



Environmental Impact Assessment Screening Report

Prepared in support of a proposed Build-to-Rent Strategic Housing Development on lands associated with St. Laurence College, Wyattville Park, Loughlinstown, Co. Dublin

On behalf of: Green Urban Living N11 Limited

June 2021

Document review and approval


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Contents

1.0 Introduction	1
1.1 Subject Site	1
1.2 Proposed Development.....	2
1.3 Report Structure	3
2.0 Environmental Impact Assessment	4
2.1 Relevant Legislation.....	4
2.2 Environmental Impact Assessment Screening Process	4
2.3 Mandatory Environmental Impact Assessment	5
2.4 Sub-Threshold Development	7
3.0 Characteristics of Proposed Development	10
3.1 Size and Design of the Proposed Development	10
3.2 Cumulation with Other Developments	10
3.3 Nature of Any Associated Demolition Works	11
3.4 Use of Natural Resources	12
3.5 Production of Waste.....	12
3.6 Pollution and Nuisances.....	12
3.7 Risk of Major Accidents and/or Disasters	12
3.8 Risks to Human Health	13
4.0 Location of Proposed Development	14
4.1 Existing and Approved Land Use.....	14
4.2 Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources	14
4.3 Absorption Capacity of the Natural Environment.....	14
4.3.1 Wetlands, Riparian Areas and River Mouths	14
4.3.2 Coastal Zones and the Marine Environment.....	15
4.3.3 Mountain and Forest Areas.....	15
4.3.4 Nature Reserves and Parks	15
4.3.5 Areas Classified or Protected Under Legislation	15
4.3.6 Densely Populated Areas.....	15
4.3.7 Landscapes and Sites of Historical, Cultural/Archaeological Significance	16
5.0 Types and Characteristics of Potential Impacts	17
5.1 Magnitude and Spatial Extent of the Impact	17
5.2 Nature of the Impact.....	17
5.3 Transboundary Nature of the Impact	17
5.4 Intensity and Complexity of the Impact	17
5.4.1 Air and Climate.....	17
5.4.2 Archaeology, Architecture and Cultural Heritage.....	17
5.4.3 Ecology.....	18
5.4.4 Landscape.....	18

5.4.5 Noise and Vibration..... 18

5.4.6 Population and Human Health 18

5.4.7 Soils and Geology 18

5.4.8 Traffic and Transport..... 19

5.4.9 Water..... 19

5.4.10 Interactions..... 20

5.5 Probability of the Impact..... 20

5.6 Expected Onset, Duration, Frequency and Reversibility of the Impact 20

5.7 Cumulation of the Impact with the Impact of Other Developments 20

5.8 Possibility of Effectively Reducing the Impact 20

6.0 Concluding Remarks 21

6.1 Mandatory and Sub-Threshold Environmental Impact Assessment..... 21

6.2 Characteristics of Proposed Development..... 21

6.3 Location of Proposed Development 21

6.4 Types and Characteristics of Potential Impacts..... 21

6.5 Likely Significant Effects 21

6.6 Conclusion and Recommendations 22

1.0 Introduction

KPMG Future Analytics, 1 Stokes Place, St. Stephen's Green, Dublin 2 (Chartered Town Planning and Development Consultants), have prepared this Environmental Impact Assessment (EIA) Screening Report on behalf of Green Urban Living N11 Limited, 22 Ely Place, Dublin 2, in respect of a proposed Build-to-Rent (BTR) Strategic Housing Development (SHD) on lands associated with St. Laurence College, Wyattville Park, Loughlinstown, Co. Dublin.

This EIA Screening Report has been prepared pursuant to Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

1.1 Subject Site

The subject site is located on lands associated with St. Laurence College, Loughlinstown, a well-established residential suburb situated approximately 5 km south of Dún Laoghaire and 6 km south-east of Sandyford (as the crow flies). It is also situated approximately 600m north-east of the Cherrywood Strategic Development Zone (SDZ) (as the crow flies) which will become a vibrant new residential community and source of employment within Dún Laoghaire-Rathdown, complete with a new town centre and improved transport infrastructure under the Cherrywood Planning Scheme. Please refer to Figure 1.1 below which is an aerial view of the subject site.



Figure 1.1: Aerial View with the Indicative Boundary of the Subject Site Outlined in Red.

The subject site is generally surrounded by Wyattville Housing Estate to the north and east, the N11 to the south and the school building and playing pitches associated with St. Laurence College to the west. Furthermore, the site benefits from excellent accessibility due to its immediate proximity to the N11 and its associated Quality Bus Corridor, as well as close proximity to Cherrywood Luas Stop and proximity to Killiney Dart Station.

1.2 Proposed Development

The proposed development is described in the application's statutory notices as follows:

"The development will consist of the demolition of the existing AstroTurf and hardcourt area (totalling 2,812 sq.m) and the construction of a Build-to-Rent residential development (24,195 sq.m GFA) comprising 256 no. apartments (105 no. 1-bed, 145 no. 2-bed and 6 no. 3-bed) in 4 no. blocks ranging in height from 1 to 8 no. storeys above ground level including, and connected by, single storey podiums, and non-residential uses (totalling 604 sq.m GFA) and an AstroTurf pitch (2,242.4 sq.m). The development is described on a block by block basis as follows:

Block A (6,375 sq.m GFA): 1 to 5 no. storeys over lower ground floor level apartment building with 59 no. apartments comprising 22 no. 1-bed apartments and 37 no. 2-bed apartments, all with associated private gardens/balconies. Block A also includes the provision of a crèche (363 sq.m GFA) with associated outdoor play area (101 sq.m) and a café unit (135 sq.m GFA) at lower ground floor level.

Block B (5,930 sq.m GFA): 1 to 7 no. storeys apartment building with 65 no. apartments comprising 39 no. 1-bed apartments, 23 no. 2-bed apartments and 3 no. 3-bed apartments, all with associated private gardens/balconies.

Block C (6,447 sq.m GFA): 1 to 6 no. storeys apartment building with 68 no. apartments comprising 22 no. 1-bed apartments and 46 no. 2-bed apartments, all with associated private gardens/balconies.

Block D (6,172 sq.m GFA): 1 to 8 no. storeys apartment building with 64 no. apartments comprising 22 no. 1-bed apartments, 39 no. 2-bed apartments and 3 no. 3-bed apartments, all with associated private gardens/balconies.

Provision of internal resident support facilities and resident services and amenities, including concierge, lobbies/lounges, communal workspaces, meeting rooms and a residents only gym and changing facility (totalling 946 sq.m) located at lower ground and ground floor levels; communal open space in the form of podium courtyards with play facilities (totalling 2,244 sq.m); and public open space with play facility (4,378 sq.m). Provision of a new AstroTurf pitch (2,242.4 sq.m) and associated floodlighting and 3m ball-stop netting over 2.4m perimeter fence; a bin store/vehicle shed (106 sq.m GFA); and a new vehicular and pedestrian entrance and associated road and footpath off Wyattville Park Road for St. Laurence College.

Access to serve the proposed development will be provided via a new multimodal entrance to the site from Wyattville Park Road together with a dedicated new entrance to serve the existing school. The development will include internal roads and footpaths; a pedestrian/cycle link from the N11 to Wyattville Park which will be accessible by the public and also facilitate access for emergency vehicles; and the partial demolition of the existing wall at Wyattville Park to facilitate access to the site and the temporary removal of part of the existing wall fronting the N11 at the southwestern corner of the site to facilitate construction access via the N11 slip road. The temporary construction access via the N11 slip road will be decommissioned and the associated boundaries and playing field finishes reinstated following the construction phase. 200 no. car parking spaces are provided in total, including 80 no. parking spaces at grade (50 no. residential parking spaces including 2 no. disabled parking spaces, 10 no. visitor parking spaces, 9 no. café parking spaces including 1 no. disabled parking space, 6 no. crèche staff parking spaces, 3 no. parent and child parking spaces and 2 no. car pool parking spaces); 60 no. residential parking spaces (including 3 no. disabled parking spaces and 10 no. electric vehicle parking spaces) below the podium courtyard between Blocks A and B; and 60 no. residential parking spaces (including 3 no. disabled parking spaces and 10 no. electric vehicle parking spaces) below the podium courtyard between Blocks C and D; 10 no. motorcycle parking spaces at grade;

and a setdown area at grade. 583 no. bicycle parking spaces are provided for residents and visitors, including 9 no. short-stay bicycle parking spaces at grade and 574 no. bicycle parking spaces at ground floor level (202 no. residential spaces, 71 no. visitor spaces, 3 no. café staff spaces and 6 no. crèche staff spaces in 2 no. enclosed spaces in Block B; 5 no. residential spaces below the podium courtyard between Blocks A and B; 202 no. residential spaces and 80 no. visitor spaces in 2 no. enclosed spaces in Block D; and 5 no. residential spaces below the podium courtyard between Blocks C and D).

Planning permission is also sought for all ancillary site and development works above and below ground to facilitate the development and associated signage, including 10 no. stores (totalling 563.4 sq.m); 2 no. bin stores (totalling 96 sq.m); 1 no. ESB substation (15.1 sq.m); 1 no. electric switchroom (7 sq.m); 1 no. telecoms room (4.3 sq.m); mechanical and electrical installations; 1 no. cold water storage tank and booster set room (75 sq.m); public lighting; retaining walls; boundary treatments; hard and soft landscaping; SuDS; green roofs; and water, surface water drainage and foul drainage works; and all associated site strip and excavation above and below ground.”

1.3 Report Structure

Section 2 sets out the legislation associated with EIAs, as well as the procedural criteria for determining whether an EIA is required.

Section 3 provides an assessment of the characteristics of the proposed development.

Section 4 assesses the location of the proposed development, having specific regard to the environmental sensitivity of geographical areas likely to be affected by the proposed development.

Section 5 examines the potential impacts of the proposed development on the environment.

Section 6 concludes the EIA Screening Report.

2.0 Environmental Impact Assessment

2.1 Relevant Legislation

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment (and as amended in turn by Directive 2014/52/EU). Directive 2014/52/EU is transposed into Irish law under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

The Directive applies to a wide range of defined public and private projects which are typically placed into one of the following categories:

- Those that exceed the thresholds laid down and therefore have a mandatory requirement to prepare an EIA; and
- Those that are sub-threshold and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment.

2.2 Environmental Impact Assessment Screening Process

Screening is the process of deciding whether a development requires an EIA. The particulars of the assessment procedure are adopted through European Directives and correlate to the provisions set out in the Planning and Development Act 2001 (as amended). An EIA is required to be carried out as part of an application whereby the proposed development exceeds the limitations of Schedule 5 of the Planning and Development Regulations 2001 (as amended). The methodology for screening the proposed development was prepared having regard to the following documents:

- OPR Practice Note PN02 Environmental Impact Assessment Screening (Office of the Planning Regulator, 2021);
- Draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports (Environmental Protection Agency, 2017);
- Environmental Impact Assessment of Projects: Guidance on Screening (European Union, 2017);
- Interpretation of Definitions of Project Categories of Annex I and II of the EIA Directive (European Union, 2015); and
- Environmental Impact Assessment (EIA), Guidance for Consent Authorities regarding Sub-threshold Development (Government of Ireland, 2003).

The Draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports (Environmental Protection Agency, 2017) provide a flow diagram of the screening process and this is the process generally followed in this EIA Screening Report (Figure 2.1).

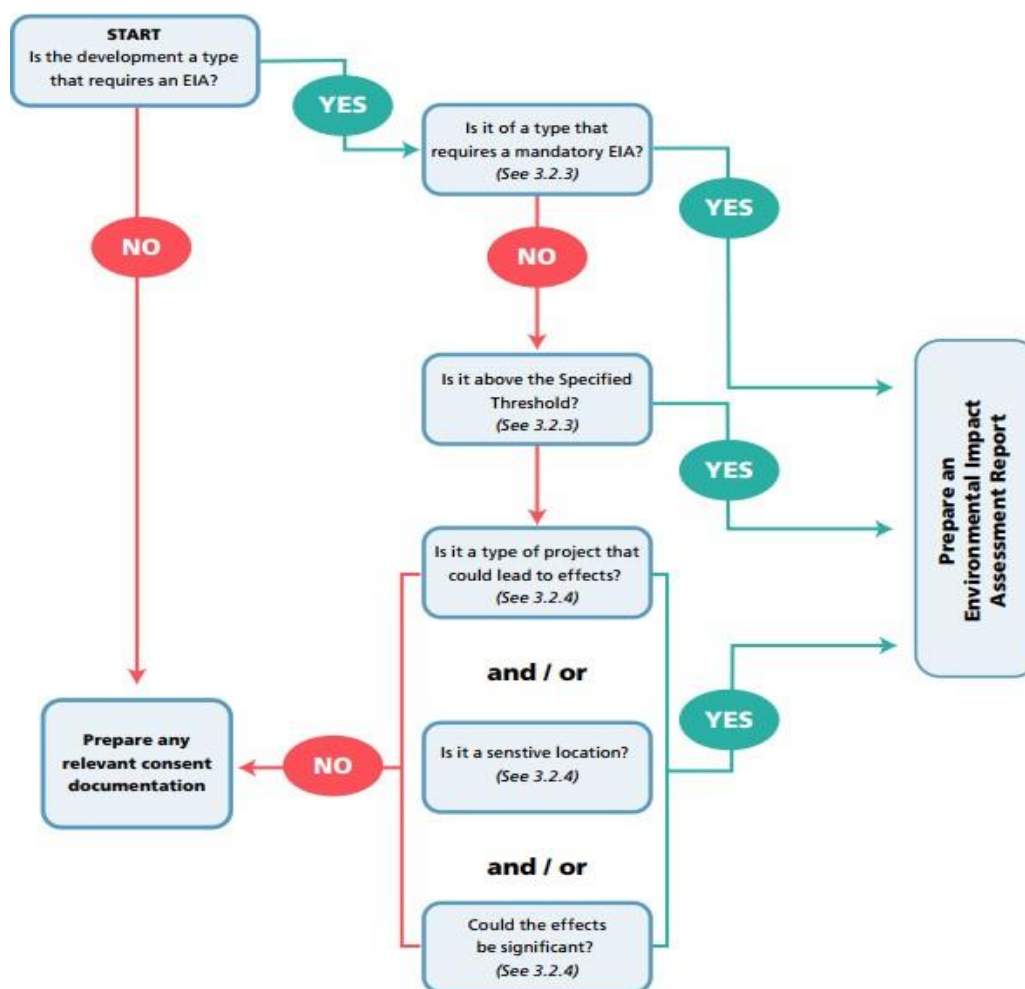


Figure 2.1: EIA Screening Process (Source: Environmental Protection Agency (2017) Draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports).

2.3 Mandatory Environmental Impact Assessment

Projects which have a high likelihood of impacting the receiving environment have mandatory EIA requirements. These projects are listed in detail in Annex I of Directive 2014/52/EU and Schedule 5, Part 1 of the Planning and Development Regulations 2001, as amended. The proposed development does not fall within the below list of projects which have mandatory EIA requirements (Table 2.1).

Table 2.1: Summary of Projects Listed in Schedule 5, Part 1 of the Planning and Development Regulations 2001, as amended.

Projects in Schedule 5, Part 1
A crude oil refinery or an installation for the gasification and liquefaction of coal or bituminous shale
A thermal power station or other combustion installation
A nuclear power station or other nuclear reactor
All installations for the reprocessing of irradiated nuclear fuel
Integrated works for the initial smelting of cast iron and steel
Installations for the production of non-ferrous crude metals from ore, concentrates or secondary raw materials by metallurgical, chemical or electrolytic processes
An installation for the extraction of asbestos or for the processing and transformation of asbestos or products containing asbestos
Integrated chemical installations
A line for long-distance railway traffic or an airport with a basic runway length of 2,100 metres or more
Inland waterways and ports for inland waterway traffic

Trading ports, piers for loading and unloading connected to land and outside ports
Waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste
Waste disposal installations for the incineration or chemical treatment of non-hazardous waste
Groundwater abstraction or artificial groundwater recharge schemes
Works for the transfer of water resources between river basins
Wastewater treatment plants
Extraction of petroleum and natural gas for commercial purposes
Dams and other installations designed for the holding back or permanent storage of water
Pipelines for the transport of gas, oil or chemicals with a diameter of more than 800mm and a length of more than 40 km
Installations for the intensive rearing of poultry or pigs
Industrial plants
Quarries and open-cast mining
Construction of overhead electrical power lines
Installations for storage of petroleum, petrochemical, or chemical products

The proposed development has also been considered under the list of projects which warrant discretionary consideration of the requirement for an EIA. Schedule 5, Part 2 of the Planning and Development Regulations 2001, as amended, sets out and defines development for the purposes of Part 10 (Table 2.2).

Table 2.2: Classes of Development Listed in Schedule 5, Part 2 of the Planning and Development Regulations 2001, as amended.

Schedule 5, Part 2 – Class of Development
1. Agriculture, silviculture and aquaculture
2. Extractive industry
3. Energy industry
4. Production and processing of metals
5. Mineral industry
6. Chemical industry
7. Food industry
8. Textile, leather, wood and paper industries
9. Rubber industry
10. Infrastructure projects
11. Other projects
12. Tourism and leisure
13. Changes, extensions, development and testing

In respect of the class relevant to the proposed development, the full statement contained in the Planning and Development Regulations 2001, as amended, is set out below (Figure 2.2):

10. *Infrastructure projects*

- (a) Industrial estate development projects, where the area would exceed 15 hectares.
- (b)
 - (i) Construction of more than 500 dwelling units.
 - (ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.
 - (iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.
 - (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)

- (c) All construction of railways and of intermodal transshipment facilities and of intermodal terminals not included in Part 1 of this Schedule which would exceed 15 hectares in area.
- (d) All airfields not included in Part 1 of this Schedule with paved runways which would exceed 800 metres in length.
- (e) New or extended harbours and port installations, including fishing harbours, not included in Part 1 of this Schedule, where the area, or additional area, of water enclosed would be 20 hectares or more, or which would involve the reclamation of 5 hectares or more of land, or which would involve the construction of additional quays exceeding 500 metres in length.
- (f) (i) Inland waterway construction not included in Part 1 of this Schedule which would extend over a length exceeding 2 kilometres.
(ii) Canalisation and flood relief works, where the immediate contributing sub-catchment of the proposed works (i.e. the difference between the contributing catchments at the upper and lower extent of the works) would exceed 1,000 hectares or where more than 20 hectares of wetland would be affected or where the length of river channel on which works are proposed would be greater than 2 kilometres.
- (g) Dams and other installations not included in Part 1 of this Schedule which are designed to hold water or store it on a long-term basis, where the new or extended area of water impounded would be 30 hectares or more.
- (h) All tramways, elevated and underground railways, suspended lines or similar lines of a particular type, used exclusively or mainly for passenger transport.
- (i) (i) Oil pipelines and associated installations not included in Part 1 of this Schedule, where the length of new pipeline would exceed 40 kilometres.
(ii) Gas pipelines and associated installations not included in Part 1 of this Schedule, where the design pressure would exceed 16 bar and the length of new pipeline would exceed 40 kilometres.
- (j) Installation of overground aqueducts which would have a diameter of 1,000 millimetres or more and a length of 500 metres or more.
- (k) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dikes, moles, jetties and other sea defence works, where the length of coastline on which works would take place would exceed 1 kilometre, but excluding the maintenance and reconstruction of such works or works required for emergency purposes.
- (l) Groundwater abstraction and artificial groundwater recharge schemes not included in Part 1 of this Schedule where the average annual volume of water abstracted or recharged would exceed 2 million cubic metres.
- (m) Works for the transfer of water resources between river basins not included in Part 1 of this Schedule where the annual volume of water abstracted or recharged would exceed 2 million cubic metres.

Figure 2.2: Extract from Schedule 5, Part 2 of the Planning and Development Regulations 2001, as amended.

With regard to Class 10, the following is noted:

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

The proposed development will consist of a total of 256 no. residential units which is below the threshold for an EIA.

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

The subject site measures approximately 3 ha in area. Having regard to the residential suburban location of the subject site, the threshold for an EIA is 10 ha. The proposed development is thus below the EIA threshold.

In conclusion, the proposed development does not fall within the projects or classes of development set out in Annex I and Annex II of Directive 2014/52/EU and Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Having regard to the foregoing, the proposed development is considered to be sub-threshold for the purposes of an EIA.

2.4 Sub-Threshold Development

Screening for sub-threshold development is provided for under Schedule 7A of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

1. A description of the proposed development, including in particular:
 - (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; and
 - (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from:
 - (a) the expected residues and emissions and the production of waste, where relevant; and
 - (b) the use of natural resources, in particular soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

The criteria contained within Annex III (i.e. the criteria that must be considered when making screening decisions on a case-by-case basis) is presented in Table 2.3.

Table 2.3: Criteria contained in Annex III as transposed in Irish legislation¹.

<p>1. Characteristics of Proposed Development</p> <p>The characteristics of proposed development, in particular:</p> <ol style="list-style-type: none"> (a) the size and design of the whole of the proposed development; (b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment; (c) the nature of any associated demolition works; (d) the use of natural resources, in particular land, soil, water and biodiversity; (e) the production of waste; (f) pollution and nuisances; (g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and (h) the risks to human health (for example, due to water contamination or air pollution).
<p>2. Location of Proposed Development</p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:</p> <ol style="list-style-type: none"> (a) the existing and approved land use; (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; and (c) the absorption capacity of the natural environment, paying particular attention to the following areas: <ol style="list-style-type: none"> (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and; (vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.

¹ European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, Schedule 7.

3. Types and Characteristics of Potential Impacts

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(l) to (v) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account:

- (a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment; and
- (h) the possibility of effectively reducing the impact.

3.0 Characteristics of Proposed Development

3.1 Size and Design of the Proposed Development

In brief, the development will principally consist of the demolition of the existing AstroTurf and hardcourt area and the construction of: 256 no. Build-to-Rent apartments (105 no. 1-bed, 145 no. 2-bed and 6 no. 3-bed) in 4 no. blocks ranging in height from 1 to 8 no. storeys above ground level including and connected by single storey podiums with internal communal amenities and facilities; a crèche with outdoor play area; a café; communal and public open space and play facilities; a permanent multimodal access off Wyattville Park Road; a pedestrian/cycle link from the N11 to Wyattville Park; a temporary construction access off the N11; car, motorcycle and bicycle parking; and a set down area. Furthermore, the school side development will consist of: the provision of a new AstroTurf pitch and associated floodlighting; a bin store/vehicle shed; and a new vehicular and pedestrian entrance off Wyattville Park Road. The development will also include all ancillary site services and works to facilitate the development.

A detailed description of the proposed development is set out in Section 1.2. The proposed development has been designed to ensure prospective residents are provided with a high level of residential amenity, while simultaneously ensuring no adverse impacts on the residential amenities of neighbouring properties.

3.2 Cumulation with Other Developments

The proposed development on lands associated with St. Laurence College is compatible with the land use zoning objective of the site, namely *“to protect and/or improve residential amenity”*, as well as adjacent land uses (Figure 3.1).

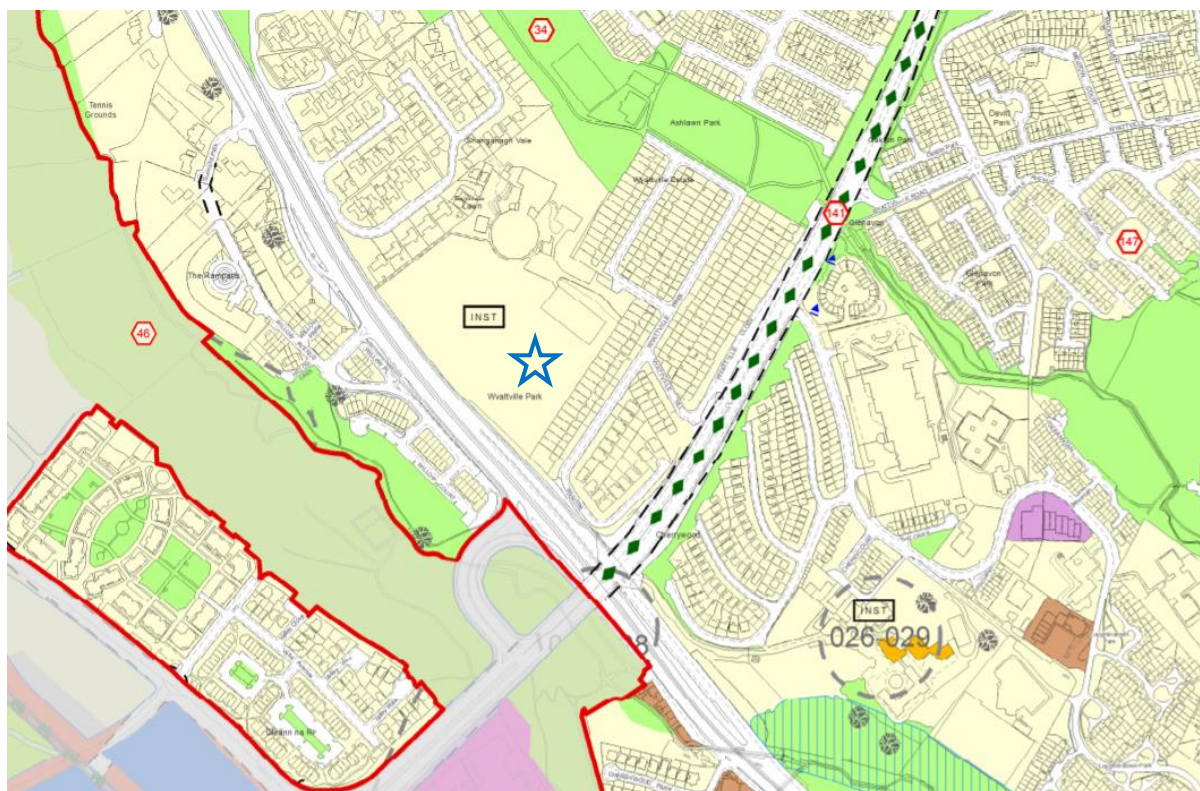


Figure 3.1: Land Use Zoning Objective of the Subject Site and Adjoining Lands with the Location of the Subject Site Identified by a Blue Star.

A detailed review of the Dún Laoghaire-Rathdown County Council (DLRCC) and An Bord Pleanála registers was undertaken to establish the possibility of cumulative impacts. The review focused on

relevant planning permission pipelines within a 1 km radius of the subject site. Developments which have been granted planning permission by the relevant authority in the last five years are outlined in Table 3.1 below.

Table 3.1: Planning Permission Pipelines within the Vicinity of the Subject Site.

Reg. Ref.	Location	Development Summary	Status
305859	Brennanstown Avenue, Cabinteely, Co. Dublin	Mixed use development including 234 no. units	Granted
303429	Res 2 Site, Development Area 2 (“Plot TC6”), Cherrywood Strategic Development Zone, Laughanstown, Cherrywood, Dublin 18	Residential development (184 no. units)	Granted
DZ20A/0052	Townlands of Cherrywood, Dublin 18 (also Co. Dublin) – TC3	Mixed use development including 198 no. units	Granted
DZ19A/0863	Site bounded by Lehaunstown Lane, Carrickmines Stream and Cabinteely Stream, Brennanstown, Dublin 18	Mixed use development including 342 no. units	Granted
D18A/0551	Ards, Cartref and lands to the rear of Foxley, Old Bray Road, Cabinteely, Dublin 18	Residential development (72 no. units)	Granted
DZ18A/0499	Townlands of Cherrywood and Laughanstown, Dublin 18	Residential development (146 no. units)	Granted
D18A/0313	36 and 36A Church Road, Killiney and 7 Mountain Villa, Ballybrack, Glenageary, Co. Dublin	Residential development (20 no. units)	Granted
DZ18A/0208	Site bounded by Lehaunstown Lane, Carrickmines Stream and Cabinteely Stream, Brennanstown, Dublin 18	Mixed use development including 333 no. units	Granted
DZ17A/0862; DZ18A/1058; DZ19A/0148	Townlands of Cherrywood, Dublin 18	Mixed use development including 1,316 no. units	On Site
D15A/0813; DZ17A/0714	Townlands of Lehaunstown and Cherrywood, Dublin 18	Mixed use development including 312 no. units	On Site
D17A/0381	Loughlinstown, Glenageary, Co. Dublin (west of Cois Cualann, Ballybrack, Glenageary, Co. Dublin)	Residential development (42 no. units)	Granted
DZ16A/0587	Site at Beech Park, Bray Road, Cabinteely, Dublin 18/Loughlinstown, Co. Dublin	Residential development (34 no. units)	Granted

The proposed development will provide much needed housing in a largely residential area that is well serviced by public transport and existing road networks. As mentioned above, the site is zoned for residential use with an objective “to protect and/or improve residential amenity” in the area.

Having regard to the nature of the proposed development and other developments within the vicinity of the subject site, it is considered unlikely that there will be any significant cumulative effects given the residential nature of the wider receiving environment. The cumulative effect of the proposed development combined with developments in the area is therefore considered to be unlikely, neutral, and not significant.

3.3 Nature of Any Associated Demolition Works

The proposed development will consist of the demolition of the existing AstroTurf pitch and hardcourt area, the partial demolition of the existing wall at Wyattville Park to facilitate access to the site and the temporary removal of part of the existing wall fronting the N11 at the southwestern corner of the site to facilitate construction access via the N11 slip road. It is considered that such works will be minor in nature. Appropriate handling, storage, collection, and transfer of such waste will be observed on site. It is thus considered that there will not likely be any significant effects on the environment arising from the demolition works. The Outline Construction & Demolition Waste Management Plan prepared by Barrett Mahony Consulting Engineers and included as part of this application provides more details in relation to the extent of demolition works proposed as part of this application.

3.4 Use of Natural Resources

Having regard to the nature of the proposed development, it will not involve any significant use of natural resources. The main use of natural resources will be land; however, the site is zoned for residential use. Furthermore, it is not anticipated that the use of soil and water will be greater than that associated with comparable developments or to an extent that will have a significant impact on the environment. Moreover, as outlined in the enclosed Appropriate Assessment Screening Report prepared by Altemar Ltd., the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European or Natura 2000 site. Therefore, it is considered that the proposed development will not be likely to have any significant effects on the environment in relation to the use of natural resources.

3.5 Production of Waste

Typical of any development, some quantities of waste will be generated during the demolition, construction, and operational phases. During the demolition and construction stages, appropriate handling, storage, collection, and transfer of waste to an off-site licensed facility will be observed on site. The Outline Construction & Demolition Waste Management Plan prepared by Barrett Mahony Consulting Engineers and submitted as part of this application details the following:

“All waste arising’s will be handled by an approved waste contractor holding a current waste collection permit. All waste arising’s requiring disposal off-site will be reused, recycled, recovered or disposed of at a facility holding the appropriate registration, permit or licence, as required. Written records will be maintained by the contractor(s) detailing the waste arising throughout the C&D phases, the classification of each waste type, waste collection permits for all waste contactors who collect waste from the site and COR/permit or licence for the receiving waste facility for all waste removed and disposed off-site.”

During the operational phase, the general waste and recycling generated from the residential and commercial components of the development will be appropriately stored in bin stores and disposed of by a licensed waste disposal contractor. Having regard to the foregoing, it is considered that the waste generated by the proposed development will not be likely to have any significant effects on the environment.

3.6 Pollution and Nuisances

Air pollution and noise nuisances have a high probability of occurrence during the demolition and construction phase. However, as outlined in the Outline Construction Management Plan prepared by Barrett Mahony Consulting Engineers submitted herewith, these nuisances will be minimised through the adoption of mitigation measures, such as the proper maintenance of all operating plant and the fitting of compressors with acoustically lined covers. Furthermore, a formal agreement will be obtained from the Local Authority on pollution prevention measures prior to the commencement of works to prevent pollutants from leaving the site. As regards the operational phase, it is not anticipated that there will be any significant effects in terms of pollution and nuisances arising from the operation of the proposed development. It is therefore considered that the pollution and nuisances arising from the proposed development will not be likely to have any significant effects on the environment.

3.7 Risk of Major Accidents and/or Disasters

There are no foreseen risks of major accidents and/or disasters arising from the demolition, construction, or operational stage of the proposed development. Standard environmental controls will be strictly complied with during the demolition and construction phases, while applicable building and fire regulations will be complied with during the operational phase.

3.8 Risks to Human Health

An increase in noise and vibration levels, as well as dust is expected to be experienced by residents and other property users in the vicinity of the subject site during the demolition and construction stages. However, a Vibration, Noise and Dust Monitoring Plan will be prepared by the Surveying, Instrumentation and Monitoring Subcontractor and approved by the client, employer's representative, and technical advisors to minimise these impacts. Furthermore, measures, such as the frequent monitoring of any water that needs to be discharged into the public surface water sewer, will be implemented to minimise the risk of water contamination (refer to the enclosed Outline Construction Management Plan). Having regard to the foregoing, it is anticipated that the proposed development would not be likely to have any significant effects on human health.

4.0 Location of Proposed Development

4.1 Existing and Approved Land Use

As previously detailed, the subject site is located on lands associated with St. Laurence College, Loughlinstown. Consequently, it comprises of infrastructure associated with the secondary school. Currently, the subject site principally comprises of grassed fields and an AstroTurf sports facility and hardcourt area; however, it also includes the current entrance to St. Laurence College accessed via Wyattville Park and an area in front of the school which comprises staff and visitor parking.

The subject site is located within Zoning Objective A of the Dún Laoghaire-Rathdown County Development Plan 2016-2022, the objective of which is “to protect and/or improve residential amenity”. In the context of Zoning Objective A, the principal element of the proposed development, namely the residential use is identified as being permitted in principle, while the proposed crèche, café and AstroTurf pitch are identified as being open for consideration.

4.2 Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources

Having regard to the character of the receiving environment and the findings of the enclosed Appropriate Assessment Screening Report, the proposed development will not significantly impact upon the integrity of the natural resources (including soil, land, water, and biodiversity) in the area and its underground. The Landscape and Visual Impact Assessment (LVIA) included as part of this application highlights that tree, shrub, and native grass planting will be located within public spaces, as well as native tree planting and smaller specimen trees and shrubs within internal courtyards. The LVIA concludes the following in relation to native planting:

“The design of the development has retained the existing vegetation where possible, however in order to facilitate the construction of the proposed road, car parking and services, the scrub vegetation along the south-eastern boundary with Wyattville Park will need to be removed, as indicated on the Landscape Masterplan, however every effort will be made to retain healthy vegetation where possible. In order to mitigate against the impact of the existing vegetation being removed, a tree and shrub planting programme within the subject site has been proposed, as shown on drawing 1501_300-302. During the construction phase the existing trees and vegetation that are to be retained will be protected from construction traffic, material storage, ground level changes and any other disturbances, in accordance with the recommendations set out in BS5837: 2012. The overall impact on the existing vegetation will be slight and negative during the construction phase. However, as the proposed tree planting matures and become established this will change to slight and negative/neutral.”

4.3 Absorption Capacity of the Natural Environment

4.3.1 Wetlands, Riparian Areas and River Mouths

The subject site is not located in close proximity to any wetlands; however, a riparian area and river mouth are situated within its vicinity. While the subject site is not located within a riparian area, it is noted that such an area is situated approximately 0.121 km (as the crow flies) across the N11 from the subject site. Standard mitigation measures will be implemented to ensure the proposed development does not have any impacts on this area. Furthermore, the subject site is located approximately 1.7 km (as the crow flies) from a river mouth; however, there is no direct hydrological pathway from the site to the river mouth. Having regard to the foregoing, it is considered that the proposed development will not be likely to have any significant effects on the absorption capacity of wetlands, riparian areas and river mouths.

4.3.2 Coastal Zones and the Marine Environment

The subject site is located approximately 1.7 km (as the crow flies) from a coastal zone/marine environment. However, there is no direct hydrological pathway from the subject site to this coastal zone/marine environment. It is thus considered that the proposed development will not likely lead to any significant effects on the absorption capacity of coastal zones and the marine environment.

4.3.3 Mountain and Forest Areas

The subject site is not located within close proximity to any mountain areas; however, a forest area, namely Loughlinstown Woods pNHA, is situated within its vicinity (0.369 km from the subject site). In relation to the potential effects of the proposed development, on its own or in combination with other plans or projects, on Loughlinstown Woods pNHA, the enclosed Ecological Impact Assessment (EclA) prepared by Altemar Ltd. concludes that it *“will not be impacted by the proposed development”*. It is therefore considered that the proposed development will not be likely to have any significant effects on the absorption capacity of mountain and forest areas.

4.3.4 Nature Reserves and Parks

A review of the National Parks & Wildlife Service database revealed that there are no nature reserves within proximity to the subject site. It is thus considered that the proposed development will not likely lead to any significant effects on the absorption capacity of nature reserves and parks.

4.3.5 Areas Classified or Protected Under Legislation

As outlined in the enclosed Appropriate Assessment Screening Report, there are 15 no. Natura 2000 sites within 15 km of the subject site. The closest of which are Rockabill to Dalkey Island SAC (c. 3 km away), and Dalkey Islands SPA (c. 3.8 km away).

In relation to the potential effects of the proposed development, on its own or in combination with other plans or projects, on any Natura 2000 sites, the Appropriate Assessment Screening Report concludes the following:

“Construction on this site will create localised light and noise disturbance. However, as the nearest NATURA 2000 site is over 3 km away, any light or noise disturbance impacts would be considered negligible at this distance across a suburban environment.

All waste from the construction phase will be disposed of in a registered facility and will not pose a threat to a NATURA 2000 site. As a result, this will have a negligible impact on the NATURA 2000 sites located in the marine environment or those Natura 2000 sites located inland. Construction or operational impacts from the proposed development will not have a significant effect on Natura 2000 sites.”

Having regard to the above and the subsequent conclusion that a Stage 2 Appropriate Assessment is not required; it is considered that the proposed development will not be likely to lead to any significant effects on the absorption capacity of areas classified or protected under legislation.

4.3.6 Densely Populated Areas

The subject site is located within a well-established residential suburb. The proposed development has been carefully designed to protect the residential amenity of neighbouring properties. For example, the height and mass of the proposed development has been carefully conceived to ensure that it is focused towards the N11 to protect the amenities of surrounding residents. Having regard to the design, it is considered that the proposed development will not likely result in any significant effects on neighbouring populated areas.

4.3.7 Landscapes and Sites of Historical, Cultural/Archaeological Significance

A review of the National Monuments Service database revealed that there are no recorded monuments on the subject site, nor is it located within a zone of notification. Furthermore, a review of the maps associated with the Dún Laoghaire-Rathdown County Development Plan 2016-2022 revealed that there are also no buildings of architectural heritage interest on site, nor is the subject site located within an Architectural Conservation Area (ACA) or Candidate ACA. It is thus considered that the proposed development will not likely have any significant effects on historical, cultural, or archaeological heritage.

5.0 Types and Characteristics of Potential Impacts

5.1 Magnitude and Spatial Extent of the Impact

The majority of the impacts associated with the delivery of a development of this nature are during the demolition and construction stages. These impacts are likely to be localised, temporary, 'once-off' and reversible. Furthermore, the enclosed Appropriate Assessment Screening Report concludes that the proposed development, either individually or cumulatively, will not have a significant effect on any European site.

5.2 Nature of the Impact

The impacts associated with the delivery of the proposed development will be principally associated with the demolition and construction stages; however, the nature of these impacts is anticipated to be of a magnitude that is temporary, 'once-off' and reversible. The impact of the development during the operational stage is predicted to be principally positive in nature, with only minor impacts related to traffic, transport and services anticipated to be observed. Overall, the nature of the impacts is considered to be similar to that associated with developments of this nature and not of an extent that will be likely to have any significant effects on the environment.

5.3 Transboundary Nature of the Impact

The subject site is situated within the administrative area of Dún Laoghaire-Rathdown County Council. It is considered that the effects of the proposed development will be localised in nature and that it will not have any transboundary impacts.

5.4 Intensity and Complexity of the Impact

5.4.1 Air and Climate

During the demolition and construction stages, temporary dust emissions are likely to be the main source of impact to sensitive receptors. However, as the proposed development is restricted in nature and a dust minimisation plan will be implemented, dust impacts are unlikely to be significant. There will also be increased volumes of traffic leading to increases in traffic-based air pollutants such as NO₂ and particulate matter (PM₁₀ and PM_{2.5}); however, prior to the commencement of works, a formal agreement will be obtained from the Local Authority on pollution prevention measures (please refer to the Outline Construction Management Plan submitted herewith).

Increases in traffic-based air pollutants are also likely once the proposed development is operational due to the increase in the resident and working population arising from the proposed development. However, the site benefits from its immediate proximity to the N11, its associated Quality Bus Corridor and quality cycle infrastructure, as well as close proximity to Cherrywood Luas Stop and proximity to Killiney Dart Station which should encourage the use of sustainable modes of transport. The proposed quantity, quality, and siting of bicycle parking, as well as the proposed pedestrian and cycle link from the N11 to Wyattville Park Road should also promote the utilisation of sustainable modes of transport.

5.4.2 Archaeology, Architecture and Cultural Heritage

A review of the National Monuments Service database uncovered that there are no recorded monuments on the subject site, nor is it located within a zone of notification. Furthermore, a review of the Dún Laoghaire-Rathdown County Development Plan 2016-2022 maps revealed that there are also no buildings of architectural heritage interest on site, nor is the subject site located within an ACA or Candidate ACA. It is thus considered that the proposed development will not likely have any significant effects on archaeology, architecture, and cultural heritage.

5.4.3 Ecology

An Ecological Impact Assessment (EclA) in respect of the proposed development was prepared by Altemar Ltd. It concluded that, based on the successful implementation of the construction phase controls and the proposed works being carried out in accordance with the EclA and landscape plan, it is likely that there will be no significant ecological impact arising from the proposed development. Natura 2000 sites and the Loughlinstown Woods pNHA will also not be impacted by the proposed development. Furthermore, the incorporation of native species planting and measures to enhance biodiversity would be of benefit to the long-term biodiversity and residents on the site.

5.4.4 Landscape

The receiving environment is principally characterised as residential which the proposed development would be consistent with. A review of the Dún Laoghaire-Rathdown County Development Plan 2016-2022 maps revealed that there are no protected views, special amenity areas or highly sensitive landscapes within the vicinity of the subject site. Irrespective of this, a Landscape and Visual Impact Assessment has been prepared by The Big Space which concluded the following:

“the development of the subject site will be appropriate to the site’s setting, by reason of its close proximity to Dublin city centre, the Proposed Bus Priority Route, Cherrywood LUAS stop and the Shankill DART stop. Recent residential and commercial developments in the local area have also been of higher density, such as the existing development at the Cherrywood SDZ lands to the west.”

5.4.5 Noise and Vibration

An increase in noise and vibration levels is expected during the demolition and construction stages but the impact is likely to be temporary in nature. As outlined in the enclosed Outline Construction Management Plan, mitigation measures, such as the proper maintenance of all operating plant and the fitting of compressors with acoustically lined covers, will be put in place to minimise the noise and vibration impacts. As regards to the operational phase, it is not anticipated that there will be a long-term significant increase in noise levels given the nature of the proposed development and its location within a well-established residential suburb. It is therefore considered likely that there will be no significant noise and vibration effects arising from the proposed development.

5.4.6 Population and Human Health

During the demolition and construction stages, temporary negative impacts are predicted due to vehicular movements, noise, and dust. These impacts are likely to be temporary, ‘once-off’ and reversible. As outlined in the Outline Construction Management Plan submitted herewith, a series of mitigation measures will be put in place to minimise the impacts. In addition, a monitoring regime will be put in place to ensure neighbours and neighbouring properties are protected. Upon completion, it is envisaged that the proposed development will have a positive impact on the local population by delivering much needed housing, as well as a crèche and café, public open space and a pedestrian and cycle link from the N11 to Wyattville Park Road. It is thus considered that the proposed development will not likely have any significant effects on population and human health.

5.4.7 Soils and Geology

The design of the proposed development, such as having the building ground floor levels close to the existing ground levels on site, minimises the need to remove soils and geology. As illustrated in Table 5.1, the bulk earthworks are relatively nominal and are only associated with the site strip and levelling and excavations for the foundations, attenuation systems and shallow site services.

Table 5.1: Estimated Excavation Quantities (Source: Outline Construction Management Plan).

Item	Topsoil (m ³)	Soil Excavation Volume (m ³)	Anticipated Rock Excavation Volume (m ³)	Total (m ³)
Site Strip	5,450	0	0	
Foundations & Services		5,000	0	
Roads & Site Services		6,000	0	
Basement		0	0	
Total	5,450	11,000	0	16,540

The construction of the proposed development will also involve a site strip of approximately 300-400mm of topsoil. These small quantities of materials will be appropriately handled, stored, collected, and transferred to an off-site licensed facility. Furthermore, all excavations and exposed subsoils in open cuts will be blinded and protected soon after exposure with clean broken stone to prevent erosion (refer to the enclosed Outlined Construction Management Plan). Having regard to the foregoing, it is considered that the proposed development will not be likely to lead to any significant effects on soils and geology.

5.4.8 Traffic and Transport

During the demolition and construction stages, there will be increased volumes of construction related traffic. However, a Traffic Management Plan will be prepared by the contractor and agreed with DLRCC prior to the commencement of site and building works to mitigate any impact of the demolition and construction on the surrounding road network (please refer to the enclosed Outline Construction Traffic Management Plan prepared by Barrett Mahony Consulting Engineers).

A slight localised increase in traffic is also predicted during the operational phase (please refer to the enclosed Traffic Impact Assessment prepared by Barrett Mahony Consulting Engineers). It is predicted that it will be slight due to the immediate proximity of the site to the N11, its associated Quality Bus Corridor and quality cycle infrastructure, as well as its close proximity to Cherrywood Luas Stop and proximity to Killiney Dart Station which should encourage the use of sustainable modes of transport. The proposed quantity, quality, and siting of bicycle parking, as well as the proposed pedestrian and cycle link from the N11 to Wyattville Park Road should also promote the utilisation of sustainable modes of transport. Furthermore, measures, such as promoting the proposed YUKO car-club facility and generating a walking accessibility sheet for the subject site, will be put in place to minimise private car usage (please refer to the enclosed Residential Travel Plan prepared by Barrett Mahony Consulting Engineers).

5.4.9 Water

The subject site does not contain, nor does it immediately adjoin any waterbodies. The closest waterbody, namely Loughlinstown River, is located approximately 0.131 km (as the crow flies) across the N11 from the subject site. Standard mitigation measures will be put in place to ensure the proposed development does not have any significant impacts on this waterbody.

In relation to water supply, it is proposed to supply the proposed development with water via a looped watermain with two connections to the public watermain network. It is proposed that the connections will be located to the south of the N11 and also to the north on Wyattville Park, respectively. Please refer to the enclosed Infrastructure Report by Barrett Mahony Consulting Engineers for more details.

5.4.10 Interactions

It is considered that no significant adverse impacts will arise as a result of any potential interaction between any of the environmental topics.

5.5 Probability of the Impact

During the demolition and construction stages, impacts, such as noise nuisances and air pollution, have a high probability of occurrence; however, site and building works in an urban environment are normal. These impacts will be mitigated against through the implementation of a series of mitigation measures, including limiting the times in which works can be carried out and ensuring noise emission compliance.

5.6 Expected Onset, Duration, Frequency and Reversibility of the Impact

The majority of the impacts arising from the proposed development will be associated with the demolition and construction stages. These impacts are likely to be temporary, 'once-off' and reversible. The accompanying Ecological Impact Assessment (EclA) prepared by Altemar Ltd. concludes the following in relation to habitats in the vicinity of the subject site:

“No significant ecological impacts would be likely outside the immediate vicinity of the proposed development. Impacts in the vicinity of the housing development, would be considerable due to the removal of the majority existing habitats. But, due to the fact that the site is poor in species diversity and no species of conservation importance were found these impacts would be limited, localised and reversible depending on the planting regime.”

5.7 Cumulation of the Impact with the Impact of Other Developments

As mentioned in Section 3.2 above, the subject site is located in a suburban environment with surrounding residential land uses. Construction on the site will create light localised disturbance, particularly in terms of noise. However, the proposed development will provide much needed additional housing in the area.

Given that the surrounding area is predominantly residential in nature, the cumulative effect of the proposed development combined with developments in the area is considered to be unlikely, neutral, and not significant.

5.8 Possibility of Effectively Reducing the Impact

The impacts arising from the proposed development will primarily be associated with the demolition and construction phases. They are likely to be temporary, 'once-off' and reversible. Standard mitigation measures will be implemented to minimise these impacts.

6.0 Concluding Remarks

This EIA Screening Report was prepared having regard to the methodology and guidelines contained within the following:

- OPR Practice Note PN02 Environmental Impact Assessment Screening (Office of the Planning Regulator, 2021);
- Draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports (Environmental Protection Agency, 2017);
- Environmental Impact Assessment of Projects: Guidance on Screening (European Union, 2017);
- Interpretation of Definitions of Project Categories of Annex I and II of the EIA Directive (European Union, 2015); and
- Environmental Impact Assessment (EIA), Guidance for Consent Authorities regarding Sub-threshold Development (Government of Ireland, 2003).

In relation to the proposed development on lands associated with St. Laurence College, this EIA Screening Report has concluded the following.

6.1 Mandatory and Sub-Threshold Environmental Impact Assessment

The proposed development does not fall within the projects or classes of development set out in Annex I and Annex II of Directive 2014/52/EU and Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended, which would trigger a requirement to prepare an EIA. It is thus considered to be sub-threshold for the purposes of an EIA.

6.2 Characteristics of Proposed Development

The proposed development will principally consist of 256 no. residential units of various compositions, support facilities, services and amenities, a crèche and café, communal and public open space (including a pedestrian and cycle link from the N11 to Wyattville Park Road) and car, motorcycle, and bicycle parking. The proposed development will also include an AstroTurf pitch and associated floodlighting.

6.3 Location of Proposed Development

The subject site is located on lands associated with St. Laurence College, Loughlinstown, a well-established residential suburb situated approximately 5 km south of Dún Laoghaire and 6 km south-east of Sandyford. From a natural environment and historical, cultural, and archaeological landscape perspective, the subject site is not located within a sensitive environment.

6.4 Types and Characteristics of Potential Impacts

The majority of the impacts associated with the delivery of the proposed development will be observed during the demolition and construction stages. They are likely to be localised, temporary, 'once-off' and reversible. The impacts associated with the operational phase will be overwhelmingly positive in nature – the proposed development will deliver much needed housing, as well as a crèche and café, public open space and a pedestrian and cycle link from the N11 to Wyattville Park Road.

6.5 Likely Significant Effects

During the demolition and construction stages, noise nuisances and air pollution have a high probability of occurrence. However, these impacts will be minimised through the adoption of standard mitigation measures. Furthermore, impacts on ecology, watercourses and landscape are considered unlikely to be significant.

6.6 Conclusion and Recommendations

Permission is sought by Green Urban Living N11 Limited to deliver a BTR SHD on lands associated with St. Laurence College, Wyattville Park, Loughlinstown, Co. Dublin. The proposed development does not fall within the projects or classes of development set out in Annex I and Annex II of Directive 2014/52/EU and Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended; and therefore, there is no mandatory requirement to prepare an EIA.

Having regard to all of the foregoing, it is considered that the proposed development will not be likely to lead to any significant effects on the environment. It is thus considered that a sub-threshold EIA is also not required.