuminated, including 2 no. type 1 entrance signs (6.15m x 2.4m) and 3 no. type 2 building signs (1.35m x 2.4m); ix. 3 standalone electricity substations; x. Foul sewer connection to existing public system including pumping station on site with rising mains along Kennedy Road and Navan Road; xi. Watermain connection to the north east of site at Pace for connection to Irish Water Infrastructure; xii. Permission is also sought for associated landscaping, boundary treatments, public lighting, plant, waste storage and all ancillary site and development works. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development.</p> <p>Distance: 280m west of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Arnub Ltd. & Aspect Homes (ADC) Ltd.</p> <p>Local Authority: Meath County Council</p>	<p>The application site is located to the west / south-west of Dublin Road (R135), south-west of Cherry Lane, west of the existing dwellings at The Briars and Cherry Court, south of the existing dwellings at Alderbrook Heath, Alderbrook Downs & Alderbrook Rise, east / south-east of the existing dwellings at Tara Close & Tara Place, and north-west and south-west of Hickey's Lane. The development will consist of the following: (1) Demolition of all existing structures on site, comprising 3 no. single storey dwellings and their associated outbuildings (total demolition area: c.659m²). (2) Construction of 702 no. residential dwellings</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Planning Application ref: SH314550</p> <p>Location: Baltrasna and Milltown, Ashbourne, County Meath</p> <p>Status: Pending - Decision due 01/11/2022</p>	<p>comprised of: 420 no. 2 & 3 storey 2, 3, 4, & 5 bed detached, semi-detached & terraced houses, 38 no. 2 & 3 bed duplex units in 19 no. 3 storey buildings, and 244 no. 1, 2, & 3 bed apartments in 20 no. buildings ranging in height from 3 to 6 storeys. (3) The development also includes for the following non-residential uses: (i) 2 no. childcare facilities located in Blocks A and A1 (c. 289m² & c.384m² respectively), (ii) 4 no. retail units comprised of: 2 no. units in Block A (c.106m² & c.174m² respectively), 1 no. unit in Block A1 (c.191m²), & 1 no. unit in Block B1 (c.469m²), and (iii) 1 no. GP practice / medical use unit located in Block A1 (c.186m²). (4) The development provides for a basement level car park located under Block A1 (c. 4,095m²) and, 2 no. undercroft car parks located at the ground floor level of Block A (c. 466m²) and Block B1 (c. 1,466m²). (5) The development provides for an area of c.1 hectare reserved for a future school site and playing pitch at the western boundary of the site. (6) Vehicular access to the development will be via 2 no. access points as follows: (i) from Cherry Lane, located off Dublin Road (R135), in the north-east of the site and, (ii) from Hickey's Lane, located off Dublin Road (R135), to the east of the site. The development includes for road upgrades / improvement works to both Cherry Lane and Hickey's Lane and their junctions with Dublin Road (R135). A new east-west access road through the development site extending from Cherry Lane to the western boundary of the site and all associated site development works is proposed.</p> <p>Distance: 8.5km northeast of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	
<p>Applicant: Hayfield Homes Ltd,</p> <p>Local Authority: Meath County Council</p> <p>Planning Application ref: 23272</p> <p>Location: Site D, on lands north of the Enfield Relief Road, in the townland of Johnstown, Enfield, Co Meath</p> <p>Status: Granted</p>	<p>The construction of 77 no. residential units comprising: 1 no. three storey duplex block (8 no. duplex units) containing 4 no. ground floor, 2 bed duplex units (Unit Types K & L) and 4 no. first and second floor, 3 bed duplex units (Unit Types M & N); 29 no. 3 bed, two storey houses (House Types A & C); and 40 no. 4 bed, two storey houses (House Types B, D, D1, D2, D3 & D4). The proposed development includes a total of 7,106 sqm of landscaped public open space; a pedestrian/cycle connection to Newcastle Woods; 148 no. car parking spaces; 24 no. bicycle parking spaces; internal roads; boundary treatments; bin storage; public lighting; water supply infrastructure; foul and surface water drainage infrastructure; and all associated and ancillary site and development works. The proposed development integrates with the permitted residential developments (Meath County Council Planning Refs. 21/1449, 21/1461, 21/1462) to the east of the site, incorporating connections to permitted vehicular, pedestrian, bicycle, drainage, water supply and services infrastructure. The proposed development also includes 2 no. new vehicular accesses onto the Enfield Relief Road, together with all associated upgrade works along the Relief Road (including pedestrian and cycling infrastructure). This application is accompanied by an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) Significant Further Information /revised plans submitted on this application.</p> <p>Distance: 11.2km northeast of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Sky Castle Limited</p> <p>Local Authority: Meath County Council</p> <p>Planning Application ref: MCC ref no. 221251 and ABP Case ref. no. ABP-317832-23</p> <p>Location: Dunboyne Road , Moygaddy , Maynooth, Co. Meath</p>	<p>The development will consist of 1. Construction of a new two-storey Nursing Home of 156 no. bedrooms with a Gross Floor Area (GFA) of 8,576m², including vehicular drop-off area and service road. 2. Construction of a new three-storey Primary Care Centre (PCC) with a Gross Floor Area (GFA) of 3,049m², including vehicular drop-off area. 3. The development includes a shared surface car park providing 161 no. car parking spaces (comprising of 151 no. standard car parking spaces and 10 no. accessible car parking spaces) and approximately 160 no. bicycle parking spaces. 4. Provision of foul and surface water drainage including an underground wastewater pumping station. 5. Connection to potable water supply at Kildare Bridge. 6. Provision of communal (semi-private) and public open space. 7. Provision of hard and soft landscaping including amenity equipment, fencing and gates. 8. Provision of substation and public lighting. 9. Proposed road improvement and realignment works along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556), including: i. Construction of a new 2-way, 6m-wide access road from the R157 Dunboyne Road to include a priority T-junction on the R157 which includes a right-turn lane from the R157 into the access road, ii. Upgrade works to a section of the R157 from the new</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Status: Appealed</p>	<p>site entrance south to Kildare Bridge on the R157 (representing delivery of a 15m-wide portion of the Maynooth Outer Relief Road (MOOR)), including creation of a new 2m -wide footpath, 3m-wide cycle lane and pedestrian and cycle link adjacent to Kildare Bridge, iii. Provision of pedestrian and cycle improvement measures. 10. All other site development works and services ancillary to the proposed development. 11. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application. Significant Further Information/revised plans submitted on this application.</p> <p>Distance: 1.2 km north of the proposed development.</p>	
<p>Applicant: Sky Castle Limited Local Authority: Meath County Council Planning Application ref: MCC ref no. 221252 and ABP Case ref no. ABP-317833-23 Location: Moygaddy, Maynooth, Co. Meath Status: Appealed</p>	<p>The proposed development will consist of 3 no office blocks and all associated site development works (GFA. 20,633 26m2) as follows; 1. Block A: 5 storey office building providing offices, stair and lift cores and plant rooms (GFA 10,260.42 m2) 2. Block B: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA 5,186.54 m2). 3. Block C: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA 5,186.30 m2). 4. The development includes a surface car park which includes 323 no. car parking spaces and 320 no. bicycle car parking spaces (including 16 no. accessible car parking spaces and 12 no. EV charging spaces). 5. Undertaking of road upgrade works including the provision of a signalised junction on the R157 Dunboyne Road and the construction of a section of the Maynooth Outer Orbital Route and provision of associated pedestrian and cycle infrastructure, as well as a realignment of a section of the R157. The works to the R157 adjoin the Carton Demesne Wall which is a Protected Structure (RPS Ref 91556). 6. Vehicular access to the site will be provided via the R157 Dunboyne Road and provision is made for a secondary vehicular access via the proposed section of the Maynooth Outer Orbital Route. 7. Provision of water, foul and surface water drainage infrastructure including pumping station. 8. Provision of a new pedestrian & cycle bridge structure at the River Rye Water adjacent to the existing Kildare Bridge. 9. Provision of roof mounted solar PV panels on Office Blocks A, B & C. 10. Provision of 3 no. ESB Kiosks. 11. Provision of bin stores. bike stands, landscaping, boundary treatments and public lighting and all other site development works and services ancillary to the proposed development. 12. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application. Significant Further Information/revised plans submitted on this application.</p> <p>Distance: 1.2 km north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Sky Castle Limited Local Authority: Meath County Council Planning Application ref: 221250 & ABP Case ref no. ABP-317495-23 Location: Moygaddy, Maynooth, Co. Meath Status: Appealed</p>	<p>The proposed road development will consist of the following: I) Provision of approximately 1.700m of new distributor road (MOOR Arc) comprising of 7.0m carriageway with turning lane where required. footpaths, cycle tracks and grass verges. All associated utilities and public lighting including storm water drainage with SuDS treatment and attenuation. 2) Proposed road improvement and realignment works including: 1. Realignment of a section of the existing L6219 local road, which will entail the demolition of an existing section of the road which extends to circa 2,500 sqm. ii. Provision of pedestrian and cycle improvement measures along the L6219 and L22 I 4-3 which abuts the boundary of Moygaddy House which is a Protected Structure (RPS ref 91558). iii. Provision of pedestrian and cycle improvement measures along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556). iv. Realignment of a section of the existing L22 I 4-3 local road and R 157, which will entail the demolition of an existing section of the road which extends to circa 3,200 sqm. v. Provision of a new signalised junction at the realigned junction between the L2214-3 and R157. vi. Provision of a new signalised junction between the L2214 local road and the MOOR with right-tum lanes on approaches. vii. Reconfiguration of the L2214 section within the MOOR arc to a one-way from north to south with right-turn lanes, where applicable. viii. Reconfiguration of the northbound lane of the L2214 within the arc to a shared facility for use by pedestrians and cyclists. ix. Addition of chicanes on the L62 I 9 and L22 I 4-3 local road to reduce traffic flow and encourage utilisation of the MOOR. Significant further information/revised plans submitted on this application.</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) will be prepared in respect of this project.</p> <p>Distance: 1.2 km north of the proposed development.</p>	
<p>Applicant: Shannon Valley Plant Hire Ltd</p> <p>Local Authority: Meath County Council</p> <p>Planning Application ref: 23243</p> <p>Location: Ballynamona, Summerhill, Co Meath</p> <p>Status: FURTHER INFORMATION</p>	<p>the importation, recovery & recycling of soil, stone, concrete and brick materials by sorting, crushing and screening for dispatch/re-use in construction and engineering projects. The annual tonnage proposed for acceptance at the Site shall not exceed 25,000 tonnes per annum.</p> <p>A Natura Impact Statement will be submitted to the Planning Authority with the application.</p> <p>Distance: 12.8 km northwest of the proposed development</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Irish Water</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: ABP Case Number 315725 KCC reg no. 22784</p> <p>Location: Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey, Co. Kildare.</p> <p>Status: Appealed</p>	<p>Planning Permission was granted to Irish Water in 2023 for the development at this site in the townlands of Mariavilla, Carton Demesne, Oldcarton, Catherinestown, Kellystown, Ravensdale, Sion and Confey. The development will traverse the administrative areas of both Kildare County Council and Meath County Council. The development within the Kildare County Council administrative area will consist of:</p> <p>(a) Permanent Mechanical, Electrical, Instrumentation, Control and Automation (MEICA) upgrade works, upgrade of the existing chemical dosing system and ancillary works at the Maynooth Wastewater Pumping Station (WWPS) site in the townland of Mariavilla; and,</p> <p>(b) Provision of approximately 7.9km new pipeline (approximately 9.8km total development length within Kildare and Meath) and associated infrastructure (air valves, scour valves, flow meter, ventilation columns etc.) between the Maynooth WWPS and existing Irish Water infrastructure along the R149 in the townland of Confey.</p> <p>A Natura Impact Statement (NIS) accompanies the subject application.</p> <p>Distance: 70m north of the proposed development.</p> <p>An Ecological Impact Assessment (EclA) has been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Kildare County Council</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: KCC Pl. Ref P82019-08</p> <p>Location: Eastern side of Maynooth town in the townlands of Maynooth, Railpark, and Moneycooly</p> <p>Status: Permission Granted</p>	<p>Planning permission was granted in 2019 to Kildare County Council to develop a new road, the Maynooth Eastern Ring Road on the eastern side of Maynooth town in the townlands of Maynooth, Railpark, and Moneycooly. The Proposed Development involves:</p> <ul style="list-style-type: none"> • Construction of approximately 1.55 km of Type 3 Single Carriageway; • Provision of a new 4-way signalised junction at the location of the existing R405 Celbridge Road / Griffin Rath Road priority T-junction; • Provision of a new 4-way signalised junction at the location of the existing R148 Leixlip Road / R157 Dunboyne Road priority T-junction; • Realignment and modification of approximately 200m of the R157 Dunboyne Road and the provision of a filter lane for vehicles turning left onto the R148 Leixlip Road from the R157; 	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<ul style="list-style-type: none"> • Realignment and modification of approximately 300m of the R148 Leixlip Road; • Realignment and modification of approximately 230m of the R405 Celbridge Road; • Realignment and modification of approximately 170m of Griffin Rath Road; • Provision of pedestrian and cyclist facilities along the full length of the MERR; • Provision of pedestrian and cyclist facilities along the realigned and modified R405, R148, R157 and Griffin Rath Road; • The provision of a pedestrian and cycleway connection from the MERR to the Royal Canal towpath north of the Royal Canal; • Construction of a bridge structure spanning the Dublin to Sligo railway and the Royal Canal; and, • Accommodation works for properties affected by the proposed development. <p>An Appropriate Assessment Screening Report and a Part 8 Planning Report have been submitted as part of the planning application.</p> <p>Distance: 0m of the proposed development.</p>	
<p>Applicant: Intel Ireland Ltd Local Authority: Kildare County Council Planning Application ref: 22491 Location: Collinstown, Leixlip, Blakestown, Kellystown, Collinstown Industrial Park, Leixlip, Co. Kildare Status: Permission Granted</p>	<p>for a new chemical tanker storage compound located north of FAB 10. The proposed development consists of a modification and alterations to previously permitted and partly built development under planning application Reg. Ref. 19/1054. The proposed development comprises of the following: (1) Chemical Tanker Storage Compound. A chemical storage compound housing 3 no. parked chemical tanker trailers complete with bunded area, steel canopy and adjacent loading bay with bunded fixed tank (12,000 litres). The chemical tanker storage compound is approximately 220 square metres and the steel canopy is sized 13 metres x 11 metres approximately. (2) Site works. The proposed development includes minor modifications to previously permitted roads and underground utilities, paths, fencing, site lighting, signage and also includes miscellaneous site works. This application consists of a variation to a previously permitted development on an activity for licence under Part IV of the Environment Protection Agency Act 1992 (as amended by the Protection of the Environment Act, 2003) is required. A Natura Impact Statement ("NIS") accompanies this application, and will be available for inspection or purchase at the office of the Planning Authority. This is a site to which the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I. 209 of 2015) applies.</p> <p>Distance: 730 m north of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Esprit Investments Limited Local Authority: Kildare County Council Planning Application ref: 22627 Location: Townlands of Moortown and Crodaun, Celbridge, Co. Kildare Status: Permission Granted</p>	<p>a 9.8 Ha site in the townlands of Moortown and Crodaun, Celbridge, County Kildare, including part of the carpark serving Blocks C and D of the M4 Interchange Business Park and a dwelling known as "Mariposa". The lands are generally bounded to the north by the M4 Motorway; to the east by greenfield lands; to the south-east by the Celbridge Community School and M4 Business Park beyond; to the south and south-west by Unit 1 Esprit Logistics Park, the R405 with residential dwellings and Salesian College beyond; and to the west by Blocks C and D of the M4 Interchange Business Park. The development, which will have a gross floor area of 27,034 sq m, will comprise the demolition of an existing dwelling known as "Mariposa" (c.270 sq.m) and the construction of 11 No. Warehouse and Light Industrial units with ancillary offices, staff facilities and associated development.</p> <p>The development will also include road upgrade works including a new entrance and roundabout at the R449 frontage for HGV access to the proposed development; modifications to the existing entrance (permitted under KCC Reg. Ref. 211170) to the R405 to provide an overhead entrance portal with height restrictor (preventing HGV entry at this access point), pedestrian crossing and pedestrian island; shared pedestrian/cycle track segregated from motorised vehicular traffic throughout site and</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>along part of the R405 and R449 frontage; omission of 80 No. car parking spaces, 1 No. car set down space and 5 No. bus set down spaces which serve the existing Unit C and Unit D of the M4 Interchange Business Park (a total of 178 No. car parking spaces, 1 No. car set down space and 1 No. bus set down space in a part-modified layout will remain to serve these units); 335 No. proposed car parking spaces to serve the proposed development; bicycle parking; HGV parking spaces; HGV marshalling yards; level access goods doors; dock levellers; gates; signage; pedestrian access; internal roadways,; internal roundabout; lighting; plant; attenuation pond; foul pump station; canopies; ESB substations; boundary treatments; hard and soft landscaping; and all associated site development works above and below ground.</p> <p>Distance: 1.7 km south of the proposed development.</p> <p>An Ecological Impact Assessment (EclA) has been prepared in respect of this project.</p>	
<p>Applicant: Ladas Property Company Limited</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: 23494</p> <p>Location: Lands adjoining and to the rear of St Mary's Church, Mill Street, Maynooth, Co Kildare</p> <p>Status: Appealed</p>	<p>Permission for a Large-scale Residential Development on lands adjoining and to the rear of St Mary's Church at Mill Street, Maynooth, Co Kildare. The development will consist of the provision of 115no. apartments in 4no. separate blocks incorporating provision of a creche and restaurant/cafe, 1no. office unit and provision of a basement to provide for car parking, bicycle storage and ancillary bin storage areas. Particulars of the development provide as follows:</p> <p>(a) Replacement of 2no. existing vehicular entrances onto Mill Street with 1no. single access point onto Mill Street to incorporate the proposed vehicular entrance works along with associated pedestrian and cyclist connections onto Mill Street and associated works to provide for a bus stop and realignment of existing footpath in accordance with planned Part VIII works for this section of Mill Street.</p> <p>(b) Site excavation works to facilitate the proposed development to include levelling, excavation and general site preparation works.</p> <p>(c) Block A: A four-storey building comprising a creche and restaurant/cafe at ground floor level and upper floors incorporating 1no. office unit, provision of 7no. 1bed apartments and 10no. 2bed apartments with associated civic space fronting onto Mill Street and external play area to the rear to serve the creche. A basement will be provided under Block A for parking and bin storage.</p> <p>(d) Block B1: An apartment block ranging from three to five storeys comprising a total of 32no. residential apartments to consist of 6no. 1bed apartments, 19no. 2 bed apartments and 7no. 3 bed apartments. A basement will be provided under Block B1 which will incorporate an access ramp, parking and bin storage.</p> <p>(e) Block B2: A six storey apartment block comprising a total of 48no. residential apartments to consist of 13no. 1bed apartments and 35no. 2 bed apartments.</p> <p>(f) Block C: An apartment block ranging from four to five storeys comprising a total of 18no. residential apartments to consist of 1no. 1bed apartments, 13no. 2 bed apartments and 4no. 3bed apartments along with a ground level storage room for bicycles and bins. Block C will be raised on stilts with a flood storage area provided at ground level beneath this Block.</p> <p>(g) Provision of a basement car parking area to comprise a total of 74no. car parking spaces (incorporating infrastructure for electric vehicle charge points), along with bicycle storage and bin storage areas.</p> <p>(h) Provision of bicycle and bin storage facilities at surface level.</p> <p>(i) Provision of internal access roads and footpaths/cycle paths.</p> <p>(j) Provision of residential communal open space areas (including formal play areas) to include internal walkway along the Lyreen River and pedestrian bridges within the site and including all associated landscape works with public lighting, planting and boundary treatments.</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>(k) Provision of an ESB substation adjacent to Block B1. (i) Associated site works and attenuation systems to include a hydrocarbon and silt inceptor to facilitate site drainage as well as all ancillary site development/construction works with provision of a foul pump station and internal foul, storm and water networks for connection to the existing foul, storm and public water networks. A</p> <p>Distance: 460m north of the proposed development.</p> <p>Natura Impact Statement (NIS) has been prepared and accompanies this application.</p>	
<p>Applicant: Glenveagh Homes Ltd.,</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: 23513</p> <p>Location: Leixlip Demesne, Leixlip, Co. Kildare</p> <p>Status: Permission Granted</p>	<p>Large-Scale Residential Development (LRD) at a site of c. 14.3 hectares. The application site is principally bounded by: Celbridge Road (R404) and Back Gate Lodge, Celbridge, Leixlip, Co. Kildare W23E0F6 to the west; the existing residential developments of Leixlip Park and Wogansfield to the north; the M4 Motorway to the south; and by agricultural lands to the east. The development will consist of the:</p> <p>(1) Construction of 237 No. residential units ranging in height from two-three storeys comprising 30 no. two-bedroom houses (c.86.8sq.m each), 124 no. three-bedroom houses (ranging in area from c.103sq.m to 114sq.m each), 13 No. four-bedroom houses (ranging from c. 151sq.m to 168sq.m) , 20 No. one-bedroom apartments (ranging in area from c.56.6sq.m each), 22 No. two-bedroom duplex apartments (ranging in area from c. 86.9sq.m to 89.0sq.m) and 22 No. three-bedroom duplex apartments (ranging in area from c.127sq.m to 139sq.m each);</p> <p>(2) Construction of a two storey creche (c.278sq.m in area) with associated external play area (c.85.8sq.m. in area);</p> <p>(3) Provision of public open space (totalling c.7.71 ha of which c.5.61 ha comprises strategic amenity space), communal open space (serving the duplex apartments) (c. 570sq.m), and private open space (in the form of private garden areas serving the houses and terraces/balconies serving the apartments/duplexes); and</p> <p>(4) Provision of vehicular, cyclist and pedestrian access/egress and associated circulation routes (including the construction of a fourth arm to the existing three arm junction on the Celbridge Road (R404) opposite the entrance to the existing Barnhall Meadows residential development and pedestrian and cyclist access to the north-east of the site providing access to the existing residential development known as Leixlip Park).</p> <p>The development will also consist of:</p> <p>(5) 303 No. car parking spaces (including 31 No. car parking spaces for visitors and 12 No. car parking spaces serving the proposed crèche);</p> <p>(6) Electric vehicle (EV) charging infrastructure;</p> <p>(7) 355 No. bicycle parking spaces (including 17 No. bicycle parking spaces serving the proposed crèche and 160 No. bicycle parking spaces serving the proposed strategic amenity/public open space);</p> <p>(8) Bicycle storage;</p> <p>(9) Bin storage;</p> <p>(10) 3 No. ESB substations;</p> <p>(11) Undergrounding and diversion of the existing 20kV and 38kV overhead power lines;</p> <p>(12) Equipped play areas;</p> <p>(13) Photovoltaic roof panels; (</p> <p>14) Boundary treatments (including gates, piers, railings, walls and openings to the former demesne wall);</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>(15) Provision of lighting; (16) All hard and soft landscaping; (17) Provision of Sustainable Urban Drainage systems (SuDs); and (18) All other associated site excavation, infrastructural and site development works above and below ground, changes in level (including the relocation of artificially raised ground from construction of the M4 to create an enlarged berm to the southern boundary of the site bounding the M4 Motorway) and associated retaining features, and associated site servicing (foul and surface water drainage and water supply).</p> <p>Distance: 1km south of the proposed development.</p> <p>An Environmental Impact Assessment Report has been prepared in respect of the proposed development and submitted with this LRD application.</p>	
<p>Applicant: Cairn Homes Properties Ltd. Local Authority: Kildare County Council Planning Application ref: 221469 Location: Mariavilla, Moyglare Road & Dunboyne Road, Maynooth, Co. Kildare Status: Permission Granted</p>	<p>Extension of Duration of planning reference 18/301230 STRATEGIC HOUSING DEVELOPMENT (ABP Decision) mixed use development of 462 no. dwellings including the refurbishment of Gate Lodge (a Protected Structure), 483 no. student accommodation bedspaces, crèche, café, gym and retail unit, provision of a new 800m link street with 1 no. pedestrian / vehicular bridge across the Lyreen River, new access junctions onto Moyglare Road and Dunboyne Road, internal road network, demolition of existing 2 storey building adjacent to "Divine Word Missionaries" on the Moyglare Road and all associated site works and services.</p> <p>Distance: 560m north of the proposed development.</p> <p>It is noted in the Planning Report that <i>"an EIAR was prepared for the entire application site Phases 1 to 4, and the proposed phases of the development for which the extension for duration is sought lies within the footprint of the overall application site."</i></p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Kieran Curtin, Receiver over certain assets of Maplewood Developments Unlimited Co., Local Authority: Kildare County Council Planning Application ref: 22313825 Location: Dublin Road and Shinkeen Road,, Donaghcumper and Ballyoulster TDs,, Celbridge,, Co. Kildare Status: Undecided</p>	<p>Strategic Housing Development: for a seven year planning permission, on lands at Dublin Road and the Skinkeen Road, within the townlands of Donaghcumper and Ballyoulster, Celbridge, Co. Kildare. The application site has an area of c. 13.4 ha and bound by a greenfield site, Donaghcumper Cemetery, Retronix Semiconductor Company and the Dublin Road to the north, the Rye River Brewing Company and the Ballyoulster Park housing estate to the north east, the Primrose Gate housing estate to the south, agricultural lands to the east and Shinkeen Road to the West. Donaghcumper Medieval Church Ruins (RPS No. B11-02) and the house on Dublin Road, Donaghcumper (RPS No. B11-26), are protected structures located north of the application site. The proposed development comprises 344 No. residential units (comprising 54 No. 1 beds, 30 No. 2 beds, 210 No. 3 beds and 50 No. 4 beds), a 2 No. storey childcare facility with a GFA of c. 369 sq. m, public communal open space, landscaping, car and cycle parking spaces, provision of an access road from Dublin Road and Shinkeen Road, associated vehicular accesses, internal roads, pedestrian and cycle paths, bin storage, cycle storage, pumping station and all associated site and infrastructural works. The residential component of the development consists of 214 No. apartments/duplex units, and 130 No. houses. The development includes a total of 585 No. car parking spaces, 4 No. loading bays and a total of 770 No. cycle spaces. The proposal includes hard and soft landscaping, lighting, boundary treatments, the provision of public and communal open space, including 3 No. Local Parks, children's play areas, and an ancillary play area for the childcare facility. The proposed development includes road upgrades, alterations and improvements to the Dublin Road/R403 and the Shinkeen Road, including the provision of new vehicular accesses and signalized junctions, pedestrian crossing points, and associated works to facilitate the same. The proposal includes internal roads, including 3 No. bridge crossings, cycle paths, footpaths, with proposed infrastructure and access points provided up to the application site boundary to facilitate potential future</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
	<p>connections to adjoining lands. The development includes foul and surface water drainage, pumping station, 3 No. ESB Substations, services and all associated and ancillary site works and development.</p> <p>Distance: 3km south of the proposed development.</p> <p>An Environmental Impact Assessment Report (EIAR) has been prepared in respect of this project.</p>	
<p>Applicant: Cairn Homes Properties Ltd</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: 22314337</p> <p>Location: Mariavilla, Moyglare Road, Maynooth</p> <p>Status: Undecided</p>	<p>Strategic Housing Development for 158 no. apartments (and ancillary facilities), student accommodation in 33 no. apartments (260 bedspaces), creche (700 sq.m.) 2 no. retail units (329 Sq.m.) open space and site development and landscape works.</p> <p>Distance: 570m north of the proposed development.</p> <p>A Natura Impact Statement (NIS) has been prepared in respect of this project. An Ecological Impact Assessment report has also been prepared in respect of this project.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Sky Castle Limited</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: KCC 221213</p> <p>Location: Mariavilla Townland, Co. Kildare.</p> <p>Status: Appealed</p>	<p>for the development of a portion of the Maynooth Outer Orbital Road (MOOR) in the townland of Mariavilla, Co. Kildare. The development will consist of: 1. Provision of approximately 200m of new portion of distributor road comprising of 7.0m carriageway with footpaths, cycle tracks and grass verges. All associated utilities and public lighting including storm water drainage with SuDS treatment and attenuation. This new road section with pedestrian and cycle infrastructure will tie in with existing infrastructure just east of the roundabout which provides access to the Maynooth Community College and Moyglare Hall Estate. 2. Provision of a new bridge structure comprising the following: (i) An integral 50m single span bridge at Moyglare Hall over the River Rye Water to connect with existing road infrastructure in County Kildare and associated floodplain works and embankments. (ii) The bridge will include pedestrian and cycle facilities. (iii) Extension of the water mains assets to serve new developments in Maynooth Environs. 3. Provision of site landscaping, public lighting, site services and all associated site development works. 4. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) has been included with this application. Revised by Significant Further Information which consists of - Amendment of the application site boundary to the southern side of the proposed new bridge. - Revised Engineering Details. - Revision to the Construction and Demolition Waste Management Plan. - Revision to the Construction and Environmental Management Plan. - A revised Site Specific Flood Risk Assessment. - Revisions to the Environmental Impact Assessment Report. - Revisions to the Natura Impact Statement. - Revised Ecological Assessment including a dedicated bat roost suitability survey. - Revisions to the Landscape and Visual Impact Assessment including new photomontages. - Revised Surface Water Drainage Details. - Revised Landscape Masterplan.</p> <p>Distance: 1.2 km northwest of the proposed development.</p>	<p>In-combination adverse effects are not anticipated.</p>
<p>Applicant: Sky Castle Limited</p> <p>Local Authority: Kildare County Council</p> <p>Planning Application ref: KCC 221214</p>	<p>For the development of a portion of the Maynooth Outer Orbital Road (MOOR) in the townlands of Carton Demesne, Mariavilla and Maynooth, Co. Kildare. The development will consist of: (i) Provision of a new bridge structure along the R157 comprising the following: (i) A pedestrian and cycle bridge structure to be erected adjacent to the upstream/western side of the existing Kildare Bridge, with a 2m clearance, with the infrastructure tying into new infrastructure in Co. Meath. (ii) This bridge will be a standalone, independent structure that will also support new water main assets. 2. New wastewater rising mains to be installed underground adjacent to the bridge structure and routed along the R157 and Dunboyne Road which abuts Pebble Mill House which is a Protected Structure (RPS Ref. B05-77). 3. New walkways and cycle track will tie-in with new infrastructure to be</p>	<p>In-combination adverse effects are not anticipated.</p>

Name of Plan or Project	Description project	Potential in-combination Adverse Effects
<p>Location: Maynooth Outer Orbital Road, Carton Demesne and Mariavilla Townlands, Maynooth, Co. Kildare.</p> <p>Status: Appealed</p>	<p>constructed by Cairn Homes and their Agents. 4. Provision of site landscaping, public lighting, site services and all associated site development works. 5. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) has been included with this application. Revised by Significant Further Information which consists of - Revised Engineering Details. - Fully annotated and dimensioned architectural drawings of the proposed bridge. - Revision to the Construction and Demolition Waste Management Plan. - Revision to the Construction and Environmental Management Plan. - A revised Site Specific Flood Risk Assessment. - Revisions to the Environmental Impact Assessment Report. - Revisions to the Natura Impact Statement. - A dedicated Invasive Species Management Plan. - Revisions to the Landscape and Visual Impact Assessment including new photomontages. - Revised Landscape Masterplan.</p> <p>Distance: 650m northwest of the proposed development.</p>	

Status Update of Applications included in the EIAR (July 2022)

A review of the status of applications that at the time of writing the NIS (July 2022) were awaiting further/additional information or pending a final decision or under appeal was undertaken. Applications with status changes as of 27th of September 2023 are listed in Table 5-3 below.

Table 5-3 Status Change of applications included in the original NIS

Applicant	Planning application ref	Updated status	Decision date
Connolly Quarter Development Company Limited	EIA Portal ID 2021272 and DCC ref no. 3054/22	Grant Permission	12 July 2022
Fitzwilliam Real Estate Developments Ltd	DCC reg no. 3040/22	Refuse Permission	10 Jan 2023
Bartra Property (Porterstown) Ltd	ABP case ref ABP-312190-21 & FCC Planning ref no. FW21A/0171	Refuse Permission	6 Jan 2023
Breffni Assets Holdings Ltd.	FCC planning ref. F21A/0667	Grant Permission	11 Nov 2022
Avoca Homes	KCC Planning ref no. 20108 & ABP case ref no. PL09.309929	Grant Permission with Conditions	14 April 2022
Heathcote Holdings Limited	KCC planning ref no. 211108	Grant Permission	17 June 2022