1.3 APPENDIX TO CHAPTER 1 – EIA Screening Report

ST. TERESA'S, TEMPLE HILL, BLACKROCK, CO. DUBLIN

EIA Screening Report

Oval Target Limited

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Report title:	EIA Screening Report	
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Objective:

EIA Screening for St. Teresa's LRD

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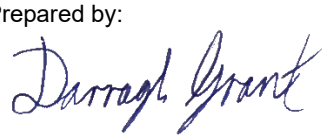	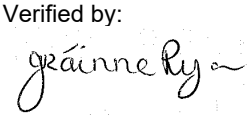	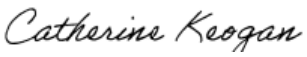
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TABLE OF CONTENTS

1 INTRODUCTION 1

1.1 Background and Purpose 1

1.2 Purpose of EIA Screening 1

1.3 Competency of the Authors 1

2 PART A SITE LOCATION AND DESCRIPTION 3

2.1 Site Location 3

2.2 Site Description 3

2.3 Site Planning History 4

3 PROJECT DESCRIPTION 6

3.1 Construction and Demolition Phase 8

3.2 Operational Phase 8

4 PART B REVIEW AGAINST SCHEDULE 5 PROJECT CATEGORIES 9

4.1 Part B Conclusion 10

5 PART C LIKELIHOOD OF POTENTIAL EFFECTS 11

5.1 Use of Natural Resources 11

5.2 Risk of Major Accidents and/or Disasters 12

5.3 Population and Human Health 12

5.4 Air Quality 13

5.5 Climate 15

5.6 Noise and Vibration 16

5.7 Daylight and Sunlight 17

5.8 Soils and Geology 17

5.9 Hydrology and Hydrogeology 18

5.10 Biodiversity and Ecology 19

5.11 Archaeology, Architecture and Cultural Heritage 23

5.12 Landscape and Visual 24

5.13 Transport and Material Assets 25

5.14 Interactions 27

5.15 Cumulative Effects 28

6 CONCLUSION 30

7 REFERENCES 30

APPENDIX 1 THE EIA DIRECTIVE 31

APPENDIX 2 SUB-THRESHOLD DEVELOPMENT 33

APPENDIX 3 SCHEDULE 7 34

APPENDIX 4 METHODOLOGY AND GUIDANCE 36

LIST OF TABLES

Table 2-1. Site Planning History 5
Table 4-1. Review against the Schedule 5, Part 2 project categories criteria and thresholds 9
Table 5-1. List of Off-Site Projects Considered..... 28

LIST OF FIGURES

Figure 2-1. Site Location (O’ Mahony Pike Architects, 2025) 3
Figure 3-1. Proposed Site Layout (O' Mahony Pike Architects, 2025) 6

1 INTRODUCTION

1.1 Background and Purpose

DNV has been commissioned by Oval Target Limited to carry out an Environmental Impact Assessment ('EIA') screening assessment for a Large-scale Residential Development (LRD), hereafter referred to as the 'Proposed Development', at a site located at St. Teresa's, Temple Hill, Blackrock, Co. Dublin.

The purpose of this report is to provide environmental information for Dún Laoghaire Rathdown County Council (DLRCC) 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 report has been prepared by Darragh Grant, Environmental Consultant with DNV. Darragh is an EIA practitioner with a bachelor's degree in Zoology (University College Dublin) and a master's degree in environmental & Climate Law (University College Dublin).

The report was reviewed by Gráinne Ryan, Principal EIA Consultant at DNV. Gráinne is an Environmental Consultant with 11 years' experience, specialising in EIAs for strategic infrastructure, renewable energy, residential, industrial and pharmaceutical projects. Gráinne has a B.A, in Geography, Planning and Environmental Policy, an MSc in Environmental Policy and a Post Graduate Diploma in Project Management.

This report has been quality assured and approved by Catherine Keogan, Technical Director and EIA Lead at DNV. Catherine is an environmental consultant with 20 years' experience in consultancy, specialising in EIAs for a wide range of infrastructure developments.

2 PART A SITE LOCATION AND DESCRIPTION

2.1 Site Location

The site is located at lands off Temple Road, Blackrock, Co. Dublin. The site is approximately 4.56 hectares (Ha) in area. The site is bordered by Temple Road (N31) to the north, the residential area of St. Vincent's Park to the east, the Alzheimer Society of Ireland and further residential buildings to the west, and a greenfield site to the south, beyond which lies Rockfield Park`. The site has vehicular access via St. Louise's Park, which is connected to Temple Road. The site location is shown in Figure 2-1.

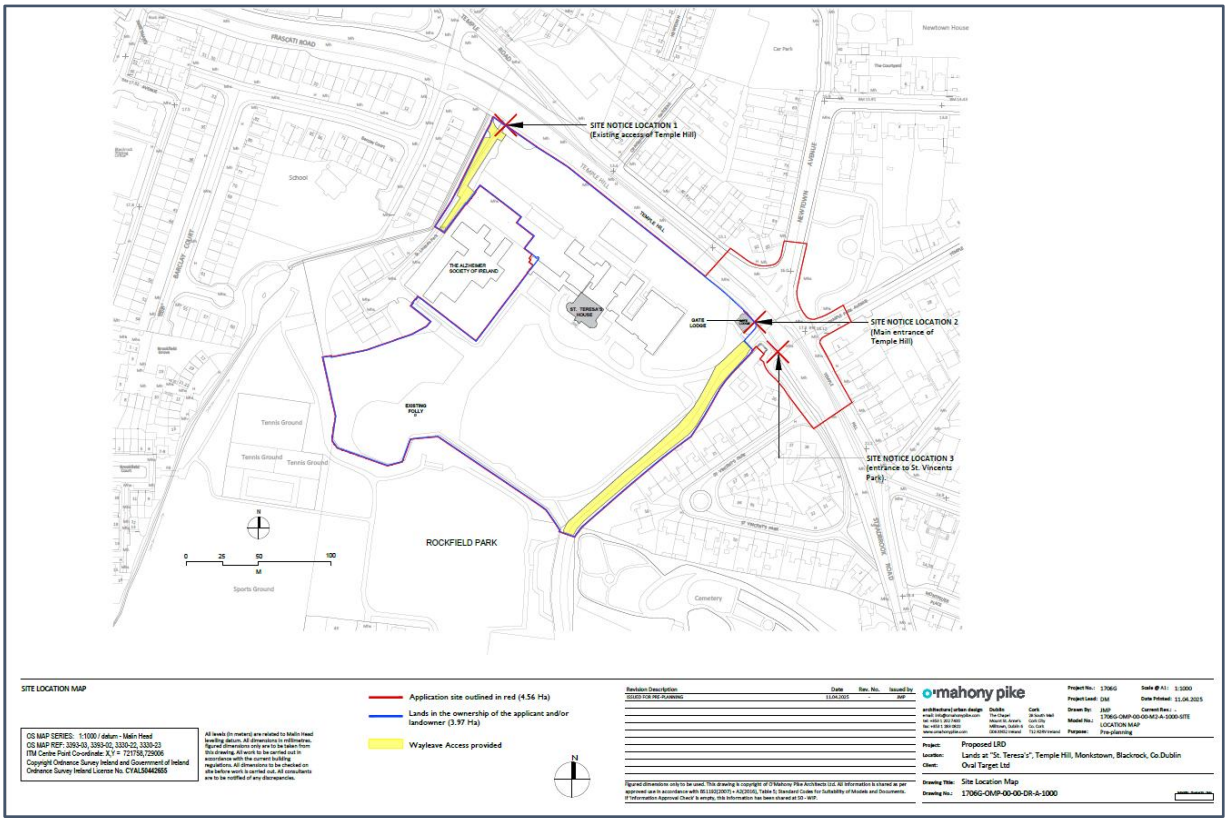

Figure 2-1. Site Location (O' Mahony Pike Architects, 2025)

2.2 Site Description

The site currently contains a demolition site around the retained building, mature trees and an open area of amenity grassland in the southern section of the site. The site area also includes a portion of the public roadway at St Vincent's Park, a portion of lands at 'Carmond', and a portion of lands at The Alzheimer's Society of Ireland, inclusive of a temporary car park. The surrounding area is densely populated and urban in nature.

There are no internationally or nationally designated ecological sites at or adjacent to the Proposed Development site. The nearest European designated site is the South Dublin Bay Special Area of Conservation (SAC) (000210) and South Dublin Bay and River Tolka Estuary Special Protection Area (SPA) (004024), located approximately 0.3km to the north of the site. Similarly, the nearest nationally designated site is the South Dublin Bay proposed Natural Heritage Area (pNHA) (000210), located approximately 0.3km to the north of the site.

The site contains three Protected Structures; 'St. Teresa's House' and its associated Entrance Gate, which has been relocated (RPS reference: no. 398 for both structures) and 'St. Teresa's Gate Lodge' (RPS reference: no. 1960). There are no national monuments situated on or adjacent to the site (National Monuments Service (NMS),

2025). The nearest national monument is an unclassified castle (SMR no. DU023-008) located approximately 0.1km to the north of the site at its nearest point. Moreover, there are no architectural heritage sites located on or adjacent to the site. The nearest architectural heritage sites are the Rockfield House gate lodge (NIAH no. 60230087) and the Rockfield House gateway (NIAH no. 60230088), located approximately 0.2km to the southeast of the site at its nearest point.

The site does not lie within any Landscape Character Areas identified by the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (DLRCDP). Two public areas from which there is a View and/or Prospect worthy of protection in line with the DLRCDP are located approximately 0.4km north-northwest and 0.7km north-northeast of the site. These two public areas overlook the view of Dublin Bay and are therefore not affected by the location of the site. The site does not contain and is not adjacent to any public rights of way outlined within the DLRCDP.

The Carysfort-Maretimo Stream (EPA River Waterbody Code: IE_EA_09B130400) flows approximately 20m from the western section of the near St. Louise's Park. This stream discharges to the South Dublin Bay approximately 0.4km to the north of the site. The western section of the site lies within Flood Zone A and Flood Zone B of the DLRCDP given its close proximity to the Carysfort-Maretimo Stream. These zones represent a high probability of flooding from rivers (>1% probability) and from the coast (>0.5%), and a moderate probability of flooding from rivers (>1%) and from the coast (>0.5%) respectively.

The site does not lie within or adjacent to any designated geological heritage sites. The soil underlying the site is classified by the EPA (2025) as Urban. The underlying subsoils in the northern and western sections of the site are classified as Made (i.e. Man-made concreted or artificial surface) (EPA, 2025). The subsoils underlying the southern and eastern sections of the sire are classified as tills derived from limestones (Code: TLs). The bedrock geology underlying the site is classified as Type 2p microcline porphyritic, which is described as granite with microcline phenocrysts (GSI, 2025)

The surrounding area is predominantly urban, with a mixture of residential and commercial properties. The site lies within the townland of Blackrock, which has a population of 34,280 (CSO, 2022). Dublin city centre lies approximately 7.8km northwest from the site.

2.2.1 Existing and Approved Land Use

The majority site is zoned as Objective 'A' in the Dún Laoghaire-Rathdown County Development Plan 2022-2028. Objective 'A' is "*to provide residential development and improve residential amenity while protecting the existing residential amenities*". Uses permitted in principle under this zoning include 'Residential' and 'Childcare Facility', as currently proposed.

A small, southern portion of the site is zoned as Objective 'F'. Objective 'F' is "*to preserve and provide for open space with ancillary active recreational amenities*". The only use proposed for this portion of the site is 'Open Space', which is permitted use under the zoning objective.

2.3 Site Planning History

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

- Dún Laoghaire-Rathdown County Council website: https://www.dlrcoco.ie/planning-applications/planning-applications-online-search;
- An Coimisiún 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; and
- National Planning Application Database, as provided by the Department of Housing, Planning and Local Government: https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de

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

Table 2-1. Site Planning History

Planning Reference	Development Proposal	Decision
D06A/1555	Permission for a development comprising of a 17.8m^2 extension to existing nursing home. The single-story extension is to accommodate a sitting room and multi-sensory room.	14/02/2007 Granted permission
D11A/0556	Permission for a single-story kitchen and dining room extension with sunroom, entrance courtyard and landscaping as part of renovations works.	07/03/2012 Granted permission
ABP-303804-19	10-year permission for a strategic housing development consisting of no. 294 residential units, the subdivision, conversion and re-use of 'St. Teresa's House', and the dismantling and relocation of 'St. Teresa's Lodge'	10/06/2019 Granted permission
ABP-312325-21 Remitted to An Coimisiún Pleanála as ABP-320285-24	Demolition of an existing extension, construction of 493 no. apartments, creche and associated site works	14/04/2022 Granted permission with conditions 14/05/2024 An Coimisiún Pleanála Decision quashed by Order of the High Court, case remitted to An Coimisiún Pleanála (Live Case)
D19A/0967	Retention permission of 8 echelon car parking spaces serviced by existing vehicular access via St. Louise's Park. The temporary car park will be used as an overflow parking area serving The Alzheimer Society of Ireland main national office.	12/02/2020 Granted permission for retention
D21A/0043	Temporary retention permission of a temporary car parking area of 40 spaces serviced by existing vehicular access via St. Louise's Park, and all associated site development works. The temporary car park will continue to be used as an overflow parking area serving Frank Keane Blackrock for a further period of 6 months.	10/03/2021 Granted permission for retention

3 PROJECT DESCRIPTION

The Proposed Development will consist of revisions to aspects of the development previously permitted under Strategic Housing Development (SHD) ABP-303804-19 (291 no. units permitted) to provide for an overall new residential scheme of 423 no. residential units in total. This represents an increase of 132 no. units in total over the previously permitted SHD. The Proposed Development also consists of private and communal space, landscaping and parking. The proposed site layout is provided in Figure 3-1.

Figure 3-1. Proposed Site Layout (O' Mahony Pike Architects, 2025)

The Proposed Development will consist of:

1. Amendments to previously permitted Blocks C1, C2, C3, D1, E1, E2, E3, E4 and E5 as follows:

- A revised building design for Block C1 (3 storeys) from previously permitted building (3 storeys overall) consisting of 7 no. apartment units (6 no. 2 bed units and 1 no. 3 bed unit) to now comprise 10 no. apartment units (4 no. 1 bed units and 6 no. 2 bed units) including minor revisions to height (remains 3 storeys overall) and revisions to elevations and building footprint – an uplift of 3 no. residential units in total.
- A revised building design for Block C2 from previously permitted building (3 storeys overall) consisting of a crèche facility (approx. 286 sq m) at level 00 and 4 no. apartment units at level 01 and 02 (3 no. 2 bed units and 1 no. 3 bed unit) to now comprise a crèche facility of approx.. 401 sq m at level 00 and associated outdoor play area space of 302 sq m and 6 no. apartment units (2 no. 1 bed units and 4 no. 2 bed units) at levels 01 and 02 including minor revisions to height (remains 3 storeys overall), and revisions to elevations and building footprint – an uplift of 2 no. residential units and increased crèche floor area size by approx.. 115 sq m.
- A New Block C3 (1 storey over basement level) comprising residential amenity space of 451 sq m.
- The omission of previously permitted Block D1 (5 storeys overall) comprising 14 no. apartment units (9 no. 2 bed units, 4 no. 3 bed units and 2 no. 3 bed duplex units) to now deliver Block D1 (4-7 storeys over

new basement level) comprising 125 no. apartment units (19 no. 1 bed units, 68 no. 2 bed units and 38 no. 3 bed units) – an uplift of 75 no. residential units.

- The omission of previously permitted Block E1 (5 storeys overall) comprising 14 no. apartment units (9 no. 2 bed units, 4 no. 3 bed units and 1 no. 3 bed duplex units) to now deliver new Block E1 (4-7 storeys) comprising 61 no. apartment units (7 no. studio units, 6 no. 1 bed units, 26 no. 2 bed units and 22 no. 3 bed units) – an uplift of 35 no. apartment units.
- The omission of previously permitted Block E2 (5 storeys overall) comprising 15 no. apartments units (9 no. 2 bed units, 4 no. 3 bed units and 2 no. 3 bed duplex units) to now deliver new Block E2 (6 storeys) comprising 50 no. apartment units (1 no. studio unit, 25 no. 1 bed units, 20 no. 2 bed units and 4 no. 3 bed units) – an uplift of 35 no. apartment units.
- The omission of permitted Blocks E3 (5 storeys), E4 (4 storeys), E5 (5 storeys) previously providing for 38 no. units in total (27 no. 2 beds, 8 no. 3 beds and 3 no. 3 bed duplex units).
- Each residential unit has associated private open space in the form of a terrace / balcony.

The above new proposals extend to a total of 252 residential units.

Blocks A1, B1, B2, B3, B4, Block H (St. Teresa's House) remain as originally permitted with no further amendments as part of this proposal (162 no. unts in total and permitted heights of 3-8 storeys).

2. The structures for demolition across the stie remain as permitted with no further amendments proposed. This includes any structures previously permitted for demolition that still remain on site and the removal of associated remnants of low/retaining walls and in-ground concrete steps.

3. An amended proposal for Block G (St. Teresa's Lodge) (1 storey) including a change of use from previously permitted 1 no. 1 bed unit to a new café/retail space of 67.4 sq m. This proposal will again seek permission for the dismantling/deconstruction of the existing St. Teresa's Lodge (38.56 sq m) and demolition of a lean to extension (28.5 sq m) as previously permitted under SHD ABP-303804-19. The current amendment proposal seeks permission to relocate and reconstruct St. Teresa's Lodge in a new location (180 m southwest of its original position and located adjacent to Rockfield Park) using original roof timbers, decorative elements and rubble stonework, with original brickwork cleaned and re-used where appropriate. The non - original extension (28.5 sq m) will be again removed as previously permitted. The current proposal seeks further extension of this building (28.88 sq m) and a change of use from residential (1 no. unit) to café/retail use to deliver a Part M compliant single storey building of 67.4 sq m.

4. A revised landscape plan now provides for:

- Public open space in the form of a central parkland, garden link, woodland park (incorporating an existing folly) and a tree belt (approx. 11,238 sqm overall).
- Communal open space is now proposed in the form of entrance gardens, plazas, terraced gardens and roof terraces (approx. 3,620 sqm overall).
- Provision is also now made for 2 no. new pedestrian connections to Rockfield Park on the southern site boundary (1 no. adjacent to the proposed relocated Gate Lodge and 1 no. at the hammerhead adjacent to Block E2) and all other pedestrian connections remain as permitted under SHD ABP-303804-19.

5. A revised total of 244 no. car parking spaces (a decrease of 28 no. spaces); 962 no. bicycle spaces (an uplift of 296 no. spaces) are proposed. The no. of motorcycle spaces remains as permitted at 20 no. spaces.

6. The development also provides for revised proposals for bin storage areas, bike storage areas, life safety generator room, ESB substations and switch rooms with a combined floor area of approx. 609 sq m all at surface level.

7. Access to the Proposed Development generally remains as permitted under SHD ABP-303804-19, which provides for works to the existing entrance to the overall site via Temple Hill to deliver the realignment and upgrade of the existing signalised junction, associated footpaths and to provide for improved and safer vehicular access/egress to the site and to/from St. Vincent's Park. Emergency vehicular access and pedestrian/cycle access also remains as permitted via a secondary and long-established existing access point along Temple Hill. There are no works proposed to the existing gates (Protected Structure-RPS no. 398) at this location. There are minor modifications proposed to the northeastern boundary walls and access gateway to 'Carmond' to facilitate alignment improvements for safe access/egress serving St. Vincent's Park.

8. The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; green roofs; PV panels; boundary treatment; internal roads and footpaths.

3.1 Construction and Demolition Phase

Subject to the grant of permission, the construction and demolition programme is intended to commence in the second half of 2026 with a 48-month programme. Phase 1 works are projected to last for a period of 18 months. Phase 2 & 3 works are projected to last for a period of 30 months. The construction works will adhere to the following sequence:

- Phase 1 (Preliminary and enabling works)- Establishment, hoarding and fencing, water and gas connections, dismantling of Gate Lodge and reconstruction of Gate Lodge at new location, construct attenuation tank, construct 2 no. ESB sub-stations, construct road sub-base and base for construction traffic;
- Phase 2.A- Construct basement structure, construct superstructure, utility connections, landscaping, final surfacing of roads east of St. Teresa's;
- Phase 2.B- Construct basement structure, construct superstructure, utility connections, landscaping, final surfacing of roads west of St. Teresa's; and
- Phase 3- Conservation works, repairs and internal alterations to St. Teresa's, utility connections, landscaping, final surfacing of roads around St. Teresa's

The full sequence of works is contained within the Construction and Environmental Management Plan (CEMP) prepared by J.J. Campbell & Associates (2025).

3.2 Operational Phase

The operational phase will consist of the day-to-day residential uses, management of the residential units and community spaces.

4 PART B REVIEW AGAINST SCHEDULE 5 PROJECT CATEGORIES

As a 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(a) any change or extension of development; 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

Class of Activity	Description of Activity Class	Summary Contents	EIA Required?
Schedule 5 *Part 2* *10. (b)(i)*	*Construction of more than 500 dwelling units*	It is proposed to construct 407 no. residential units as part of the Proposed Development. This is below the threshold for EIA set out in the Planning and Development Regulations 2001 (as amended).	No
Schedule 5 *Part 2* *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*	A total of 260 no. residential car parking spaces are proposed. The car parking spaces are incidental to the development and as such the 400-space threshold does not apply.	No
Schedule 5 *Part 2* *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 Proposed Development is not situated in a business district. The extent of the overall Proposed Development Site is 4.56 hectares. This is below the threshold for EIA set out in the Planning and Development Regulations 2001 (as amended).	No
Schedule 5 *Part 2* 13. (a)	Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would:-	The development previously permitted under SHD ABP-303804-19 covered an area of c. 3.97 Ha. The area of the Proposed Development is c. 4.56 Ha. Given that this is an approximately 15% increase in size, the change is below	No

Class of Activity	Description of Activity Class	Summary Contents	EIA Required?
	(i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and (ii) result in an increase in size greater than - 25 per cent, or *- an amount equal to 50 per cent of the appropriate threshold, whichever is the greater.*	the threshold set out in the Planning and Development Regulations 2001 (as amended).	
Schedule 5 *Part 2* *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 C of the EIA screening appraisal

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 2 Category 10(b) and Category 13 specified it is considered a sub-threshold development.

The likelihood of significant environmental effects for Part 2 Category 15 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;
- 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 construction 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.

All construction waste would be segregated, recycled and re-used wherever possible. A Resource & Waste Management Plan will be produced by AWN Consulting Ltd. (AWN) setting 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.

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 will be produced by AWN in consideration with national and regional waste policy, legislation and other guidelines.

An Energy and Sustainability Report prepared by O'Connor Sutton Cronin & Associates Multidisciplinary Consulting Engineers (OCSC) (2025) outlines the following measures to be implemented in order to use material and natural resources in a sustainable manner:

- Where possible, the Proposed Development will specify the use of local materials containing recycled content and will reintegrate materials arising from demolition works as long as is technically viable;
- The Proposed Development will incorporate measures to reduce water usage through the appropriate selection of low consumption sanitary fittings, leak detection systems and water monitoring facilities; and
- Where possible, local materials will be specified and materials that contain recycled content will be considered as preferable.

Uisce Éireann (UÉ) have confirmed there is sufficient capacity for the Proposed Development through a confirmation of feasibility.

It is considered that no likely significant effects in respect of use of natural resources will likely arise as a result of the construction or operational phase 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. 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) was conducted by JBA Consulting (2025) which identified numerous historical flooding events within approximately 1km of the site boundary along the Carysfort-Maretimo Stream. A flood in 2011 occurred when the Carysfort-Maretimo Stream overtopped following heavy rainfall, which likely inundated the most northern boundary of the site. Flood defences have been constructed along the Carysfort-Maretimo Stream. As such, flood risk is only considered at the site from overtopping of the Carysfort-Maretimo Stream flood defences or exceedance/blockage events. The only receptor at risk of inundation identified by the FRA is the Block A1 ground floor carpark, as all residential properties onsite are located above predicted water levels. The following mitigation measures are set out within the FRA:

- The car park entrance should be ramped up from 12.5m Ordnance Datum (OD) to 13.35mOD. This places the car park entrance approximately 500mm above the 0.1% Annual Exceedance Probability (AEP) flood level;
- The ramping of the car park will protect the basement level from inundation, but will also redirect any overland flow back into the access road;
- The proposed kerb adjacent to Block A1 should be set at a minimum level of 12.95mOD to prevent flood waters from entering the site;
- All service/ventilation openings in Block A1 should be positioned at a minimum of 400mm above the existing ground level to ensure no secondary flow pathway is provided;
- A stormwater system will be incorporated within the design of the Proposed Development to manage surface water run-off from the site. Stormwater attenuation tanks are included as part of the design to ensure that stormwater discharge is limited to its greenfield equivalent; and
- Sustainable Urban Drainage Systems (SuDS) measures have been incorporated into the design of the Proposed Development, including the implementation of green roofs to the apartment blocks and permeable paving.

Residual risks were also identified by the FRA, such as a potential increase in stream flow and frequency of flooding resulting from climate change and potential failure of the constructed Carysfort-Maretimo Stream flood defences. However, the proposed mitigation measures are sufficient to protect the site from the identified residual risks.

The Carysfort-Maretimo Stream provides the main source of flood risk to the Proposed Development (JBA Consulting, 2025). Owing to the design of the Proposed Development, the analysis and mitigation measures of the FRA, and to the adherence to all standard health and safety procedures, the potential for the Proposed Development to result in any major accidents and /or disasters can be considered low.

5.3 Population and Human Health

The site is located in Blackrock, Co. Dublin. Blackrock has a population of 34,280 according to the 2022 Census.

The construction phase will provide for an increase of employment in the area which is believed to have a positive impact on human health. Mitigation measures will be implemented for the construction phase of the Proposed Development that will limit any potential health effects on the local population, including pro-active control of dust and other air pollutants. These measures are set out in the proceeding section of this EIA Screening (5.4 Air Quality).

The operational phase will result in an increase in the population of the area, and it will have a positive effect on the long-term supply needs of housing in the Blackrock local area. Provisions for a crèche onsite will benefit the wellbeing of the residential population.

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

5.4 Air Quality

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 an urban 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 (2014), 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.

The Construction and Environmental Management Plan (CEMP) (J.J. Campbell & Associates, 2025) outlines the following in relation to dust mitigation measures:

Site Management

- 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 Control Measures

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 should be reviewed at regular intervals during the construction 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 should be reviewed, and procedures implemented to rectify the problem.

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% (Department of Housing, Local Government and Heritage, 2019).

- A speed restriction of 20km/h 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 construction period. 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.

Demolition/Excavation

Demolition and excavation work 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; and
- During periods of very high wind (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; and
- 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 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 construction contractor.

Any potential dust impacts will be localised in nature and last only for the duration of these works. There are no potential significant sources of air quality pollution from its use as a residential development.

It is therefore concluded that the Proposed Development will have no likely significant adverse effects on air quality.

5.5 Climate

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 climate.

The DLRCC Climate Action Plan 2024-2029 (DLRCC CAP) has been prepared to address the current and future impacts of climate change on DLR's residents, businesses, workers and the County as a whole. The DLRCC CAP has four targets:

- 50% improvement in DLR's energy efficiency by 2030;
- 51% reduction in DLR's GHG emissions by 2030;
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events; and
- To actively engage and inform their communities on climate action

The implementation of the measures promoted in the DLRCC CAP will enable DLR to adapt to climate change and will assist in brining Ireland closer to achieving its climate related target in future years. New developments need to be cognisant of the DLRCC CAP and incorporate climate friendly designs and measures where possible.

The Energy and Sustainability Report prepared for the Proposed Development (OSCS, 2025) provides an overview of how sustainability has been integrated as a key strategy in the design of the Proposed Development. The Energy and Sustainability Report outlines the following renewable technologies that are being considered for implementation in the Proposed Development:

- A Combined Heat and Power (CHP) system which utilises the heat produced in electrical generation rather than having the heat be released into the atmosphere;
- Air source heat pumps which convert energy from external air to provide heat and hot water for the buildings of the Proposed Development;
- Exhaust air heat pumps which collect warm air as it leaves a building via the ventilation system and then reuse the heat to heat fresh air coming into the building or to heat water;
- Photovoltaic (PV) panels which convert solar radiation into electricity;
- Air-Source Heat Pumps (ASHPs) which can either extract heat from external air to warm the interior of buildings or extracting interior hot air to cool the interior of buildings; and
- Variable Refrigerant Flow (VRF) systems which utilise heat pumps in order to provide heating and cooling.

The Energy and Sustainability Reports also outlines the following measures with regard to sustainability:

- High-efficiency façade elements and systems will be incorporated into the Proposed Development, with these systems designed to significantly reduce energy demand and operational carbon emissions, achieving a minimum A3 Building Energy Rating (BER) for new buildings;
- The Proposed Development will manage the urban heat island through design of green spaces and permeable surfaces;
- The design of the Proposed Development's façade will allow high levels of natural daylight to enter into occupied zones to reduce energy consumption;
- Energy efficient light fittings will be installed throughout the Proposed Development;
- A Building Energy Management System (BEMS) will be installed, allowing the facilities/building manager to monitor and control all major systems throughout the building; and
- The Proposed Development will provide both bicycle facilities and electric vehicle charging points

This design approach will ensure that the Proposed Development will be energy efficient and will minimise GHG emissions in line with the targets of the DLRCC CAP. It is therefore concluded that the Proposed Development will have no likely significant adverse effects on climate.

5.6 Noise and Vibration

Residential dwellings are located to the north, east and west of the Proposed Development site. There is an existing residential development, St. Vincent's Park, which is located to the southeast of the site. There are businesses located to the north of the site along Temple Road, including a car dealership, an insurance company, a healthcare technology office and a café. Rockfield Park is situated to the south of the site.

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.

It is not expected that the Proposed Development will result in any increase in noise and vibration during its operational phase.

An environmental noise and vibration impact assessment of the Proposed Development will be carried out by AWN to identify the potential noise and vibration effects on the environment during the construction and operational phases. AWN will also carry out an inward noise assessment for the Proposed Development to determine any specific acoustic design requirements to the site boundary or building façades to achieve acceptable internal noise levels within the residential units.

The following mitigation measures are set out within the CEMP (J.J. Campbell & Associates, 2025) to mitigate potential disturbances:

- The noise limits to be applied for the duration of the infrastructure works are summarised as follows and will be applied at the nearest sensitive receptors to the works:
    - Day (07:00-19:00) = 70dB
    - Evening (19:00-23:00) = 65dB
    - Night (23:00-07:00) = 55dB

- 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.
- A designated site officer should be appointed to site during construction works. Any complaints should be logged and followed up in a prompt fashion. In addition, prior to particularly noisy construction activity (e.g. excavation close to a property, etc.), the site contact should inform the nearest noise sensitive locations of the time and expected duration of the works.
- Avoid unnecessary revving of engines and switch off equipment when not required;
- Keep internal haul roads well maintained and avoid steep gradients;
- Minimise drop height of materials;
- Start-up plant sequentially rather than all together;
- In accordance with "Best Practicable Means", plant and activities to be employed on site are reviewed to ensure that they are the quietest available for the required purpose;
- Where required, improved sound reduction methods are to be used (e.g. enclosures);
- Site equipment is located away from noise sensitive areas, as much as physically possible;
- Regular and effective maintenance by trained personnel is carried out to reduce noise and/or vibration from plant and machinery;
- Hours will be limited during which site activities likely to create high levels of noise and vibration are carried out;
- A site representative responsible for matters relating to noise and vibration will be appointed prior to construction on site;

Piling/coring through rock may be required to allow excavation of the basements in the strata above the rock in accordance with the proposed design. Excavation in rock is not envisaged. Further site investigations are required once the existing buildings on site are demolished. During this phase additional noise reductions/mitigation measures will be implemented to limit the impact on the surrounding environment and population:

- Solid boundary hoarding providing acoustic barrier;
- Acoustic screen to the rock breaking area if required to meet the noise limit requirements; and
- Noise and vibration will also be attenuated by the depth of the rock excavation at more than 3m below surrounding ground.

The methods of rock extraction and the depth, together with the proposed location of the building basement, will reduce off-site noise effects from much of the surrounding area.

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

5.7 Daylight and Sunlight

A Daylight and Sunlight Assessment Report has been prepared by 3D Design Bureau (2025) which assesses the potential effects of the Proposed Development. The assessed surrounding properties include the Alzheimer Society of Ireland, St. Vincent's Park to the west and St Louise's Park to the east.

With regard to the effect on Vertical Sky Component (VSC), the assessment found that there are only 2 no. 'minor adverse' and 2 no. 'moderate adverse' effects, which relate to 2 no. houses in St. Louise's Park. The assessment for the effect on Annual/Probable Sunlight Hours (APSH/WPSH) identified 1 no. 'minor adverse' effect and 3 no. 'moderate' adverse effects related to WPSH in St. Louise's Park. The findings of the Sun on Ground (SOG) study indicated that the effect on sunlight levels for the rear gardens of the two most affected houses in St. Louise's Park would be 'negligible'. Major adverse effects were not identified for either the surrounding residential properties or the granted buildings.

The Daylight and Sunlight Assessment Report concludes that the Proposed Development, when considered in the context of its scale, density and site constraints, performs favourably in terms of daylight and sunlight. The extent of non-compliance in isolated areas is limited and is considered acceptable within the overall planning balance.

Based on the findings and conclusions of the Daylight and Sunlight Assessment Report, it is considered that the Proposed Development will not result in significant adverse Daylight and Sunlight effects.

5.8 Soils and Geology

There are no protected Geological Heritage Sites in the vicinity of the Proposed Development. The soil underlying the site is classified by the EPA (2025) as Urban. The underlying subsoils in the northern and western sections of the site are classified as Made (i.e. Man-made concreted or artificial surface) (EPA, 2025). The subsoils underlying the southern and eastern sections of the sire are classified as tills derived from limestones (Code: TLs).

The bedrock geology underlying the site is classified as Type 2p microcline porphyritic, which is described as granite with microcline phenocrysts (GSI, 2025).

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 following is outlined within the CEMP (J.J. Campbell & Associates, 2025):

Two preliminary geotechnical investigations have been carried out at the site by Ground Investigations Ireland Limited, in December 2018 and November 2020. These investigations indicate that the underlying rock is below formation level for the proposed basement and buildings. In the unlikely event that rock is encountered, rock can be excavated using ordinary excavation methods and rock ripping. It is confirmed that blasting will not be necessary on this site.

Asbestos containing materials (ACMs) were found after the demolition contract, removal will only be carried out by a suitably permitted waste contractor, in accordance with Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006, as amended. Any ACMs will be taken to a suitably licensed or permitted facility.

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

The geotechnical design of any pile walls will be carried out in accordance with IS EN 1997-12005 Eurocode 7: Geotechnical Design-Part 1: General Rules and with respect to the Irish National Annex.

Given the above measures and considerations, it is considered that the Proposed Development is not likely to cause any significant adverse effects on the soil and geology within the site of the Proposed Development, or the surrounding area.

5.9 Hydrology and Hydrogeology

The Carysfort-Maretimo Stream (EPA River Waterbody Code: IE_EA_09B130400) flows approximately 20m from the western section of the near St. Louise's Park. This stream discharges to the South Dublin Bay approximately 0.4km to the north of the site. This waterbody is considered to be of "Poor" water quality (EPA, 2025), with its projection of meeting Water Framework Directive (WFD) targets currently being under review.

The site is located within the WFD Catchment 09 (Liffey and Dublin Bay) and is within the Dodder_SC_010 WFD SubCatchment (ID: 09_16). The site is also within the Brewery Stream_010 (IE_EA_09B130400) WFD River Sub Basin.

The site is situated on the Kilcullen groundwater body (EPA, 2025). The aquifer type in the area is a "Poor Aquifer-Bedrock which is Generally Unproductive except for Local Zones". The groundwater vulnerability at the majority of the site is considered to be "High". Groundwater in these regions has natural characteristics that make it highly vulnerable to contamination by human activities". A small area in the southwestern section of the site is situated in a region of "Moderate" groundwater vulnerability.

The following standard operational measures are set out within the CEMP (J.J. Campbell & Associates, 2025) to protect the receiving surface water and groundwater environment during the construction phase:

Surface Water Management

- 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-off will be prevented from directly entering into any watercourses 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 site is kept relatively dry.
- Surface water discharge from the site will be managed and controlled for the duration of the of the construction works until the permanently attenuated surface water drainage system of the Proposed Development 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.

Pollution Control

- 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 will pass through a sediment entrapment facility before it exits the site and flows downstream such as straw bales, silt fencing and silt barriers.
- The site falls from South to North towards Temple Road. A silt fence will be installed parallel to Temple Road to trap silt during storm events.
- Silt fence to be inspected and cleaned regularly.

Concrete Run-off

- When concrete is delivered on site, only the chute is to be cleaned, using the smallest volume of water possible or brush cleaning only.
- No discharge of cement-contaminated waters to the construction phase drainage systems or directly to any artificial drain or watercourse will be allowed.
- Wash down of chute shall be at the bunded area in the site compound.

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 self-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 compound, 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 works in how to manage a spill event.
- 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.

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.

5.10 Biodiversity and Ecology

There are no internationally or nationally designated ecological sites at or adjacent to the Proposed Development site. The nearest European designated site is the South Dublin Bay SAC (000210) and South Dublin Bay and River Tolka Estuary SPA (004024), located approximately 0.3km to the north of the site. Similarly, the nearest nationally designated site is the South Dublin Bay pNHA (000210), located approximately 0.3km to the north of the site.

An Appropriate Assessment (AA) screening report was carried out by DNV (2025), which concluded that the possibility may be excluded that the Proposed Development will have a significant effect on the South Dublin Bay SAC (000210), the South Dublin Bay and River Tolka Estuary SPA (004024), or any other European site. This conclusion was reached upon the examination, analysis and evaluation of the relevant information outlined in the AA screening report and upon applying the precautionary principle.

The report also concluded that, on the basis of the AA screening exercise, the possibility of any significant effects on any relevant European sites from either the Proposed Development itself or in combination with any other plans or projects can be excluded.

Mitigation measures are outlined within the CEMP (J.J. Campbell & Associates, 2025) to protect biodiversity during the construction phase. These measures include:

Mitigation Measures for Invasive Plant Species during Construction Stage

The following mitigation measures will ensure that there will be no impacts from non-native invasive species within habitats in the local area:

- The invasive species Hyacinthoides hispanica and Allium triquetrum will be re-surveyed and marked on the ground by the site ecologist prior to the commencement of construction works within the lands. This will be undertaken in late spring, when the plants are in their flowering and vegetative phase and clearly identifiable above ground; and
- The areas of Hyacinthoides hispanica and Allium triquetrum will be removed from all habitats within the lands. The material will be removed from site by an appropriately qualified and licensed professional with experience in treatment of invasive species. Treatment of Hyacinthoides hispanica and Allium triquetrum

may be by a combination of mechanical means (i.e. removal by trowel or shovel and transport to a licensed facility for treatment) and chemical means (i.e. application of herbicide to growing material). Both species are listed on the Third Schedule of the Birds and Habitats Regulations and are considered to be high-risk species. The requirement for further treatment of both species will be determined based on ongoing monitoring of the lands following completion of initial clearance.

Mitigation Measures for Habitats during Construction Stage

The following mitigation measures will ensure there are no impacts on water quality in the immediate vicinity of the Proposed Development from release of hydrocarbons, polluting chemicals, sediment/silt and contaminated waters control during the construction stage of the Proposed Development and therefore no potential impacts on the downstream receiving water courses, i.e. the Carysfort-Maretimo Stream:

- Specific measures to prevent the release of sediment over baseline conditions to the existing surface water drainage network, during the construction work, which will be implemented. These measures include but are not limited to:
    - Silt fences;
    - Silt curtains;
    - Settlement lagoons; and
    - Filter materials.
- Provision of exclusion zones and barriers (e.g. silt fences) between earthworks, stockpiles and temporary surfaces to prevent sediment washing into the existing drainage systems and hence the downstream receiving water environment.
- Provision of temporary construction surface drainage and sediment control measures to be in place before earthworks commence.
- Weather conditions will be taken into account when planning construction activities to minimise risk of run-off from the site.
- Prevailing weather and environmental conditions will be taken into account prior to the pouring of cementitious materials for the works adjacent to any surface water drainage features, or drainage features connected to same. Pumped concrete will be monitored to ensure no accidental discharge. Mixer washings and excess concrete will not be discharged to existing surface water drainage systems. Washing out of any concrete trucks on site will be avoided (dry brush shoots will be used instead).
- Fuels and chemicals (including hydrocarbons or any polluting chemicals) will be stored in a designated, secure bunded area(s) to prevent any seepage of potential pollutants into the local surface water network. These designated areas will be clearly sign-posted and all personnel on site will be made aware of their locations and associated risks.
- All mobile fuel bowsers shall carry a spill kit and operatives must have spill response training. All fuel containing equipment such as portable generators shall be placed on drip trays. All fuels and chemicals required to be stored on-site will be clearly marked. Care and attention will be taken during refuelling and maintenance operations, with particular attention paid to gradient and ground conditions, which could increase risk of discharge to waters.
- A register of all hazardous substances, which will either be used on site or expected to be present (in the form of soil and/or groundwater contamination) will be established and maintained. This register will be available at all times and shall include as a minimum:
    - Valid safety data sheets;
    - Health and Safety, Environmental controls to be implemented when storing, handling, using and in the event of spillage of materials;
    - Emergency response procedures/precautions for each material;
    - The Personal Protective Equipment (PPE) required when using the material; and
    - Implementation of response measures to potential pollution incidents.
- Robust and appropriate Spill Response and Environmental Emergency procedures will be communicated, resourced and implemented for the duration of the works.
- Emergency procedures/precautions and spillage kits will be available and construction staff will be trained and experienced in emergency procedures in the event of accidental fuel spillages.
- All trucks will have a built-on tarpaulin that will cover excavated material as it is being hauled off-site and wheel wash facilities will be provided at all site egress points.
- Water supplies shall be recycled for use in the wheel wash. All waters shall be drained through appropriate filter material prior to discharge from the construction sites.
- The removal of any made ground material, which may be contaminated, from the construction site and transportation to an appropriate licenced facility shall be carried out in accordance with the Waste Management Act, best practice and guidelines for same.

- Implementation of effective measures to minimise waste and ensure correct handling, storage and disposal of waste (most notably wet concrete, pile arisings and asphalt).
- All of the above measures implemented on site will be monitored throughout the duration of construction to ensure that they are working effectively, to implement maintenance measures if required and applicable, and to address any potential issues that may arise.

The aforementioned mitigation measures will also protect against potential accidental pollution events in downstream nationally designated sites, particularly South Dublin Bay pNHA.

Terrestrial Habitats

The following measures will be implemented to minimise the risk of accidental damage to hedgerows, treelines, woodland and parkland habitat (and individual trees) during the construction phase of the Proposed Development:

- A site ecologist will be appointed by the employer's representative to undertake an ecological clerk of works role over the construction phase of the Proposed Development. The site ecologist will be responsible for monitoring compliance with the proposed ecological mitigation measures. They will liaise with the site foreman and report to the local authority on a regular basis;
- All hedgerows, treelines and areas of woodland/parkland that are scheduled for retention will be fenced-off from construction traffic using Heras fencing or similar at the outset of works and for the duration of construction to avoid damage to the trunk, branches or root systems of the trees. Temporary fencing will be erected at a sufficient distance from trees so as to enclose the Root Protection Area (RPA) of the tree (National Roads Authority, 2005-2011). In general the RPA covers an area equivalent to a circle with a radius 12 times the stem diameter (measured at 1.5m above ground level for single stemmed trees);
- Where fencing is not feasible due to insufficient space, protection for the tree/hedgerow will be afforded by wrapping hessian sacking (or suitable equivalent) around the trunk of the tree and strapping stout buffer timbers around it. It will still be necessary to ensure that the area within the RPA is not used for vehicle parking or the storage of materials (including oils and chemicals). This measure is considered secondary to fencing of retained habitats, and should only be undertaken as a last resort; and
- Spoil materials such as rubble, topsoil, building goods and equipment, will not be placed within the RPA of trees or within 5m of hedgerows.

Mitigation Measures for Birds during Construction Stage

The following mitigation measures are proposed to comply with the legal protection afforded to breeding birds and their nests under the Wildlife Acts:

- In order to avoid disturbance or harm to breeding birds, their nests, eggs and/or their unflown young, all works involving the removal of trees, hedgerows, grasslands or the demolition of the structure will be undertaken outside of the nesting season (i.e. 1 March to 31 August inclusive)

In circumstances where this seasonal restriction cannot be observed then:

- A breeding bird survey will be undertaken by a suitably experienced ecologist in order to assess whether birds are nesting within suitable habitat affected by or immediately adjacent to the proposed works. Should nesting birds be encountered during surveys, the removal of trees or hedgerows or the demolition of the buildings will be delayed until after the nesting season (i.e. 1 March to 31 August inclusive), or until the chicks have fully fledged.

Mitigation Measures for Bats during Construction Stage

During construction, any external lighting to be installed, including facilitating night-time working or security lighting, on the site shall be sensitive to the presence of bats in the area, downlighting, and time limited where possible. Lighting of sensitive wildlife areas and primary ecological corridors (e.g. Grand Canal) and light pollution in general should be avoided.

Lighting of the site during construction is designed in accordance with the following guidance:

- Guidance Notes for the Reduction of Obtrusive Light GN01 (Institute of Lighting Professionals, 2020)

- Bats & Lighting- Guidance Notes for Planners, Engineers, Architects and Developers (Bat Conservation Ireland, December 2010)
- Bats and Lighting in the UK- Bats and the Built Environment Series (Bat Conservation Trust UK, January 2008).

The following mitigation measures are proposed in relation to those trees identified as having the potential to support roosing bats, and particularly those which will be removed during the construction stage. Bats could occupy suitable roosting features at any time prior to the commencement of works. Therefore, there is an inherent risk that bats could be affected by felling works. The following mitigation procedures will be followed:

- Felling of potential tree roosts will be undertaken during the periods April to May or September to October as during this period bats are capable of flight and may avoid the risks from tree felling if proper measures are undertaken, but also are neither breeding nor in hibernation;
- Use of detectors alone may not be sufficient to record bat emergence and re-entry in darkness. Therefore, prior to felling of confirmed and potential tree roosts, an emergence survey using infra-red illumination and video camera(s) and bat detectors will be carried out on the night immediately preceding the felling operation to determine if bats are present;
- Where it is safe and appropriate to do so for both bats and humans, such trees may be felled using heavy plant to push over the tree. In order to ensure the optimum warning for any roosting bats that may still be present, the tree will be pushed lightly two to three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. The tree should then be pushed to the ground slowly and should remain in place until it is inspected by a bat specialist;
- Trees should only be felled “in section” where the sections can be rigged to avoid sudden movements or jarring of the sections;
- Where remedial works (e.g. pruning of limbs) is to be undertaken to trees deemed to be suitable for bats, the affected sections of the tree will be checked by a bat specialist (using endoscope under a separate derogation licence held by that individual) for potential roost features before removal. For limbs containing potential roost features high in the tree canopy, this will necessitate the rigging and lowering of the limb to the ground (with the potential roost feature intact) for inspection by the bat specialist before it is cut up or mulched. If bats are found to be present, they will be removed by a bat specialist licenced to handle bats and released in the area in the evening following capture; and
- If any bat tree roosts are confirmed, and will be removed by the proposed felling works, then a derogation licence will be required from the National Parks and Wildlife Service (NPWS) and appropriate alternative roosting sites will be provided in the form of bat boxes.

Mitigation Measures for Badgers during Construction Stage

Before works to clear any of the habitat features suitable to supporting badgers commence, checks will be undertaken of all mammal holes within the subject lands, in advance (approximately one month) of commencement of construction works. This will involve monitoring of holes by remote infra-red cameras for a period of 14 days each at minimum. This measure is proposed in order to account for potential changes to badger activity within the lands between granting of planning and commencement of construction activities. Monitoring will involve checks for signs of breeding activity at setts. This will require a licence from the NPWS permitting filming to access locations of activity.

Guidelines for the treatment of badgers prior to the construction of national road schemes (National Roads Authority, 2009) recommends against the use of heavy machinery within 30m of badger sett entrances, and the exclusion of light machinery (generally wheeled vehicles) from within 20m of a badger sett entrance. This is not feasible in this instance in light of the location of blocks E1 and E2, which are within 20m of the badger sett entrance. Accordingly, it is proposed that the northernmost of the six sett entrances, which is inactive, will be closed permanently, and that the remaining sett entrances in the lands will be closed temporarily for the duration of the construction phase of the Proposed Development.

The closure of sett entrances will be undertaken between July and November inclusive, in order to avoid the peak breeding season for badger (December to June), and therefore avoid the risk of disturbance or mortality of cubs. Works may proceed during the breeding season for badger following the successful closure of the sett entrances.

In order to close each sett entrance, a one-way badger gate (or a similar device) will be installed at each sett entrance. The gates will be soft blocked with stones after their installation and will be monitored for a 21-day period for signs of activity. Where no activity takes place, further stones or similar materials will be used to reinforce the

closure of the sett entrance. The sett entrance will be monitored for activity throughout construction. The sett entrances may need to be closed several times over the duration of the project if badgers reopen the sett entrances. All sett entrances, with the exception of the northernmost sett entrance will be reopened following the completion of works by removal of badger gates.

At the landscaping stage of the Proposed Development, a dense planting of evergreen ground cover species such as Luzula sylvatica and native evergreen woodland shrubs/trees such as Ilex aquifolium, Euonymus europaeus, Crataegus monogyna and Viburnum opulus will be established around the badger sett entrances. The intention of this planting is to minimise the requirement maintenance machinery (i.e. lawnmowers) within the vicinity of sett entrances, and to provide a level of screening of them from residential dwellings. These measures are intended to reduce the levels of disturbance to badgers and their setts at the operational phase of the Proposed Development.

In addition, to protect individual badgers from direct harm, all open excavations on site will be covered when not in use and backfilled as soon as possible. Excavations will also be covered at night and any deep excavations left open will have appropriate egress ramps in place to allow mammals to safely exit excavations should they fall in.

With the adoption of mitigation measures set out and baring in mind the conclusion of the AA screening report, it is considered that no significant adverse effects on ecology and biodiversity are likely to arise as a result of the Proposed Development.

5.11 Archaeology, Architecture and Cultural Heritage

There are no national monuments or architectural heritage sites situated within or adjacent to the site.

The Protected Structures present within the site are as follows:

- ‘St. Teresa’s House’ and (relocated) Entrance Gate (RPS No. 398)
- ‘St. Teresa’s Gate Lodge’ (RPS No. 1960)

The Proposed Development involves subdividing the main St. Teresa’s House into apartment units. Principal rooms and their architectural features, such as the entrance hall and the central staircase, will be maintained. No changes to works previously permitted by ABP-303804-19 are being proposed.

The Proposed Development includes provisions for the dismantling, relocating and reconstruction of the St. Teresa’s Gate Lodge which lies on the boundary of the site in order to reconfigure the vehicular entrance and junction to the site, which does not meet current road safety standards.

An Architectural Heritage Impact Assessment and Conservation Method Statement (AHIA) prepared by Cathal O’Neill + Company Architects (2025) assesses these aspects of the Proposed Development. Regarding the relocation of St. Teresa’s Gate Lodge, it is proposed that the structure is to be carefully dismantled in such a way that almost all elements of its original fabric can be used in its reconstruction. The Gate Lodge will be moved to a position that is also at a boundary of the site approximately 190m from its current position. The AHIA submits that this process will retain the Gate Lodge’s architectural function of marking an entrance to the site and is considered a favourable option.

The AHIA also submits that aspects of the Proposed Development improve and enhance the setting of St. Teresa’s House and its relationship to its wider context. Some of these design elements include:

- Maintenance and improvement of a tree-lined avenue as an approach to the main house;
- Retention of the arrival area to the front of the house;
- Improving the north-east elevation of the main house by removing later extensions and constructing a new building detached from it;
- Preservation of an open view of an from the house on the north-east/south-west axis;
- Opening of views of the grounds from Temple Hill; and
- Restoration and maintenance of the fabric of the main house while sensitively adapting it for apartment use.

The AHIA concludes that the Proposed Development is a good example of the sensitive restoration of an historic structure to its original residential use from its former institutional use.

Given the conclusions of the AHIA and the considerations given to the protected structures on site, it is considered that no significant adverse effects on Archaeology, Architecture and Cultural Heritage are likely to arise as a result of the Proposed Development.

5.12 Landscape and Visual

The Proposed Development will consist of numerous apartment buildings that range in height from one storey to seven storeys.

Policy Objective 8.4.5 of the DLRCDP relates to the preservation and protection of views and prospects of special amenity value or special interests and to the prevention of development which would block or otherwise interfere with views and/or prospects. Two public areas, from which there is a view and/or prospect worthy of protection in line with the DLRCDP, are located approximately 0.4km north-northwest and 0.7km north-northeast of the site. These two public areas overlook the view of Dublin Bay and are therefore not affected by the location of the site. Given the position of the site, the Proposed Development would be unlikely to affect the view of Dublin City and Bay from Deerpark, Mount Merrion, the View of Dalkey Hill from Ulverton Road, Station Road and the East Pier of Dun Laoghaire and the View of Killiney Hill from Vico Road, Station Road and the East Pier.

A Preliminary Landscape and Visual Impact Assessment Report (pLVIA) has been prepared by Model Works (2025). According to the pLVIA, the landscape sensitivity of the receiving environment can be classified as 'medium'. This classification refers to areas where the landscape has certain valued elements, features or characteristics, but where the character is mixed, not particularly strong, or has evidence of alteration. These areas also have some capacity for change. The site is located within an urban area and is zoned for residential development, with planning permission previously granted for a development of comparable typology and scale to that now proposed on the site. Rockfield Park, located to the south of the site, is a large public open space which provides favourable context for higher density development, as the space provides 'breathing space' for taller buildings. However, neighbouring lower density residential estates and streets serve as receptors that could potentially be sensitive to change.

The visual effects of the Proposed Development will be assessed for 33 no. representative viewpoints, such as a viewpoint in Temple Hill at the Monkstown Road junction and various viewpoints at Rockfield Park (Model Works, 2025). The pLVIA concludes that based on a review of the Proposed Development, a review of the previous planning applications (inclusive of LVIA reports), and the preparation of preliminary verified photomontages, it is likely that the visual effects of the Proposed Development will range from 'not significant' to 'significant'. The significance of the visual effects is expected to reduce with increased distance from the site. The pLVIA notes that a significant visual effect is not necessarily negative, as good high-density development appropriately located and designed can have positive landscape/townscape and visual effects.

The complete LVIA confirms that the main visual and landscape effects of the Proposed Development would be to Rockfield Park to the south, St. Louise's Park to the west and St. Vincent's Park to the east. The Proposed Development would increase the significance of the landscape effects on Rockfield Park from slight to moderate, and the effect would be positive, as the defining elements of the landscape experienced in the park will be unaffected by the Proposed Development. The Proposed Development would also increase the significance of the landscape effects on St. Vincent's Park from slight to moderate, and on St. Louise's Park from moderate to moderate-significant. The increased height of Blocks D1, E1 and E2 would increase the Proposed Development's prominence in views from these neighbouring, low density estates. The Proposed Development's increased intrusion in the views towards the site, and the increased built/visual enclosure, would likely be considered by the residents of those estates to detract from their visual amenity.

Given the findings of the LVIA by Model Works, it is considered that significant adverse effects on Landscape and Visual could potentially arise as a result of the Proposed Development.

5.13 Transport and Material Assets

5.13.1 Traffic

The site is located adjacent to the Temple Road section of the N31 national primary road in Blackrock, Co. Dublin. There is a temporary car park adjacent to the site that serves Frank Keane Blackrock.

A Traffic and Transport Assessment Report (TTA) has been prepared by NRB Consulting Engineers (2025). The TTA states that the construction of a proposed new/realigned traffic signal-controlled junction with a dedicated new vehicular access arrangement serving the stie is intended to be one of the first construction operations on site. This will provide safe and appropriate access for construction related activities and for construction staff. For the duration of the construction phase, all traffic will enter and leave the site of the Proposed Development via this new access point. The temporary parking of delivery vehicles or construction staff vehicles will not be permitted on public roads outside the site. A dedicated storage and staff parking area will be constructed as part of the early works to accommodate construction vehicles and worker parking. Unobstructed access will be maintained at all times to neighbouring properties adjacent to the site.

The TTA estimates that the maximum number of staff that will be present on site during the construction phase at any one time will be approximately 50 staff. Given the proximity of the site to a Core Bus Corridor and a DART station, it is expected that 25-30 car parking spaces will be required on site to accommodate construction staff. It is expected that construction staff will arrive and depart outside of traditional weekday commuter peak hours of 8-9am and 5-6pm. The maximum movement of 4-5 heavy goods vehicle (HGVs) in anyone-hour period during the construction phase (J.J. Campbell & Associates, 2025) combined with worst-case staff traffic volumes (assuming all 50 construction staff on site arrive in cars) results in a maximum possible hourly traffic generated by the construction phase of the Proposed Development is 75 Passenger Car Units (PCUs). This is below the traffic expected to be generated during the operational phase of 126 PCUs during peak AM commuter hours and 119 PCUs during peak PM commuter hours.

The Proposed Development is located adjacent to a Core Bus Corridor with high quality pedestrian and cyclist provisions and is within a short walking distance of both the Seapoint and Blackrock DART stations. The site is therefore well placed to take advantage of non-car modes of transport to support the scale of the Proposed Development. The Proposed Development does not conflict with or affect the delivery of the proposed Temple Hill works contained within the approved National Transport Authority (NTA) BusConnects Plans.

Traffic considerations have been outlined in the CEMP (J.J. Campbell & Associates, 2025) as follows:

Construction Traffic
For the duration of demolition and construction activities, all site traffic will enter the site from Temple Road (main entrance). Construction traffic will exit the site via the main entrance. Construction traffic movements will be organised in the manner set out in the Traffic and Transport Assessment report submitted with the application for permission, as agreed with the planning authority and subject to any planning conditions attached to a grant of permission.

The HGV routes to and from the site are set out as follows:

From the M50 HGV's will exit the motorway at junction 13 which is 6.9km from the development. HGV's will travel north east for 2.1km to the N11, from there the HGV's will travel north west for 2.5km to the N31 junction at Mount Merrion Avenue. HGV will then travel a further 2.3km north east along the N31 to the entrance into the site.

Construction traffic and site access shall comply at all times with the requirements of:

- Department of Transport Traffic Signs Manual 2010- Chapter 8 Temporary Traffic Measures and Signs for Roadworks
- Department of Transport Guidance for the Control and Management of Traffic at Road Works (2010)
- Any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) & Design Manual for Urban Roads & Streets (DMURS)

The contractor shall obtain all required road opening licenses from DLRCC.

Construction traffic operation will be limited to 7am to 7pm from Monday to Friday and 8am to 2pm on Saturday for the off-road construction. These times may vary to facilitate specific site requirements and/or construction activities associated with the site. Any variation will be agreed in advance with DLRCC.

HGV vehicle movements are not expected to exceed 5 vehicles per hour during the busiest period of construction works.

Excavated material will be reused as part of the site development works where possible to minimise truck movements to and from the site (e.g. use as non-structural fill under green areas).

Traffic Queueing

Material deliveries and collections from site will be planned, scheduled and staggered to avoid any unnecessary build-up of construction works related traffic.

Deliveries to site shall be booked in advance using a delivery schedule, so as to prevent lorry congestion on the road networks surrounding the site. Alternative safe routeways shall be established for traffic and pedestrians where existing routeways have to be altered, removed or worked on during the project.

5.13.2 Waste

Measures must be undertaken to minimise the quantity of waste produced at the site and to handle the waste in such a manner as to minimise the effects on the environment. Typical waste materials that will be generated from the construction phase of the Proposed Development include:

- Soil and stones;
- Concrete, bricks, tiles and ceramics;
- Wood, glass and plastics;
- Metals;
- Gypsum-based construction material;
- Paper and cardboard;
- Mixed Construction and Demolition (C&D) waste;
- Chemicals (solvents, paints, adhesives, detergents etc.)

The following measures are outlined in the CEMP (J.J. Campbell & Associates, 2025.):

Soil

Soil sampling for environmental testing will be undertaken after the demolition phase of the development and prior to the removal of any soil offsite. All soil arisings will be 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' 12 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 13. If Asbestos or Asbestos Containing Material (ACMs) are identified in soil samples, the removal will only be carried out by a suitably permitted waste contractor, in accordance with S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010. All asbestos will be taken to a suitably licensed or permitted facility.

Asbestos

Removal of asbestos or ACMs will be carried out by a suitably qualified contractor and ACM's will only be removed from site by a suitably permitted/licenced waste contractor in accordance with S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010. All material will be taken to a suitably licensed or permitted facility.

Other Hazardous Materials

Other Hazardous Materials: Paints, glues, adhesives and other known hazardous substances will be stored in designated areas separate from other C&D waste. They will generally be present in small volumes only and associated waste volumes generated will be kept to a minimum. Wastes will be stored in appropriate receptacles pending collection by an authorised waste contractor. In addition, WEEE (containing hazardous components), printer

toner/cartridges, batteries (Lead, Ni-Cd or Mercury) and/or fluorescent tubes and other mercury containing waste may be generated from during C&D activities or temporary site offices. These wastes (if encountered) will be stored in appropriate receptacles in designated areas of the site pending collection by an authorised waste contractor.

Waste Minimisation

Waste minimisation measures proposed are summarised as follows:

- Materials will be ordered on an 'as needed' basis to prevent over supply;
- Materials will be correctly stored and handled to minimise the generation of damaged materials;
- Materials will be ordered in appropriate sequence to minimise materials stored on site;
- A waste tracking log will be established;
- Sub-contractors will be responsible for similarly managing their wastes; and
- All wood waste generated by site works will be inspected and examined and will be segregated as re-useable wood and scrap wood waste.

Waste Storage

The main waste storage area will be located in the site compound. A dedicated and secure area containing bins, and/or skips, and storage areas, into which all waste materials generated by construction site activities, will be established within the development. Waste materials generated will be segregated on at the site compound, where it is practical. Where the on-site segregation of certain waste types is not practical, off- site segregation will be carried out. There will be skips and receptacles provided to facilitate segregation at source. All waste receptacles leaving site will be covered or enclosed. The appointed waste contractor will collect and transfer the wastes as receptacles are filled. There are numerous waste contractors in the Dublin Region that provide this service. The site construction manager will ensure that all staff are informed of the requirements for segregation of waste materials by means of clear signage and verbal instruction. Appointed employees will be made responsible for ensuring good site housekeeping.

Responsibility

It will be the responsibility of the construction manager to ensure that a written record of all quantities and natures of wastes removed from the site are maintained on-site in a waste file (in hardcopy or electronically). It is the responsibility of the project manager or his/her delegate that all contracted waste haulage drivers hold an appropriate waste collection permit for the transport of waste loads and that all waste materials are delivered to an appropriately licensed or permitted waste facility in compliance with the relevant Regulations. The contractor, as part of regular site inspection audits, will determine the effectiveness of the waste management strategy and will assist the project manager in implementing the measures under the Construction and Demolition Waste Management Plan (C&D WMP) and in determining the best methods for waste minimisation, reduction, re-use, recycling and disposal as the construction phase progresses and waste materials are generated. Prior to commencement of the demolition, excavation and construction activity and removal of any waste off-site, details of the proposed destination of each waste stream will be provided to DLRCC along with waste collection permit numbers.

5.13.3 Utilities

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. High voltage connections will be established for heavy duty equipment and site facilities, as required.

5.13.4 Conclusion

Based on the implementation of the measures outlined in the CEMP and the TTA, there will be no significant, adverse effects on Transport and Material Assets as a result of the Proposed Development.

5.14 Interactions

The interactions between impacts on different environmental factors have been considered.

5.15 Cumulative Effects

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

- Dún Laoghaire-Rathdown County Council website: https://www.dlrcoco.ie/planning-applications/planning-applications-online-search;
- An Coimisiún 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 2km 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. Cumulative projects are outlined in Table 5-1.

Table 5-1. List of Off-Site Projects Considered

Application Reg. Ref.	Address	Development Proposal	Decision Date
D21A/0413	Carraig Tennis Club, Rockfield Park, Blackrock, Co. Dublin	The installation of 4 no. new 10 metre steel columns and LED floodlights, the replacement of 2 no. existing 8 metre columns with existing floodlights and all associated site works and laying of column foundations and electrical cabling.	29/07/2021 Granted permission
D20A/0086	Brookfield Terrace, Carysfort Avenue, Blackrock, Co. Dublin	The demolition of the existing warehouse building, construction of a single storey pre delivery inspection workshop with associated wash bay for vehicles, the provision of 66 no. car parking storage spaces, upgrades to existing entrance, a stormtech attenuation tank and all associated site works.	30/06/2020 Granted permission
D22A/0469	Blackrock House (a protected structure RPS No. 234), 28 Newtown Avenye, Blackrock, Co. Dublin (and also Maretimo Gardens East)	The modification, refurbishment and reconfiguration of Blackrock House to provide for a total of 21 no. apartments within Blackrock House, the construction of 2 no. new residential blocks on site to provide for a total of 42 no. units in the overall subject site, landscaped open space, widened foothapth on Maretimo Gardens East and all associated services.	24/08/2022 Granted permission & refused permission
ABP308946	Newtownpark Avenue, Blackrock, Co. Dublin	Demolition of a single storey shed, construction of 140 no. apartments and all associated site works.	15/04/2021 Granted permission with conditions

Application Reg. Ref.	Address	Development Proposal	Decision Date
ABP313509	Lands across Co. Dublin	BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme.	27/03/2024 Granted permission with conditions
ABP314429	Frascati Centre, Frascati Road, Blackrock, Co. Dubin	A Phase 3 residential development of 98 no. apartments and all associated site works.	30/05/2023 Granted permission with revised conditions
ABP318088	Temple Road/Newtown Avenue to junction of Sandycove Avenue West/Sandycove Point	Living Streets: Coastal Mobility Route (Blackrock to Sandycove)	19/11/2024 Is development and is exempted development
ABP313569	Former Europa Garage Site, Newtown Avenue, Blackrock, Co. Dublin	Permission for development. The development will consist of the construction of a residential development providing 91 residential units . The apartment units will consist of 49 no. 1-bed units, 38 no. 2-bed units and 4 no. 3-bed units and all other ancillary site development works, and site services required to facilitate the proposed development.	19/07/2023 Granted permission with conditions
ABP318247	Dalguise House, Monkstown Road, Monkstown, Co. Dublin	Large Scale Residential Development (LRD) - permission for 491 no. residential units, a childcare facility, restaurant/café and all associated site development works. Dalguise House is a protected structure - RPS no. 870.	09/02/2024 Granted permission with conditions

On examination of the above, it is considered that there are no means for the Proposed Development to act in-combination with any 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 within the reports refenced in Section 5 of this EIA Screening 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

This EIA Screening Report provides a description of the Proposed Development and the likely significant effects on the environment in line with the EIA Directive, legislation and guidance.

The Proposed Development is considered to be sub-threshold development when viewed against project categories in Schedule 5 of the Planning and Development Regulation 2001.

On review of the likely potential environmental effects, it is considered that the Proposed Development may result in significant adverse effects on the landscape and visuals of St. Louise's Park.

Having regard to the potential for significant adverse effects on the surrounding environment, it is concluded that a mandatory Environmental Impact Assessment Report (EIAR) is required for the Proposed Development.

7 REFERENCES

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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 Coimisiún 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).

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