PROPOSED LARGE-SCALE RESIDENTIAL DEVELOPMENT AT BELGARD SQUARE EAST, BELGARD ROAD AND OLD BLESSINGTON ROAD, TALLAGHT, DUBLIN 24

EIA Screening Report

Midsal Homes Limited

Report no.: 4.0, Rev. **4.0**
Document no.: 4.0
Date: 11/11/2025

Project name:	Proposed Large-Scale Residential Development at Belgard Square East, Belgard Road and Old Blessington Road, Tallaght, Dublin 24.	DNV Markets & Risk Biodiversity & Environmental Services [+00 000 000 000] [Company reg. no.]
Report title:	EIA Screening Report	
Customer:	Midsal Homes Limited [Address]	
Customer contact:	Daniel Moody	
Date of issue:	11/11/2025	
Organisation unit:	EIAR	
Report no.:	4.0, Rev. 4.0	
Document no.:	4.0	

Applicable contract(s) governing the provision of this Report:
DNV Short Form Agreement

Objective:

EIA Screening

Prepared by:	Verified by:	Approved by:
Lakshmi Priya Mohan Environmental Consultant	Michelle Gaffney Senior Environmental Consultant	Catherine Keogan Technical Director

Internally in DNV, the information in this document is classified as:

	Can the document be distributed internally within DNV after a specific date? No Yes
☐ Open ☒ DNV Restricted	-- --
☐ DNV Confidential ☐ DNV Secret	☐ ☐ [yyyy-mm-dd]

Keywords N/A

Rev. no.	Date	Reason for issue	Prepared by	Verified by	Approved by
1	2025-03-27	Draft Issue	Lakshmi Priya Mohan	Michelle Gaffney	Catherine Keoghan
2	2025-03-28	Client Issue-Draft	Lakshmi Priya Mohan	Michelle Gaffney	Catherine Keoghan
3	2025-03-31	Final Issue	Lakshmi Priya Mohan	Michelle Gaffney	Catherine Keoghan
4	2025-11-11	Final Issue-V01	Lakshmi Priya Mohan	Michelle Gaffney	Catherine Keoghan

DISCLAIMER

Independence, Impartiality, and Advisory Limitations

This document contains content provided by DNV. Please note the following:

Ethical Safeguards

To maintain integrity and impartiality essential to its third-party roles, DNV performs initial conflict-of-interest assessments before engaging in advisory services.

Priority of Roles

This report is generated by DNV in its advisory capacity, subsequent to conflict-of-interest assessments. It is separate from DNV's responsibilities as a third-party assurance provider. Where overlap exists, assurance activities conducted by DNV will be independent and take precedence over the advisory services rendered.

Future Assurance Limitation

The content in this document will not obligate or influence DNV's independent and impartial judgment in any future third party assurance activities with DNV.

Compliance Review

DNV's compliance with ethical and industry standards in the separation of DNV's roles is subject to periodic external reviews.

About DNV

Founded in 2010, Enviroguide Consulting is an award-winning, multi-disciplinary environmental consultancy specialising in environmental compliance, ecology, planning, waste management, contaminated land, engineering, and sustainability. Providing an extensive variety of environmental consultancy services, Enviroguide Consulting consultants hold scientific, engineering, and/or legal qualifications with extensive technical knowledge and extensive practical experience within the environmental consultancy and management sectors. Professional memberships include the Chartered Institute of Ecology and Environmental Management, the Chartered Institution of Wastes Management (CIWM), the Irish Environmental Law Association, the Institute of Environmental Management and Assessment (IEMA), Engineers Ireland, the Institute of Geologists of Ireland, and the Royal Town Planning Institute.

Enviroguide was acquired by DNV in 2023. DNV is the independent expert in risk management and assurance, operating in more than 100 countries. Through its broad experience and deep expertise DNV advances safety and sustainable performance, sets industry benchmarks, and inspires solutions.

Table of Contents

List of Tables

List of Figures

1 INTRODUCTION

1.1 Background and Purpose

DNV (formerly Enviroguide) has been commissioned by Midsal Homes Limited to carry out an Environmental Impact Assessment ('EIA') screening assessment for Proposed Large-Scale Residential Development (LRD) at Belgard Square East, Belgard Road and Old Blessington Road, Tallaght, Dublin 24, hereafter referred to as 'Proposed Development'.

The purpose of this report is to provide environmental information for South Dublin County Council (SDCC) to determine the need for a statutory EIA.

In line with the requirements as set out in Schedule 7 and 7a of the Planning and Development Regulations 2001, the EIA screening report is structured as follows:

- Introduction – background to EIA legislation, purpose of the EIA screening, methodology and approach, and competency of the authors;
- Part A – provides site location, site description and project description (in line with Schedule 7 of the Planning and Development Regulations 2001)
- Part B – provides an appraisal of the proposed development against the criteria of project categorise listed in Schedule 5 of the Planning and Development Regulations/
- Part C – provides an appraisal of the potential effects (in accordance with Schedule 7 and 7a of the Planning and Development Regulations.
- Summary and Conclusion

1.2 Purpose of EIA Screening

The objective for screening is to determine if a project should be subject to a statutory environmental impact assessment. Appendix 1 provides a description of the legislative requirements for environmental impact assessment within Ireland.

EIA is a formal process by which the effects of certain types of development projects on the environmental are identified, assessed and reported in order for the effects to be taken into consideration by the relevant competent authority when considering whether to grant planning permission.

The European Union Directive 2011/92/EU as amended by Directive 2014/52/EU is transposed into Ireland's planning legislation through the Planning and Development Act 2000 (as amended).

Schedule 5 of the Planning and Development Regulations 2001 (as amended) set out projects that will be subject to statutory environmental impact assessment. Projects listed in Schedule 5, Part 1 of the regulations will be subject to mandatory EIA assessment.

Projects listed in Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) will be subject to environmental impact assessments should they exceed project category size thresholds and criteria.

1.3 Competency of the Authors

This EIA Screening has been prepared by DNV's EIA team: Lakshmi Priya Mohan, Michelle Gaffney and Catherine Keogan.

Lakshmi has a Master of Science degree in Environmental Science degree from University College Dublin, Master of Science degree in Zoology from Ethiraj College for Women, India, and Bachelor of Science in Zoology from Madras Christian College India. Lakshmi has worked as an Environmental Consultant with DNV since 2023 and has experience preparing Environmental Impact Assessment (EIA) Screening Reports, Effects Interactions and Mitigation and Monitoring chapters of the EIARs.

This report has been reviewed by Michelle Gaffney Senior EIA consultant with DNV, with over 4 years' experience in environmental consultancy. Michelle holds a B.A (Hons) in Earth Science from Trinity College and is currently advancing expertise through an online part-time MSc in Environmental Sustainability at University College Dublin. Michelle has been involved in the technical input into a range of Environmental Impact Assessment Report Chapters and has been involved in the project management and delivery of a range of chapters for EIARs of a similar scale and nature to the Proposed Development

This report has been approved by Catherine Keogan, Technical Director and EIA Lead at DNV. Catherine is an environmental consultant with 37 years' experience in consultancy, specialising in EIAs for large-scale residential, commercial developments, pharmaceutical, BESS and solar projects working closely with a range of developers, planning consultants and architects within the public and private sector. Catherine has a B.Sc. (Hons) in Analytical Science and a Post Graduate Diploma in Renewable Energy Technology Systems.

2 PART A SITE LOCATION AND DESCRIPTION

2.1 Site Location

The site of the Proposed Development as shown in **Error! Reference source not found.**, is located at Belgard Square East, Belgard Road and Old Blessington Road, Tallaght, Dublin 24 and is approximately 1.19 Ha. The main development site (approximately 0.91 hectares) is generally bound: to the north by Old Blessington Road; to the east by Belgard Road (R113); to the south by McDonald's Restaurant property (D24 HW74); and to the west by Belgard Square East. Currently, there are two access points to the site from Belgard Square East with a further access point at the northern end of the site opening onto Old Blessington Road. The site also includes parts of the carriageways and verges of Belgard Square East, Belgard Road and Old Blessington Road (approximately 0.26 Ha) for the provision of landscaping, 2 No. pedestrian crossings, accesses/junctions, minor road and footpath works, and water services infrastructure. The surrounding environment is predominantly urban in nature.

2.2 Site Description

The site is currently a brown field site with existing boundary walls and railings, along with asphalt on the southern half of the site. The site is bordered by treeline on all four boundaries.

There are no national or international designated ecological sites at or adjacent to the site. The nearest European designated site is the South Dublin Bay and River Tolka Estuary (004024) Special Protection Area (SPA), located 11.3 kilometres northeast of the site. The nearest Special Area of Conservation (SAC) is the South Dublin Bay SAC (000210), located approximately 11.3 kilometres northeast of the site.

There are no structures listed on the Record of Protected Structures on site or adjacent to the site. The nearest protected structures are DU021-037----: Historic town, DU021-037002- : Ecclesiastical enclosure, DU021-037005- : Tomb and DU021-037004- : Graveyard located approximately 0.2 kilometres east of the site.

The Proposed Development is located within one Solar Safeguarding Zones, namely the Tallaght University Hospital Solar Safeguarding Zone, as identified by The Planning and Development (Solar Safeguarding Zone) Regulations 2022.

The site lies within flood zone C. There are no water features on site. The closest watercourse to the site is recorded on the EPA database (EPA, 2025) as the Jobstown Stream (EU Code: IE_EA_09D010620), also referred to as the Dodder_040, a 2nd order tributary of the River Dodder, 410m southeast of the site, which flows into the River Dodder almost 2km to the east of the site, and ultimately into Dublin Bay (EU Code: IE_EA_090_0000). The site of the Proposed Development is within the Liffey and Dublin Bay catchment (EU Code: 09) and Dodder_SC_010 sub-catchment (EU Code: 09_16).

The bedrock geology underlying the site is classified by the GSI (GSI,2025), as the Lucan Formation (ID: CDLUCN), and is described as dark limestone and shale. The GSI database also indicates there are no bedrock structural features or faults underlying the site. Additionally, there are no karst features identified at the site, or within a 2km radius of the site.

The site does not lie within or adjacent to any designated Geological Heritage Sites. The closest Geological Heritage site is the Dodder Terraces (SD004), located approximately 1.4km southeast of the site.

The surrounding area is predominantly urban, with commercial properties. The site lies within the Electoral Division of Tallaght-Springfield (ED_ID: 267147), which has a total population of 11,297 (CSO, 2022). Dublin City Centre lies approximately 10 kilometres to the northeast of the site.

Figure 2-1: Site Location

2.2.1 Existing and Approved Land Use

The site is located within the administrative jurisdiction of South Dublin County Council (SDCC) and has been zoned Objective TC "*To protect, improve and provide for the future development of Town Centres*" within the South Dublin County Development Plan 2022-2028.

The site does not lie within or adjacent to mountain, forest, wetland riparian, coastal or marine environment.

2.3 Site Planning History

The following data sources have been used to review the site planning history.

- South Dublin County Council website: Search and View - SDCC
- An Coimisiun Pleanála website: http://www.pleanala.ie/
- EIA Portal, as provided by the Department of Housing, Planning and Local Government:https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1

Table 2-1 provides a history of the planning permissions at the site.

Table 2-1: Overview of planning permissions at the site

Planning reference	Development Proposal	Decision
SD09A/0419/EP	The construction of a 5 storey over basement level car park mixed use development of 26915sq.m gross floor area comprising retail use of 6339sq.m, together with cafe/restaurant use of 297sq.m and entrance foyer for the cinema/leisure use of 115sq.m at ground level; retail use of 6856sq.m at 1st floor level; leisure/bowling use of 3321sq.m together with part cinema foyer/back of house of 2736sq.m at 2nd floor level; a 14 screen multiplex cinema of 6154sq.m at 3rd floor level; a cinema projector floor of 1097sq.m at 4th floor level. The development also includes a new landscaped public plaza at the corner of Belgard Square East and Blessington Road together with a new public street linking Belgard Square East to Belgard Road. The development also comprises 2 sub-stations at ground level on the southern elevation onto the proposed new street; provision of 240 car spaces and 200 bicycle spaces with vehicular access via ramp from Belgard Road and provision of services and plant at basement and roof level. The development also includes all associated site works, boundary treatments, signage locations/zones and landscaping all on a 0.91Ha site bounded by Belgard Road, Blessington Road and Belgard Square East (the former Woodies site).	Grant extension of duration of permission 10/03/2015
SD09A/0419	The construction of a 5 storey over basement level car park mixed use development of 26915sq.m. gross floor area comprising retail use of 6339sq.m., together with cafe/restaurant use of 297sq.m. and entrance foyer for the cinema/leisure use of 115sq.m. at ground level; retail use of 6856sq.m. at 1st floor level; leisure/bowling use of 3321 sq.m. together with part cinema foyer/back of house of 2736sq.m at 2nd floor level; a 14 screen multiplex cinema of 6154sq.m. at 3rd floor level; a cinema projector floor of 1097sq.m. at 4th floor level. The development also includes a new landscaped public plaza at the corner of Belgard Square East and Blessington Road together with a new public street linking Belgard Square East to Belgard Road. The development also comprises 2 sub-stations at ground level on the southern elevation onto the proposed new street; provision of 240 no. car spaces and 200 no. bicycle spaces with vehicular access via ramp from Belgard Road and provision of services and plant at basement and roof level. The development also includes all associated site works, boundary treatments, signage locations/zones and landscaping all on a 0.91Ha site bounded by Belgard Road, Blessington Road and Belgard Square East (the former Woodies site).	Grant permission 18/02/2018

Planning reference	Development Proposal	Decision
SD04A/0975	Construction of a retail unit, a class II, two storey retail unit, storage and two storey creche at ground floor level over two level basement car parking with 4 to 5 storey apartments surrounding internal courtyards above ground floor level. The development will range from 5 to 6.5 storeys high. (1) The ground floor element consists of (a) construction of a retail unit of 5965 sq.m with additional storage area of 381 sq.m. (b) construction of an ESB sub-station and meter room, (c) construction of a two storey Class II retail unit with ancillary offices on the uper mezzanine level, total 326 sq.m. (d) construction of a two storey creche 693 sq.m.; (2) the upper floors consist of (a) construction of 3 to 4 floors of apartments with a further recessed penthouse floor providing 42 no. 3 bedroom units, 118 no. 2 bedroom units and 63 no. 1 bedroom units giving a total of 223 no. apartments (area of 14,612 sq.m) of which 15% will be offered as social/affordable accommodation; (b) construction of a residents laundry room 83 sq.m. and children's play room 98 sq.m located at first floor level; (3) construction of an ESB Sub-station and meter room; (4) construction of a 200 space LUAS park and ride car park located at basement level-1; (5) construction of a further basement level-2 car park providing 223 dedicated residential car parking spaces and 91 public parking spaces of which 150 spaces are re-located from the existing car-parking provision; construction of 12 commercial parking spaces and 3 drop-off spaces at surface (ground) level. Also proposed are landscaped courtyards to the first floor residential element, landscaped roof gardens to the central residential block, the construction of a queuing lane serving the basement car park and widening of existing public footpaths. Total site area 0.8981 hectares.	Grant permission 16/03/2006
SD04A/0975/EP	Construction of a retail unit, a class II, two storey retail unit, storage and two storey creche at ground floor level over two level basement car parking with 4 to 5 storey apartments surrounding internal courtyards above ground floor level. The development will range from 5 to 6.5 storeys high. (1) The ground floor element consists of (a) construction of a retail unit of 5965sq.m with additional storage area of 381sq.m. (b) construction of an ESB sub-station and meter room, (c) construction of a two storey Class II retail unit with ancillary offices on the uper mezzanine level, total 326sq.m. (d) construction of a two storey creche 693sq.m.; (2) the upper floors consist of (a) construction of 3 to 4 floors of apartments with a further recessed penthouse floor providing 42 no. 3 bedroom units, 118 no. 2 bedroom units and 63 no. 1 bedroom units giving a total of 223 no. apartments (area of 14,612sq.m.) of which 15% will be offered as social/affordable accommodation; (b) construction of a residents laundry room 83sq.m. and children's play room	Grant extension of duration of permission 30/04/2013

Planning reference	Development Proposal	Decision
	98sq.m. located at first floor level; (3) construction of an ESB Sub-station and meter room; (4) construction of a 200 space LUAS park and ride car park located at basement level-1; (5) construction of a further basement level-2 car park providing 223 dedicated residential car parking spaces and 91 public parking spaces of which 150 spaces are re-located from the existing car-parking provision; construction of 12 commercial parking spaces and 3 drop-off spaces at surface (ground) level. Also proposed are landscaped courtyards to the first floor residential element, landscaped roof gardens to the central residential block, the construction of a queuing lane serving the basement car park and widening of existing public footpaths. Total site area 0.8981 hectares.	
TA06S.313760	310 no. Build to Rent apartments, creche and associated site works.	Refuse Permission 11/06/2025

3 PROJECT DESCRIPTION

Midsal Homes Limited intends to apply for permission for a Large-Scale Residential Development (LRD) at a site of approximately 1.19 Ha at Belgard Square East, Belgard Road and Old Blessington Road, Tallaght, Dublin 24. The main development site (approximately 0.91 Ha) is generally bound: to the north by Old Blessington Road; to the east by Belgard Road (R113); to the south by McDonald's Restaurant property (D24 HW74); and to the west by Belgard Square East.The site also includes parts of the carriageways and verges of Belgard Square East, Belgard Road and Old Blessington Road (approximately 0.28 Ha) for the provision of landscaping, 2 No. pedestrian crossings, accesses/junctions, minor road and footpath works, cycle infrastructure and water services infrastructure.

The Proposed Development principally comprises: the demolition and removal of existing boundary walls and railings on the main development site's eastern, western and northern sides; and the construction of a mixed-use development in 2 No. blocks (Block A to the south and Block B to the north) with a gross floor area of 23,540 sq m (excluding basement of 275 sq m) and ranging in height from 1 No. to 7 No. storeys (with mezzanine level) over basement.

The development includes a total of 199 No. residential dwellings (6 No. studios, 47No. 1-bed, 98No. 2-bed and 48 No. 3-bed) in the 2 No. blocks, with Block A comprising 49 No. 'senior living' apartment units and Block B comprising 150 No. 'standard' apartment units. The development also includes 2,123 sq m of non-residential floor space, with the following uses proposed: 4 No. retail units (totalling 331 sq m); 4 No. class 1 / class 2 commercial units (totalling 387 sq m); a bicycle sales and repair shop (81 sq m); an off-licence (64 sq m); a bar (151 sq m); a café (87 sq m); a medical centre (210 sq m); a dental practice (72 sq m); a pharmacy (195 sq m); a beauty/health salon (195 sq m); and a crèche (350 sq m) with external play area.

The development also comprises: an undercroft car park accessed via a new entrance/exit at Belgard Square East which provides 58 No. car parking spaces; a gated service lane to the south of Block A, with entrances/exits off Belgard Square East and Belgard Road; 2 No. pedestrian/cycle crossings, at Belgard Square East and Belgard Road; continuation of the northbound cycle lane from Belgard Road onto Old Blessington Road; alteration to the median and northbound right turn at Belgard Road onto Abberley Square; cycle parking; internal communal amenity spaces for the senior living units; hard and soft landscaping, including public open space, communal amenity space and incidental spaces; private amenity spaces (as balconies and terraces facing all directions); boundary treatments; 2 No. sub-stations; plant/operational rooms; bin stores; public lighting; blue roofs; rooftop PV arrays; lift overruns and rooftop opening vents atop both blocks; 4 No. 0.3 m diameter microwave link dishes mounted on 2 No. steel support poles affixed to the Block B lift overrun, all enclosed in radio-friendly GRP shrouds; and all associated works above and below ground.

The existing and proposed site layout can be seen in **Error! Reference source not found.** and **Error! Reference source not found.**, respectively below.

3.1 Demolition and Construction Phase

There will be demolition of the existing boundary walls and railings, as well as the excavation of the existing asphalt on site. The existing ground floor plan and demolition plan is outlined on **Error! Reference source not found.**.

The demolition works will follow the following sequence as detailed in the CEMP (AWN 2025):

- *'The demolition will commence with the removal of any hazardous materials by an appropriately qualified contractor for disposal at an appropriate licensed waste collection facility;*
- *All non-structural items will then be removed and segregated for re-use or re-cycling where possible; and*
- *The remainder of the building structure will be removed in an approved sequence outlined in a Method Statement prepared by the yet to be selected demolition contractor's structural engineer.*

As outlined in the CEMP (AWN, 2025), the construction programme is intended to commence in quarter one of 2026, with a 24-28 month programme.

The construction works will follow the following sequence:

- Excavations for new foundations, site levelling and excavations for roads and services.
- Site set up, welfare facilities and compound establishment, decommissioning and movement of site compound and facilities as needed;
- Set up of hoarding around compound and the site boundary; and

Erection of safety signage to all areas and implementation of traffic/pedestrian management plan.

3.2 Operational Phase

The operational phase of the Proposed Development includes the typical operations of a residential development, a dental practice, a medical centre, retail units, commercial spaces, a café, a bar, a crèche, a pharmacy and a beauty health salon.

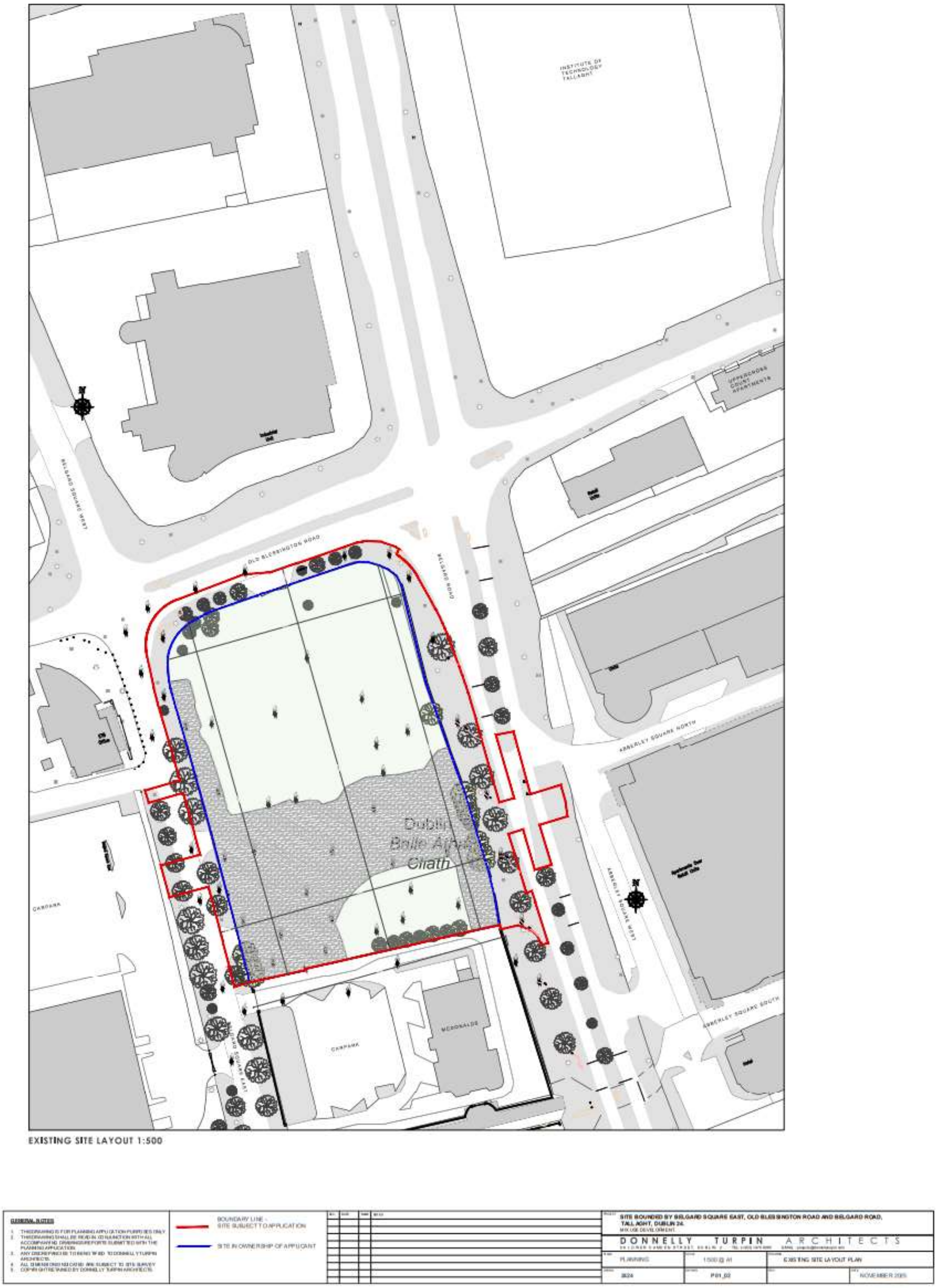

Figure 3-1: Existing Site Layout Plan (Donnelly Turpin Architects, 2025)

Figure 3-2: Proposed Site Layout Plan (Donnelly Turpin Architects, 2025)

4 PART B REVIEW AGAINST SCHEDULE 5 PROJECT CATEGORIES

As a Large-Scale Residential development, the project falls under the following relevant category of Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) (see Appendix 2 Sub Threshold Development).

- Category 10.(b) infrastructure projects

Within this category of projects, the screening appraisal has considered three sub-project categories that may be relevant [10(b)(i), 10(b)(ii), 10(b)(iv).

The other project categories to consider in Schedule 5, Part 2 that have been considered are:

- Category 13(c) any change or extension of development;
- Category 14 demolition works; and
- Category 15 any projects (sub-threshold) but which would likely to have significant effects on the environment.

Table 4-1 provides a review of the project against the above selected project categories.

Table 4-1: Review against the Schedule 5, Part 2 project categories criteria and thresholds

Category Reference	Description of the criteria, size and threshold	Appraisal summary	Above or below the category threshold?
Part 10 (b) (i).	Construction of more than 500 dwelling units.	The Proposed Development will consist of a total of 199 new residential units, below the 500-dwelling unit threshold.	No – below the category size threshold
Part 10 (b) (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.	There are 58 car parking spaces proposed, below the category size threshold. Any car parking spaces will be for private use by residents and therefore considered incidental to the primary purpose of the development.	No – below the category size threshold
Part 10 (b) (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 site is located in other parts of a built-up area thus the area threshold of 10 hectares applies. As the total area of the site for development has been confirmed as 1.19 hectares, it is less than the required threshold and accordingly a mandatory EIA is not required.	No – below the category size threshold
Part 13 (c).	Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of	To be determined by

Category Reference	Description of the criteria, size and threshold	Appraisal summary	Above or below the category threshold?
	of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.	this review will be detailed in this report's conclusions.	this EIA Screening
Part 14.	Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Development will consist of the demolition of existing boundary walls and railings on site.	To be determined by Part B of the EIA screening
Part 15.	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by Part B of the EIA screening

4.1 Part B Conclusion

As the size, scale and use of the Proposed Development does not exceed any of the category size thresholds of Part 10b infrastructure developments specified it is considered a sub-threshold development.

Schedule Parts 13 (c), 14 and 15 thresholds, the likelihood of significant environmental effects is considered in Part C.

5 PART C LIKELIHOOD OF POTENTIAL EFFECTS

As set out in Schedule 7 of the Planning and Development Regulations (Appendix 3), consideration has been given to the use of natural resources, waste generation, pollution and nuisances, the magnitude and extent of the impact, nature of the impact, transboundary nature, intensity and complexity of the impact, the probability, the expected onset, duration, frequency and reversibility of the impact and the cumulation of the impact with existing and or approved projects.

The following topics have been considered as part of the appraisal:

- Use of natural resources;
- Risk of major accidents and disasters;
- Population and human health;
- Air quality and climate;
- Noise and vibration;
- Daylight and sunlight;
- Soils and Geology;
- Hydrology and Hydrogeology;
- Biodiversity and Ecology;
- Archaeology, Architecture and Cultural Heritage;
- Landscape and Visual; and
- Transport and Material Assets (Utilities)

5.1 Use of Natural Resources

The Proposed Development is a residential development and will be constructed with materials typically associated with such developments.

During construction, the selected construction materials and methods will reduce waste generation as far as reasonably practicable and will be managed in accordance with good practice guidance.

A Resource Waste Management Plan has been prepared by AWN Consulting (2025). The RWMP aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. Additionally, the RWMP sets out the strategy for the collection, storage, transport and disposal of wastes generated on-site during construction. All waste generated during construction will be collected and disposed of by licensed waste management contractors.

There will be soil, stones and clay excavated to facilitate construction of new foundations and installation of underground services. This will be taken for appropriate offsite reuse, recovery, recycling and / or disposal.

During the construction phase there may be a surplus of building materials, such as timber off-cuts, broken concrete blocks, cladding, plastics, metals and tiles generated. There may also be excess concrete during construction which will need to be disposed of. Plastic and cardboard waste from packaging and supply of materials will also be generated. The contractor will be required to ensure that oversupply of materials is kept to a minimum and opportunities for reuse of suitable materials is maximised.

By reusing materials on site, there will be a reduction in the transport and recycle / recovery / disposal costs associated with the requirement for a waste contractor to take the material off-site. Clean and inert soils, gravel, stones, etc., which cannot be reused on-site may be used as access roads or capping material for landfill sites, etc.

Clean, uncontaminated cardboard and certain hard plastics can also be recycled. Timber can be recycled as chipboard. Clean soil, rubble is also used as fill / capping material, wherever possible.

The RWMP estimates the volume of predicted off-site reuse, recycle and disposal rates for demolition waste arising from the demolition phase of the Proposed Development, and is demonstrated in Figure 5-1.

Waste Type	Tonnes	Reuse		Recycle / Recovery		Disposal	
		%	Tonnes	%	Tonnes	%	Tonnes
Concrete, Bricks, Tiles, Ceramics	88.3	85	75.1	5	4.4	10	8.8
Asphalts	1745.0	25	436.3	70	1221.5	5	87.3
Metals	26.0	5	1.3	80	20.8	15	3.9
Timber	0.7	10	0.1	60	0.4	30	0.2
Total	**1860.0**		512.7		1247.1		100.2

Figure 5-1: Predicted off-site reuse, recycle and disposal rates for demolition waste (AWN Consulting, 2025)

Additionally, the RWMP estimates the volume of predicted on and off-site reuse, recycle and disposal rates for construction waste arising from the construction phase of the Proposed Development, and is demonstrated in Figure 5-2.

Waste Type	Tonnes	Reuse		Recycle / Recovery		Disposal	
		%	Tonnes	%	Tonnes	%	Tonnes
Mixed C&D	462.2	10	46.2	80	369.8	10	46.2
Timber	392.2	40	156.9	55	215.7	5	19.6
Plasterboard	140.1	30	42.0	60	84.0	10	14.0
Metals	112.1	5	5.6	90	100.8	5	5.6
Concrete	42.0	30	12.6	65	27.3	5	2.1
Other	210.1	20	42.0	60	126.1	20	42.0
Total	**1358.6**		**305.3**		**923.7**		**129.6**

Figure 5-2 Predicted on and off-site reuse, recycle and disposal rates for construction waste (AWN Consulting, 2025)

Effective waste management methods are outlined within the RWMP including methods for removing any potentially hazardous wastes such as contaminated soil, fuel / oils, invasive plant species, asbestos and any other known hazardous substances (paints, glue, adhesives).

The RWMP should be viewed as a live document and will be regularly revisited throughout the project's lifecycle so that opportunities to maximise waste reduction / efficiencies are exploited throughout, and that data is collected on an ongoing basis so that it is as accurate as possible.

Waste generated during operational phase will be collected and disposed of by licensed waste management contractors, with separate dedicated waste storage areas being provided for municipal waste and commercial waste from the commercial floorspace. An Operational Waste Management Plan has been prepared by AWN Consulting (2025), in line with SDCC which aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible during the operational phase. The plan estimates the type and quantity of waste to be generated from the Proposed Development during the operational phase, Figure 5-3, and provides a strategy for managing the different waste streams.

Waste Type	Waste Volume (m^3 / week)				
	Block A Residential (Combined)	Block B Residential (Combined)	Block A Commercial (Combined)	Block B Commercial (Combined)	Creche Unit
Organic Waste	0.70	2.50	0.13	0.36	0.04
DMR	4.99	17.73	2.65	7.18	1.29
Glass	0.14	0.48	0.07	0.20	0.00
MNR	2.62	9.33	1.10	2.99	0.70
Medical	-	-	0.12	0.24	-
Total	**8.45**	**30.05**	**4.08**	**10.98**	**2.04**

Figure 5-3 Estimated operational wastes (AWN Consulting, 2025)

All waste receptacles will be clearly identified as required by waste legislation and the requirements of the SDCC *Waste Bye-Laws*. Waste will be presented for collection in a manner that will not endanger health, create a risk to traffic, harm the environment or create a nuisance through odours or litter.

Implementation of the OWMP will ensure a high level of recycling, reuse and recovery at the development. All recyclable materials will be segregated at source to reduce waste contractor costs and ensure maximum diversion of materials from landfill, thus contributing to the targets set out in the and the *NWMPCE 2024 – 2030*.

An Engineering Services Report (ESR) has been prepared by Torque Consulting Engineers (2025) for this planning application. There is an existing 225mm concrete foul sewer running along Belgard Square East. Uisce Éireann identified in their Confirmation of Feasibility (COF) letter that this sewer will require an upgrade over a length of approximately 400m. A pre-connection enquiry (Reg. Ref. CDS24011089) was submitted to Uisce Eireann on 9th June 2025.

There is an existing 1050mm diameter concrete gravity surface water sewer mains which runs beneath Belgard Square East to the west of the Proposed Development site.

It is proposed to connect to the existing 150mm diameter water main (uPVC) located along Old Blessington Road with a new connection serving the Proposed Development.

An Appropriate Assessment (AA) Screening has been prepared by DNV (2025). The AA Screening concluded that the possibility of any significant effects on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded.

It is considered that no likely significant effects in respect of use of natural resources will likely arise as a result of the Proposed Development.

5.2 Risk of Major Accidents and/or Disasters

The site is not located in an area which is anticipated to be at risk of foreseeable major disasters or accidents.

A Construction Environmental Management Plan (CEMP) has been prepared by AWN Consulting Limited (2025) which details the site safety measures.

The potential for the construction or operational phase of the Permitted Development to result in any major accidents and /or disasters can be considered low. This is based on the correct implementation of all standard health and safety procedures, and the lack of substances that will be used in the Permitted Development which may cause concern for having likely significant effects on the environment. In the event that Asbestos Containing Materials (ACMs) are found within the excavated material, the removal will only be carried out by a suitably permitted waste contractor, in accordance with the Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010 and the Best Practice Guidance for Handling Asbestos (2023). All asbestos will be taken to a suitably licensed or permitted facility.

Furthermore, the site will be secured at all times and construction/demolition works will be managed and controlled by using standard best practice measures, for construction/demolition sites and adhering to normal daytime working hours.

The vulnerability of the Proposed Development to major accidents or disasters is likely to be related to flood risk and the potential impact that climate change may have on this. A Flood Risk Assessment (FRA) has been completed by Torque Consulting Engineers (2025). The FRA assesses the potential for, and the scale of a flood risk at the site by reviewing desk-based data sources. The FRA concluded that the subject site falls outside the 0.1% AEP fluvial, pluvial and coastal flood zone which thus indicates the subject site can be classified as Zone C (low probability of flooding).

As outlined in the FRA (Torque, 2025), the site falls within a moderate area of vulnerability for groundwater flooding and overlays an existing gravel aquifer. A number of mitigation measures to prevent hazardous materials contaminating the ground water are outlined in the FRA (Torque, 2025) and are as follows:

- Bunded are lined storage for fuels/chemicals;

- Good housekeeping;
- Clear records/register of chemical onsite;
- Spill kit onsite;
- The chosen contractor must engage an environmental specialist to develop and agree to the on-site groundwater protection strategy with the local authority before work commences; and
- In the basement carpark, a petrol interceptor is used to mitigate against any potential fuel leaks into the foul water before it enters the foul water drainage system.

In terms of the surface water system and exceedance flows the following is outlined in the FRA (Torque, 2025)

'The proposed stormwater system has been designed so that all surface water is captured by stormwater systems using appropriate runoff rates depending on the surface impacted. The majority of the stormwater will be stored in blue roofs above the mixed development and the ground floor parking'.

The potential for the Proposed Development to result in any major accidents and /or disasters can be considered as low. Therefore, it is not considered likely that the Proposed Development will result in significant adverse effects.

5.3 Population and Human Health

The site lies within the Electoral Division of Tallaght-Springfield, which has a population of 11,297 according to the 2022 Census.

The site is situated adjacent to several high-capacity transport links such as the Luas Red Line, and the No. 27 bus route on Blessington Road. The site is also close to many public facing facilities such as The Square, Tallaght Hospital, SDCC offices, TU Dublin and many local services.

Due to its proximity to Dublin and Wicklow mountains, it is also close to a range of recreational areas and scenic landscapes. The Tallaght area has many large-scale employment areas in close proximity, including Tallaght Hospital, South Dublin County Council, Cookstown Industrial Estate and Tallaght Business Park.

There are 18 No. existing primary schools, 6 No. existing post-primary school and 3 No. existing special education school in the Tallaght School Planning Area, to which the subject site belongs.

The CEMP (AWN Consulting, 2025) ensures that all applicable environmental health and safety regulations are complied with throughout the construction/demolition phase thereby ensuring that this phase of the Proposed Development will not result in significant effects on human health or the environment. In the event that Asbestos Containing Materials (ACMs) are found within the excavated material, the removal will only be carried out by a suitably permitted waste contractor, in accordance with the Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010 and the Best Practice Guidance for Handling Asbestos (2023). All asbestos will be taken to a suitably licensed or permitted facility.

The construction phase will provide for an increase of employment in the area which is believed to have a positive impact on human health. It is estimated that there will initially be 60- 80 staff on site on a typical day, however during peak construction periods this is expected to fluctuate up to 150 staff and contractors on site per day.

The operational phase will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the Dublin area.

A Social Infrastructure Audit has been prepared by Thornton O'Connor Town Planning (2025).

The site is located within the Tallaght Town Centre Local Area Plan 2020–2026 ('LAP') environs, as such this LAP is a key reference point. The LAP states: "*It is the policy of the Council to promote Tallaght as the priority location for regional level community and social infrastructure in the County. In addition, South Dublin County Council will facilitate the expansion and enhancement of existing community facilities and to facilitate the provision of a range of new community facilities in tandem with population growth to meet the needs of future residents of Tallaght (Objective CF 1).*"

The Social Infrastructure Audit concluded that;

"Overall, healthcare, sports and recreation, community, education, and other facilities are all well represented within the area and cater for the existing and proposed new residential community. While a current shortage in childcare spaces was identified in the childcare survey, it is expected that the granted pipeline of new childcare facilities, alongside the childcare facility proposed as part of this development, will address this shortfall into the future. The Proposed Development also includes passive and active open spaces as well as pedestrian links throughout the site. Tallaght area provides a wide range of existing social and community infrastructure to support the development, and this is an ideal location for the proposed residential development. The size of the Proposed Development is unlikely to impact on the quality of services and facilities currently available in the locality."

A Residential Mobility Management Plan has been prepared by NRB Consulting Engineers (2025), and it states that;

"The development is well placed to take advantage of the existing and future Dublin Bus and services, with existing stops within easy walking distance of the site. The LUAS Terminus Red Line stop (Tallaght P&R) is very accessible from the site."

An Operational Waste Management Plan has been prepared by AWN Consulting (2025), and it ensures that the management of waste during the operational phase of the Proposed Development is undertaken in accordance with the current legal and industry standards as outlined within the report. A waste collection service will be available to all occupants from first occupancy, irrespective of whether all units have been filled or not. All residents have ease of access to the bin store locations.

'All waste receptacles will be clearly identified as required by waste legislation and the requirements of the SDCC Waste Bye-Laws. Waste will be presented for collection in a manner that will not endanger health, create a risk to traffic, harm the environment or create a nuisance through odours or litter' (OWMP, 2025).

It is therefore considered that the Proposed Development will not give rise to any likely significant population and health effects.

5.4 Air Quality and Climate

The site falls into 'Zone A' of Ireland which is described by the EPA as 'Dublin Conurbation'. It is expected that existing ambient air quality in the vicinity of the site is characteristic of a suburban location with the primary source of air emissions such as particulate matter, nitrogen dioxide (NO_2,) and hydrocarbons likely to be of traffic, aviation, industrial activities, combustion and agriculture, and domestic fuel burning.

The Proposed Development involves construction works which may temporarily impact on air quality due to dust emissions. According to the Institute of Air Quality Management (2024), the main air quality impacts associated with construction are typically:

- Dust deposition and surface soiling;
- Visible dust plumes;
  Elevated particulate matter (PM_{10}) concentrations due to dust generating activities onsite;
  Increase in airborne particles and nitrogen dioxide due to exhaust emissions from diesel powered vehicles and machinery onsite and vehicles accessing the site.

Any potential dust impacts will be localised in nature and last only for the duration of these work. Nevertheless, the site will be managed in accordance with the Construction Environmental Management Plan which has been prepared by AWN Consulting Limited (March 2025). In order to develop a workable and transparent dust control strategy, the measures set out below have been formulated by drawing on best practice guidance from Ireland, the UK and the US, such as:

- Department of Environment, Heritage and Local Government (DOEHLG), Quarries and Ancillary Activities, Guidelines for Planning Authorities (2004);
- US Environment Protection Agency (USEPA), Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition (periodically updated) (1986);
- The Scottish Office – Development Department, Planning Advice Note PAN50 Controlling the Environmental Effects Of Surface Mineral Workings Annex B: The Control of Dust at Surface Mineral Workings (1996); and
- Institute of Air Quality Management (IAQM), Guidance on the Assessment of Dust from Demolition and Construction (2024).

The site activities will be undertaken with due consideration of the surrounding environment and the close proximity of sensitive receptors such as residents and pedestrians. Dust management during the demolition phase will be the most important aspect in terms of minimising the impacts of the project on the surrounding air quality. The following measures will also be implemented to ensure impacts are minimised:

- Complaint registers will be kept detailing all telephone calls and letters of complaint received in connection with construction activities, together with details of any remedial actions carried out;
- Equipment and vehicles used on site will be in good condition such that emissions from diesel engines etc. are not excessive; and
- Pre-start checks will be carried out on equipment to ensure they are operating efficiently and that emission controls installed as part of the equipment are functional.

Dust deposition levels will be monitored on a regular basis in order to assess the impact that site activities may have on the local ambient air quality. The following procedure will be implemented:

- The dust deposition rate will be measured by positioning Bergerhoff Dust Deposit Gauges at strategic locations near the boundaries of the site for a period of 30 (+/- 2) days if required. Monitoring should be conducted as required during periods when the highest levels of dust are expected to be generated i.e., during site preparation works and soil stripping activities.
- The exact locations will be determined after consideration of the requirements of Method VDI 2119 with respect to the location of the samplers relative to obstructions, height above ground and sample collection and analysis procedures.
- After each 30 (+/- 2 days) exposure period, the gauges will be removed from the sampling location, sealed and the dust deposits in each gauge will be determined gravimetrically by an accredited laboratory and expressed as a dust deposition rate in mg/m^2 /day in accordance with the relevant standards.
- Technical monitoring reports detailing all measurement results, methodologies and assessment of results shall be subsequently prepared and maintained by the Site Manager.

A limit value of 350 mg/m^2 /day will be used in comparison with recorded values.

The aim is to ensure good site management by avoiding dust becoming airborne at source. This will be done through good design, planning and effective control strategies. The siting of construction activities and the limiting of stockpiling will take note of the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. In addition, good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or using effective control measures quickly before the potential for nuisance occurs.

- During working hours, technical staff will be available to monitor dust levels as appropriate; and
- At all times, the dust management procedures put in place will be strictly monitored and assessed.

The dust minimisation measures will be reviewed at regular intervals during the demolition phase to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust generation. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed, and procedures implemented to rectify the problem. Specific dust control measures to be employed are presented below.

Site Routes

Site access routes (particularly unpaved areas) can be a significant source of fugitive dust from construction sites if control measures are not in place. The most effective means of suppressing dust emissions from unpaved roads is to apply speed restrictions. Studies show that these measures can have a control efficiency ranging from 25% to 80%.

- A speed restriction of 20 km/hr will be applied as an effective control measure for dust for on-site vehicles or delivery vehicles within the vicinity of the site;
- Bowsers will be available during periods of dry weather throughout the demolition period. Research shown found that the effect of surface watering is to reduce dust emissions by 50%. The bowser will operate during dry periods to ensure that unpaved areas are kept moist. The required application frequency will vary according to soil type, weather conditions and vehicular use; and
- Any hard surface roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced areas shall be restricted to essential site traffic only.

Excavation

Excavation works during periods of high winds and dry weather conditions can be a significant source of dust.

- During dry and windy periods, and when there is a likelihood of dust nuisance, watering shall be conducted to ensure moisture content of materials being moved is high enough to increase the stability of the soil and thus suppress dust;
- During periods of very high winds (gales), activities likely to generate significant dust emissions should be postponed until the gale has subsided.

The movement of trucks containing materials with a potential for dust generation to an off-site location will be enclosed or covered.

Stockpiling

The location and moisture content of stockpiles are important factors which determine their potential for dust emissions. The following measures will be put in place:

- Overburden material will be protected from exposure to wind by storing the material in sheltered parts of the site, where possible;
- Regular watering will take place during dry/windy periods to ensure the moisture content is high enough to increase the stability of the soil and suppress dust.

Site Traffic on Public Roads

Spillage and blow-off of debris, aggregates and fine material onto public roads will be reduced to a minimum by employing the following measures:

- Vehicles delivering material with potential for dust emissions to an off-site location shall be enclosed or covered at all times to restrict the escape of dust;
- Any hard surface site roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced roads shall be restricted to essential site traffic only.
- A power washing facility or wheel cleaning facility will be installed near to the site compound for use by vehicles exiting the site when appropriate; and
- Road sweepers will be employed to clean the site access route as required.

General

The pro-active control of fugitive dust will ensure that the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released, will contribute towards the satisfactory management of dust by the contractor.

An Energy Efficiency and Climate Change Adaptation Design Statement has been prepared by Renaissance Engineering (2025). Based upon this report the key climate risks in South Dublin are:

- Flooding - increased heavy rainfall events and rising sea levels pose significant flood risks, particularly in urban areas;
- Rising temperatures - urban heat islands can exacerbate temperature increases, affecting living conditions;
- Extreme Weather Events - More frequent storms and high winds necessitate robust structural designs;

<u>Adaptation Strategies:</u>

- Flood Resilience:
    - Sustainable drainage systems (SuDS) – blue roofing and permeable pavements will assist with management of stormwater.
    - Elevated design – All dwellings shall be located at first floor or above.
- Heat Mitigation:
    - Green and blue roofing shall be incorporated on roofs to reduce heat absorption.
    - Architectural elements and landscaping will be used to provide natural shade.
    - Exterior finishes that reflect, rather than absorb, heat, will be used where possible.
    - Openable windows and balcony doors will be optimised to avoid overheating.
    - Mechanical ventilation systems will provide a reliable source of cooling independent of wind speeds.
- Energy Efficiency:
    - Renewable energy integration – solar PV panels and low-carbon heating systems will be installed to all units as required to achieve NZEB status.
    - Buildings will be highly-insulated and air-tight to reduce heating and cooling demands.
    - Intelligent equipment control and energy management systems, including time and temperature control of multiple heating and hot water zones in each dwelling, shall be used to optimize consumption.
- Storm Resilience:
    - Buildings shall be designed to endure high winds and 50-year storm levels of precipitation.
    - PV panels, other roof-mounted equipment and roofing itself shall be anchored and constructed to resist storm damage. In general, plant at roof level shall be avoided.
- Sustainable Transportation:
    - EV charging infrastructure shall be provided in accordance with SDCC and Part L requirements.
    - Bicycle Amenities including secure bicycle storage will be provided to encourage cycling.
    - The development benefits from high proximity to multiple public transport networks, including Luas and Dublin bus.

There is the potential for combustion emissions from onsite machinery and traffic derived pollutants of carbon dioxide and nitrogen dioxide to be emitted because of the proposed construction works. However, due to the size and duration of the Construction Phase, and the mitigation measures proposed, the effect on national greenhouse gas emission (GHG) emissions will be insignificant in terms of overall national contributions and Ireland's obligations under the Paris Agreement and therefore the Proposed Development will have no likely significant adverse effects on air quality and climate.

5.5 Noise and Vibration

The Proposed Development is bounded by Belgard Road and the Old Blessington Road which dominate the noise levels in the area. The site lies 5km from the edge of the Casement Aerodrome runway, with Tallaght Hospital helipad located 0.52 kilometres to the west of the site.

The construction phase includes site clearing operations, demolition of existing structures, grubbing out of redundant services and the construction of the new development and all associated site works.

There will be an increase in noise and vibration levels during the construction phase. However, these impacts will be localised, intermittent, and last only for the duration of this phase. Noise and vibration levels will be controlled to ensure that the Proposed Development is operated in a way that minimises detrimental impact to the amenities of local residents. The following codes and regulations will be followed during the construction phase:

- BS 5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise;
- BS ISO 4866: 2010: *Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures*;
- Safety, Health and Welfare at Work (General Application) Regulations 2007 to 2016, Part 5 Noise and Vibration; and
- Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations.

There is currently no statutory Irish guidance for construction noise requirements from noise during the construction phase of a project.

In the absence of specific noise limits, the appropriate criteria for the allowable construction noise levels may be found in British Stand BS 5228 – 1:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites – Noise.* The standard (BS5228–1:2009+A1) provides examples of acceptable limits for construction and/or demolition noise in both subjective and objective form. For example, paragraph E.2 of the standard states:

"*Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut.*"

Paragraph E.2 goes on to state:

"*Noise levels between 07:00 and 19:00hrs, outside the nearest window of the occupied room closest to the site boundary should not exceed:*

- *70dB in rural, suburban and urban areas away from main road traffic and industrial noise;*
- *75dB in urban areas near main roads in heavy industrial areas."*

Typically, the local councils refer to BS 5228 Part 1 as a method to control construction noise from sites on the local environment. This standard is therefore the de facto appropriate standard in the absence of regulatory guidance.

Based on paragraph E.2 of BS 5228 the following criteria is adopted for the Proposed Development:

- For residential properties it is considered appropriate to adopt the 70dB(A) criterion; and
- For non-residential locations it is considered appropriate to adopt the higher category values of 75dB(A) during the day. These will only be considered as noise sensitive during office hours.

These limit values are also in agreement with those set by Transport Infrastructure Ireland (TII) for construction projects. Buildings other than dwellings which have a residential function will be considered for the lower noise limit, this including hotels, B&B's, student accommodation, co living developments etc. This is in line with the guidance and definition of noise sensitive residences of EPA NG4. Table 5-1 outlines the project criteria in tabular form.

Table 5-1: BS 5228 Threshold Levels

Assessment category and threshold value period	Threshold value, in decibels (dB) (L_{Aeq})		
	Category A[1]	Category B[2]	Category C[3]
Daytime (07:00 – 19:00) and Saturdays (07:00 – 14:00)	65	70	75
Evenings and weekends[4]	55	60	65
Night-time (23:00 to 07:00hrs)	45	50	55

Table 5-2 presents the TII indicative levels of acceptable construction noise from the TII publication *Good Practice Guidance for the Treatment of Noise during Planning of National Road Schemes*, March 2014. These noise limits are applied during the construction of road infrastructure projects at the façade of Noise Sensitive Locations (NSLs).

Table 5-2: TII Indicative Levels for Construction Noise

Day	Working Hours hrs	Level, dB L_{Aeq}	Maximum, dB L_{Amax}
Monday to Friday	07:00 to 19:00	70	80
	19:00 to 22:00	60*	65*
Saturday	08:00 to 16:30	65	75
Sundays and Bank Holidays	08:00 to 16:00	60*	65*

Note * Construction activity at these times, other than that required for emergency works, will normally require the explicit permission of the local authority.

The TII limits set out in Table 5-2 will apply at all NSLs during the construction phase.

In the unlikely event that construction works were to be required during the night-time period, advice in relation to establishing significant construction noise effects as set out in BS5228-1:2014+A1 – *Code of practice for noise and vibration control on construction and open sites*. Annex E of BS5228 allows for the designation of a noise sensitive location into a specific category (A, B or C) through consideration of existing ambient noise levels in the absence of construction noise. With reference to the measured ambient noise levels at the Proposed Development site, it is expected that Category A values would be appropriate for night-time, i.e., 45 dB LAeq for

[1] Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are less than these values.

[2] Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are the same as category A values.

[3] Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are higher than category B values.

[4] 19:00 – 23:00 weekdays, 13:00 – 23:00 Saturdays and 07:00 – 23:00 Sundays.

the period 23:00 – 07:00 hrs. Construction activity at these times, other than that required for emergency works, will require the explicit permission of South Dublin County Council.

Vibration criteria for the Proposed Development has been developed based the guidance on construction vibration prediction, assessment and control contained within British Standard *Code of Practice for Noise and Vibration Control on Construction and Open Sites Pt 2: Vibration*.

Humans are sensitive to vibration and can feel vibration long before it becomes an issue in terms of cosmetic damage or structural damage to buildings. Vibration causes nuisance to humans as it is assumed that if vibration can be felt then damage to the building or structure is inevitable. Guidance of Effects of Vibration Levels on Residents/People is outlined in Table 5-3, with Transient Vibration Guide for Cosmetic Damage limits set out in Table 5-4.

Table 5-3: Guidance of Effects of Vibration Levels on Residents/People

Vibration Level	Description
0.14mm/s	Vibration might just be perceptible for frequencies normally associated with construction vibration. People are less sensitive to lower frequency vibration.
0.3mm/s	Vibration might just be perceptible in residential environments.
1.0mm/s	It is likely that vibration at this level in a residential environment will cause complaints. It can be tolerated if prior warning and explanation is given to residents.
10.0mm/s	Vibration is likely to be intolerable for any more than a brief exposure to this level.

Table 5-4: Transient Vibration Guide for Cosmetic Damage

Type of Building	Peak Component Particle Velocity (PPV)	
	4 Hz to 15 Hz	15 Hz and above
Reinforced or framed structures / industrial and heavy commercial buildings	50 mm/s at 4 Hz and above	50mm/s at 4 Hz and above
Unreinforced or light framed structures. Residential or light commercial buildings[5]	15mm/s at 4 Hz increasing to 20mm/s at 15 Hz	20mm/s at 15 Hz increasing to 50mm/s at 40 Hz and above

The following limits from continuous vibration are required for the Proposed Development:

i. For vibration sensitive spaces an upper limit of 1mm/s is required. This includes educational and residential buildings. In addition to the lower limit for educational and residential buildings some buildings may contain vibration sensitive equipment including laboratories and hospitals. Impacts on sensitive equipment can occur well below the range of human perception. It is not always practical to mitigate construction vibration such that it achieves the very stringent vibration criteria for sensitive equipment.

[6] At frequencies <4Hz a maximum displacement of 0.6mm is not to be exceeded.

Rather, consultation should occur with the users of the equipment appropriate vibration limits set and vibration-intensive works should be scheduled such that the equipment can be used during agreed hours.

ii. For commercial buildings where the activities are not of a particularly sensitive nature for vibration or for potentially vulnerable unoccupied buildings a vibration limit of 3mm/s is required.

iii. For all other buildings 5mm/s is required. This includes unoccupied buildings and non-sensitive buildings.

Exceedance of these levels should only be for short durations where required and with prior notice to the sensitive receivers of concern. The vibration levels should never exceed 10mm/s at any of the adjacent buildings.

The TII Guidance suggest that vibration levels should be limited to 8 mm/sec at frequencies of <10Hz, to 12.5 mm/sec at frequencies 10 – 50Hz and to 20 mm/sec at 50Hz and above.

The works will be conducted in compliance with BS5228-1:2009+A1:2014 *Code of Practice for Noise and Vibration Control on Construction and Open Sites*, with careful consideration given to potential noise impacts arising from construction activities. Noise is primarily expected to be generated by plant and machinery operations, particularly during earthworks and rock-breaking processes. Plant will be maintained in proper operating condition to minimise noise levels, and no work will be undertaken outside designated site working hours.

There will be an increase in noise and vibration levels during the construction phase. However, these impacts will be localised, intermittent, and last only for the duration of this phase.

The CEMP (AWN Consulting, 2025) has outlined the following mitigation measures required during the construction phase including:

- Selection of quiet plant;
- Noise control at source;
- Screening, and;
- Liaison with the Public

The following key forms of noise control for the site as outlined in the CEMP (AWN, 2025) are set out below:

- Site compounds will be located away from noise sensitive boundaries within the site constraints;
- For mobile plant items such as cranes, dump trucks, excavators and loaders, the installation of an acoustic exhaust and or maintaining enclosure panels closed during operation can reduce noise levels by up to 10dB. Mobile plant should be switched off when not in use and not left idling;
- For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system and avoid idling of engines when not in use;
- For percussive tools, a number of noise control measures include fitting a muffler or sound reducing equipment to the breaker 'tool' and ensure any leaks in the air lines are sealed. Erection of localised screens around breaker or drill bit when in operation in close proximity to noise sensitive boundaries;
- The use of a high-quality construction site hoarding will be included around all noise sensitive boundaries;
- For all materials handling, ensure that materials are not dropped from excessive heights, lining drops chutes and dump trucks with resilient materials;
- All items of plant should be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures; and
- All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.

Liaison with the Public

The designated environmental liaison officer will be appointed to site during construction works. Any noise complaints will be logged and followed up in a prompt fashion by the liaison officer. In addition, where a particularly noisy construction activity is planned or other works with the potential to generate high levels of noise, or where noisy works are expected to operate outside of normal working hours etc., the liaison officer will inform the nearest noise sensitive locations of the time and expected duration of the noisy works.

Any noise complaints related to activities at the site will be logged and investigated and, where required, measures taken to ameliorate the source of the noise complaint.

Monitoring

During the construction phase, spot check noise monitoring may be required where the construction noise thresholds have the potential to be exceeded at noise sensitive locations. The monitoring shall be carried out by the contractor and used to inform the requirement for any control measures on site to reduce construction noise levels.

Noise monitoring will be conducted in accordance with the International Standard ISO 1996-2:2017 - *Description, measurement and assessment of environmental noise - Part 2: Determination of sound pressure levels (ISO 2017).*

Where required, or requested by the local authority, unattended external noise monitoring will be undertaken at locations on the site boundary closest to sensitive locations. It is considered that it will be appropriate to amend the monitoring program and location as the works progress. Accordingly, monitors may be added, removed or relocated as necessary.

The noise monitoring terminals should provide the following at minimum:

- Logging at hourly intervals; and
- Remote access for information download.

Where required or requested by the local authority, vibration monitoring will be installed at the site boundary to monitor Peak Particle Velocity parameter (PPV, mm/s) in the X, Y and Z directions, in accordance with BS ISO 4866: 2010: *Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures*.

The mounting of the transducer to the vibrating structure will need to comply with BS EN ISO 5348: 1998: *Mechanical vibration and shock – Mechanical mounting of accelerometers*. In summary, the following ideal mounting conditions apply:

- The transducer and its mountings should be as rigid as possible;
- The mounting surfaces should be as clean and flat as possible;
- Simple symmetric mountings are best, and;
- The mass of the mounting should be small in comparison to that of the structure under test.

An Acoustic Design Statement has been prepared by Wave Dynamics Acoustics Consultants (2025). The general construction methods required to meet the building performance control measures are:

Glazed Elements and Ventilation

The glazed elements and ventilation openings are typically the acoustically weakest elements of any façade. It is recommended that the facade supplier provide laboratory tests confirming the airborne sound insulation performance in the absence of suitable laboratory data a composite sound reduction index calculation undertaken by a suitably qualified acoustic consultant can be used to demonstrate compliance.

External Wall Construction

The façade wall construction has been assumed to achieve a minimum sound insulation performance of 56dB RW. Typical façade construction such as concrete, blockwork, timber frame and brick offer high levels of sound insulation and will meet this requirement.

Roof Construction

The roof construction has been assumed to achieve a minimum sound insulation performance of 50dB Rw. Any skylights and glazing in the roof system to corridor or communal areas should be of standard double-glazed construction to meet a performance of minimum 29 dB Rw. If there are any skylights to habitable bedrooms Wave Dynamics should be informed to provide specific guidance in each case.

The Acoustic Design Statement concluded that, '*Based on the recommendations in this report it is predicted that the internal and external noise levels will achieve the targeted noise levels in line with BS 8233:2014 and ProPG 2017 guidance.'*

Good practice noise and vibration control measures will be employed by the contractor and screening provided to adjoining properties.

Based on the measures that will be carried out as outlined in the CEMP and Acoustic Design Statement, it is concluded that the Proposed Development will not result in significant adverse noise and vibration related effects.

5.6 Daylight and Sunlight

A Daylight and Sunlight Assessment Report has been prepared by 3D Design Bureau (2025) which assesses the potential levels of effect that the Proposed Development would have on the surrounding existing environment and/or properties. The baseline model state reflects the existing environment. It includes the surrounding context and the subject site in their current standing. This includes any structures that are to be demolished as part of this application. Existing trees were placed using photogrammetry information, with assumptions made regarding exact size, position and species.

The Daylight and Sunlight Assessment Report concluded that;

'The findings for the impact to daylight (VSC) have shown that 3 no. windows/rooms in the assessed residential properties and 4 no. in the assessed commercial buildings would be adversely affected. With the exception of 2 no. windows in a commercial building (Tuansgate), which experience a 'major adverse' level of effect, the remaining affected windows were categorised as 'minor adverse'. While the proposed development would cause some reductions in daylight and sunlight, a key contributing factor is the existing recessed or overhang window positions rather than the proposed development itself. This is demonstrated by the additional 'no-balcony' studies carried out, where window locations were pulled forward to the main facade (as per neighbouring windows on the same buildings), which show that adverse impacts would be eliminated for all affected residential windows and either eliminated or reduced in severity for the affected commercial premises.

For the Spatial Daylight Autonomy (SDA) assessment, 24 no. rooms fall below the recommended minimum with trees factored in. Given the size of the scheme and the circa 96% compliance rate achieved, 3DDB is of the opinion that the scheme is performing favourably in terms of daylight performance.

In terms of Sunlight Exposure (SE), only 15 no. out of the 199 units would fail to meet the minimum recommended sunlight levels. Considering the orientation-based nature of this study, and the inclusion of single-aspect units in the Proposed Development, the circa 92% compliance rate is well above the expected compliance rate for apartment buildings of similar size and scale.

Finally, both the public and communal open space would receive compliant levels of sunlight, with the communal open space on the podium level performing particularly well

It can be concluded that the scheme is performing favourably from a daylight and sunlight perspective. While some adverse impacts were recorded, the most affected windows/rooms do not serve residential spaces. 3DDB believes that these impacts can be considered acceptable when balanced with the broader objectives for the area.'

A Glint and Glare Assessment has been prepared by Lawler Sustainability (2025), which assesses the potential for ocular impact of glare which would emanate from sunlight reflections of the PV array and its possibility to cause an impact to air traffic controllers in Air Traffic Control Towers (ATCT) and/or pilots approaching each direction on runways at nearby airports, and to pilots landing or taking-off from nearby helipads.

The Proposed Development is located within one Solar Safeguarding Zone as identified by The Planning and Development (Solar Safeguarding Zone) Regulations 2022.

The mitigation measures as detailed in the Glint and Glare Assessment (Lawler Sustainability, 2025) are as follows:

- Vegetative screening be added to form a visual barrier between the solar PV array and the receptor or suggesting that the PV modules be orientated or positioned differently to reduce the effect of glare; and
- Tracking systems can also be installed on PV systems which can help to reduce the impact of glare.

The Glint and Glare Assessment concluded that;

‘The report has assessed the required nearby helipad receptor. It was found that there no risk of receiving glint and/or glare from the proposed PV arrays.’

It is therefore considered that the Proposed Development will not likely result in any significant adverse day-light/sunlight effects on the surrounding environment as a result of construction or operational activities.

5.7 Soils and Geology

The soils underlying the site are classified by the EPA (2025) as ‘Urban’ and the underlying subsoils are classified as ‘Made Ground’ (Made) (EPA, 2025).

The bedrock geology underlying the site is classified by the GSI (GSI,2025) as the Lucan Formation (ID: CDLUCN), and is described as dark limestone and shale. The GSI database also indicates there are no bedrock structural features or faults underlying the site. Additionally, there are no karst features identified at the site or within a 2km radius of the site.

The site does not lie within or adjacent to any designated Geological Heritage Sites. The closest Geological Heritage site is the Dodder Terraces (SD004) located approximately 1.4km southeast of the site.

During construction there is potential for exposure of contaminated soils, generation of dust, volatile organic compound emissions, migration of existing soil contamination to groundwater and off-site surface water, and accidental loss or spillage of construction materials. Given the nature of the proposed uses, the Proposed Development will not introduce significant new sources of contamination during operation.

The majority of construction waste materials generated will be soil from excavation works. Material will be removed from site regularly to ensure there is minimal need for stockpiling.

A Resource Waste Management Plan has been prepared by AWN Consulting (2025). If any potentially contaminated material is encountered, it will need to be segregated from clean / inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled *‘Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous*’ using the *HazWasteOnline* application (or similar approved classification method). The material will then need to be classified as clean, inert, non-hazardous or hazardous in accordance with the *EC Council Decision 2003/33/EC*, which establishes the criteria for the acceptance of waste at landfills.

In the event that Asbestos Containing Materials (ACMs) are found within the excavated material, the removal will only be carried out by a suitably permitted waste contractor, in accordance with *the Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010 and the Best Practice Guidance for Handling Asbestos (2023)*. All asbestos will be taken to a suitably licensed or permitted facility.

In the event that hazardous soil, or historically deposited waste is encountered during the demolition and construction phase, the contractor will notify SDCC and provide a Hazardous / Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal / treatment, in addition to information on the authorised waste collector(s).

It is considered that the Proposed Development will not result in any likely significant adverse effects on soils and geology as a result of construction or operational activities.

5.8 Hydrology and Hydrogeology

The site of the Proposed Development is located within the Liffey and Dublin Bay catchment (EU Code: 09) and the Dodder_SC_010 sub-catchment (EU Code: 09_16). The closest watercourse to the site is the Jobstown Stream (EU Code: IE_EA_09D010620), also referred to as the Dodder_040, a 2nd order tributary of the River Dodder, located 410m southeast of the site, which flows into the River Dodder located approximately 2km to the east of the site, and ultimately into Dublin Bay (EU Code: IE_EA_090_0000).

The status of the River Dodder was designated as '*Moderate*' by the EPA in 2022 (station code: RS09D010620), with this monitoring station located 4.8km northeast of the Proposed Development, downstream of the site. The River Dodder is classified as '*At Risk'* of not meeting its Water Framework Directive (WFD) objectives (EPA, 2025).

The site is situated on the Dublin groundwater body, the WFD status of which is '*Good'* for the 2016-2021 period with its risk status '*Under Review'* (EPA, 2025). The aquifer type within the site boundary is a Locally Important Aquifer (LI) aquifer, on bedrock which is *'Moderately Productive only in Local Zones'*. The groundwater rock units underlying the aquifer are classified as Dinantian Upper Impure Limestones (GSI, 2025). The level of vulnerability of the site to groundwater contamination via human activities is '*Moderate'.*

A Flood Risk Assessment report has been prepared by Torque Civil Structural Consulting Engineers (2025), and it concluded that,

'The subject site falls outside the 0.1% AEP fluvial, pluvial and coastal flood zone which thus indicates the subject site can be classified as Zone C (low probability of flooding).

The subject site falls within a moderate area of vulnerability for groundwater flooding and overlays an existing gravel aquifer. The stormwater drainage system has been designed to account for climate change and exceedance flows. The implications of pipe blockages have been examined and have been modelled accordingly.'

Additionally, mitigation measures are outlined within the CEMP (Torque,2025) regarding hydrology and hydrogeology:

'*Care will be taken to ensure that exposed soil surfaces are stable to minimise erosion. All exposed soil surfaces will be within the main excavation site which limits the potential for any offsite impacts. All run-offs will be prevented from directly entering any water courses as no construction will be undertaken directly adjacent to open water'.*

'*No significant dewatering will be required during the construction phase which would result in the localised lowering of the water table. There may be localised pumping of surface run-off from the excavations during and after heavy rainfall events to ensure that the excavation is kept relatively dry'.*

The following measures will be put in place during the construction phase to ensure protection of surface waterbodies. Construction works are informed by best practice guidance from Inland Fisheries Ireland on the prevention of pollution during development projects:

- Control of Water Pollution from construction Sites, Guidance for consultants and contractors (C532);
- Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (2016); and
- Environmental Good Practice on Site (3rd edition) (C692).

'Surface water discharge from the site will be managed and controlled for the duration of the construction works until the permanently attenuated surface water drainage system of the proposed site is complete. A temporary drainage system shall be installed prior to the commencement of the construction works to collect surface water runoff by the site during construction'.

'It is envisaged that a number of geotextile lined settling basins and temporary mounding's and/or silt fences will be installed to ensure silts do not flow off site during the construction stage. This temporary surface water management facility will throttle runoff and allow suspended solids to be settled out and removed. All inlets to the settling basins will be 'riprapped' to prevent scour and erosion in the vicinity of the inlet'.

A number of pollution control measures were also detailed in the CEMP (AWN, 2025) and are detailed as follows:

Management of Suspended solids in run-off

'Any temporary storage of spoil, hardcore, crushed concrete or similar material will be stored as far as possible from any surface water drains and also stored in receptacles where possible. In order to minimise the risk of contamination, the stockpiled material will be removed off-site as soon as possible. Surface water drain gratings in

areas near or close to where stockpiles are located will be covered by appropriate durable polyurethane covers or similar.

There will be no direct pumping of silty water from the works to any watercourse. Sediment entrapment facilities will be installed to reduce sediment discharges to downstream properties and receiving waters. All run-off leaving a disturbed area should pass through a sediment entrapment facility before it exits the site and flows downstream such as straw bales, silt fencing, silt barriers and diversion dams'.

Concrete Run-off

'No wash-down or wash-out of ready-mix concrete vehicles during the construction works will be carried out at the site within 10 meters of an existing surface water drainage point. Wash-outs will only be allowed to take place in designated areas with an impervious surface'.

Accidental Spills and Leaks

'No bulk chemicals will be stored within the active construction areas. Temporary oil and fuel storage tanks will be kept in the material storage area in suitable containers and will be appropriately bunded as required. Refuelling of vehicles and the addition of hydraulic oils or lubricants to vehicles will take place in designated areas of the site, where possible, which will be kept away from surface water drains.

Spill protection equipment such as absorbent mats, socks and sand will be available to be used in the event of an accidental release during refuelling. Training will be given to appropriate site workers in how to manage a spill event'.

The following mitigation measures will be taken at the construction site in order to prevent any spillages to ground of fuels during machinery activities and prevent any resulting soil and/or groundwater quality impacts;

- Refuelling will be undertaken off site where possible;
- Where mobile fuel bowsers are used the following measures will be taken:
  - Any flexible pipe, tap or valve will be fitted with a lock and will be secured when not in use;
  - The pump or valve will be fitted with a lock and will be secured when not in use;
  - All bowsers must carry a spill kit;
  - Operatives must have spill response training; and
  - Portable generators or similar fuel containing equipment will be placed on suitable drip trays.

Monitoring

'Weekly checks will be carried out to ensure surface water drains are not blocked by silt, or other items, and that all storage is located at least 10m from surface water receptors. A regular log of inspections will be maintained, and any significant blockage or spill incidents will be recorded for root cause investigation purposes and updating procedures to ensure incidents do not reoccur'.

Therefore, it is considered that the Proposed Development will not cause any significant adverse effects on the hydrology and hydrogeology within the site of the development, or the surrounding area.

5.9 Biodiversity and Ecology

No Special Protected Areas (SPAs), or Special Areas of Conservation (SACs) have been identified within a 1km radius of the site. The nearest European designated site is the South Dublin Bay and River Tolka Estuary (004024) SPA located 11.3 kilometres northeast of the site. The nearest SAC is the South Dublin Bay SAC (000210), located approximately 11.3 kilometres northeast of the site.

An Appropriate Assessment Screening and Natura Impact Statement has been prepared by DNV (2025). The AA Screening concluded that,

'The possibility may be excluded that the Proposed Development will have a significant effect on any of the European sites listed below:

- *North Dublin Bay SAC (000206).*

- *South Dublin Bay SAC (000210).*
- *South Dublin Bay and River Tolka Estuary SPA (004024).*
- *North Bull Island SPA (004006).*
- *North-West Irish Sea SPA (004236).*

The possibility of any significant effects on the above-listed European sites, whether arising from the project itself or in combination with other plans and projects, can be excluded in light of the above listed European sites' conversation objectives.'

Figure 5-4 shows the location of European sites relative to the Proposed Development.

An Ecological Impact Assessment (EcIA) has been undertaken by DNV (2025), and it concluded that;

'It is considered that, provided the mitigation measures proposed within this report together with all best practice development standards as outlined in the CEMP are carried out in full, there will be no significant negative impact to any Key Ecological Receptors (KER) habitat, species group or biodiversity as a result of the Proposed Development.

Additionally, the landscaping plan for the Proposed Development will increase the vegetation cover on site and will further enhance the area to create ecological connectivity throughout and within the wider landscape via an ecological stepping stone.'

Detailed mitigation measures are listed out in the EcIA for sufficient protection of the KERs identified.

Figure 5-4: Location of European Sites Relative to the Proposed Development

The CEMP prepared by AWN Consulting (2025), lists out the key strategies to be undertaken to minimise impact on the local flora and fauna during site clearing and they are:

- All site clearance works will comply with current legislative requirements and best practice;
- Taking measures to limit the working area during the construction phase will reduce the impacts of the development on adjacent areas. The construction area will be clearly delimited by the site boundary and machinery should operate only within this allocated site area;
- All re-fuelling of plant, equipment and vehicles will be carried out at the construction site boundary. All fuels, chemicals, liquid and solid waste will be stored in areas bunded in accordance with established best practice guidelines at the construction compound also; and Provision of spill kits;
- Provision of a water and sediment management plan, providing for means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local water courses or drains; and
- The measures outlined in the CEMP will ensure that silt run-off and potential flooding risks are minimised which will protect any ecological receptors associated with the site.
- Construction lighting will be designed so as to be sensitive to the potential presence of bats and should adhere to the following guidance:
    - Bats & Lighting: Guidance Notes for Planners, engineers, architects and developers (Bat Conservation Trust, 2010);
    - Guidance Notes for the Reduction of Obtrusive Light GN01 (Institute of Lighting Professionals, 2011);
    - Bats and Artificial Lighting in the UK – Bats and the Built Environment Series. Guidance Note 08/18 (Bat Conservation Trust UK, 2018)

AnArboricultural Report has been prepared by The Tree File Consulting Arborists (2025), to determine the quality of the existing trees within the site in accordance with the criteria set out in British Standard (BS) 5837: 2012 Trees in relation to design, demolition and construction.

Management Recommendations are listed out in detail in the Arboricultural Report. The report states that;

‘With very few exceptions, the reviewed trees are typically of good health, and many could offer substantial sustainability. However, and by way of mitigation, most trees are, in line with their young age, relatively small and, therefore, might be replaced within the scope of new landscape planting with similar species of reasonable size.

Attention is drawn to the current assessment of tree impacts, particularly tree losses. This remains preliminary, and it appears there might be some scope to improve tree retention within later design iterations, for example, should amendments to the location of underground services prove possible.

The proposed development requires the unavoidable loss of trees. Those that will remain will exist in a substantially changes context with respect to site use, site occupation, as well as shelter loss. In line with the Arboricultural Method Statement, all such trees must be reviewed at site clearance time with respect to the development of a tree pruning and tree management plan.’

Figure 5-5 to Figure 5-7 shows the Tree Constraints Plan, Tree Impacts Plan and Tree Protection Plan.

Figure 5-5: Tree Constraints Plan

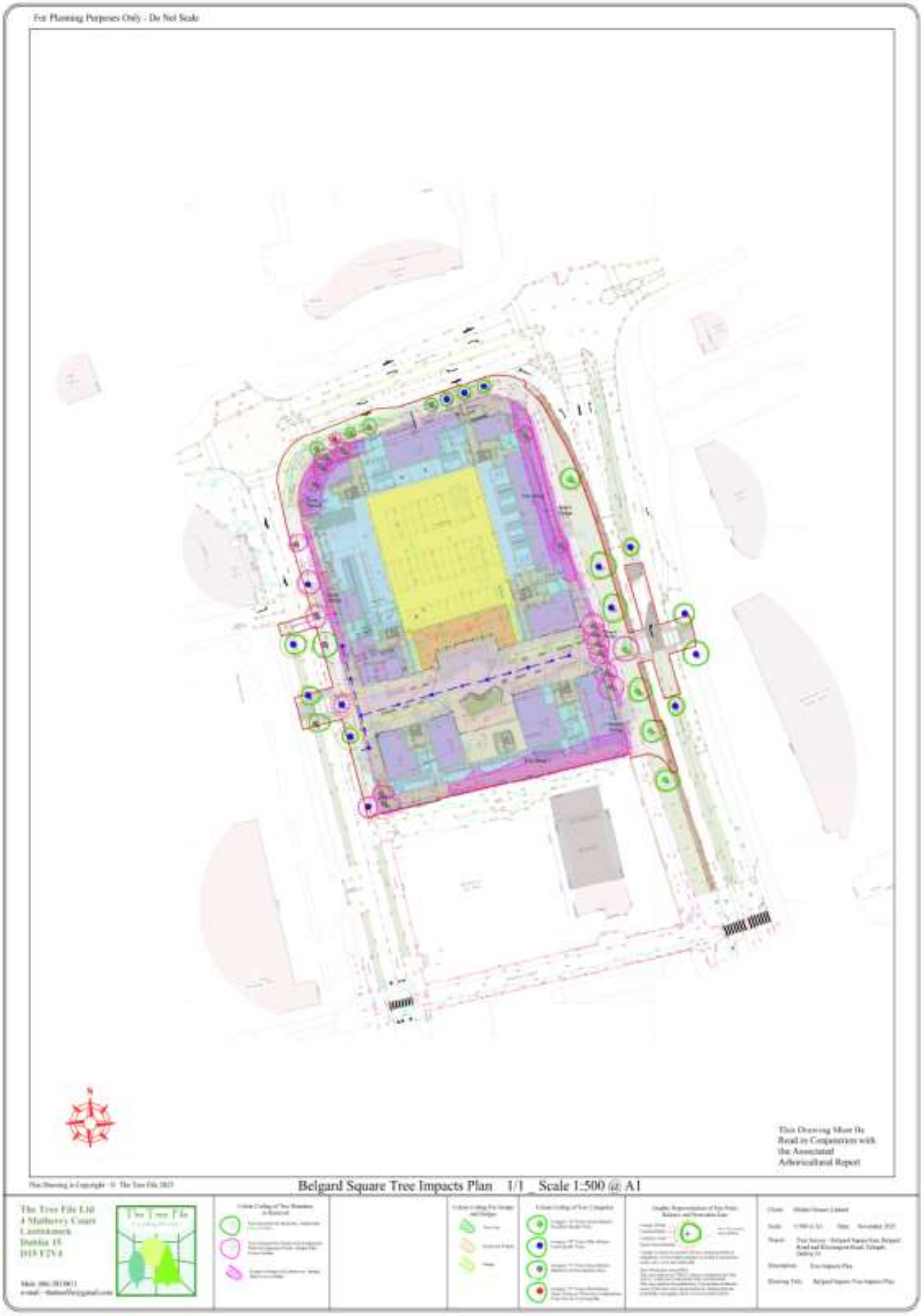

Figure 5-6: Tree Impacts plan

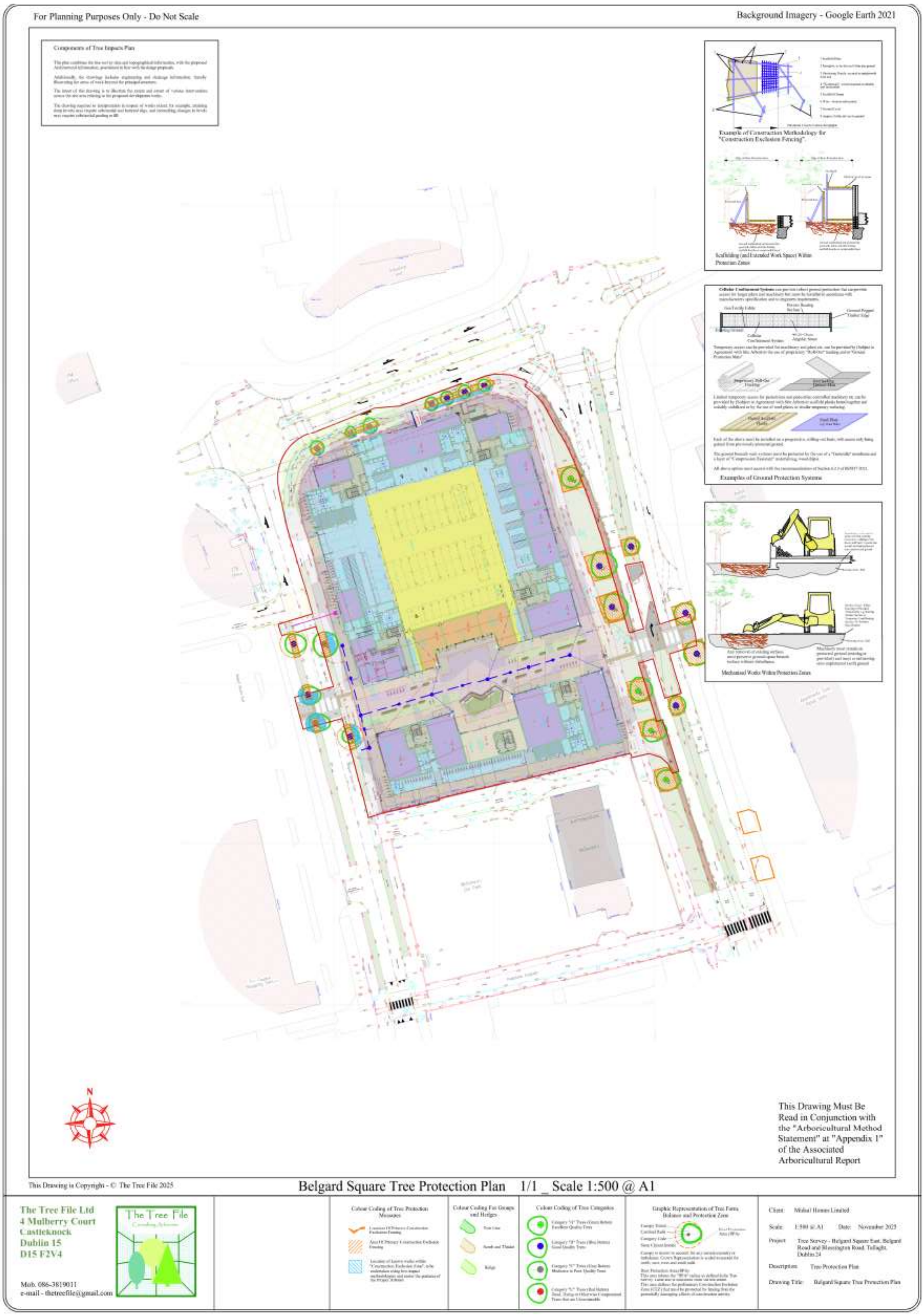

Figure 5-7: Tree Protection Plan

With the adoption of mitigation measures set out, it is therefore considered that no significant adverse effects on ecology and biodiversity are likely to arise as a result of the Proposed Development.

5.10 Archaeology, Architecture and Cultural Heritage

The site is situated in the townland and parish of Tallaght and Barony of Uppercross. The site is occupied by hard standing and tarmac and was formerly occupied by a large industrial unit and associated car parking.

The northeast corner of the proposed development area is located within a recorded monument, which comprises the Zone of Archaeological Potential associated with the historic settlement of Tallaght (RMP DU021-037). There are no designated archaeological sites present in the site. There are 5 sites relating to the National Inventory of Architectural Heritage (NIAH) within 1km of the site, as listed in Table 5-5.

Table 5-5: List of NIAH in 1km Radius of the Proposed Development

S.No	National Inventory of Architectural Heritage (NIAH)	Distance from the site
1	11215005: presbytery/parochial/curate's house	Approximately 0.26km east of the site
2	11215004: Saint Maelruain's Church (Tallaght): church/chapel	Approximately 0.22km east of the site
3	11215001: Saint Mary's Priory: priory	Approximately 0.48km east of the site
4	11215002: Saint Mary's Priory: church/chapel	Approximately 0.48km east of the site
5	11215003: Saint Basil's: engine shed	Approximately 0.66km east of the site

There are 12 sites relating to the Sites and Momentums Record (SMR) within a 1km radius of the site as detailed in Table 5-6.

Table 5-6: List of SMR in 1km Radius of the Proposed Development

S.No	Sites and Momentums Record (SMR)	Distance from the site
1	DU021-037007- : Mill	Approximately 0.15km southeast of the site
2	DU021-037002- : Ecclesiastical enclosure	Approximately 0.19km east of the site
3	DU021-037004- : Graveyard	Approximately 0.19km east of the site
4	DU021-037----: Historic town	Approximately 0.19km east of the site
5	DU021-037005- : Tomb	Approximately 0.19km east of the site
6	DU021-037003- : Church	Approximately 0.22km east of the site
7	DU021-037018- : Tomb - chest tomb	Approximately 0.19km east of the site
8	DU021-037019- : Tomb	Approximately 0.19km east of the site
9	DU021-037009- : Font	Approximately 0.19km east of the site
10	DU021-037012- : Ritual site - holy tree/bush	Approximately 0.46km east of the site
11	DU021-037020- : Castle	Approximately 0.44km east of the site
12	DU022-018001- : Castle - tower house	Approximately 0.69km east of the site

An Archaeological Assessment has been prepared by IAC Archaeology (2025) and it states that, *'A review of the Excavations Bulletin (1970–2025) has revealed that while no previous archaeological fieldwork has been undertaken within the Proposed Development area, eight previous archaeological investigations have been carried out within 250m of site. The nearest of these to uncover any archaeological remains was situated c. 186m east of the Proposed Development area.*

A field inspection has been carried out as part of this assessment. This confirmed the analysis of the desktop resources and illustrated the disturbed nature of the site. The archaeological potential of the site is considered to be low, due to the likely fact that any archaeological remains that may have survived here have since been removed by modern development.

Given the level of previous development and ground disturbances that have taken place within the Proposed Development area, it is probable that any archaeological remains that may have been present within the site have since been removed. As such, no adverse impacts on the archaeological resource are predicted as a result of the development going ahead.'

Due to the nature and scale of this project as well as the distance to the sites, it is considered unlikely that the Proposed Development will have an adverse impact on any monuments, archaeological sites, or structures.

If any features of archaeological potential are discovered during the course of the works, archaeological mitigation may be required. Any mitigation measures will require approval from the National Monuments Service of the Department of Housing, Local Government and Heritage.

5.11 Landscape and Visual

The site comprises a flat open area with scrub grasses and some hardstanding which appears to have been previously used for car parking. The site is enclosed by a mix of fencing, brick walls, hoarding and vegetation to restrict access.

The site measures c. 1.19 hectares in size and is rectangular in shape. It is bordered: to the south by McDonald's Restaurant and Drive-thru along with associated car parking; to the north by Blessington Road; to the west by Belgard Square East and to the east by Belgard Road (R113). Currently, there are two access points to the site from Belgard Square East with a further access point at the northern end of the site opening onto Old Blessington Road. The site is flat with mature vegetation that lines the boundaries, while the centre of the site is predominantly covered in scrub grasses.

Immediately surrounding the site is a mixture of commercial/office uses, community facilities (Garda station and Intreo offices), residential use and large box retail units. The adjacent buildings range in height from 1 to 7 storeys.

The site is not located within an Architectural Conservation Area (ACA). However it is located approximately 200m west of Tallaght Architectural Conservation Area.

The site is located within the administrative jurisdiction of South Dublin County Council (SDCC) and has been zoned Objective TC "*To protect, improve and provide for the future development of Town Centres*" within the Fingal County Development Plan 2022-2028.

A Townscape and Visual Impact Assessment (TVIA) was carried out as part of the Proposed Development planning application by Purser (2025).

There are no preserved views associated within, or in close proximity to the subject site.

The TVIA concluded that;

'The vacant site is zoned for Town Centre development and any development of sustainable density with permissible heights of up to 7 storeys would have some effect on the townscape character and views - from neighbouring properties in particular.

The permissible height of 6-7 storeys, as specified in the Tallaght LAP, is tempered by the well-considered design approach to the building's form and façade composition. An articulated façade with protruding balconies and *recessed walls creates an architecturally harmonious proposal that maximises development potential on site without compromising the quality and amenity of adjoining or future residents.*

The Proposed Development responds positively to the surrounding townscape and within local views. The assessment has found the proposal is sufficiently responsive to the sensitivity, and of sufficiently high design quality, to avoid a long-term negative impact on visual amenity. The development would be visible, but the visual and other amenities of the neighbouring properties would remain of a high standard.

The verified views submitted as part of the planning application show that the potential impact of the Proposed Development on townscape and visual amenity of the area would be minimal. Where visible, the Proposed Development would result in a positive effect on the visual amenity of the area.

In conclusion, no significant negative townscape or visual impacts are predicted.'

The Landscape Masterplan is shown in Figure 5-8 below.

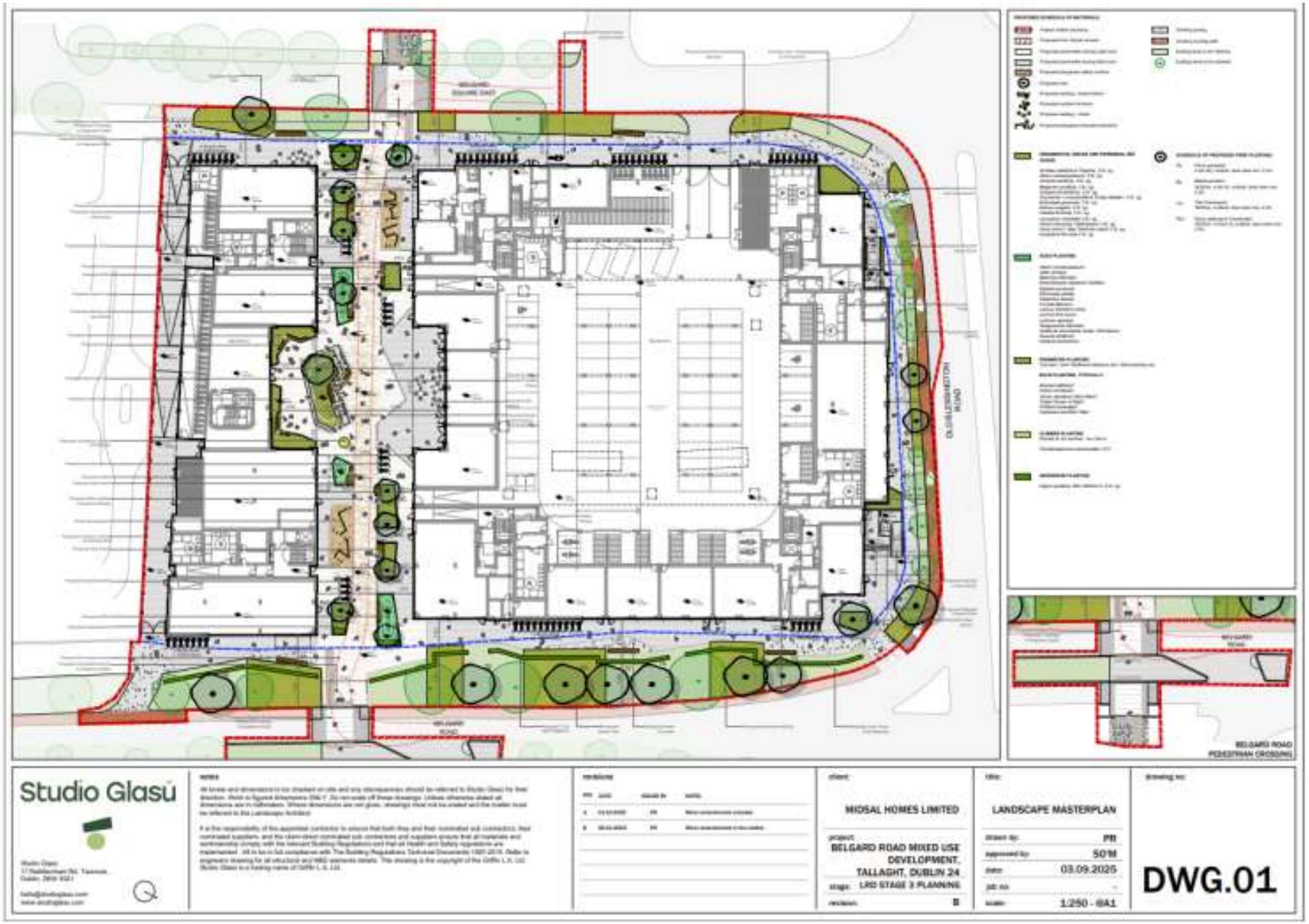

Figure 5-8: The Landscape Masterplan (Studio Glasu, 2025)

On the assessment of the above, it is demonstrated that there will be no significant adverse effect on the surrounding natural environment in terms of landscape and visual amenity in the long-term.

5.12 Transport and Material Assets

The site is well served by frequent Bus Services. The 27, 54A, 65, 77A, S6 and the S8 service passes the site directly on the Belgard Road and the Blessington Road. The Red Line LUAS Services at Tallaght P&R is in 6minutes walking distance from the site.

All bus services provide for connectivity to Public Transports Hubs and Interchanges (Rail, Intercity Bus Services, LUAS) located within the City Core. The LUAS Red Line Service runs via Tallaght P&R Terminus to the west of the site. The service operates on a continual basis throughout the day, with Trams running on an approximate average 5-minute interval basis during the morning and evening peaks.

The Proposed Development is at 5.23 kilometres from Casement's Runway 28 threshold, at 4.97 kilometres from Casement Aerodrome's Runway 22 threshold, and at 0.52 kilometres from the centre of the helipad at Tallaght Hospital.

The helipad at Tallaght Hospital is centred at 0.52 kilometres to the west of the nearest corner of the roof of the Proposed Development. Being a private helipad, it has no established obstacle limitation surfaces.

A Public Transport Capacity Assessment report has been prepared by NRB Consulting Engineers (2025), and it concluded that,

'The completion and full occupation of the development will result in an increased demand for Bus/LUAS seats, with an additional 23 Bus customers and 14 LUAS customers during the weekday AM Commuter Peak 7-9am (and less during the PM Commuter peak period). This represents a total of way less than 1% of the Bus or LUAS seating capacity available locally during this AM Period. We conclude that the additional demand for Bus/LUAS trips as a result of the Proposed Development can be accommodated on the existing and future improved services in the area without any noticeable effect based on observed usage.

Whilst this Report contains an assessment of current capacity, it should be remembered that service providers are commercial in nature, running their businesses based on existing demand at the time. Bus/LUAS services are provided based on real demand rather than potential demand. If there is an increased demand for services, or indeed if there is a deficit in a service provision, operators generally react to improve facilities if it makes commercial sense to do so. More customers means more revenue generated.'

A Residential Mobility Plan (Travel Plan) has been prepared by NRB Consulting Engineers (2025) which includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working, or a combination of these as alternatives to single-occupancy car journeys to work. It is envisaged that once in place, the Travel Plan will enable the following benefits to be realised for the Proposed Development:

- Reduced residential car parking demand and reduced congestion on the local road network due to lower demand for private transport and/or more efficient use of private motor vehicles;
- Improved safety for cyclists and pedestrians;
- Direct financial savings for those taking part in the developed initiatives, through higher-than-average vehicle occupancy rates;
- A reduction in car parking and car set-down demand, resulting in improved operational efficiency and safety for all;
- Improved social networking between all those participating in the shared initiatives;
- Improved environmental consideration and performance;
- Improved public image for the development, which sets an example to the broader community and may lead to residents making better travel decisions in the future;
- Improved health and well-being for those using active non-car transport modes;
- Regular liaison with the Local Authority and public transport providers to maintain, improve, and support transportation services to and from the site;
- Improved attractiveness of the development to prospective residents;

- Optimal levels of safety for all residents, staff and visitors.

A Car and Cycle Parking Strategy report has been prepared NRB Consulting Engineers (2025), and it concluded that,

'The car and bicycle parking provision at the subject development is appropriate and sufficient. This is supported by a high number of bicycle parking spaces at the development, combined with controls that are to be put in place to manage use of the spaces, including Working Mobility Management Plans, Legal Allocation of Spaces to Residents and Commercial elements and the day-to-day management / clamping of parking being a role for the management company.'

A Traffic and Transport Assessment (TTA) has been prepared by NRB Consulting Engineers (2025) which addresses any Traffic/Transportation issues associated with the proposal, and specifically the capacity of the existing road network. The report takes account of the Tallaght LAP transport policy and mobility policy context provisions which seek to change the nature of the networks in the area.

The TTA states that,

'The established existing road network and the proposed access junction are more than adequate to accommodate the worst-case traffic associated with the development. The assessment also confirms that the full occupation of the scheme will have a negligible impact upon the operation of the adjacent road network.

The assessment confirms that the proposed access junction is of more than adequate capacity to accommodate the worst-case traffic associated with the Proposed Development during the selected year of opening and the design year 15 years following opening.

It is considered that there are no significant Operational Traffic Safety or Road Capacity issues, affecting the established road network, that prevent a positive determination of the application by South Dublin County Council.'

A Glint and Glare Assessment has been prepared by Lawler Sustainability (2025), and it concluded that,

'The report has assessed the required nearby helipad receptor. It was found that there no risk of receiving glint and/or glare from the proposed PV arrays.'

An Aeronautical Assessment report has been prepared by O'Dwyer and Jones Design Partnership (2025) which assesses the aviation impact of the Proposed Development. The Aeronautical Assessment report concludes that,

'We consider that the proposed large-scale residential development at the Belgard Road site complies with all aviation and aeronautical requirements affecting the location (and all aviation provisions in the current SDCC CDP 2022-28).'

A Telecommunications report has been prepared by Independent Site Management Limited (2025) which assesses the two wireless Telecommunication Channels or networks of Telecommunication Channels that may be affected by the height and scale of the Proposed Development, Radio Frequency links & Microwave Transmission links.

The telecommunications report states that,

'*To provide an adequate allowance for the retention of and future telecommunication channels that may be impacted by the height and scale of the Development, the Applicant is seeking planning permission to install 4No, 300mm microwave link dishes mounted on 2No. steel support poles affixed to the lift shaft overrun on Block B.*

These support poles are sufficient to accommodate 2No. Ø.3m Microwave links each, which provides an adequate solution for the Applicant to mitigate the impact the Development will have on any Microwave links emanating to and from the neighbouring telecommunication masts to the northeast of the Development.

ISM can therefore conclude that the proposal being made by the Applicant within its submission to South Dublin County Council allows for the retention of important Telecommunication Channels, such as Microwave links, to satisfy the criteria of Section 3.2 of the Building Height Guidelines (2018) and Section 2.4, Appendix 10 of the South Dublin Council Development Plan 2022- 2028 - Building Height and Density Guide.'

A Resource Waste Management Plan has been prepared by AWN Consulting (2025) and based upon this report, all waste generated during construction, including surplus excavation material to be taken off-site, shall be only recovered or disposed of at an authorised site which has a current Waste License or Waste Permit in accordance with the Waste Management Acts, 1996 to 2008. Adherence to the RWMP will also ensure that waste management during the demolition and construction phase at the Proposed Development is carried out in accordance with the requirements in the EPA's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects and the SDCC Waste Bye-Laws and the NWMPCE.

The management of operational phase waste of the Proposed Development is detailed in the Operational Waste Management Plan prepared by AWN Consulting (2025). Implementation of OWMP will ensure a high level of recycling, reuse and recovery at the Proposed Development. All recyclable materials will be segregated at source to reduce waste contractor costs and ensure maximum diversion of materials from landfill, thus contributing to the targets set out in the and the NWMPCE 2024 – 2030. Adherence to the OWMP will also ensure that waste management at the development is carried out in accordance with the requirements outlined in the SDCC Waste Bye-Laws.

An Engineering Services Report (ESR) has been prepared by Torque Consulting Engineers (2025) for this planning application. There is an existing 225mm concrete foul sewer running along Belgard Square East. Uisce Éireann identified in their Confirmation of Feasibility (COF) letter that this sewer will require an upgrade over a length of approximately 400m. A pre-connection enquiry (Reg. Ref. CDS24011089) was submitted to Uisce Eireann on 9th June 2025.

It is proposed to connect to the existing 150mm diameter water main (uPVC) located along Old Blessington Road with a new connection serving the Proposed Development.

It is considered that the Proposed Development will be in keeping with the surrounding land uses and the zoning of the area, and the material assets will not be affected in any way by the construction or operational phases.

Therefore, it is considered that there is sufficient capacity to service the Proposed Development in this aspect, and there will be no significant adverse impact on Transport and Material Assets.

5.13 Interactions

When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction. In practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most inter-relationships are neutral in impact when appropriate control measures are incorporated into the operation of the Proposed Development.

5.14 Cumulative Effects

Development in the surrounding area that could have the potential to result in cumulative impacts were reviewed from data sources including:

- South Dublin County Council website: Search and View - SDCC
- An Coimisiun Pleanála website, http://www.pleanala.ie/; and
- EIA Portal, as provided by the Department of Housing, Planning and Local Government:https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1.

Any planning applications within a 1km radius listed as granted or decision pending from within the last five years (a typical planning application normally remains valid for a five-year period) were assessed for their potential to act in-combination with Proposed Development and cause likely significant effects on the environment. Long-term developments granted outside of this time period were also considered where applicable.

Table 5-7 details existing granted planning permissions that may have the potential to act in-combination with the current Proposed Development.

Table 5-7: Planned or Permitted Developments

Application Reg. Ref.	Address	Development Proposal	Decision
HA29N.316828	Tallaght/Clondalkin to Dublin City.	Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.	Decision: Approve with Conditions Decision date: 17/10/2024
FS06S.315985	Airton Road, Tallaght, Dublin 24	Fire Safety Certificate: Block EF consisting of 120 apartments ranging in 6-7 storeys, communal facilities at ground floor, basement level containing water storage rooms, car parking and bicycle parking	Decision: Allow appeal delete conditions Decision date: 22/01/2024
SD208/0006	Tallaght Stadium, Whitestown Way, Tallaght, Dublin 24	New North Stand proposed capacity of 2,500 to include covered universal accessible seating above pitch level, with an overall footprint area of 1,700sq.m, and all associated enclosed ancillary floor area of 860sq.m, comprising: ground floor undercroft units 564sq.m, concessions, toilets and plant / service areas at ground and first floor levels 296sq.m. Existing West Stand: Refurbishment and alterations to existing West stand & associated accommodation to upgrade accommodation at ground and first floors & modification of central seating area. (NOTE: No increase of floor area or building volume) Ground floor level: Internal alterations to the existing building to existing shop & office accommodation, internal fit-out of existing kitchen area and other internal minor alterations to layouts and all ancillary internal alterations to provide storage, office accommodation, media areas, changing rooms, toilets, staff/canteen areas, throughout. First floor level: Fit-out of existing Kitchen, lobby & storage to existing multipurpose room. Alteration & refurbishment of existing bar. Existing South Stand : Alterations to existing universal accessible seating, to provide enhanced raised and covered universal	Decision: Part 8 Approved by Council Decision date: 12/10/2020

Application Reg. Ref.	Address	Development Proposal	Decision
		accessible seating above pitch level, with improved access and sightlines to pitch. No adjustment to the existing South stand capacity. The overall site area being 41,221sq.m, and the footprint area relating to this application being 3,896sq.m with the Stadium capacity to increase from Circa 8,000 to 10,000. Site development works comprising; new/altered turnstile access provision and exit gates to new North stand, no alterations to car parking, provision of 50 cycle parking spaces, hard surfaced area to new North Stand and associated public lighting. No alterations to existing stadium floodlighting. The development also incorporates, alterations to boundary treatments including associated demolitions and adjustments to ground levels, mainly at proposed new North Stand location, all associated signage, hard and soft landscaping, services above and below ground, including new foul connection and all ancillary associated site development works. The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment. The Planning Authority has made a preliminary examination of the nature, size and location of the Proposed Development. The authority has concluded that there is no real likelihood of significant effects on the environment arising from the Proposed Development and a determination has been made that an Environmental Impact Assessment (EIA) is not required. Any person may, within 4-weeks from the date of publication of this notice, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Persons wishing to inspect drawings of the proposed development should contact the Planning Department by emailing planningdept@sdublincoco.ie or by phoning (01) 4149000.	

Application Reg. Ref.	Address	Development Proposal	Decision
		Due to Covid-19 restrictions, plans and particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy only by appointment at County Hall, Tallaght, Dublin 24 during normal working hours during the period from 01st of July 2020 to the 29th of July 2020. The plans and particulars can be viewed on the Council's Public Consultation Portal website http://consult.sdublincoco.ie during the period from 01st of July 2020 to the 13th of August 2020 Submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development will be situated may be made in writing up to 4:30pm on the 13th August 2020 and may be submitted either via: Online Submissions: http://consult.sdublincoco.ie or Post to: Senior Executive Officer, Economic, Enterprise & Tourism Development Department, South Dublin County Council, County Hall, Tallaght, Dublin 24 YNN5.	
SD24A/0174	Blenders, Whitestown Road, Tallaght, Dublin, D24 VY75	The Development will consist of the installation of 1,611 msq solar photovoltaic Panels to various rooftops of the existing building at Blenders, Whitestown Road, Tallaght, Dublin 24, D24VY75	Decision: Grant permission for Retention Decision date: 02/09/2024
LRD24A/0004W	Site at the Corner of Airton Road and Belgard Road, Tallaght, Dublin 24, D24 HD35	Mabelground Limited intend to apply for retention permission for development (Large-scale Residential Development (LRD)) comprising amendments to a permitted Strategic Housing Development (SHD) as granted under ABP Reg. Ref. ABP-305763-19 at this c. 1.19 Ha. site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24, D24 HD35. Retention permission is sought for the	Decision: Grant permission Decision date: 30/11/2023

Application Reg. Ref.	Address	Development Proposal	Decision
		following modifications: The amalgamation of 2 No. retail/commercial units (178.5 sq m and 175.4 sq m) to create one larger unit, and the relocation of the ESB substation and switch room from the southern boundary into the retail/commercial floorspace (total retail/commercial unit floorspace is 310 sq m); shell and core provided to the permitted creche (fit-out subject to tenant requirements); modifications to the height of the scheme including a minor increase to the finished floor levels, minor adjustment to the parapet heights including a slight increase of one section of roof by 125mm in Block B, minor increase in the height of the roof level amenity space by 500mm, and increase in the height of a staircore by 2.3 metres at roof level; revised roof design layout including an amended PV panel layout, increased green roof provision from 2,490 sq m to 2,576 sq m (increase of 86 sq m), reduction in plant, and provision of railings to the roof terrace amenity space; removal of the second private terrace accessed from bedroom No. 3 of Unit No. AG.105; removal of en-suite bathrooms from Unit Nos. B1.302, B1.303, B1.307, B2.301, B2.302, B2.303, B2.307, B3.301, B3.302, B3.307, B4.301, B4.302, B4.307, B5.301, B5.302 and B5.307; removal of stairs leading from the surface level courtyard to the basement; modifications to the landscaping strategy for fire safety including the addition of ventilation for the basement and adjustments to the landscaping layout at surface level; elevational changes including amendments to the material finishes, and provision of additional fire escapes on the western elevation; minor internal design changes including the provision of a metering room in lieu of 9 sq m of creche floor area, reconfiguration of staircores, reconfiguration of the refuse store, bicycle parking and disabled parking at basement level, and the	

Application Reg. Ref.	Address	Development Proposal	Decision
		provision of an attenuation tank at basement level; and all associated development works above and below ground.	
SHD3ABP-309916-21	Glen Abbey Complex, Belgard Road, Cookstown Industrial Estate, Dublin 24, D24 W2XA	Demolition of the existing industrial and commercial office buildings totalling c.4,628sqm; Construction of a Build-to-Rent Housing Development comprising 170 apartment units and crèche arranged in 2 blocks across 4-7 storeys over basement car park (total gross floor area c.13,880sq.m excluding basement); The residential development consists of: 9 x1 bedroom studio apartments; 94 x1 bedroom/2 person apartments; 2 x2 bedroom/3 person apartments; 34 x2 bedroom/4 person apartments; 24 x2 bedroom/4 person duplex apartments and 7 x3 bedroom/5 person apartments with north, south, east and west facing terraces/balconies throughout; Internal communal amenity spaces at ground and fourth floor levels comprising reception, gym, lounge, cinema/tv room, events rooms and ancillary areas; External communal open space including children's play areas and informal amenity spaces at ground floor level between Blocks A and B; Communal roof garden at fourth floor level - total external communal open space c.1,005sq.m; Public open space at ground floor level to the east and south of Block B totalling c.1095sq.m; 1 creche with associated outdoor play area at ground floor level; 73 car parking spaces comprising 64 basement spaces, 4 accessible parking spaces and 5 visitor spaces at surface level; 354 bicycle spaces comprising 264 resident spaces at basement level and 90 visitor spaces at ground floor level; Reconfiguration/removal of existing car parking to the north of the site and access road resulting in a total of 28 car spaces serving the adjoining site; All associated plant including heating centres, gas room, water storage room, break tank room, comms room and bin storage at basement	Decision: Grant permission Decision date: 21/09/2021

Application Reg. Ref.	Address	Development Proposal	Decision
		level, ESB substation and switch room at ground level and circulation spaces and stair and lift cores throughout; Vehicular/pedestrian access to the east from Belgard Road. All existing vehicular entrances serving adjoining sites maintained. Fire/emergency and refuse vehicle access and pedestrian access to the south from Colbert's Fort; All associated site development and infrastructural works, services provision, foul and surface water drainage, extension to the foul network, access roads/footpaths, lighting, landscaping and boundary treatment works. Any person may, within the period of 5 weeks beginning on the date of receipt by An Bord Pleanála of the application and on payment of the prescribed fee of €20 (except for certain prescribed bodies), make a submission or observations in writing to An Bord Pleanála, 64 Marlborough Street, Dublin 1 or online at www.pleanala.ie. Any enquiries relating to the application process should be directed to the Strategic Housing Development Section of An Bord Pleanála (Tel. 01-8588100).	
TA06S.303306	Belgard House, Belgard Square and the former Uniphar factory, The junction of Belgard Road and Belgard Square North, Tallaght, Dublin 24.	438 no. apartments and 403 no. bedspaces and associated site works. http://belgardgardens1shd.ie	Decision: Granted permission with conditions Decision date: 15/04/2019
TA06S.305763	Site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24	Demolition of existing buildings, construction of 328 no. apartments, creche and associated site works.	Decision: Granted permission with conditions Decision date: 20/02/2020

Application Reg. Ref.	Address	Development Proposal	Decision
LRD24A/0005W	Corner of Airton Road and Belgard Road, Tallaght, Dublin, D24 HD35	Mabelground Limited intend to apply for permission for development (Large-scale Residential Development (LRD)) comprising amendments to a permitted Strategic Housing Development (SHD) as granted under ABP Reg. Ref. ABP-305763-19 at this c. 1.2 Ha. site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24, D24 HD35. The proposed amendments comprise revisions to the permitted site entrance from Airton Road to the north including the provision of a new island and dished kerbs.	Decision: Grant permission Decision date: 02/09/2024
SHD3ABP-308398-20	Units 66 & 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24	(i) Demolition of the existing industrial buildings, (ii) construction of: (a) 252 'build-to-rent' apartments in a two to nine storey development. Each apartment has associated private open space in the form of a ground floor terrace or a balcony and has access to 613sq.m of internal communal amenity space (including a concierge and management facilities, communal gym, flexible meeting rooms, library/co-working space, lounge, cinema/multimedia room and external covered game area); 1792sq.m of external communal amenity space at first and second floor levels; and a 65sq.m external covered communal amenity area at first floor level. The development is served by an under-croft carpark accessible from the south-western corner of the site providing a total of 73 parking spaces (including 58 standard spaces, 10 go-car spaces and 5 mobility impaired user parking spaces) and 500 bicycle spaces at ground floor level (372 resident spaces and 128 visitor spaces); and (b) 2 commercial units (comprising of a 95sq.m unit accommodating a café/restaurant and a 145sq.m unit accommodating Class 1, 2 and 8 uses as per the Planning and Development Regulations, 2001-2019, as amended) and a 275sq.m crèche, with associated 86sq.m play area, at	Decision: Grant permission Decision date: 28/01/2021

Application Reg. Ref.	Address	Development Proposal	Decision
		ground floor level; (iii) road, junction and streetscape upgrade works along Fourth Avenue and Cookstown Road, including the installation a signalized junction at the intersection of Fourth Avenue and Cookstown Road; (iv) Construction of a temporary access road along the southern site boundary; and (v) associated site and infrastructural works are also proposed which include: foul and surface water drainage; attenuation tanks; lighting; landscaping; boundary treatment; plant areas; ESB substations; and all associated site development works.	
SD23A/0231	Parcel of land at Belgard Square South, within the Townlands of Tallaght, centred at approx. Irish Traverse Mercator	Located on a section of Belgard Square South. The development includes the closure of the slip road from Belgard Square South onto the N81. This development is proposed to accommodate the increase in the volume of buses in the area as a result of the changes proposed under BusConnects. The volume of buses is set to increase from 22 to 49 buses per hour. It forms part of Government efforts to improve public transport and address climate change nationally, supporting national strategies such as the National Development Plan 2021 - 2030 and the Climate Action Plan 2023. The layover facility will be comprised of bus parking for 10 buses and welfare facilities for drivers. The development consists of two separate parking areas with 7 bus bays in the south layover and 3 in the layby to the north of Belgard Square South. There will be one entrance point into the layover area located on the southern side of Belgard Square South. This layover area will have 2 egress points with a right turn ban in place. There will be a layby located on the northern side of Belgard Square South, across from the layover area. The layover area includes a bus driver welfare facility comprising of two toilet units. The Proposed Development includes the closure of the hard	Decision: Grant permission Decision date: 29/08/2024

Application Reg. Ref.	Address	Development Proposal	Decision
		shoulder on the northern side of the N81 to accommodate the realignment of the cycle track along the N81. The Proposed Development includes all the associated works to facilitate the bus layover and welfare facility. This includes drainage works, utility diversions, public lighting, fencing and landscaping. The overall area of the site is approximately 0.7 ha.	

On examination of the above, it is considered that there are no means for the Proposed Development to act in-combination with any plans or projects, that would cause any likely significant adverse effects on the surrounding environment. The most significant potential for adverse cumulative effects in combination with other projects in the area is in the potential for water pollution, noise, dust, airborne pollutants and/or vibrations, visual effects and increased traffic. However, the adherence and full implementation of the appropriate control measures will ensure no potential for cumulative effects to arise. Furthermore, any potential effects during the Construction Phase will be temporary and last only for the duration of this phase.

6 CONCLUSION

The Proposed Development has been assessed in accordance with the screening criteria set out in Annex III of the European Union 'EIA Directive' and in accordance with the national legislation transposing same, including the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). It has also been assessed based on Schedule 7 to the Planning and Development Regulations, 2001 as amended. Within Schedule 7A, information to be provided by the Developer for the purposes of screening sub-threshold development for EIA is set out. The Proposed Development has been assessed in accordance with this information.

Based on the assessment carried out in the appropriate sections of this Screening Report, it can be concluded that the Proposed Development will not have significant effects on the environment during both the construction and operational phases.

Having regard to the nature and scale of the Proposed Development on an urban site served by public infrastructure, and the absence of any significant environmental sensitivities in the area, it is concluded that, by reason of the nature, scale and location of the subject site, the Proposed Development would not be likely to have significant effects on the environment and a mandatory Environmental Impact Assessment Report (EIAR) is not required for the Proposed Development.

7 REFERENCES

Advice Notes on Current Practice in the Preparation of Environmental Impact Statements (EPA 2003).

The Central Statistics Office (CSO) 2022

Dept. of Housing, Planning and Local Government (DHPLG), 2018. Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018.

South Dublin County Development Plan 2022-2028

Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017).

Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union 2017).

Environmental Protection Agency. Environmental Protection Agency online mapping [ONLINE] Available at: http:// https://gis.epa.ie/EPAMaps/.

EPA *Guidelines on the information to be contained in Environmental Impact Assessment Reports,* May 2022

European Commission 2017. Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU).

European Commission 1999. Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions

EU Commission Guidance on Screening

European Commission 2015. Guidance on Interpretation of definitions of project categories of annex I and II of the EIA Directive.

Geological Survey Ireland. Geological Survey Ireland Spatial Resources online mapping [ONLINE] Available at: https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228.

Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013).

Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Government of Ireland 2018).

Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Communities 1999); and

Institute of Air Quality Management (2024) Guidance on the assessment of Dust from Demolition and Construction.

Implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (European Communities 2003).

Key Issues Consultation Paper on the Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems; (Department of Housing, Planning, Community and Local Government 2017).

OPR Practice Note PN02 Environmental Impact Assessment Screening, June 2021.

Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note (2021).

Unofficial Consolidation of the Planning and Development Regulations (2001-2025).

APPENDIX 1 *THE EIA DIRECTIVE*

The European Union Directive 2011/92/EU (as amended by Directive 2014/52/EU (together, the EIA Directive)) was enacted to assess the effects of projects on the environment, and to properly ensure that any potential significant effects are assessed before a project proceeds. Annex I of the EIA Directive defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) and Annex II of the EIA Directive lists projects which do not necessarily have significant effects but can be subject to case-by-case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2001, as amended, provides the legislative basis for mandatory EIA. It states the following:

> *"An environmental impact assessment shall be carried out by the planning authority or the Board in respect of an application for consent for proposed development where either —*
>
> *(a) the proposed development would be of a class specified in —*
>
> *(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either —*
>
> *(I) such development [would equal or exceed, as the case may be,] any relevant quantity, area or other limit specified in that Part, or*
>
> *(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*
>
> *or*
>
> *(ii) Part 2 [(other than subparagraph (a) of paragraph 2)] of Schedule 5 of the Planning and Development Regulations 2001 and either —*
>
> *(I) such development [would equal or exceed, as the case may be,] any relevant quantity, area or other limit specified in that Part, or*
>
> *(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*
>
> *or*
>
> *(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but [does not equal or exceed, as the case may be] the relevant quantity, area or other limit specified in that Part, and*
>
> *(ii) it is concluded, determined or decided, as the case may be, —*
>
> *(I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),*
>
> *(II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,*
>
> *(III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,*
>
> *(IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,*
>
> *(V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or*
>
> *(VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,*
>
> *that the proposed development is likely to have a significant effect on the environment."*

In some cases, Member States have also established "exclusion" or "negative" lists specifying thresholds and criteria below which EIA is never required or below which a simplified EIA procedure applies. There may be exceptions to the negative thresholds, for example, for projects in defined sensitive locations. Such exceptions will apply in the case of Habitats Directive 92/43/EEC (as amended) assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States.

APPENDIX 2 SUB-THRESHOLD DEVELOPMENT

Sub-threshold development may still require an EIA process to be completed. The most important element to address in the possible assessment of a sub-threshold development and its requirement for an EIA is the likelihood of a project having any significant effects on the environment. Annex III of the EIA Directive sets out criteria to determine whether the projects listed in Annex II should be subject to an environmental impact assessment.

It is also set out in Schedule 7 to the Planning and Development Regulations, 2001 as amended. Within Schedule 7A, information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA includes:

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.

APPENDIX 3 SCHEDULE 7

Within Schedule 7 of the Planning and Development Regulations, the characteristics under which a project must be considered to determine if an EIA is required includes:

1. Characteristics of projects

(a) the size and design of the project;

(b) cumulation with other existing and/or approved projects;

(c) the use of natural resources, in particular land, soil, water and biodiversity;

(d) the production of waste;

(e) pollution and nuisances;

(f) 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

(g) the risks to human health (for example due to water contamination or air pollution)

2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

(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;

(c) the absorption capacity of the natural environment, paying attention to the following areas:

(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 national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;

(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;

(vii) densely populated areas; and

(viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

(a) the magnitude and special 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 approved projects; and the possibility of effectively reducing the impact.

APPENDIX 4 METHODOLOGY AND GUIDANCE

The following guidance documents were used to develop the approach to the environmental impact assessment screening appraisal.

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA May 2022);
- Environmental Assessments of Plans, Programmes and Projects – Rulings of the Court of Justice of the European Union (European Union 2017);

- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017);
- Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013);
- Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union 2017);
- European Commission 2017. Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU);
- EU Commission Guidance on Interpretation of definitions of project categories of annex I and II of the EIA Directive (2015);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Government of Ireland 2018);
- Key Issues Consultation Paper on the Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems; (Department of Housing, Planning, Community and Local Government 2017);
- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Communities 1999);
- Implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (European Communities 2003); and

Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note (2021).

Head Office
3D, Core C, Block 71, The Plaza, Park West, Dublin 12, D12F9TN, Ireland.
Tel: +353 1 565 4730
Email: bes.info@dnv.com

Southwest Regional Office
19 Henry Street, Kenmare, County Kerry, V93 CVH0, Ireland.
Tel: +353 646 641932
Email: bes.info@dnv.com

Southeast Regional Office
M10 Wexford Enterprise Centre, Strandfield Business Park, Rosslare Rd, Strandfield, Kerlogue, Co. Wexford, Y35 W5RD, Ireland.
Tel: +353 1 565 4730

Email: bes.info@dnv.com