



Carrickmines-Shanganagh River Flood Relief Scheme

EIAR – Addendum Report

Final Report

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This report relates to the Carrickmines-Shanganagh River Flood Relief Scheme commissioned by Dun Laoghaire Rathdown County Council (DLRCC), on behalf of the Office of Public Works (OPW). Conor O'Neill and Bernadette O'Connell of JBA Consulting compiled this report, which was prepared by the competent experts listed in Table 1-1 of the EIAR, Volume 2.

Purpose

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Abbreviations

AA	Appropriate Assessment
AEP	Annual Exceedance Probability
CEMP	Construction Environmental Management Plan
CFRAM	Catchment Flood Risk Assessment and Management
CTMP	Construction Traffic Management Plan
DLRCC	Dun Laoghaire Rathdown County Council
EIA	Environmental Impact Assessment
EiAR	Environmental Impact Assessment Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FRS	Flood Relief Scheme
GII	Ground Investigations Ireland
HGV	Heavy Goods Vehicle
INNS	Invasive Non-Native Species
MCA	Multi-Criteria Assessment
NBHS	National Built Heritage Service
NHA	Natural Heritage Area
NSO	National Strategic Outcome
OPW	Office of Public Works
pNHA	Proposed Natural Heritage Area
QI	Qualifying Interest
RFI	Request for Further Information
RMP	Record of Monuments and Places
RWMP	Resource Waste Management Plan
SAC	Special Areas of Conservation
SoP	Standard of Protection
SPA	Special Protection Areas
WFD	Water Framework Directive

1 Introduction

This EIAR Addendum has been prepared in response to a Request for Further Information (RFI) from An Coimisiún Pleanála (ACP) on the 15th December 2025 in relation to the proposed Carrickmines-Shanganagh River Flood Relief Scheme (CFRS). The planning application, which included an EIAR for CFRS, was submitted to ACP on the 20th February 2025, ACP Ref. No. 321937. The ACP request sought additional information by way of an EIAR Addendum to several chapters of the EIAR.

The EIAR Addendum is supplementary to the EIAR submitted with the planning application in 2025, and therefore, each requested Addendum chapter must be read in conjunction with the original corresponding chapter of the EIAR submitted with the planning application in 2025. For the interest of the reader, the sole term “EIAR” in this document hereafter refers to the EIAR submitted with the planning application in 2025.

1.1 Purpose of this Report

The purpose of this EIAR Addendum Report is to provide the necessary environmental information to enable an informed determination of whether consent should be granted for the proposed development.

2 Examination of Alternatives

No addendum to this chapter.

3 Description of Proposed Development

Item 2e of the RFI requested mapping per works area showing

- (i) the onset of flood damages to properties, baseline current scenario; and
- (ii) Operational Phase 1% AEP Flood Extent indicating/highlighting properties protected and outline of flood risk, with the proposed measures in place.

To provide this information, supplementary flood mapping has been prepared and is provided in Appendix 1. The mapping presents the modelled 1% Annual Exceedance Probability (AEP) flood extents under baseline and post-scheme conditions across the Carrickmines–Shanganagh river network, identifying the properties benefiting from the proposed measures and demonstrating the reduction in flood risk to residential and commercial receptors resulting from the proposed scheme.

The proposed defences remain unchanged from those submitted with the application. The supplementary mapping demonstrates that the majority of properties identified as being at risk under baseline conditions are protected from flooding under the post-scheme scenario. Residual flood risk remains in the uppermost upstream area at Clon Brugh (see Appendix 1), where flooding originates outside the scheme and study area extents and therefore cannot be fully mitigated by the proposed measures.

4 Legislation and Planning Policy

Item 1 of the RFI requested the following:

“1a. Section 177AE of the Planning and Development Act 2000, as amended, requires at subsection (6) that the commission in their consideration for approval take into account:

(ii) The likely consequences for the proper planning and sustainable development of the area.

The application documentation submitted to the Commission fails to satisfactorily address part (ii) above and you are requested to provide information to facilitate the Commission in its consideration of this requirement of the approval application.

1b. Works at Priorsland are located in Cherrywood SDZ. The SDZ Planning Scheme contains a specific objective, PI 11, which requires a flood containment zone to be constructed in the Priorsland area by raising adjacent ground levels approx. 500mm and by incorporating a large diameter (1650mm) bypass culvert. Your response to 1a should address this objective.”

No amendments to this chapter are required. A Planning Statement has been prepared to address the matters raised in the above RFI item. The Planning Statement is provided in Appendix 2 to this EIA Addendum.

5 Consultation

5.1 Additional Consultation with National Parks and Wildlife Services

An online meeting was held with the Divisional Ecologist for Dublin from the NPWS, Department of Housing, Local Government and Heritage, on the 23rd of July 2026 to discuss the results of the additional ecological surveys and assessments undertaken in response to RFI Items 5-9.

JBA presented the findings of the additional surveys undertaken in response to the RFI, together with the content and recommendations of the EIAR Addendum and Conservation Plans. These included the updated habitat and invasive species surveys, bat surveys, the Otter Conservation Plan and the Riparian Bird Conservation Plan. The findings and recommendations presented are addressed in Chapter 8 - Biodiversity, of the EIAR Addendum. NPWS was satisfied with the approach presented and no further matters were raised.

5.2 Additional Consultation with Inland Fisheries Ireland

Inland Fisheries Ireland (IFI) was consulted by telephone on 25th May 2026 during the preparation of the RFI response in relation to RFI Items 5f and 5g, concerning the hydromorphological impacts of the proposed scheme and the associated effects on river habitats, including the proposed minimisation, compensation and reinstatement of appropriate instream habitat. The proposed hydromorphological mitigation and instream habitat reinstatement measures were discussed with IFI, and no further comments were raised in relation to these measures.

IFI's comments related to the Construction Environmental Management Plan (CEMP) and are addressed separately in the accompanying CEMP Addendum. Accordingly, the hydromorphological mitigation and instream habitat reinstatement measures presented in the EIAR remain unchanged.

6 Construction Impacts

6.1 Climate

This chapter has been amended in response to Item 4a of the RFI which stated:

“Chapter 6 of the EIAR considers the construction impacts of Air Quality and Dust, Climate, Noise and Vibration, in which it is stated that a Climate Change Risk (CCR) Assessment Process has been undertaken elsewhere in the EIAR in the form of detailed flood risk assessment. A CCR Assessment Process/detailed FRA has not been submitted with the application. You are invited to clarify or submit the referenced reports accordingly.”

The CCR Assessment Process comprises the flood risk assessment and climate change scenario modelling undertaken for the proposed FRS, as presented in the Hydrology Report and Options Report which formed part of the initial planning application, submitted on the 20th February 2025. These assessments considered Present-Day, Mid-Range Future Scenario (MRFS) and High-End Future Scenario (HEFS) flood probabilities.

The assessment of climate change adaptation and the resilience of the proposed measures is presented in Section 7 of the Options Report. The findings of these assessments form the basis of the CCR Assessment Process referenced in Chapter 6 of the EIAR.

No amendments to the assessment or conclusions presented in Chapter 6 of the EIAR are required as a result of this clarification.

7 Population and Human Health

No addendum to this chapter.

8 Biodiversity

8.1 Habitats

Item 5a of the RFI requested the following:

“Clarify if all compound areas and any temporary access wayleaves were surveyed for flora and fauna, including invasive species. Provide updated habitat and IAS maps where necessary, encompassing all lands within the red-line boundary, compound areas and any temporary wayleaves. “

Updated habitat mapping has been prepared to address the matters raised in the above RFI item. The updated mapping encompasses the lands within the red-line boundary, including the proposed compound areas and temporary access wayleaves. The updated habitat maps are provided in Figures 8-1 to 8-7 below.

8.1.1 Habitat map Area A: Measures 1.A and 1.B (Clon Brugh)



Figure 8-1: Clon Brugh habitats

8.1.2 Habitat Map Area B: Measures 2.B and 2.D (Belarmine Park)

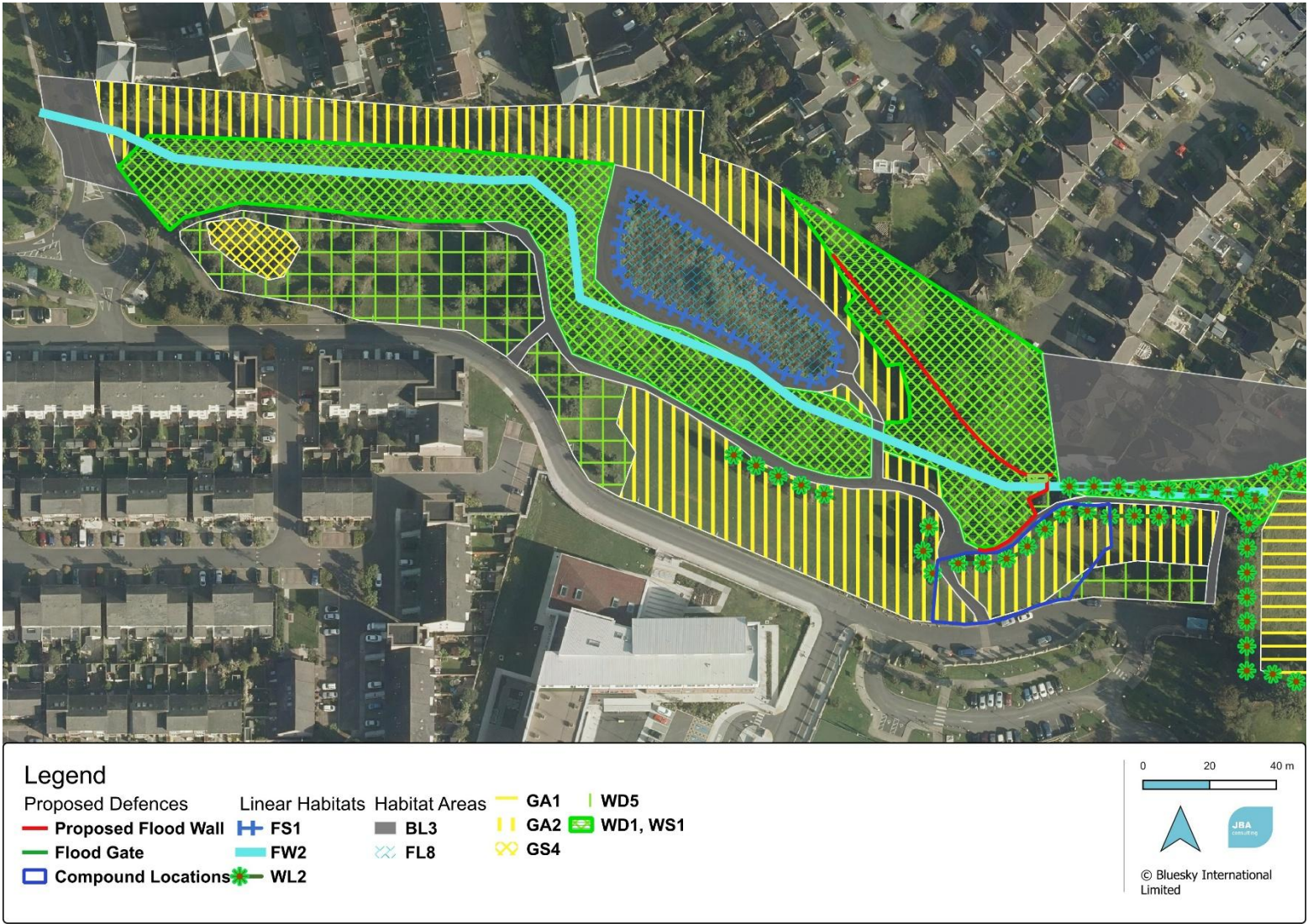


Figure 8-2: Belarmine habitats

8.1.3 Habitat Map Area C: Measures 2.E and 2.G (Kilgobbin Road)



Figure 8-3: Kilgobbin Road habitats

8.1.4 Habitat Map Area D: Measure 3.A (Glenamuck Road)



Figure 8-4: Glenamuck Road habitats

8.1.5 Habitat Map Area E: Measures 4.A, 4.B, 4.C and 5.D (Bride's Glen River and Bray Road)

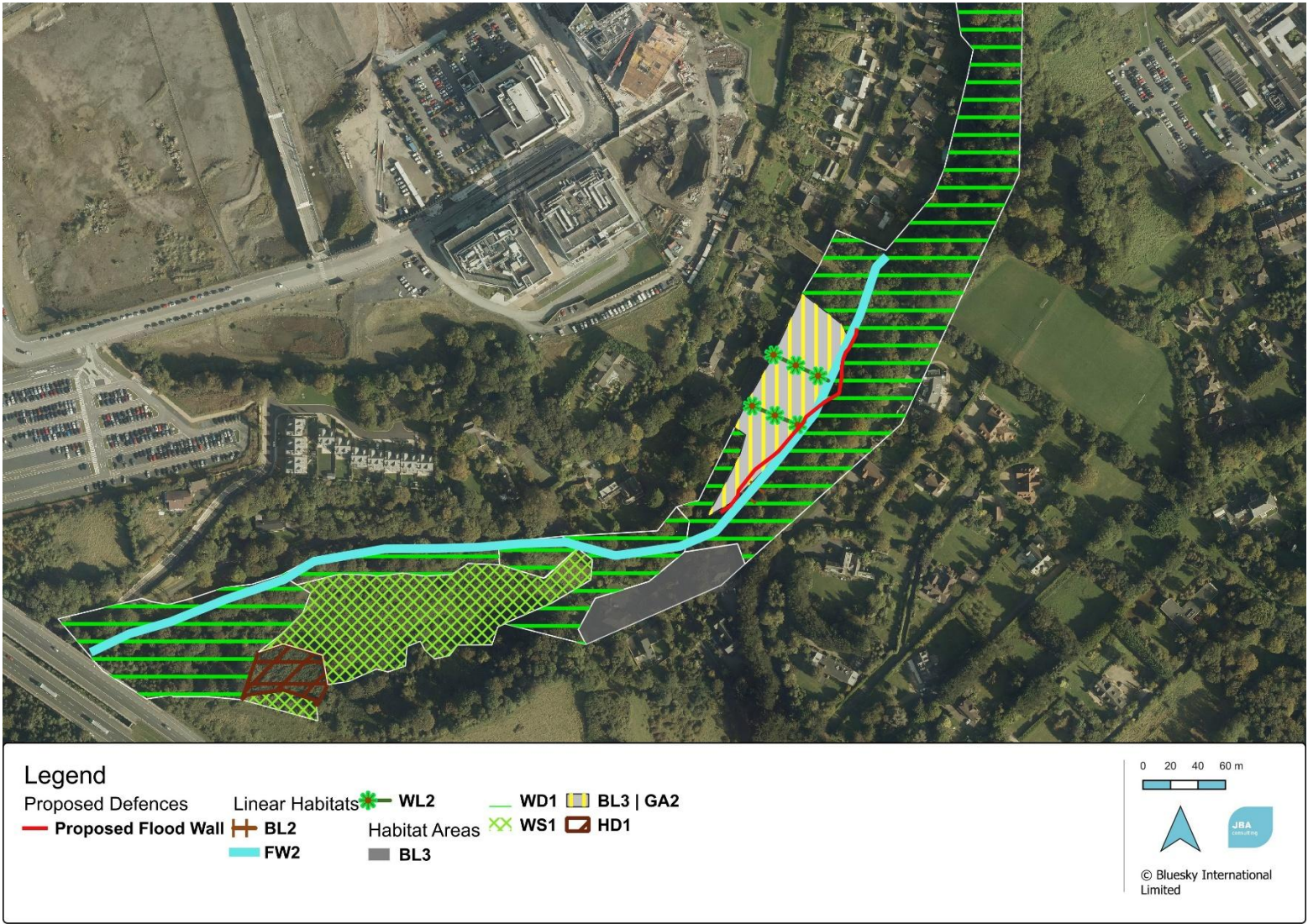


Figure 8-5: Brides Glen River habitats

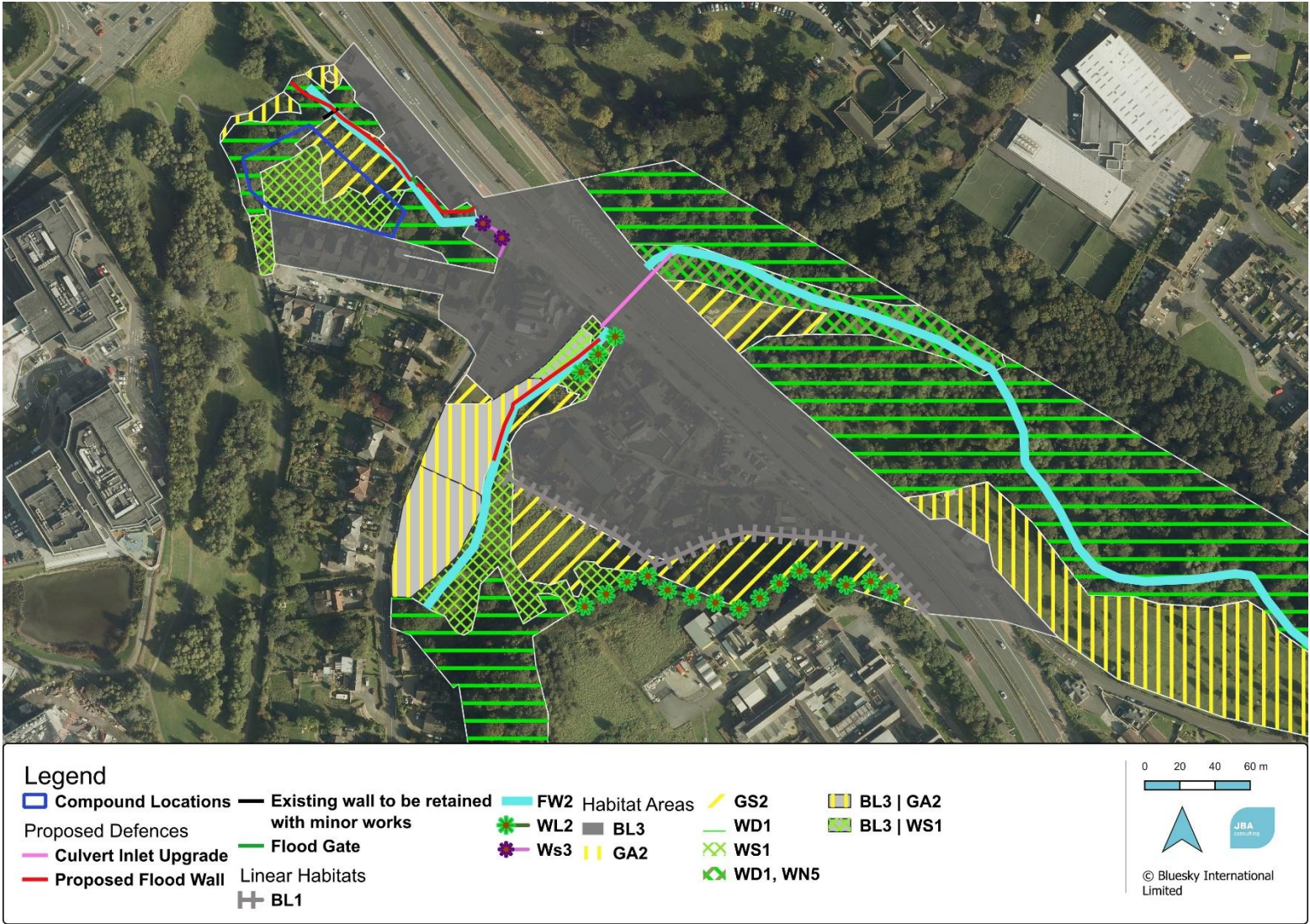


Figure 8-6: Bray Road habitats

8.1.6 Habitat Map Area F: Measures 5.A and 5.C (Commons Road, Brookdene and Bayview)



Figure 8-7: Commons Road, Brookdene and Bayview habitats

8.1.7 Habitat Loss

Item 5b of the RFI requested the following:

“Quantify the extent (m or m²) of the different habitats that will be subject to permanent habitat loss/change, and the extent of habitats that will be subject to temporary habitat disturbance.”

The extent of the different habitats subject to permanent habitat loss and temporary habitat disturbance has been quantified and is presented in Table 8-1 below.

Table 8-1: Extent and nature of habitat loss associated with the proposed works areas

Location	Habitat	Loss (m ²)	Nature of loss	% loss
Clon Brugh	WD5	113	Long-term	3.9
	WD5	274	Temporary	9.4
	BL3	111	Temporary	4.8
Belarmine Park	GA2	1019	Temporary	11.5
	WD5	37	Temporary	1.0
	BL3	86	Temporary	4.1
	WD1 WS1	136	Long-term	3.3
	WD1 WS1	9	Short-term	0.2
Kilgobbin	GA1	1525	Short-term	4.0
	GA1	26	Long-term	0.1
	GA2	59	Long-term	2.4
	BL3	218	Temporary	1.9
	GA1	63	Temporary	0.2
	GA2	12	Temporary	0.5
Glenamuck Road North Roundabout	BL3 GS2	748	Temporary	76.4
	GS2	139	Temporary	1.8
	WD1	35	Temporary	0.4
	GA2	7.5	Long-term	0.2
	WS1	36	Long-term	4.9
	BL3	1	Long-term	0.01
	WL2	40	Medium-term	15
Cherrywood Road	WD1	90	Long-term	0.2
	BL3 GA2	83	Long-term	1.5
Bray Road	WD1	660	Short-term	16.1

	WS1	1728	Short-term	78.4
	GS2	729	Temporary	33.3
	WD1	72	Long-term	1.8
	GS2	55	Long-term	2.5
Lower Brides Glen	WS1	20	Long-term	0.5
	BL3 GA2	41	Long-term	0.9
	BL3 WS1	33	Long-term	7.4
N11 Overflow Culvert	WD1 WN5	13	Short-term	0.3
Commons Road and Brookdene	BL3 GS2	217	Long-term	1.9
	GS2	1166	Temporary	90.4
	WD1	812	Short-term	1.6
	BL3	113	Long-term	1.0
	WD1	27	Long-term	0.1
	GA2	157	Long-term	12.2
Bayview	WD1 WS1	53	Long-term	0.7
	GA2	49	Long-term	0.5
	GS2	16	Long-term	1.2

8.1.8 Shingle Habitat Assessment

Item 5e of the RFI requested the following:

“Assess the impacts of the scheme on the shingle habitats at the mouth of Shanganagh river.”

Shingle and gravel banks (CB1)

This habitat is located further up the beach than the Shingle and gravel shores habitat, the habitat lies beyond the strandline and is more stable with a higher percentage of vegetation. The floral species within this habitat include Sea Sandwort *Honckenya peploides*, Sea Beet *Beta vulgaris* ssp. *maritima*, Sea Radish *Raphanus raphanistrum* subsp. *maritimus*, Common Orache *Atriplex patula*, Creeping Cinquefoil *Potentilla repens*, Cleavers *Gallium aparine*, Alexanders *Smyrniolus olusatrum*, Dandelion *Taraxacum* sp., Creeping Thistle *Cirsium arvense*, Nettle *Urtica dioica*, and Hedge Bindweed *Calystegia sepium*.

This habitat is associated with the Annex I habitat Perennial vegetation on stony banks [1220], however; the habitat in this area is not considered Annex quality.

Shingle and gravel shores (LS1)

This habitat is located at the mouth of the Shanganagh River. It consists of the gravel shore that is formed from wave action during storms along the coast, this exposure to storms results in fine sediment not being prevalent throughout this habitat. It grades into vegetation on the leeward side just above the strandline. Some vegetation also forms around the mouth of the river as it transitions into the lowland river habitat (Figure 2). The floral species found within this habitat include Sea Sandwort *Honckenya peploides*, Sea Beet *Beta vulgaris* ssp. *maritima*, Sea Radish *Raphanus raphanistrum* subsp. *maritimus*, Common Orache *Atriplex patula*. The vegetation for the Shingle and gravel shores is more sparse than that of the Shingle and gravel banks.

This habitat is associated with Annual vegetation of drift lines [1210], however; this habitat is not considered to be of annex quality.

Sand Martin were observed above the shingle habitats, however; they were dipping into the river for water and not utilising this habitat. Mute Swan was also observed in this habitat, however; it was mostly seen in the river and not within this specific habitat. In the context of this site and the lands immediately adjacent, the Shingle and gravel banks and Shingle and gravel shores habitats are considered to be of national importance given their association with the aforementioned Annex habitats, though they are not considered to be of annex quality.



Figure 8-8: Strandline separating the vegetated and unvegetated sections of the Shingle and gravel shores habitat



Figure 8-9: Denser vegetation on the edge of the shingle and gravel shores habitat, transitioning into the Shanganah River and Shingle and gravel banks above.

Construction Impacts

The Shingle and gravel banks and Shingle and gravel shores habitats lie beyond the extent of the works for the proposed scheme; no alterations are to be made to these habitats, the construction works to install the flood defences will not cause physical, visual or audio disturbance to these habitats.

These habitats would be vulnerable to any surface water (run-off) pollution events (e.g., leaking or spilled hydrocarbons, concrete leachate, release of sediment), and this would negatively impact the defining vegetative characteristics of these Annex I associated habitats. However, it is anticipated that potential pollutant spills/ runoff events which may occur upstream within the site will outfall towards the bay instead of directly on to these associated Annex I habitats. The gravel banks lie well above normal tide and river levels and gravel shore habitats are largely impacted by tide levels of the adjacent marine waters.

During storms or a combination of spring high tides and flooding events there is a risk of surface water from the construction areas interacting with the shingle habitats. This may lead to impact from accidental pollutant event into the surface water during this combination of conditions, though a dilution effect would also occur.

In the absence of mitigation during the construction phase there is a low risk of an accidental pollutant introduced via surface water pathway for these habitats. However given the value of these habitats, they will still be included when considering mitigation measures.

Operational Impacts

During the operational phase of the proposed scheme, it is not anticipated that the flood defences will result in any meaningful impact on the Shingle and gravel banks and Shingle and gravel shore habitats. There is no anticipated pollutant input into the surface water network during the operation of the proposed scheme. Natural variations in tides and flooding events will continue as currently, the proposed scheme will not result in any change to this.

Therefore, during the operational phase of the proposed scheme there is no significant impact anticipated for these habitats.

Mitigation

Due to the potential but low risk of an adverse impact from the surface water pathway, the mitigation in regard to the Shingle and gravel banks and Shingle and gravel shore habitats is to follow the Surface Water Management Plan Section 3.2, 3.3, 3.4, 3.5, and 3.6 strictly to ensure that no accidental pollutants enter into the surface water pathway. This will ensure that there is no adverse impact on the Shingle and gravels shores, and Shingle and gravel banks habitats during construction.

8.2 Ecological Enhancements for the Operational Phase

8.2.1 Otter

Item 8d of the RFI requested the following:

“Include a mammal ledge within the new N11 culvert to allow for safe passage of mammals during flood conditions.”

The newly proposed 2.4m diameter overflow culvert to be installed under the N11 at the Lower Brides Glen work area, will provide safe, spacious and dry passage for Otter and other non-volant mammals during low flow conditions within the Brides Glen Stream. This passage will become wetted as water levels rise and the stream flows over the new overflow weir along its left bank, which directs these flows towards the new culvert. Otter, other non-volant mammals, birds and amphibians will be able to navigate this spacious underpass in most frequent low level flood events; however, when extreme flood events occur, i.e., 1% AEP / 1–100-year flood event, only Otter will be able to navigate through this culvert underpass. It is also important to note that the vast majority of other vertebrate fauna will instinctually seek cover in elevated habitats, e.g., upper banks of Shanganagh River within the Loughlinstown Wood pNHA, rather than navigate core riparian zones in extreme storm / precipitation events.

8.3 Residual Impacts

Item 15b of the RFI requested the following:

“Chapter 8 of the EIA considers biodiversity, the residual effects of impacts are not considered. Having regard to the additional information request, you are requested to address this oversight accordingly.”

Residual ecological impacts are those that remain once the development proposals have been implemented. The main aim of ecological mitigation, remediation and enhancement is to minimise or eliminate negative residual impacts and promote positive residual impacts.

8.3.1 Designated Sites – Loughlinstown Woods pNHA

Following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short- to medium-term ecological lag to allow for the maturation of remedial

landscaping, it is predicted that there will be a long-term neutral impact that is not significant for the Loughlinstown Wood pNHA.

8.3.2 Habitats

The long-term residual impacts for the habitats described below are based on the proposed scheme's, construction impact, operational impact, and landscape designs / planting plans.

Stone walls and other stonework

Following the implementation of both the construction and operational phase mitigation measures, a long-term neutral residual impact, that is not significant, is predicted for this linear artificial habitat.

Mosaic: Buildings and other artificial surfaces / Amenity grassland (improved)

Following the implementation of the construction and operational phase mitigation measures, and a temporary ecological lag to allow for the maturation of remedial landscaping, it is predicted that there will be a long-term negative impact of imperceptible significance for this mosaic of artificial surfaces and amenity grassland.

Mosaic: Buildings and other artificial surfaces / Dry meadows and grassy verges

Following the implementation of both construction and operational phase mitigation measures, and a short-term ecological lag to allow for the maturation of remedial landscaping, it is predicted that there will be a long-term negative impact of imperceptible significance for this mosaic of artificial surfaces and dry meadow.

Mosaic: Buildings and other artificial surfaces / Scrub

Following the implementation of both construction and operational phase mitigation measures, and a short-term ecological lag to allow for the maturation of remedial landscaping, it is anticipated that there will be a long-term negative impact that is not significant for this mosaic of artificial surfaces and scrub.

Other artificial lakes and ponds

It is predicted that, following the implementation of the construction and operational phase mitigation measures, it is anticipated that there will be a long-term neutral impact of imperceptible significance for the pond habitat within Belarmine Park.

Eroding / upland rivers

Following the implementation of the construction and operational phase mitigation measures, it is anticipated that there will be a long-term neutral impact of imperceptible significance for the stream sections at higher elevations within the scheme's works areas.

Depositing / lowland rivers

Following the implementation of the construction and operational phase mitigation measures, it is anticipated that there will be a long-term neutral impact of imperceptible significance for the stream and river sections at lower elevations within the scheme's works areas.

Improved agricultural grassland

It is anticipated that, following the implementation of both the construction and operational phase mitigation measures, and a temporary ecological lag to allow for the maturation of remedial landscaping, there will be a long-term neutral impact of imperceptible significance for the improved agricultural grassland habitats.

Amenity grassland (improved)

It is predicted that, following the implementation of both construction and operational phase mitigation measures, and a temporary ecological lag to allow for the establishment of new amenity grassland habitats, there will be no significant residual impact on this habitat.

Dry meadow and grassy verges

Following the implementation of both construction and operational phase mitigation measures, and a short-term ecological lag to allow for the establishment of the new dry meadow areas, it is predicted that there will be a long-term negative impact of imperceptible significance for the dry meadow habitats within and adjacent to the proposed scheme.

(Mixed) broadleaved woodland

It is predicted that following the implementation of both construction and operational phase mitigation measures, and a medium-term ecological lag to allow for the maturation of remedial landscaping, it is predicted that there will be a long-term neutral impact that is not significant for the mixed broadleaved woodlands.

Mosaic: Mixed broadleaved woodland / Scrub

It is predicted that following the implementation of both construction and operational phase mitigation measures, and a medium-term ecological lag to allow for the maturation of remedial landscaping, it is predicted that there will be a long-term negative impact that is not significant for the mosaiced broadleaved woodland and scrub habitats.

Mosaic: Mixed broadleaved woodland / Riparian woodland

It is anticipated that following the implementation of the construction and operational phase mitigation measures, and a medium-term ecological lag to allow for the maturation of remedial landscaping, it is predicted that there will be a long-term neutral impact that is not significant for mosaiced broadleaved and riparian woodland present within the Loughlinstown Wood pNHA.

Scattered trees and parkland

Following the implementation of both construction and operational phase mitigation measures, and a medium-term ecological lag to allow for the maturation of the newly planted trees within the parkland habitats, it is predicted that there will be a long-term negative impact that is not significant for scattered trees and parkland habitats.

Hedgerows

It is predicted that, following the implementation of the construction and operational phase mitigation measures, and a short- to medium-term ecological lag to allow for the maturation of the new hedgerow habitats, there will be a long-term neutral impact that is not significant for hedgerow habitats.

Treelines

Following the implementation of both construction and operational phase mitigation measures, and a medium-term ecological lag to allow for the maturation of the new treeline habitats, it is anticipated that there will be a long-term neutral impact that is not significant for hedgerow habitats.

Scrub

Following the implementation of both the construction and operational phase mitigation measures, and a short-term ecological lag to allow for the maturation of scrub flora, it is predicted that there will be a long-term neutral impact that is not significant.

Ornamental / non-native shrub

It is predicted that, following the implementation of both construction and operational phase mitigation measures, and a short-term ecological lag to allow for the maturation of ornamental / non-native shrub flora, there will be a long-term neutral impact that is not significant.

8.3.3 Rare and Protected Fauna

The residual impacts for the below rare and protected fauna species are based on the proposed scheme's mitigation by design features including landscape designs / planting plans, pre-enabling / pre-construction, construction and operational mitigation measures.

Otter

It is predicted that, following the implementation of the pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short-term ecological lag, there will be a long-term positive residual impact that is not significant for the local Otter populations, given the matured remedial planting of the riparian zone, decrease in light spillage into the core riparian zone and watercourses, as well as no reduction in available resting site throughout the Shanganagh River catchment at any point from enabling works onwards.

Other Non-volant Mammals (Badger and Hedgehog)

It is predicted that, following the implementation of both construction and operational phase mitigation measures, and short-term ecological lag, there will be a long-term positive impact that is of imperceptible significance for other non-volant mammal populations, given the remedial landscape planting and the new N11 culvert providing dry and safe passage under the N11, reducing roadkill figures.

Marine Mammals

In regard to marine mammals, it is predicted that, following the implementation of both construction and operational phase mitigation measures, there will be a long-term neutral impact of imperceptible significance for marine mammal populations within the Irish Sea.

Bats

Following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short- to medium-term ecological lag, it is predicted that there will be a long-term positive residual impact of imperceptible significance for local bat populations.

Breeding Birds

Following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short- to medium-term ecological lag, it is predicted that there will be a long-term positive residual impact that is not significant for the local breeding bird populations.

Wintering Birds

It is predicted that, following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short- to medium-term ecological lag, there will be a long-term neutral impact that is not significant for wintering birds.

Riparian Birds

Following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short- to medium-term ecological lag, it is predicted that there will be a long-term positive residual impact that is not significant for the riparian bird populations.

Reptiles

It is predicted that, following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short-term ecological lag, there will be a long-term neutral impact that is not significant for the local Common Lizard population.

Amphibians

It is predicted that, following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short-term ecological lag, there will be a long-term neutral impact that is not significant for the local amphibian populations.

Fish

Following the implementation of pre-enabling / pre-construction, construction and operational phase mitigation measures, and a short- to medium-term ecological lag, it is predicted that there will be a long-term neutral residual impact that is not significant for local fish populations.

Terrestrial Invertebrates

In regard to terrestrial invertebrates, it is predicted that, following the implementation of construction and operational phase mitigation measures, and a period of short-term ecological lag, there will be a long-term positive residual impact of imperceptible significance for terrestrial invertebrate.

9 Land and Soil

No addendum to this chapter.

10 Water – Surface and Groundwater

A standalone Water Framework Directive (WFD) Assessment report has been prepared in response to Item 10a of the RFI. The results of the WFD Assessment do not affect the assessment of water in the EIA. Therefore, no amendment to this chapter is required. The WFD Assessment is provided as a standalone report accompanying this EIA Addendum.

11 Material Assets – Traffic and Transport

11.1 Introduction

11.1.1 Background

As detailed in Chapter 1 (Introduction) of this Environmental Impact Assessment Report (EIAR) Addendum, Chapter 11 (Material Assets – Traffic and Transport) in Volume 2 of the EIAR submitted with the planning application has been reviewed and updated in response to ACP's request for Further Information. Responses on Item 12 - Traffic and Transport of the ACP's request for Further Information were summarized in Table 11-1.

ACP Item	Comments	Responses
12a	It is considered necessary that the EIAR is updated by way of Addendum to account for the additional information including the traffic assessment submitted in the Response to Submissions Documentation.	A new traffic count survey was undertaken (refer to Section 11.3.2) to facilitate the traffic assessment at Glenamuck Road North (refer to Section 14.4.1(3)) and the N11 Overflow Culvert (refer to Section 14.4.1(4)).
12b	For the purposes of clarity submit an additional cross section east to west, along Carrickmines River, traversing Glenamuck Road North (R842) and capturing the proposed works either side of Glenamuck Road North.	An additional cross section has now been provided on drawing number 20108-JBB-00-XX-DR-Z-02945 and is included as part of the response to ACP.
12c(i)	Notwithstanding, that a CTMP will be prepared, the response to the concerns raised by the NTA are considered inadequate.	At Glenamuck Road North, a 1.8m wide temporary access route will be provided as part of the traffic management to maintain pedestrian and cycle movements adjoining the works area. Separate access routes for pedestrians and cyclists are not possible due to spatial constraints, thereby requiring access route to be shared. Given the vulnerability of pedestrians' relative cyclists, it is best practice and the safest option for cyclists to dismount to utilise this shared access route. It is our view that moving cyclists onto the road network to share access with vehicles is not an option as it alters the existing condition in the area, whereby cyclists have their own designated lane. At Commons Road and Kilgobbin Road cyclists will be expected to adhere to the existing situation as no designated cycle lanes exist. In this case, we just continue with the normal traffic flow through the management systems. A designated pedestrian route will be provided through the works areas at these locations as part of the traffic management plan.

	The NTA raise concerns regarding pedestrian and cyclists' movements during construction and state that it is not clear how these movements will be facilitated at Kilgobbin Road, Glenamuck Road North and Commons Road stating that requiring cyclists to demount is a last option. Specify how pedestrian and cyclists' movements will be facilitated at Kilgobbin Road, Glenamuck Road North and Commons Road during construction.	The temporary traffic management for pedestrian and cyclist movements were added at Kilgobbin Road (refer to Section 14.4.1(2)), Glenamuck Road North (refer to Section 14.4.1(3)) and Commons Road (refer to Section 14.4.1(5)).
12c(ii)	Clarify, at the N11, whether the full complement of traffic lanes and active travel facilities would be available outside the proposed working hours.	A full complement of traffic lanes and active travel facilities on the N11 dual carriageway will be available outside the proposed working hours (refer to Section 14.4.1(4)).
12c(iii)	Clarify that access to the Carrickmines Park and Ride will be maintained throughout the works period, with priority given to traffic coming from the M50.	Access to the Carrickmines Park and Ride will be maintained throughout the works period, with priority given to traffic coming from the M50 (refer to Section 14.4.1(3)).
12d	A Road Safety Audit has not been submitted with the application. Scoping correspondence from TII queried the need for a RSA. This is no reference in the EIAR to RSA other than TII's query to same. Having regard to the works proposed, clarification on the need or a RSA is necessary, and should be submitted, if found to be required.	The applicant has identified the need for S1 road safety audit based on TII publication Road Safety Audit GE-STY-01024, May 2025. Arising from this, a road safety audit has been undertaken and prepared for the areas of the scheme which interact with the road network infrastructure. This is included as Appendix 4.1 to this addendum.

Table 11-1: Responses on ACP's request for Further Information

The Addendum has been updated since the EIAR was submitted with the planning application to account for additional information submitted by DRLCC on the 24th September 2025 in response to public observations received from ACP.

There are no other changes to the remaining information presented in this section of the EIAR.

11.2 Assessment Methodology

11.2.1 Legislation and Policy

This section of the EIAR has been reviewed and has been updated as follows:

Specific legislation and policy referenced by TII in their submission relating to traffic and transport have been considered in preparation of this Addendum, along with those considered in the EIAR, these include the following updates:

- Remove the "National Roads 2040 [in Draft] (Transport Infrastructure Ireland [TII], 2022)".
- Append "Planning and Development Act 2000, as amended Section 28 Guidelines: Spatial Planning and National Roads Guidelines for Planning Authorities (Department of Environment, Community and Local Government [DoECLG], 2012)".
- Append "Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031".

- There are no other changes to the remaining information presented in this section of the EIA.

11.2.2 Methodology

This section of the EIA has been reviewed and has been updated to include methodologies for construction and traffic assessments relating to the works at the sites of Glenamuck Road North and the N11 Overflow Culvert. The additional methodology noted includes the following:

- Traffic survey locations and times were selected to best reflect the likely traffic generation to and from the two sites (including Glenamuck Road North and N11 Overflow Culvert).
- Existing traffic volumes on the Glenamuck Road North and N11 Overflow Culvert were analysed.
- The roads considered to be most likely to be impacted upon by traffic movements associated with the proposed works at the Glenamuck Road North and N11 Overflow Culvert were assessed in terms of available capacity.
- The assessment is also based on the on-site traffic counts.
- There are no other changes to the remaining information presented in this section of the EIA.

11.3 Receiving Environment

11.3.1 Site Location

There are no changes to the information on site location presented in this section of the EIA.

11.3.2 Design Team Road Data

This section of the EIA has been reviewed and has been updated with the following.

To facilitate traffic assessments of the roads which interact with works at Glenamuck Road North and the N11 Overflow Culvert during construction, a classified traffic count survey was undertaken on Tuesday, 27th May 2025. The details of traffic count survey are discussed as follows.

Traffic Count Survey in 2025

According to the policies outlined in Section 11.2.1 there is a requirement for the proposed development to maintain and protect the safety, capacity and efficiency of Ireland's existing National road network for users. As the proposed scheme works at two sites (including Glenamuck Road North and N11 Overflow Culvert) will interact with the national road network carriageways, traffic count surveys were undertaken at two junctions at Glenamuck Road North and one junction at the N11 Overflow Culvert as shown in Figure 11-1. These counts were used to determine current traffic behaviour in the vicinity of the subject sites and facilitate the assessment of traffic impacts due to the proposed scheme's works at the aforementioned sites.

- Junction 1: Glenamuck Road North Roundabout (for the Glenamuck Road North);
- Junction 2: Glenamuck Road North / Castle View Junction (for the Glenamuck Road North); and
- Junction 3: N11 / Cherrywood Road / Bray Road Junction (for the N11 Overflow Culvert).

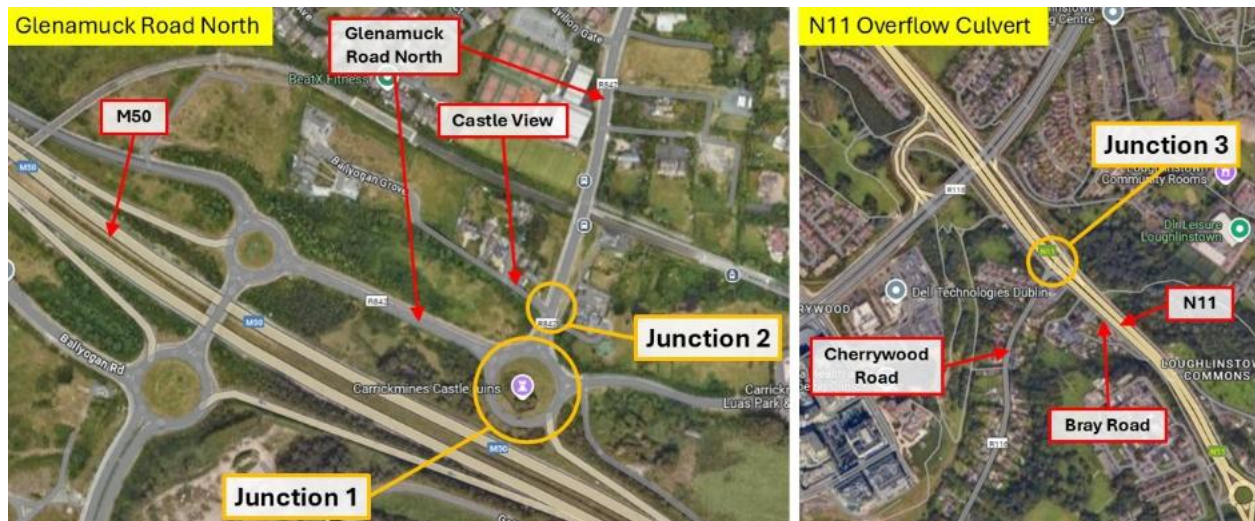


Figure 11-1: Locations of Traffic Count Survey

A classified traffic count was undertaken on Tuesday, 27th May 2025. The count was carried out over a 24-hour period including both the morning and evening peak periods. The data was chosen while schools were open to ensure the maximum volume of traffic was included. The count was designed to identify the critical peak hour periods of traffic flow in the surrounding vicinity of the subject sites. The traffic data was collected in 15-minute intervals and the following count classifications were employed:

- Pedal Cycles (P/C);
- Motorcycles (M/C);
- Taxis;
- Cars;
- Light Good Vehicles (LGV);
- Oversize Goods Vehicles 1 (OGV1);
- Oversize Goods Vehicles 2 (OGV2); and
- Public Service Vehicles (PSV).

The link traffic flows in morning and evening peak hours in the vicinity of the Glenamuck Road North and N11 Overflow Culvert were identified as shown in Table 11-2. A full transcription of the turning movement survey is included in Appendix 4.2 herein.

Site	Link Road	AM Peak		PM Peak	
		Period	Flows (Veh)	Period	Flows (Veh)
Glenamuck Road North	Glenamuck Road North – West Arm (Eastbound)	08:00-09:00	1,010	17:00-18:00	1,156
	Glenamuck Road North – North Arm (Northbound)	08:00-09:00	593	17:00-18:00	737
	Glenamuck Road North – North Arm (Southbound)	08:00-09:00	606	15:00-16:00	626
	Castle View (Westbound)	09:00-10:00	4	21:00-22:00	6
	Castle View (Eastbound)	08:00-09:00	6	16:00-17:00	7
N11 Overflow Culvert	Bray Road (Northwest bound)	08:00-09:00	91	17:00-18:00	34
	Bray Road (Southeast bound)	09:00-10:00	2	17:00-18:00	6

	N11 Mainline (Northwest bound)	08:00-09:00	1,869	13:00-14:00	1,220
	N11 Mainline (Southeast bound)*	11:00-12:00	1,272	17:00-18:00	2,391
	N11 Slip Road (Southeast bound)	08:00-09:00	569	17:00-18:00	934

Note: * including the link flows from N11 Slip Road (Southeast bound).

Table 11-2: Link Traffic Flows in the Morning and Evening Peak Hours in 2025

- There are no other changes to the remaining information presented in this section of the EIA.

11.3.3 Site Description

Clon Brugh

There are no changes to the information of this site presented in this sub-section of the EIA.

Belarmine Park

There are no changes to the information of this site presented in this sub-section of the EIA.

Kilgobbin Site

There are no changes to the information of this site presented in this sub-section of the EIA.

Glenamuck Road North

There are no changes to the information of this site presented in this sub-section of the EIA.

Cherrywood Road

There are no changes to the information of this site presented in this sub-section of the EIA.

Bray Road

There are no changes to the information of this site presented in this sub-section of the EIA.

Lower Brides Glen

There are no changes to the information of this site presented in this sub-section of the EIA.

N11 Overflow Culvert

There are no changes to the information of this site presented in this sub-section of the EIA.

Commons Road & Brookdene

There are no changes to the information of this site presented in this sub-section of the EIA.

Bayview

There are no changes to the information of this site presented in this sub-section of the EIA.

11.4 Potential Impact of the Proposed Scheme

There are no changes to the information (i.e. target commencement date, target completion date and duration of construction works, etc.) presented in this sub-section of the EIA.

11.4.1 Construction Phase for Proposed Scheme

Construction Compound

There are no changes to the information of construction compound presented in this sub-section of the EIA.

Proposed Haulage Route

There are no changes to the information of proposed haulage route presented in this sub-section of the EIA.

Construction Traffic Trip Generation

There are no changes to the information of construction traffic trip generation presented in this sub-section of the EIA.

Belarmine Park, Cherrywood Road, Bray Road, Lower Brides Glen, Brookdene and Bayview

There are no changes to the information of six sites, including Belarmine Park, Cherrywood Road, Bray Road, Lower Brides Glen, Brookdene and Bayview, presented in this sub-section of the EIA.

Clon Brugh

There are no changes to the information (i.e. location and description of works) presented in this sub-section of the EIA.

Temporary Traffic Management for Clon Brugh

This sub-section of the EIA has been reviewed and has been updated to include the following supplementary information.

- The Temporary Traffic Management plans that shall be implemented during the construction works will be designed in accordance with 'Traffic Signs Manual (2019) (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)', 'Temporary Traffic Management Design Guidance' and 'Temporary Traffic Management Operations Guidance' by experienced Designers with TTM Design & Planning for Level 1 to ensure the safety of road users.

There are no other changes to the remaining information presented in this sub-section of the EIA.

Potential Impact for the Clon Brugh Site

- There are no changes to the information presented in this sub-section of the EIA.

Kilgobbin

There are no changes to the information (i.e. location and description of works) presented in this sub-section of the EIA.

Temporary Traffic Management for the Kilgobbin Site

This sub-section of the EIA has been reviewed and has been updated to include the following supplementary information.

- To facilitate the pipe laying works at the Private Access Road (refer to Area B as shown in Figure 11.24 of the EIA), the Client, Designer and the appointed Contractor shall liaise with all relevant stakeholders, including the local residents, to ascertain the anticipated level of pedestrian and cyclists movements and put in place a bespoke Temporary Traffic Management Plan (i.e. full road closure) which prioritises the safe movement of all vulnerable road users.

- To facilitate the pipe laying works on Kilgobbin Road (refer to Area C as shown in Figure 11.25 of the EIAR), it is necessary to include temporary closure of one side of the carriageway, including traffic lane and footpath. During construction, it is proposed to divert pedestrians to use the opposite footpath with provision of crossings temporarily. Additionally, as there is no cycle track / path on Kilgobbin Road, cyclists will be expected to adhere to the existing situation (i.e. share the carriageway with motorists) under Temporary Traffic Management system. Moreover, the appointed Contractor shall be required to put in place a bespoke Temporary Traffic Management system which shall be designed and implemented with cyclist safety as the top priority. Surveys shall be carried out to determine cyclist use and Temporary Traffic Management plans that are appropriate shall be put in place.
-
- The Temporary Traffic Management plans that shall be implemented during the construction works will be designed in accordance with 'Traffic Signs Manual (2019) (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)', 'Temporary Traffic Management Design Guidance' and 'Temporary Traffic Management Operations Guidance' by experienced Designers with TTM Design & Planning for Level 1 and/or Level 2 (as appropriate) to ensure the safety of road users.
- There are no other changes to the remaining information presented in this sub-section of the EIAR.

Potential Impact for the Kilgobbin Site

There are no changes to the information presented in this sub-section of the EIAR.

Glenamuck Road North

This sub-section of the EIAR has been reviewed and has been updated to include the traffic assessments for Glenamuck Road North and Castle View as supplementary information.

Each of the traffic assessments is presented as a sub-section.

There are no other changes to the remaining information presented in this sub-section of the EIAR.

Temporary Traffic Management for Glenamuck Road North

This sub-section of the EIAR has been reviewed and has been updated to include the following supplementary information.

- To enable the installation of new flood defence walls adjoining Ballyogan Grove (refer to Area A as shown in Figure 11.26 of the EIAR), the Client, Designer and the appointed Contractor shall liaise with all relevant stakeholders, including the local residents, to ascertain the anticipated level of pedestrian and cyclists movements and put in place a bespoke Temporary Traffic Management Plan which prioritises the safe movement of all vulnerable road users. Additionally, the existing footpath on Ballyogan Grove should be maintained in full for public use for as long as possible during construction.
- To facilitate the installation of new flood defence walls adjacent to the Castle View (refer to Area B as shown in Figure 11.26 of the EIAR), the footpath adjoining Castle View can be maintained in full for public use during the construction period. Additionally, as there is no existing cycle facilities on Castle View, cyclists will be expected to adhere to the existing situation (i.e. share the carriageway with motorists) under Temporary Traffic Management system. Moreover, the appointed Contractor shall be required to put in place a bespoke Temporary Traffic Management system which shall be designed and implemented with cyclist safety as the top priority. Surveys shall be carried out to determine cyclist use and Temporary Traffic Management plans that are appropriate shall be put in place.
- Access to the Carrickmines Park and Ride will be maintained throughout the works period, with priority given to traffic coming from the M50.
- The appointed Contractor for the works shall be contractually obliged to liaise with and seek agreement with the TII and their appointed Motorway Maintenance and Renewal Contract (MMaRC) Network Contractor with respect to the design and implementation of the proposed temporary traffic management

arrangements (i.e. duration, working period and access arrangements, etc.) that are appropriate to this location prior to commencement of works.

- The Temporary Traffic Management plans that shall be implemented during the construction works will be designed in accordance with 'Traffic Signs Manual (2019) (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)', 'Temporary Traffic Management Design Guidance' and 'Temporary Traffic Management Operations Guidance' by experienced Designers with TTM Design & Planning for Level 1, 2 and/or 3 Roads (as appropriate) to ensure the safety of road users.

There are no other changes to the remaining information presented in this sub-section of the EIA.

Traffic Assessment for Glenamuck Road North (This is a new sub-section)

Based on the traffic count surveys, Figure 11b presents the 24-hour background traffic flows in 2025 at the Glenamuck Road North – West Arm (Eastbound traffic lane). Figure 11-2 demonstrates that the background traffic flows in 2025 at the Glenamuck Road North – West Arm (Eastbound traffic lane) on Glenamuck Road North Roundabout in the morning and evening peak hours are 1,010 vehicles at 08:00-09:00 and 1,156 vehicles at 17:00-18:00 respectively.

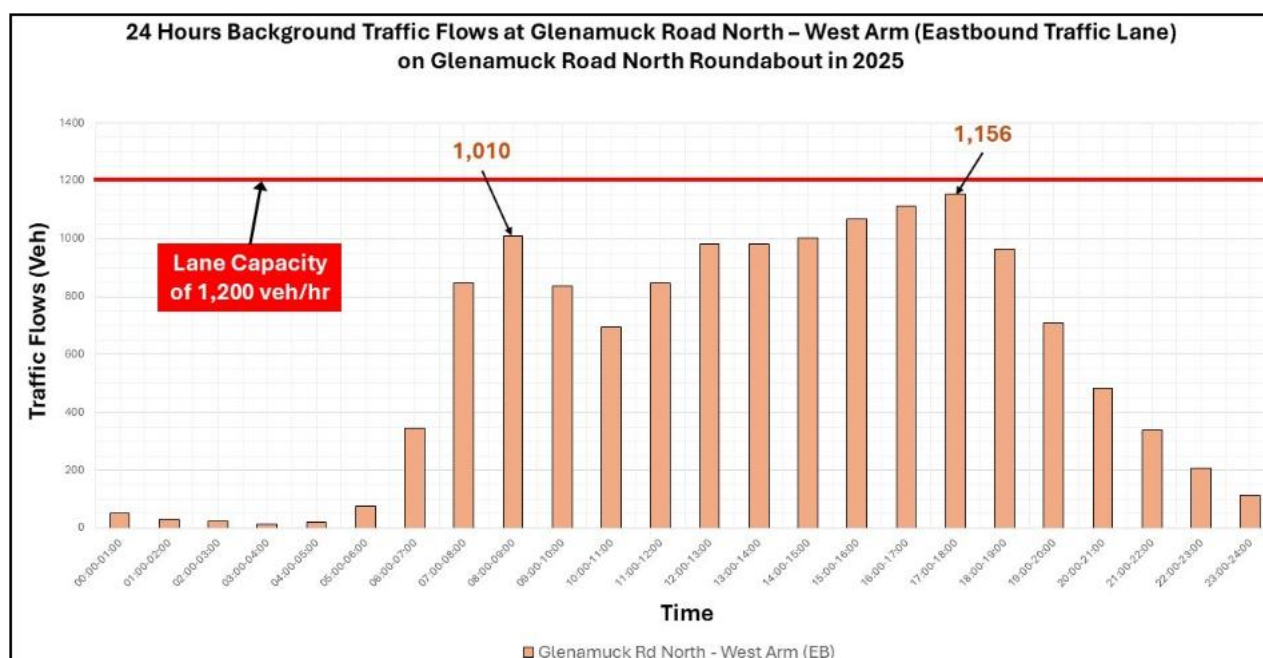


Figure 11-2: 24 Hours Background Traffic Flows at Glenamuck Road North – West Arm (Eastbound Traffic Lane) on Glenamuck Road North Roundabout in 2025

It is anticipated that the construction works on the proposed flood relief scheme will commence in 2027, with all works completed in 2029. To estimate the future year background traffic flows, the 2025 baseline year traffic flows shall be factored up by using the *Table 6.1 of Transport Infrastructure Ireland Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections* under central growth factor scenario.

Therefore, the highest background traffic flows during construction will be in 2029 and traffic analysis associated with the impact of the construction works will focus on the Final Year of Construction – 2029, which represents a “worst-case” scenario.

To estimate the peak traffic flows in May 2025, the following Automatic Traffic Count (ATC) stations from TII Traffic Count Data in the vicinity of the Proposed Development on 27th May 2025, which is the date for conducting a traffic count survey as mentioned in Section 11.3.2, and the date with maximum daily traffic flows at workday in May 2025 were utilised.

- M11 between M50/M11 and Bray North Jn, Bray, Co. Dublin (TMU M11 010.0 N);
- M50 between Jn16 Cherrywood and Jn17 M50/M11, Shankill, Co. Dublin (TMU M50 040.0N);

- M50 between Jn15 Carrickmines and Jn16 Cherrywood, Cabinteely, Co. Dublin (TMU M50 035.0 N); and
- M50 between Jn14 Dun Laoghaire and Jn15 Carrickmines, Cabinteely, Co. Dublin (TMU M50 040.0 S).

Figure 11-3 illustrates the location of ATC stations and Table 11-1 illustrates the percentage change of daily traffic flow between 27th May 2025 and the date with maximum daily traffic flows at workday in May 2025.

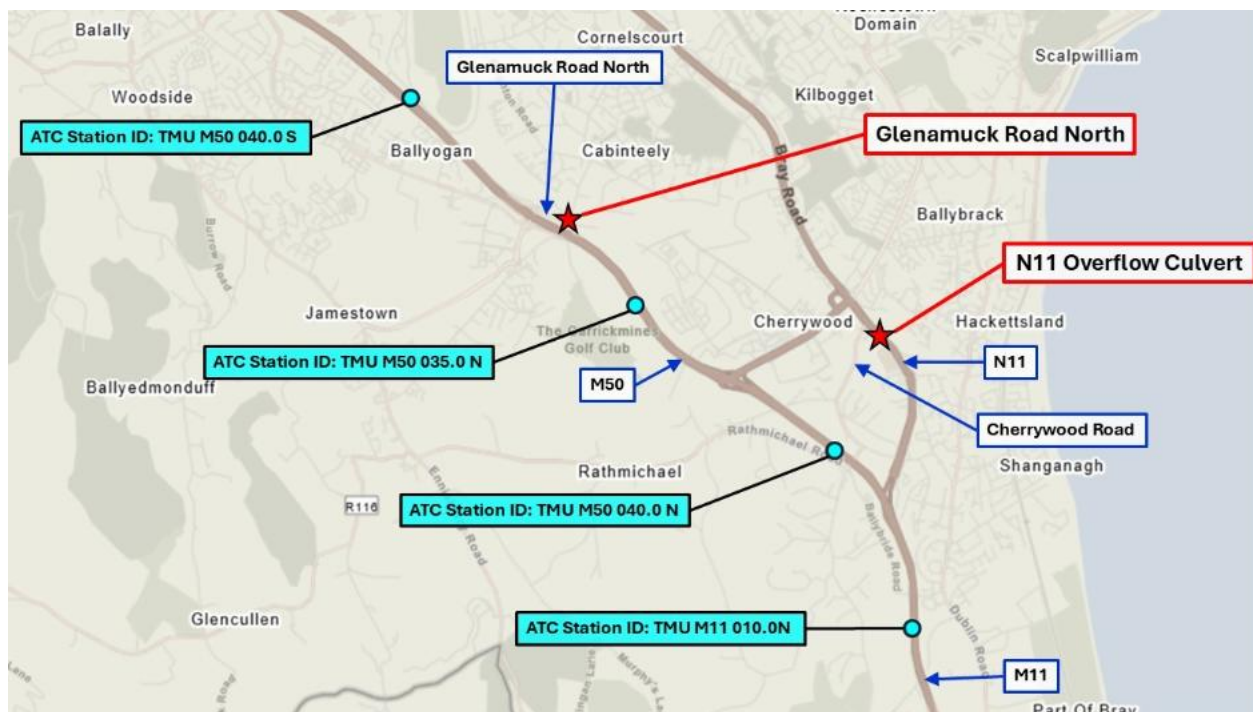


Figure 11-3: Location of the ATC Stations

ATC Station ID	Daily Traffic Flows on 27 May 2025*	Max. Daily Traffic Flows in May 2025 at Workday	% Change
TMU M11 010.0 N	84,779	89,417 (8 May 2025)	-
TMU M50 040.0 N	53,911	58,519 (22 May 2025)	-
TMU M50 035.0 N	79,175	85,580 (15 May 2025)	-
TMU M50 040.0 S	83,875	89,831 (15 May 2025)	-
Average	75,435	80,837	7.2% (say 8%)

Note: The traffic count survey as mentioned in Section 11.3.2 was undertaken on 27th May 2025.

**Table 11-3: Percentage Change of Daily Traffic Flows
Between 27th May 2025 and the Maximum Daily Traffic Flows in May 2025 at Workday**

To provide a robust analysis, an additional 8% factor of safety (to account for daily fluctuations) has been added to the 2029 background traffic flows. Figure 11d presents the 24-hour background traffic flows, with additional 8% factor of safety to account for daily fluctuations, in 2029 at the Glenamuck Road North – West Arm (Eastbound traffic lane). With reference to Figure 11-4, it is anticipated that the background traffic flows in 2029 at the Glenamuck Road North – West Arm (Eastbound traffic lane) on Glenamuck Road North Roundabout in the morning and evening peak hours will be 1,166 vehicles at 08:00-09:00 and 1,332 vehicles at 17:00-18:00 respectively.

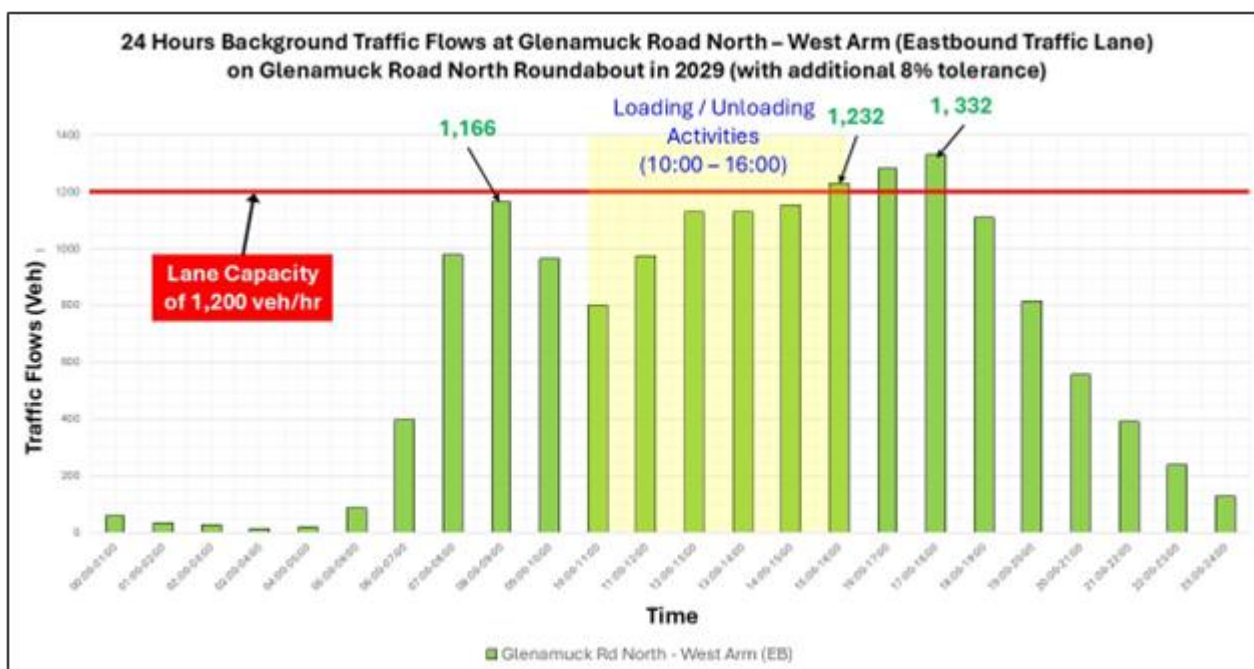


Figure 11-4: 24 Hours Background Traffic Flows at Glenamuck Road North – West Arm (Eastbound Traffic Lane) on Glenamuck Road North Roundabout in 2029 (with additional 8% factor of safety)

Currently, Glenamuck Road North - West Arm (Eastbound traffic lane) on Glenamuck Road North Roundabout contains two traffic lanes. To facilitate the construction of the new flood defence walls adjacent to Glenamuck Road North, some loading / unloading activities may be required at Glenamuck Road North – West Arm (Eastbound traffic lane) on Glenamuck Road North Roundabout during the off-peak hour (i.e. 10:00-15:00). Thus, the nearside lane of this road will be temporarily closed during the off-peak hour (i.e. 10:00-15:00) to facilitate the loading / unloading activities.

To estimate the lane capacity for one traffic lane with minimum lane width of 3.0 metres, two guidance documents, including “*Transport Research & Information Note – A Study of Lane Capacity in the Greater Dublin Area*” and “*Volume 15 – Economic Assessment of Road Schemes in Scotland (Section 1 – The NSA Manual) of Design Manual for Roads and Bridges*”, were used. According to the aforementioned guidance documents, the lane capacity for one traffic lane with minimum lane width of 3.0 metres are listed as follows:

- Section 5.11 of “*Transport Research & Information Note – A Study of Lane Capacity in the Greater Dublin Area*”: The lane capacity for one traffic lane is equal to 1,600 vehicles per hour; and
- Table 5/3/1 of “*Volume 15 – Economic Assessment of Road Schemes in Scotland (Section 1 – The NSA Manual) of Design Manual for Roads and Bridges*”: To provide a “worst-case” scenario, it was assumed that the speed limit on N11 is 48kph during construction. Thus, the lane capacity for one traffic lane is equal to 1,200 vehicles per hour.

To provide a robust and conservative analysis, the lower figure of 1,200 vehicles per hour was adopted for assessment.

With reference to Figure 11-4, it is anticipated that the highest background traffic flows in 2029 at Glenamuck Road North – West Arm (Eastbound traffic lane) on Glenamuck Road North Roundabout between 10:00 and 16:00 will be 1,232 vehicles at 15:00-16:00, which is level that slightly exceeds the aforementioned lane capacity of 1,200 vehicles per hour under this conservative assessment. However, the proposed loading / unloading activities at Glenamuck Road North will only be carried out intermittently and for short duration periods. The appointed Contractor shall be required to apply strict traffic management procedures which shall be overseen by the Employers Representative. Considering the above data and the application of strict and professional Traffic Management to the works, it is anticipated that the proposed loading / unloading activities at Glenamuck Road North during the off-peak hour (i.e. 10:00-16:00) will not cause a significant

traffic impact to the public and will result in a slight negative temporary impact on the surrounding road networks during construction phase.

Traffic Assessment for Castle View (Appended sub-section)

Based on the traffic count surveys, the two-way traffic flow at Castle View during the morning and evening peak hours in 2025 are 9 vehicles at 08:00-09:00 and 12 vehicles at 16:00-17:00 respectively. Additionally, the highest two-way traffic flow at Castle View between 10:00 and 16:00 in 2025 is 10 vehicles at 13:00-14:00.

Based on the 2029 background traffic flows, with additional 8% factor of safety to account for daily fluctuations, it is anticipated that the two-way traffic flow at Castle View in the morning and evening peak hours in 2029 will be 10 vehicles at 08:00-09:00 and 14 vehicles at 16:00-17:00 respectively. Additionally, it is anticipated that the highest two-way traffic flow at Castle View between 10:00 and 16:00 in 2029 will be 11 vehicles at 13:00-14:00. To facilitate the proposed works at Castle View, it is proposed to implement a temporary traffic signal or a STOP/GO traffic management system (with 3-arm control). As the two-way traffic flow at Castle View is very low, the proposed works at Castle View will not cause significant traffic impact to the public because the aforementioned temporary traffic management can maintain the traffic movements along Glenamuck Road North (Northbound and Southbound) at all times. The above analysis results show that the proposed works at Castle View will result in a slight negative temporary impact on the surrounding road networks during construction phase.

Potential Impact for the Glenamuck Road North

There are no changes to the information presented in this sub-section of the EIA.

N11 Overflow Culvert

This sub-section of the EIA has been reviewed and has been updated to include the traffic assessments for the N11 dual carriageway and Bray Road as supplementary information.

- Each of the traffic assessments is presented as a sub-section.

There are no other changes to the remaining information presented in this sub-section of the EIA.

Temporary Traffic Management for the N11 Overflow Culvert

This sub-section of the EIA has been reviewed and has been updated to include the following supplementary information.

- The appointed Contractor for the works shall be contractually required to liaise and seek agreement with TII and their appointed Motorway Maintenance and Renewal Contract (MMaRC) Network Contractor with respect to design and implementation of the proposed temporary traffic management arrangements (i.e. duration, working period and access arrangements, etc.) / full traffic assessment for the daytime working on the N11 dual carriageway prior to commencement of works.
- Proposed reduction of the existing speed limit at the N11 dual carriageway from 80kph to 60kph during construction to enhance the safety of road users.
- A full complement of traffic lanes and active travel facilities on the N11 dual carriageway will be available at all times outside the proposed working hours.
- The Temporary Traffic Management plans that shall be implemented during the construction works will be designed in accordance with 'Traffic Signs Manual (2019) (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)', 'Temporary Traffic Management Design Guidance' and 'Temporary Traffic Management Operations Guidance' by experienced Designers with TTM Design & Planning for Level 1, 2 and/or 3 Roads (as appropriate) to ensure the safety of road users.

There are no other changes to the remaining information presented in this sub-section of the EIA.

Traffic Assessment for the N11 dual carriageway (This is a new sub-section)

Based on the traffic count surveys, Figure 11-5 presents the 24-hour background traffic flows in 2025 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound). Figure 11-5 demonstrates that the background traffic flows in 2025 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) in the morning peak hour are 1,869 vehicles at 08:00-09:00 and 1,272 vehicles at 11:00-12:00 respectively while the background traffic flows at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) in the evening peak hour in 2025 are 1,220 vehicles at 13:00-14:00 and 2,391 vehicles at 17:00-18:00 respectively. For the period between 10:00 and 16:00, the highest background traffic flows in 2025 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) are 1,438 vehicles at 10:00-11:00 and 1,932 vehicles at 15:00-16:00 respectively.

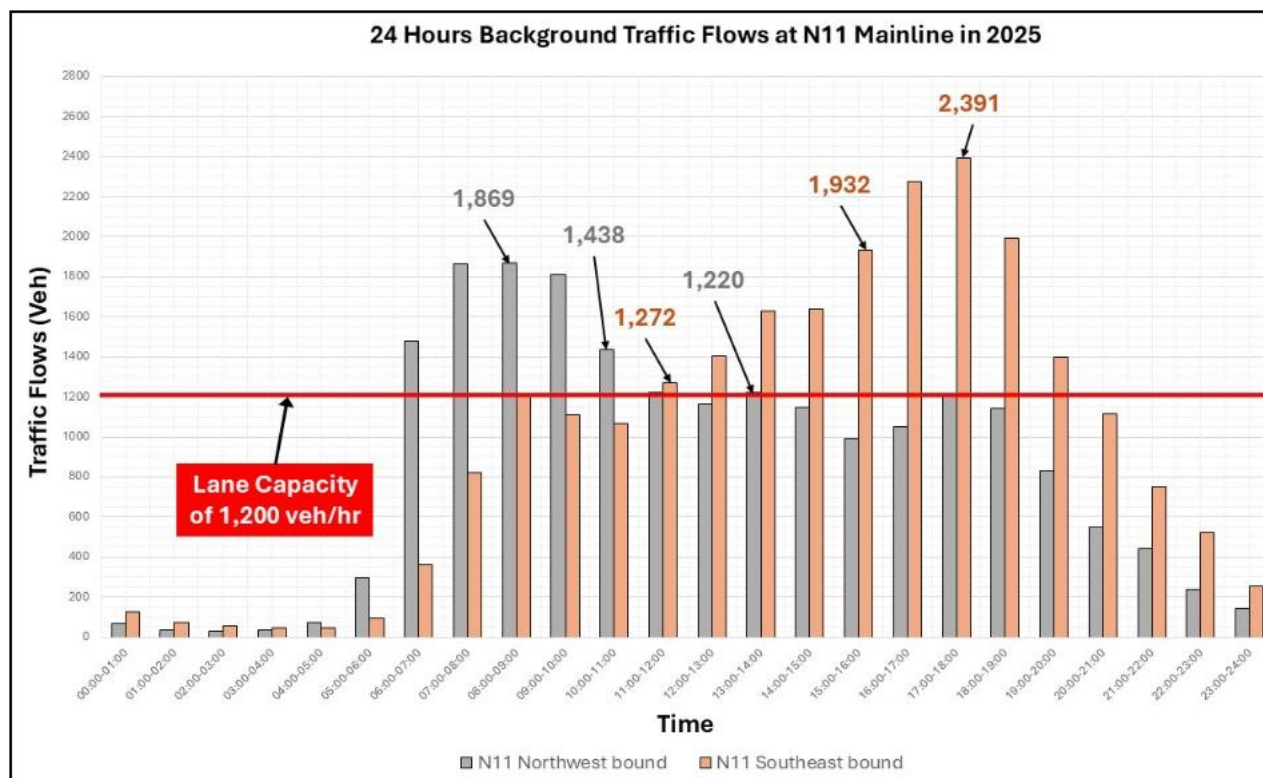
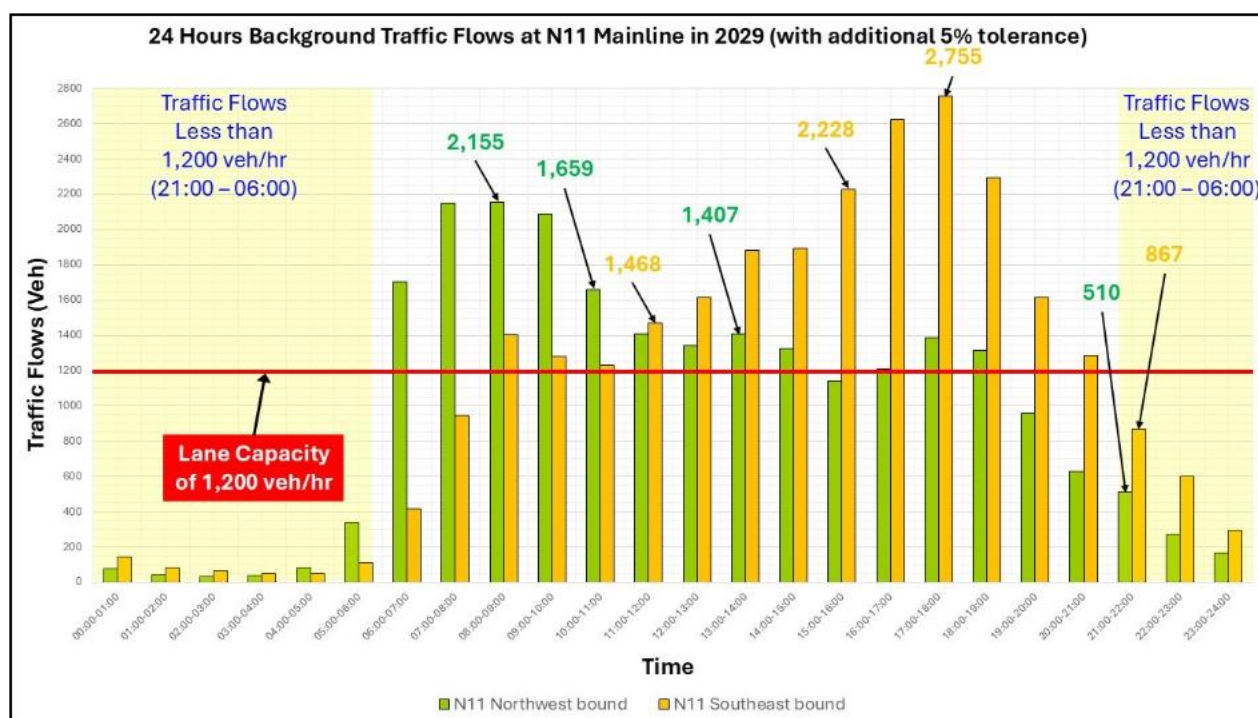


Figure 11-5: 24 Hours Background Traffic Flows at N11 Mainline in 2025

It is anticipated that the construction works will commence in 2027, with all works completed in 2029. Traffic analysis associated with the impact of the construction works will focus on the Final Year of Construction – 2029, which represents a “worst-case” scenario.

To provide a robust analysis, an additional 8% factor of safety (to account for daily fluctuations) has been added to the 2029 background traffic flows. Figure 11-6 presents the 24-hour background traffic flows, with additional 8% factor of safety to account for daily fluctuations, in 2029 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound). With reference to Figure 11-6, it is anticipated that the background traffic flows in 2029 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) in the morning peak hour will be 2,155 vehicles at 08:00-09:00 and 1,468 vehicles at 11:00-12:00 respectively while the background traffic flows in 2029 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) in the evening peak hour will be 1,407 vehicles at 13:00-14:00 and 2,755 vehicles at 17:00-18:00 respectively. For the period between 10:00 and 16:00, it is anticipated that the highest background traffic flows in 2029 at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) in 2029 will be 1,659 vehicles at 10:00-11:00 and 2,228 vehicles at 15:00-16:00 respectively.



**Figure 11-6: 24 Hours Background Traffic Flows at N11 Mainline in 2029
(with additional 8% factor of safety)**

By adhering to the same guidance as the traffic assessment for Glenamuck Road North Site, the lane capacity of 1,200 vehicles per hour was adopted for one traffic lane with minimum lane width of 3.0 metres for assessment.

To facilitate the works to construct the proposed overflow culvert, lane closures are required at the N11 dual carriageway. At least one live traffic lane shall be provided in each direction of N11 dual carriageway. With the provision of a single traffic lane in each direction of N11 dual carriageway during construction, it is anticipated that both link traffic flows at the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) in daytime will exceed the aforementioned lane capacity of 1,200 vehicles per hour. Thus, reduction of any traffic lane at N11 dual carriageway in daytime will cause significant traffic impact to the public.

To minimise the traffic impact to the public during construction, it is proposed that the appointed Contractor will undertake the works to construct the overflow culvert during night time hours. With reference to Figure 11f, it is anticipated that the highest background traffic flows in 2029 on the N11 mainline (Northwest bound) and N11 mainline (Southeast bound) between 21:00 and 06:00 will be 510 vehicles at 21:00-22:00 and 867 vehicles at 21:00-22:00 respectively, which are levels that are considerably less than the aforementioned lane capacity of 1,200 vehicles per hour. Thus, the proposed works at N11 dual carriageway between 21:00 and 06:00 will not cause a significant traffic impact to the public. It should be also noted that the presence of the additional traffic lane and part of a bus lane southbound at the crossing location, where the traffic from the Wyatville Flyover merges with the N11 dual carriageway, can be utilised to carry out lane shift in order to maintain the existing traffic movement on N11 dual carriageway for the duration of works. The above analysis results show that the proposed works on the N11 during night time will result in a slight negative temporary impact on the surrounding road networks during construction phase.

Traffic Assessment for Bray Road (Appended sub-section)

Based on the traffic count surveys, the highest background traffic flows in 2025 at the Bray Road (Northwest bound) between 21:00 and 06:00 is 2 vehicles at 22:00-23:00 and 05:00-06:00, and no traffic flow at the Bray Road (Southeast bound) is recorded between 21:00 and 06:00 in 2025. As the background traffic flows at the Bray Road (Northwest bound) and Bray Road (Southeast bound) between 21:00 and 06:00 are very low, so it is anticipated that the proposed pipe laying works at Bray Road with the aforementioned traffic diversion between 21:00 and 06:00 will not cause a significant traffic impact to the public.

Based on the 2029 background traffic flows, with additional 8% factor of safety to account for daily fluctuations, it is anticipated that the two-way traffic flow at Bray Road in the morning and evening peak hours in 2029 will be 105 vehicles at 08:00-09:00 and 46 vehicles at 17:00-18:00 respectively. Additionally, it is anticipated that the highest two-way traffic flow in 2029 at Bray Road between 10:00 and 16:00 will be 43 vehicles at 10:00-11:00. To facilitate the proposed minor works at Bray Road, it is proposed to implement a temporary traffic signal or a STOP/GO traffic management system (with at least 2-arm control) to maintain two-way traffic flow on Bray Road. As the two-way traffic flow at Bray Road is very low, the aforementioned temporary traffic management without reduction of any traffic lane at N11 dual carriageway will not cause significant traffic impact to the public. The above analysis results show that the proposed works at Bray Road without reduction of any traffic lane at N11 dual carriageway will result in a slight negative temporary impact on the surrounding road networks during construction phase.

Potential Impact for the N11 Overflow Culvert

This sub-section of the EIA has been reviewed and has been updated to include the following supplementary information.

- The working timeframe for the night-time works at the N11 dual carriageway shall be between the hours of 21:00 and 06:00. The exact working times for the construction of the overflow culvert at the N11 dual carriageway shall be reviewed by the appointed Contractor and agreed with the relevant Authorities, including TII, MMarC, DLRCC and An Garda Síochána, in order to minimise the traffic impact to the public.

There are no other changes to the remaining information presented in this sub-section of the EIA.

Commons Road

There are no changes to the information (i.e. location and description of works) presented in this sub-section of the EIA.

Temporary Traffic Management for the Commons Road

This sub-section of the EIA has been reviewed and has been updated to include the following supplementary information.

- To facilitate construction and upgrade works of new and existing flood defence walls respectively at Commons Road (refer to Areas A and B as shown on Figure 11.30 & 11.31 respectively of the EIA), it is necessary to include temporary closure of the footpath and single traffic lane immediately adjoining the works on Commons Road. During construction, it is proposed to divert pedestrians to the opposite footpath via temporary controlled crossings. Additionally, as there is no existing cycle facilities on Commons Road, cyclists will be expected to adhere to the existing situation (i.e. share the carriageway with motorists) under Temporary Traffic Management system. Moreover, the appointed Contractor shall be required to put in place a bespoke Temporary Traffic Management system which shall be designed and implemented with cyclist safety as the top priority. Surveys shall be carried out to determine cyclist use and Temporary Traffic Management plans that are appropriate shall be put in place.
- To enable structural remedial works to the existing bridge at Shanganagh Road (refer to Area C as shown in Figure 11.31 of the EIA), temporary closure of the footpath a single traffic lane immediately adjoining the works will be required. The existing footpath on the west side of Shanganagh Road can be maintained in full for public use during the construction period. Additionally, as there is no cycle track/path on Shanganagh Road, cyclists will be expected to adhere to the existing situation (i.e. share the carriageway with motorists) under Temporary Traffic Management system. Moreover, the appointed Contractor shall be required to put in place a bespoke Temporary Traffic Management system which shall be designed and implemented with cyclist safety as the top priority. Surveys shall be carried out to determine cyclist use and Temporary Traffic Management plans that are appropriate shall be put in place.
- To facilitate upgrade works to the existing flood defence walls at River Lane (refer to Area F as shown in Figure 11.31 of the EIA), temporary closure of the footpath and single traffic lane immediately

adjoining the works will be required. During construction, it is proposed to divert pedestrians to the opposite footpath via temporary controlled crossings. If this is not feasible, the Client, Designer and the appointed Contractor shall be required to liaise with all relevant stakeholders, including the local residents to ascertain the anticipated level of pedestrian and cyclists movements and put in place a bespoke Temporary Traffic Management Plan (i.e. provision of temporary footpath, pedestrian diversion) which prioritises the safe movement of all vulnerable road users. Additionally, as there is no cycle track / path on River Lane, cyclists will be expected to adhere to the existing situation (i.e. share the carriageway with motorists) under Temporary Traffic Management system. Moreover, the proposed Works Contractor shall be required to put in place a bespoke Temporary Traffic Management system which shall be designed and implemented with cyclist safety as the top priority. Surveys shall be carried out to determine cyclist use and Temporary Traffic Management plans that are appropriate shall be put in place.

- The Temporary Traffic Management plans that shall be implemented during the construction works will be designed in accordance with 'Traffic Signs Manual (2019) (Chapter 8 – Temporary Traffic Measures and Signs for Roadworks)', 'Temporary Traffic Management Design Guidance' and 'Temporary Traffic Management Operations Guidance' by experienced Designers with TTM Design & Planning for Level 1 and/or 2 Roads (as appropriate) to ensure the safety of road users.

There are no other changes to the remaining information presented in this sub-section of the EIA.

Potential Impact for the Commons Road

- There are no other changes to the remaining information presented in this sub-section of the EIA.

11.4.2 Operational Phase for Proposed Scheme

There are no changes to the information presented in this section of the EIA.

11.5 Mitigation Measures

11.5.1 Construction Phase for Proposed Scheme

This section of the EIA has been reviewed and has been updated to include the following supplementary information.

- The TII and MMarC shall be consulted on the Preliminary Traffic Management Plan at an early stage of the detailed design process. Additionally, for works at Glenamuck Road North and the N11 Overflow Culvert, the detailed traffic management plans will be submitted to the TII and MMarC for approval prior to commencement of works.
- The appointed Contractor for the works shall be contractually obliged to liaise with and seek agreement with the TII and MMarC on the detailed construction management plan prior to the commencement of works. Additionally, the appointed Contractor for the works should liaise directly with the various sections of TII and MMarC as required.
- For the Table 11.8 of the EIA, the specific mitigation measures for the sites are updated as follows:

Table 11.8: Specific Mitigation Measures

Site	Specific Mitigation Measures	
Clon Brugh	-	No changes to this specific mitigation measure.
Kilgobbin	-	No changes to this specific mitigation measure.
	-	No changes to this specific mitigation measure.
	-	No changes to this specific mitigation measure.
	-	No changes to this specific mitigation measure.

Glenamuck Road North	-	No changes to this specific mitigation measure.
	-	This specific mitigation measure for this site of the EIA has been reviewed and has been updated to include the following supplementary information. The appointed Contractor for the works shall be contractually obliged to liaise with and seek agreement with the TII and MMarC with respect to the design and implementation of the proposed temporary traffic management arrangements (i.e. duration, working period and access arrangements, etc.) that are appropriate to this location prior to commencement of works. There are no other changes to the remaining information presented in this specific mitigation measure for this site of the EIA.
N11 Overflow Culvert	-	This specific mitigation measure for this site of the EIA has been reviewed and has been updated to include the following supplementary information. - The proposed working timeframe for the night-time works at the N11 dual carriageway shall be between the hours of 21:00 and 06:00. The exact working times for the construction of the overflow culvert at the N11 dual carriageway shall be reviewed by the appointed Contractor and agreed with the relevant Authorities, including TII, MMarC, DLRCC and An Garda Síochána, in order to minimise the traffic impact to the public. - It is intended that all main works on the N11 Overflow Culvert shall be undertaken during off-peak night time hours. However, should any unforeseen Emergency event require works outside of these hours, a full traffic assessment would need to be undertaken to assess the impact and agree with not only DLRCC, but also TII and MMarC. There are no other changes to the remaining information presented in this specific mitigation measure for this site.
	-	The specific mitigation measure for this site of the EIA has been reviewed and has been updated to include the following new specific mitigation measures. - The appointed Contractor for the works shall be contractually obliged to liaise with and seek agreement with the TII and MMarC with respect to the design and implementation of the proposed temporary traffic management arrangements (i.e. duration, working period and access arrangements, etc.) / full traffic assessment for the daytime working on the N11 dual carriageway prior to commencement of works. - Proposed reduction of the existing speed limit at the N11 dual carriageway from 80kph to 60kph during construction.
Commons Road	-	No changes to this specific mitigation measure.

- Regarding the general mitigation measures, it is also necessary to seek agreement with the TII and MMarC about the general mitigation measures prior to construction.

There are no other changes to the remaining information presented in this section of the EIA.

11.5.2 Operational Phase for Proposed Scheme

There are no changes to the information presented in this section of the EIAR.

11.6 Residual Effects

11.6.1 Construction Phase for Proposed Scheme

There are no changes to the information presented in this section of the EIAR.

11.6.2 Operational Phase for Proposed Scheme

There are no changes to the information presented in this section of the EIAR.

11.7 Interactions

11.7.1 Air Quality and Noise & Vibration

There are no changes to the information presented in this section of the EIAR.

11.7.2 Population & Human Health

There are no changes to the information presented in this section of the EIAR.

11.8 Cumulative Effects

This section of the EIAR has been reviewed and has been updated to include the following change.

- Change the sentence
- *“...and temporary traffic management at N11 and Bray Road will be only implemented at night-time subject to the agreement with the relevant Authorities.”*
- to the following:
- *“...and temporary traffic management at N11 and for full closure of Bray Road will be only implemented at night-time subject to the agreement with the relevant Authorities”.*

There are no other changes to the remaining information presented in this section of the EIAR.

11.9 Monitoring

There are no changes to the information presented in this section of the EIAR.

11.10 Reference

This section of the EIAR has been reviewed and has been updated to include additional references in preparing this assessment. The additional references include the following:

- National Roads 2040 [in Draft] (Transport Infrastructure Ireland [TII], 2022).
- TII Technical Acceptance of Road Structures on Motorways and Other National Roads as published by the TII in 2019.
- Transport Research & Information Note – A Study of Lane Capacity in the Greater Dublin Area as published by the former National Roads Authority (NRA) now TII in 2012.
- “Volume 15 – Economic Assessment of Road Schemes in Scotland (Section 1 – The NSA Manual) of Design Manual for Roads and Bridges” as published by the Transport Scotland.

- There are no other changes to the remaining information presented in this section of the EIA.

12 Material Assets – Utilities and Waste

No addendum to this chapter.

13 Cultural Heritage

Item 13 of the RFI requested the following in relation to cultural heritage:

“13a(i). It is proposed to replace boundary walls associated with Kilgobbin House, protected structure ref. no. 1684. The proposed flood wall will be constructed with a reinforced concrete core and faced with stone from the original stone wall, where possible. It is considered that a record of the wall/curtilage of the protected structure should be on file in the form of an elevational drawing and a photographic record. In addition, the EIAR, by way of an Addendum, should consider the impact of the proposed works on the setting of the protected structure.

13b(i). It is proposed to carry out works at Glenamuck Road North, within the curtilage or attendant grounds of Priorsland House, a protected structure (Ref. 1746), together with out-office and gates. Clarify how access to carry out the works at Priorsland House will be facilitated and if it is proposed to widen the access (which is narrow) to Priorsland House to facilitate same.

13b(ii). The flood defence wall at Priorsland will be, it is stated at section 13.4.4 of the EIAR, a noticeable modern visual intrusion on Priorsland House on its parkland setting, although the length of the proposed wall is mistakenly referenced as “c.13m in length and up to 1.5m in height within Priorsland House” when the drawings indicate that the proposed wall at Priorsland House will be c.35m in length. Elsewhere, section 14.3.5 of the EIAR, Visual Receptors, states that “existing trees will be retained which will reduce the potential visual impact”, where the effect is assessed as ‘slight’. According to the Arborist’s Report, 3 no. mature trees will be removed at Priorsland House to facilitate works. The impact assessment on Priorsland House is lacking; the EIAR does not engage to any extent on the impact on Priorsland House. A revised accurate assessment of impact on Priorsland House is required to be submitted, by way of an addendum to the EIAR.

13c(i). The assessment of impact on the character and setting of Waterfall Cottage, a protected structure, is lacking in the EIAR. An architectural heritage impact assessment, in accordance with Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities is necessary. This should be undertaken by a suitably qualified RIAR accredited Conservation Architect. Furthermore, it is considered that the prepared photomontage depicting the proposed wall to the east of Waterfall Cottage is at too great a distance to portray the impact on Waterfall Cottage. Additional photomontages are necessary which clearly represent closer visualisations of the proposed wall on Waterfall Cottage.

13c(ii). Clarify the height of the proposed flood wall and railing, by way of additional sections through Waterfall Cottage and Rose Cottage and the adjoining river channel indicating the existing ground level and stone wall at scale of 1:100. Indicate the height of the proposed wall and railing. Details of proposed railings/glass panelling options are desirable.

13c(iii). At Bray Road, an arched boundary wall, cultural heritage (CH) reference 10, also indicated to be reference ‘ADCO Ref 6’ in the EIAR Heritage Chapter, crosses the Shanganagh_010. The arched boundary wall includes a gateway at the northern end. Clarify if any works are proposed to the gateway.

13c(iv). At Brides Glen, clarify extent of wall to be removed on the Bray Road, which is stated to be outlined in cyan, although not detailed in legend, it appears that the bridge which includes a post box is to be removed and reinstated. Both the bridge and letter box are detailed as industrial heritage references (ref. 1018 and 654 respectively in the DLR County Development Plan). Clarify the extent of works to the bridge structure and the post box.”

No amendments to this chapter are required. The matters raised in the RFI item have been addressed through an Architectural Heritage Impact Assessment (AHIA), which provides further assessment of the potential effects of the proposed development on architectural heritage. The Architectural Heritage Impact Assessment is provided in Appendix 5 to this EIAR Addendum.

14 Landscape and Visual Impact Assessment

No addendum to this chapter

15 Interactions

The additional assessment undertaken as part of this EIA Addendum has included consideration of potential interactions between the environmental topics assessed. No changes to the interactions identified in the EIA have been identified as a result of the additional assessment.

16 Cumulative Impacts

The chapter has been reviewed and updated in relation to Item 15c of the Request for Further Information, which stated:

“Having regard to the likely time that will lapse between the preparation of the EIA and submission of additional information, you are requested to review Chapter 16 Cumulative Impacts and update as may be necessary.”

The cumulative impact assessment has been revised to take account of any additional projects identified since the EIA submission in 2025. The potential for cumulative effects with these projects has been assessed and is presented in this chapter.

This chapter provides a summary of the potential cumulative effects assessed throughout this EIA. The cumulative effects of the proposed development in combination with other relevant existing, planned and permitted projects have been assessed to determine whether these would give rise to significant effects on the environment.

Any predicted cumulative effects arising from the proposed development in combination with other existing, planned and permitted projects are set out in Sections 16.1 to 16.11. Figures 16.1 to 16.3 and Table 16-1 below provide summary details of the projects/developments that have the potential to impact resources, traffic, or the local area, and so could have potential cumulative effects with the proposed flood relief scheme. Table 16-2 presents additional developments identified since the publication of the EIA and should be read in conjunction with Table 16-1.

Only those projects whose duration of permission overlaps with the likely construction period of the proposed development (i.e., 2026 onwards) are included. Small developments such as house extensions and alterations, or the construction of a single dwelling or structure, have been excluded as the likely effects of such developments will not be significant either in isolation or cumulatively with the proposed development, except where they are taking place adjacent to or in close proximity to the proposed defences.

In addition to the projects shown in the table and figures below, the Dublin Array Wind Farm project is also proposed in the area, with onshore elements likely to be close to several parts of the proposed development. DLRCC and the Dublin Array project team are liaising closely. The construction periods for both developments may overlap; once operational, no cumulative impacts are likely.

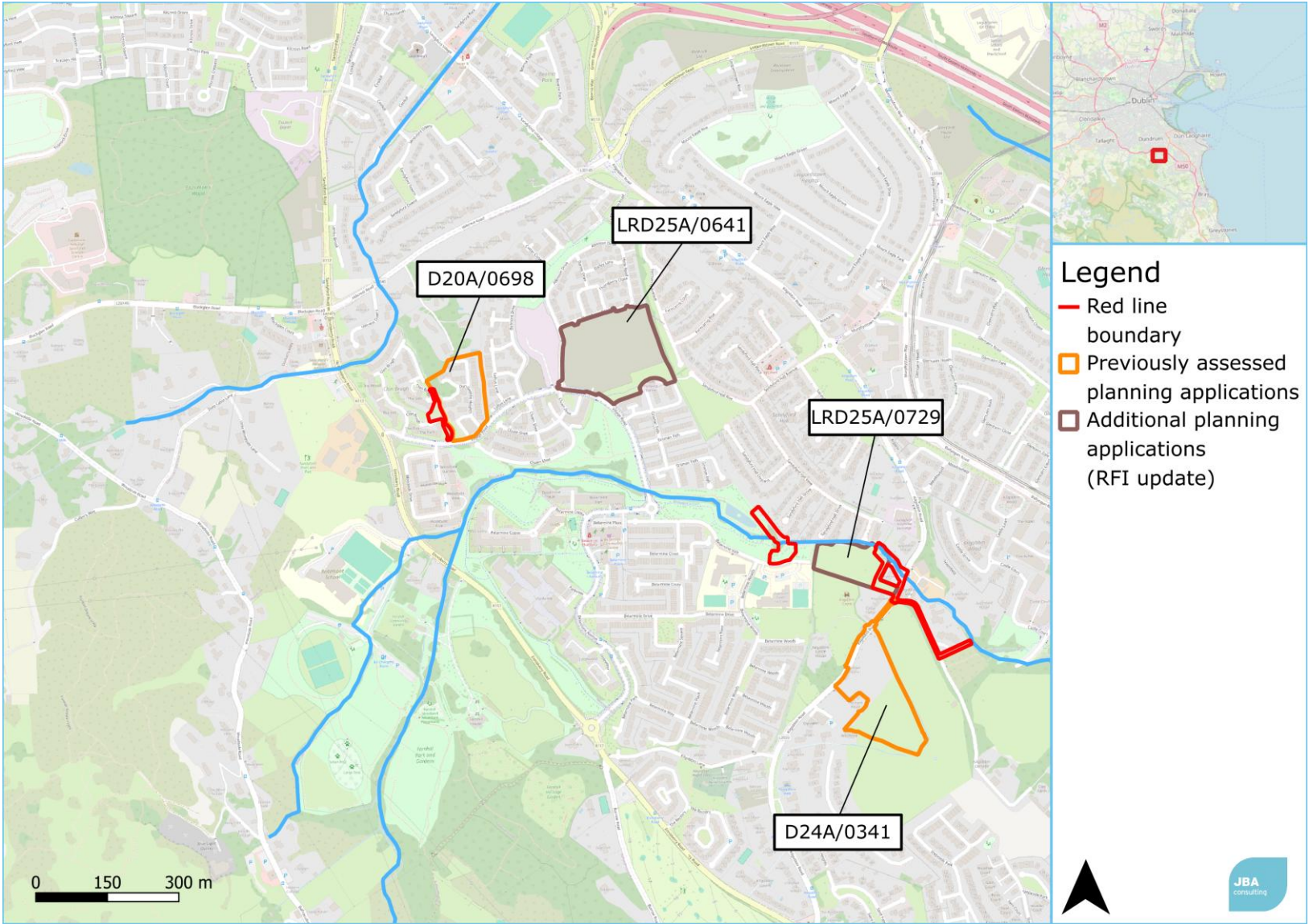


Figure 16-1: Other projects considered, Clon Brugh to Kilgobbin Road

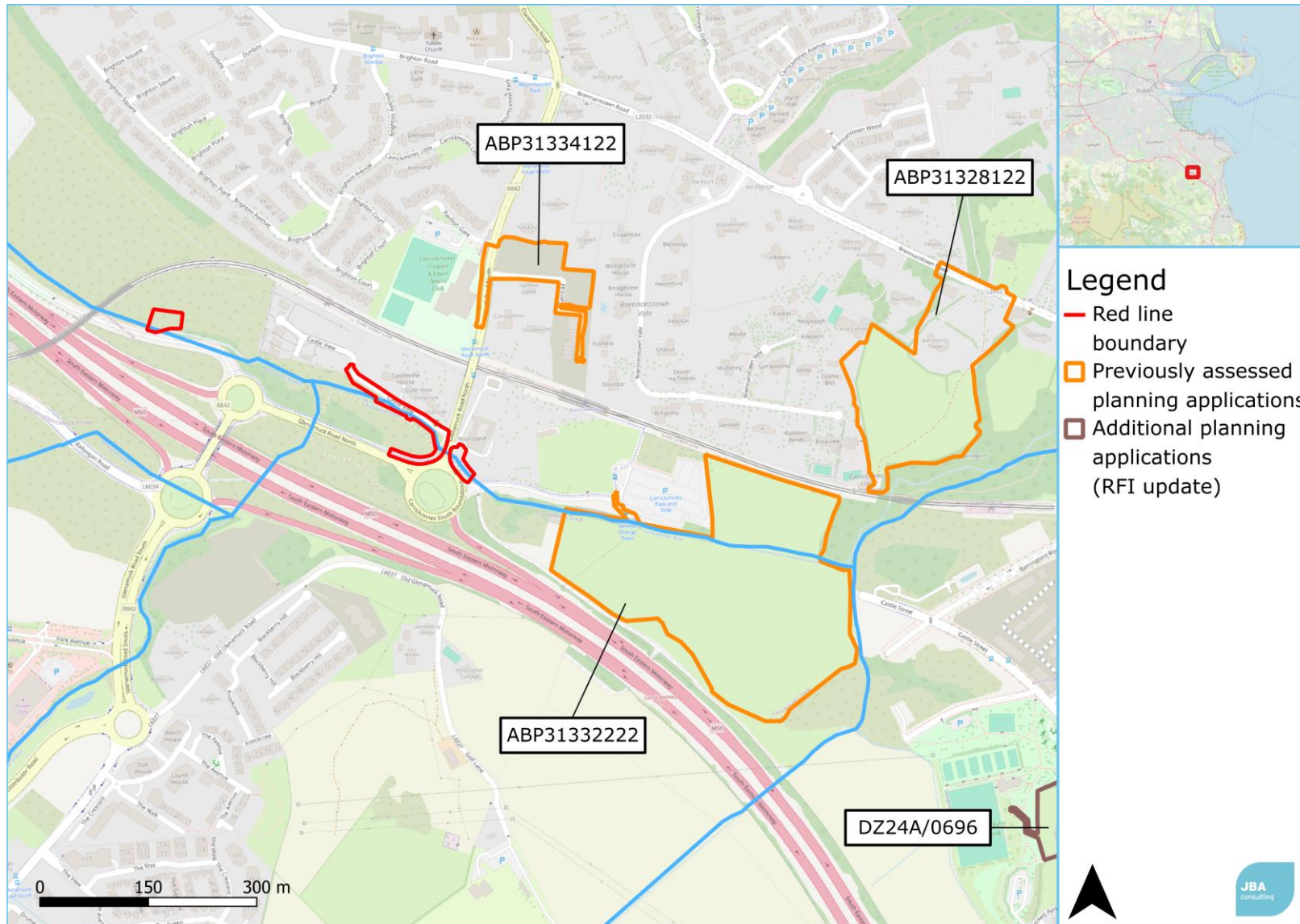


Figure 16-2: Other projects considered, Glenamuck Road North Roundabout

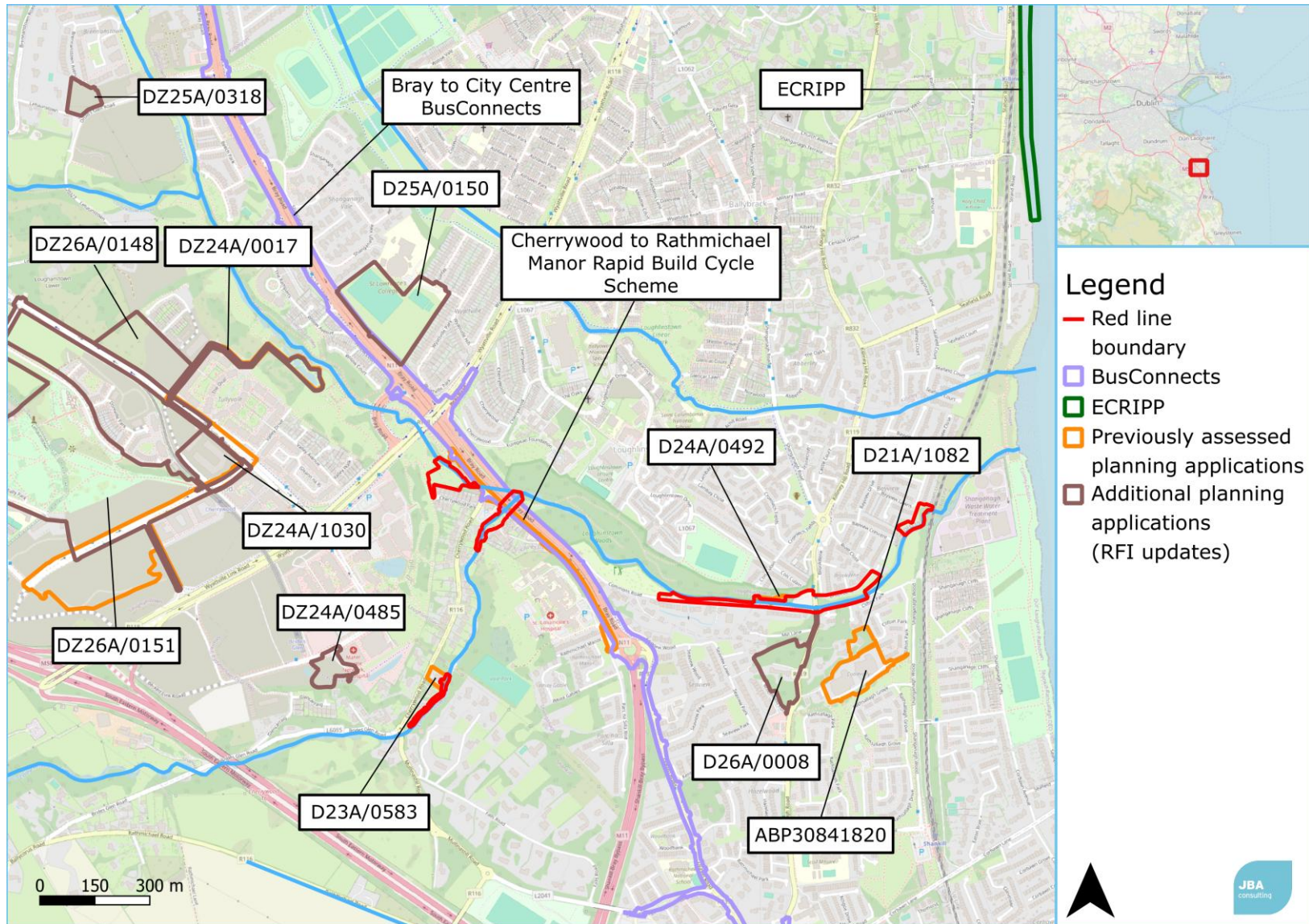


Figure 16-3: Other projects considered, Cherrywood to Bayview

Table 16-1: List of projects considered for Cumulative Effects

Project name or Reg. Ref.	Location	Description	Status
East Coast Railway Infrastructure Protection Projects (ECRIPP)	CCA2-3 – Dalkey Tunnel to Shanganagh Bray Wastewater Treatment Plant	CCA2/3 is the section of the coast that stretches from Dalkey Tunnel to just south of Killiney Martello Tower (near Shanganagh-Bray Wastewater Treatment Plant). This frontage is mainly non-urban with natural cliffs and intermittent man-made structures supporting the railway corridor. The Emerging Preferred Scheme for CCA2/3 to be taken forward to public consultation is rock revetments and concrete walls with walkway. The main advantages identified with the Emerging Preferred Scheme are: • Non-complex and comparatively low-cost construction; • Minimal maintenance burden and expenditure; • Robust solution; • Low material consumption and waste; • Preferable option for carbon management; and • Low impact on noise, vibration and air quality. Rock revetment • A rock revetment will be constructed on the beach at the toe of the cliffs in front of existing structures at Whiterock (south of Whiterock Beach). The rock revetment will comprise a minimum of two layers of natural rock boulders. The rock size has been selected to provide long-term stability and to allow for climate change. This rock will be of high quality to ensure that it has a long lifespan. • The rock revetment will absorb wave energy, reduce wave run up and overtopping and stabilise the shoreline. • Where required, the height of the existing walls behind the revetments will be raised to manage the overtopping risk. Walkways • At Killiney Beach, there are existing walkways along the rear of some sections of the beach. These walkways will be extended to the south and will provide continuous access along the rear of the beach with access down onto the beach provided at regular intervals. These new structures will prevent waves eroding the slopes that sit under the railway corridor at this location. • Buried rock will be placed at the toe of these new structures to prevent any undermining if the beach levels lower in the future.	Planning application expected to be submitted in Autumn 2026.
Cherrywood to Rathmichael Manor Rapid	Bray Road, Cherrywood Park to Rathmichael Manor	The Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme is approximately 720 metres long. The scheme commences at the Cherrywood Park access, routing along Bray Road on the western side of the N11 as far as Rathmichael Manor. Access will be maintained to all existing properties along the route.	Construction was completed in 2026.

Build Scheme	Cycle		A 'cycle street' design is proposed along the Bray Road (slip road from N11) which utilises the low-traffic nature of the Bray Road. The 'cycle street' transitions briefly into a shared path where the N11/Bray Road slip lane merges onto the cycle street. A two-way cycle track and footpath is proposed south of the N11/Bray Road slip road. The two-way cycle track and footpath lead to a new pedestrian and cycle crossing at Rathmichael Manor. The works will include ancillary upgrade works to the public footpath, modifying the St Columcille's Hospital bus stop (stop 3143) to an island-style bus stop together with a pedestrian crossing of the cycle lane at that point. A 3-metre-wide shared path will link the footpath and cycle track with the Loughlinstown pedestrian bridge. The scheme will include additional traffic calming measures including new road markings, signage and two raised tables along the Bray Road.	
D20A/0698		Dun Gaoithe at Aikens Village, Village Road, Sandyford, Dublin 18, to the west of 29 Dun Gaoithe Heights, 40-43 Dun Gaoithe Heights and to the southwest of Dun Gaoithe Hall	Retention and completion of a retaining wall in the residential development, permitted under planning reg. ref. D16A/0393, and subsequent planning reg. ref. D18A/0509. Permission is sought to retain and complete a partially built retaining wall along the western part of the site, along with all associated site works.	Permission granted 30/07/2021
D24A/0341 ABP-320491-24		Site at Oldtown House, Kilgobbin road, Dublin 18.	The proposed development provides for the construction of 89 no. residential units, comprising 39 no. houses and 50 no. apartments, to be provided as follows: 1 no. single storey, 3 bed (Type H3D) house; 12 no. 2 storey, 3 bed (Types H3B, H3B1, H3BL, and H3BR) houses; 3 no. 2 storey, 3 bed (Types H3C, H3CL, and H3CR) houses; 4 no. 2 storey, 4 bed (Types H4A1 and H4A2) houses; 4 no. 2 storey, 4 bed (Type H4B) houses; 1 no. 2 storey, 4 bed (Type H4C) house; 14 no. 3 storey, 4 bed (Types H4D, H4D1, H4DL, and H4DR) houses; 4 no. 1 bed apartments; 45 no. 2 bed apartments; and 1 no. 3 bed apartment. The 50 no. apartments are proposed to be provided within 1 no. part 4 and part 5-storey apartment block, over a lower ground floor level. Balconies are provided for all apartments on the western and	Permission refused by ABP on 29/07/2025

		eastern elevations. The houses consist of 2 and 3 storey terraced, semi-detached and detached dwellings and one single storey dwelling. An ESB substation, plant rooms, external apartment storage, and bin and cycle storage areas are proposed within the lower ground floor of the apartment block, and bin and bicycle stores are proposed for the houses. The proposed development includes for the removal of part of an existing wall fronting Kilgobbin Road to facilitate the proposed new vehicular access from Kilgobbin Road, alterations to and the use of the existing entrance for a pedestrian and cyclist access only, provision of a new pedestrian ramp connection to Kilgobbin Road from the proposed public open space adjacent to the Kilgobbin Road boundary wall in front of Oldtown House, and associated alterations and conservation works within the setting of and to Oldtown House (RPS Ref.: 1700), including new boundary treatments, with the house remaining in residential use. The application includes the site of an Inn (Recorded Monument Ref. No. DU025-017002) which is incorporated into Oldtown House, and the ruins of structures associated with the Inn will be retained as part of the private open space for Oldtown House, with public open space located to the south and east of the ruins and Oldtown House. The proposed development also includes a single storey dwelling within the former kitchen garden area associated with the Inn site, situated to the west of the protected structure. A total of 133 no. car parking spaces, 173 no. cycle parking spaces and 2 no. motorcycle spaces are proposed. The proposal includes associated internal roads, pedestrian and cycle paths, and the provision of the proposed infrastructure up to the application site boundary to facilitate future connections to adjoining lands. The associated site and infrastructural works include site clearance, foul and surface water drainage, including attenuation system, provision of public and communal open space, cycle stores / spaces, boundary treatment, lighting, landscaping and PV panels at roof level. The proposal incorporates alterations and improvements to Kilgobbin Road, including relocation of a bus stop, 2 no. pedestrian crossings, and raised tables/ramps for the purpose of traffic calming.	
ABP31334122	Glenamuck Road North, Carrickmines, Dublin 18, (Bounded by 'Tullybeg to the north, 'Chigwell to the northeast, 'Stafford Lodge' to the south, and 'Carricail' to the southeast)	Permission for a strategic housing development shall provide for the construction of (a) 118 no. residential apartment units in the form of 3 no. residential blocks of apartments ranging in height from 4 storey's and transitioning to 6-7 storeys overall. The overall development proposal shall provide for the following: Block A (7 storeys) comprising 44 no. units (13 no. 1 bed units, 28 no. 2 bed. units and 3 no. 3 bed units); Block B (6-7 storeys overall) comprising 38 no. units (11 no. 1 bed units, 26 no. 2 bed units and 1 no. 3 bed units); and Block C (6 storeys overall) comprising 36 units (10 no. 1 bed units; 22 no. 2 bed units and 4 no. 3 bed units); Each new residential unit has an associated area of private open space in the form of balcony / terrace area and set back upper floor levels; Open space (approx. 2,071 sqm) is provided by one major centrally located public open space (1158.4 sqm) between blocks A and B which include a play area of 63.2 sqm, two further communal open space areas are provided adjoining Blocks B (471.8 sqm) & Block C (440.8 sqm); Communal Area located at the ground floor of Block B (approx. 161.3 sqm) comprising of a shared working space (35.6 sqm), meeting rooms (42.2 sqm.), a gym (36.6	Permission refused by ABP on 20/12/2024

		sqm) and changing/tea stations (46.7 sqm) is also proposed; 2 no. basement level areas (approx. 2,340.9 sqm) are also proposed at lower ground / ground floor level of Blocks A, B (1,470.0 sqm) and C (834.9 sqm) and include car parking, bicycle parking, refuse storage areas, plant areas and ESB Substation which is located between Block B and C; A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed; Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only; Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development may materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land.	
ABP31332222	Priorsland, Within the Townsland of Carrickmines Great and Brennanstown, Dublin 18	Permission for development at this site. The site comprises land adjacent the Carrickmines Stream and Carrickmines Luas Park & Ride. The application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme, 2014 (as amended). The development will comprise a mixed-use Village Centre and residential development as follows: 402 no. apartments (comprising 146 no. 1-beds; 218 no. 2-beds and 38 no.3-beds) within 6 no. blocks (Blocks A-F) ranging in height up to 5 storeys with basement/undercroft parking areas. 41 no. terraced/semi-detached/detached houses (comprising 19 no. 3-beds and 22 no. 4-beds). A supermarket (c.1,306 sq.m), 7 no. retail/retail services units (c.715 sq.m total gross floor area); 2 no. non retail/commercial units (c.213 sq.m total gross floor area); creche (c.513 sq.m), gym (c.155 sq.m), community space (c.252 sq.m) residential facilities (c551.8 sq.m total gross floor area), office/high intensity employment use (c.708 sq.m). Provision of car/bicycle/motorcycle parking at basement/undercroft/ground level. ESB sub-stations/switchrooms/kiosks, waste storage areas, plant areas. Provision of the first phase of Priorsland Public Park along the Carrickmines Stream and additional public and communal spaces. Provision of an acoustic barrier along the southern/ south-western edge of the site adjacent to the M50. Construction of Castle Street on the subject lands and two road bridges across the Carrickmines Stream, one to serve a future school site, the second to provide interim pedestrian and cyclist access to the Carrickmines Luas Station and future Transport Interchange. Provision of a pedestrian bridge from the Village Centre to Priorsland Park. The proposed development includes for all associated site development works landscaping, boundary treatments and service provision. The application contains a statement setting	Permission refused by ABP on 20/11/2024

		out how the proposal will be consistent with the Dun Laoghaire -Rathdown County Development Plan 2016-2022 (currently in force) and the Dun Laoghaire - Rathdown County Development Plan 2022-2028 (adopted, not yet in force), and the Cherrywood SDZ Planning Scheme, 2014 (as amended). An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development	
ABP31328122	'Winterbrook' and 'Barrington Tower', Brennanstown Road, Dublin 18	Planning permission for a strategic housing development consisting of the demolition of an existing habitable dwelling 'Winterbrook', and the derelict, former dwelling attached to Barrington Tower protected structure. 'Barrington Tower' itself will be retained and restored. It is also proposed to demolish the existing boundary wall to the north of the site along Brennanstown Road. The development will provide a 'Build to Rent' (BTR) apartment development consisting of 8 no. blocks ranging in height up to 10 storeys (including lower ground floor) providing a total of 534 no. apartments. This will comprise of: 30 no. studio, 135 no. 1 -beds, 318 no. 2-beds & 51 no. 3-beds. All residential units provided with associated private balconies/terraces to the north/south/east/west elevations. Resident Support Facilities & Resident Services & Amenities (total floor area c.1,496 sq.m) including flexible spaces including entertainment rooms, meeting rooms, parcel rooms, media rooms, lounge and workspaces, gyms and studio, chef's kitchen and dining area. A creche (c.356.5 sq.m), and a retail unit (c.336.8 sq.m). Car and cycle parking at basement (2 levels) and at ground level. This will provide 419 no. car parking spaces, 1,266 no. cycle parking spaces and 17 no. motorcycle spaces. All associated site development works, open spaces and landscaping, boundary treatments, plant areas, waste management areas, cycle parking areas, and services provision (including ESB substations). Vehicular/pedestrian/cyclist access from Brennanstown Road will be provided along with improvement works to the Brennanstown Road including a new junction and pedestrian crossing facilities. Pedestrian/cyclist access through the site to the Brennanstown Luas Stop will also be provided. The application contains a statement setting out how the proposal will be consistent with the objectives of the relevant Dun Laoghaire Rathdown County Development Plan 2016-2022 (currently in force), the Dun Laoghaire Rathdown County Development Plan 2022 – 2028 (adopted, due to come into force on the 21st April 2022) and the Cherrywood Planning Scheme 2014 Strategic Development Zone. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. An Environmental Impact Assessment Report and a Natura Impact Assessment have been prepared in respect of the proposed development.	Permission refused by ABP on 12/09/2024
DZ24A/0017	Townlands of Laughanstown and Cherrywood, Macnebury -	The site of the development proposed is generally bound by Bishop Street to the north, Cherrywood Avenue to the east, the M50 to the west and development permitted under Reg. Ref. DZ22A/1021 and the Wyattville Link Road to the south.	Permission granted 11/06/2024

	Development Area 7 - Cherrywood, Dublin 18	The development proposed consists of a residential development consisting of 200 no. residential apartment units (total c. 27,308 sqm GFA) accommodated in 3no. blocks, ranging in height from 4-5 storeys on a net development area of approximately 0.89 ha. The overall development proposed comprises of the following: • 200 no. apartment units in 3no. blocks comprising: - o Block A1 – 68no. units (12no. 1-bed, 41no. 2-bed and 15no. 3-bed) - o Block A2 – 54no. units (14no. 1-bed, 39no. 2-bed and 1no. 3-bed) - o Block A3 – 78no. units (14no. 1-bed, 49no. 2-bed and 15no. 3-bed) • Provision of 241no. car parking spaces allocated to the proposed development. The lower ground floor accommodates 139 no. car parking spaces and 102 no. spaces are accommodated at basement level. 10 no. of these spaces are accessible and 48 no. are for Electric Vehicles. • Provision of 264 no. bicycle parking spaces, of which 220 no. are long stay and 44 no. are short stay and 10 no. motorcycle parking spaces are provided. • The provision of c. 1,645 sqm of courtyard gardens of which c.1,456 sqm is private communal amenity space; • Vehicular Access serving the proposed development is via Cherrywood Avenue; • all associated and ancillary site development and infrastructural works, including the provision of bike stores and bin stores, ESB sub-stations / switch room, public lighting, private amenity space, hard and soft landscaping and boundary treatment works. The proposed development also consists of minor revisions to the Phase 1 development permitted under Reg. Ref. DZ22A/1021 comprising of landscaping amendments to civic park, relocation of the foul water outfall from Bishop Street to Cherrywood Avenue together with all ancillary works, minor relocation of attenuation tanks located in the civic park and relocation of car share spaces (5no.) from surface level within the permitted Phase 1 development to the basement of the proposed Phase 2A development.	
D23A/0583	Riverwood, Cherrywood Road, Shankill, Dublin 18, D18R2V5	The demolition of two existing single-storey extensions to the rear of the property. 2) Construction of two smaller, single-storey extensions to the rear of the property. 3) Construction of an internal single storey corridor to replace an existing outdoor courtyard. 4) Construction of a new two storey element to facilitate a new entrance area and first floor bedroom. 5) Remodelling of existing windows to various elevations. 6) Construction of a new carport beside an existing garage. 7) Construction of a new integrated shed structure as part of an extended existing roof. 8) Adjustments to the existing roof profiles to the side and rear of the property. 9) Adjustments to the width and height of an existing vehicular entrance to include new vehicular gates, a new pedestrian gate, new gate posts and higher walls to match the height of the existing boundary walls, together with all associated landscaping/site works.	Permission granted 11/04/2024
ABP30841820	1.4 ha site to the south of Abingdon, Shanganagh	Permission for a Build To Rent Strategic Housing Development comprise a Build to Rent (BTR) residential scheme comprising 193 no. apartments within 4 no. blocks ranging in height from 5 to 8 storeys. The apartment mix will comprise: 193 no. units as follows: 12 no. studios; 110 no. 1 bed; 1 no. 2 bed (3 persons); 70 no. 2 bed (4 persons). All apartments will be provided with associated private	Permission granted 11/02/2021.

	Road, Shankill, Dublin 18	balconies/terraces facing north/ south/ east/ west. The development will include a pavilion, open spaces, tree houses, meeting rooms and flexible work space, BBQ facilities, resident's gym, and residential amenities areas. The development will include for a total of 120 no. car parking spaces including accessible spaces at undercroft and surface level, 372 no. bicycle parking spaces and 6 no. motorcycle spaces. Vehicular connection will be via Clifton Park. Additional pedestrian/cyclist accesses to the south (leading to Shankill Dart station to the south) is also proposed. The development also includes for all associated site development works and services provisions including bin storage areas, substations/switch rooms, plant rooms, boundary treatments and landscaping. The application contains a statement setting out how the proposal will be consistent with the objectives of the relevant Dun Laoghaire Rathdown County Development Plan 2016-2022. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land. A Natura Impact Statement has been prepared in respect of the proposed development.	
D21A/1082 ABP-315449-23	Conna, Abingdon Park, Shanganagh Road, Shanganagh, Shankill. Co. Dublin, D18WF54	Permission sought for development consisting of A) 32 number apartments comprising of three number three-bedroom, fourteen number two-bedroom, thirteen number one-bedroom and two number studio units on three floors to rear with a floor area of 1,121.5 sq.m., with balconies on East, West and South sides and an overall height of 14.1m from basement level, connected to and along with four floors to front with a floor area of 1,563sq.m, with balconies on West, East and South sides, with an overall height of 15.2m from basement level. Ground floor car parking for No. 13 cars including one disabled space. Basement car parking with an overall floor area of 849.7sq.m. consists of No. 24 car parking spaces to include No. 2 spaces for disabled and three electric charge points along with No. 2 motor bike spaces and No.17 bicycle spaces to include one cycle bicycle space. No. 26 bicycle spaces located at ground level. Bin storage with an area of 25 sq.m, located at basement level externally to North-East corner of site. Plant and services with a floor area of 21.9 sq. are located at roof level and meter services with a floor area of 15.3 sq. at basement level. Total gross floor area of the proposed development to be 3,556sq.m. Solar panels of the area of 40sq.m.to be provided on West roof. New 5.0m. wide vehicular access and 1.2m. wide vehicular access and 1.2 m. wide pedestrian access are to be provided onto Clifton Park, with gates 2.0 meters high, all on a site area of 3,380 sqm. The suite works include landscaping, screening, with common open space of 1,385.25 sq.m. along with new Sewage and Surface water drainage and an area of 7 sq.m. for siting 2m. high heat pumps at North boundary, new water connection to be connected to existing services at Clifton Park. New 2m. high wall to be provided along the South boundary and 2m high wall to be re-instated to East boundary of the site. All enabling and site development works, landscaping, boundary treatment, lighting, services and connections, waste management and all other ancillary works. B) Demolition of the existing two storey dwelling house 'Conna' with a floor area of 432.00 sq.m, and a height of 8.46 meters, along with demolition of single storey corrugated metal roofed sheds at Northwestern boundary, retaining existing access, as a	Permission granted 09/10/2024

		pedestrian access onto Shanganagh Road, which boundary and curtilage partially meets the attendant grounds of Abingdon House, a protected structure.	
D24A/0492	60, Roseville Cottage, Commons Road, Dublin 18, D18NXR6	Planning permission is being sought for retention and alterations to development of part dormer dwelling with two storey extension to north rear side and single story extension on west side with open canopy over entrance door. Permission for Demolition and removal of the second storey rear north elevation wall and flat roof and its replacement with a reduced height pitched roof, demolition and removal of the flat roof and roof garden to the ground floor extension to the west side of the building and its replacement with a pitched roof and pergola. Installation of new ground floor bedroom window to the east wall and a new rooflight over the master bedroom. Execution of new flood defence works including installation of flood protection gates.	Refuse permission for retention
Bray to City Centre Core Bus Corridor Scheme	Bray to Dublin City Centre	The Bray to City Centre Core Bus Corridor Scheme (the Proposed Scheme) will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. The Proposed Scheme has an overall length of approximately 18.5km and in addition, the section of Stonebridge Road included in the design measures approximately 200m. The Proposed Scheme is routed along R138 and commences at the junction of Leeson Street Lower and Earlsfort Terrace on St. Stephen's Green. It runs along Leeson Street Lower and Upper, and Sussex Road. It continues along Morehampton Road and Donnybrook Road, through Donnybrook Village and on to the Stillorgan Road, serving the UCD Interchange via the Stillorgan Road Overbridge at Belfield. The route then continues on the Stillorgan Road (N11), which carries on to the Bray Road to Loughlinstown Roundabout. From Loughlinstown Roundabout it runs along the Dublin Road (R837) to St. Anne's Church and then continues south through Shankill village along the R119. It then passes through Wilford Junction and along the Dublin Road until it terminates on Castle Street in Bray, on the north side of the River Dargle crossing. The aim of the Proposed Scheme is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme is a key measure that delivers on commitments within the National Development Plan (2021-2030), the Transport Strategy for the Greater Dublin Area (2022-2042) the Climate Action Plan (2023) and the National Planning Framework 2040.	Approved with conditions 28/01/2025

Table 16-2: Additional list of projects considered for Cumulative Effects

Project name or Reg. Ref.	Location	Description	Status
LRD25A/0641	Sector 3, Aikens Village, in the Townlands of Woodside and Kilgobbin, Stepside, Co. Dublin	a) Construction of a large-scale residential development of 209 no. residential units, comprising 18 no. three-bedroom three-storey triplex apartments and 191 no. duplex/own-door apartments (60 no. one-bedroom apartments, 77 no. two-bedroom apartments and 54 no. three-bedroom apartments) across 11 no. blocks ranging in height from three storey to part-three/part-four storey as follows: - Block 1 (4 storeys) comprising 9 no. apartments (3 no. 1 bed units and 6 no. 2 bed units); and a crèche facility at ground floor level of 235.5sq.m with associated outdoor play space of 60sq.m. - Blocks 2 and 3 (part 3/part 4 storeys) comprising 28 no. apartments (2 no. 1 bed units, 9 no. 2 bed units and 17 no. 3 bed units). - Blocks 4 and 5 (3 storeys) comprising 46 no. apartments (22 no. 1 bed units, 20 no. 2 bed units, 4 no. 3 bed units). - Blocks 6 and 7 (3 storeys) comprising 22 no. apartments (2 no. 1 bed units, 8 no. 2 bed units and 12 no. 3 bed units). - Block 8 (3 storeys) comprising 21 units (3 no. 1 bed duplex units and 18 no. 3 bed triplex units). - Blocks 9 and 10 (3 storeys) comprising 30 no. apartments (2 no. 1 bed units, 12 no. 2 bed units and 16 no. 3 bed units). - Block 11 (part 3/part 4 storeys) comprising 53 no. apartments (26 no. 1 bed units, 22 no. 2 bed units and 5 no. 3 bed units) with podium level communal open space, and undercroft providing plant, car parking spaces, motorcycle parking spaces, and bicycle parking spaces. Each apartment will have shared access to adjoining bin stores, car parking bays and bicycle parking bays. Each duplex/own-door apartment will be provided with private amenity space in the form of a balcony or terrace and each triplex apartment will be provided with private amenity space in the form of a ground level terrace and a terrace at second floor level. b) provision of 4,272.7sq.m of landscaped public open space and 3,223.9sq.m of landscaped communal open space on lands under the ownership of the applicants and provision of 5,490.8sq.m of landscaped public open space on lands under the ownership of Dún Laoghaire-Rathdown County Council. c) construction of 2 no. vehicular entrances, with associated internal access road network with pedestrian and cyclist infrastructure, via Thornberry Road and Atkinson Drive, 1 no. vehicular entrance via Atkinson Drive to the undercroft area and 1 no. pedestrian entrance via Village Road. d) Surface level car parking comprises a total of 147 no. car parking spaces, which includes 10 no. accessible spaces, 2 no. set-down spaces along Village Road to serve the creche, and 4 no. motorcycle spaces. Undercroft car park area proposed below Block 11 comprises 58 no. car parking spaces and 6	Permission granted 12/12/2025

		no. motorcycle spaces. Of the total 205 no. car parking spaces across the scheme 42 no. parking spaces will be provided with EV charging facilities. e) A total of 550 no. bicycle spaces are proposed in the form of 463 no. long-stay bicycle spaces in dedicated bike stores in each block, 82 short-stay visitor spaces at surface level (including 4 no. for the creche) and 5 no. long-stay bicycle spaces to serve the creche in Block 1. f) all ancillary site and infrastructural works, inclusive of removal of existing vehicular entrance via Village Road, provision of pedestrian crossings at Thornberry Road and at the corner of Village Road and Atkinson Drive, general landscaping and planting, boundary treatments, public lighting, plant rooms including 1 no. within undercroft car park for sprinkler system, 2 no. ESB substations at surface level, foul/surface water drainage and attenuation areas, and all associated site works necessary to facilitate the proposed development.	
LRD25A/0729	Lands adjacent to Riverside Cottage, Kilgobbin Road, Stepside, Dublin 18	The proposed Large-Scale Residential Development (LRD) will provide 120 no. apartment units within 2 no. blocks ranging in height from 4- to 6-storeys. The development will consist of; Block A, consisting of 44 no. units (27 no. 1 bed (2-person), 13 no. 2 bed (3-persons), 1 no. 2 bed (4-persons) and 3 no. 3 bed (5-persons) of 4- to 5-storeys height and roof terrace; Block B, consisting of 76 no. units (40 no. 1 bed (2-persons), 12 no. 2 bed (3-persons), 16 no. 2 bed (4-persons) and 8 no. 3 bed (4-persons) and be 5- to 6-storeys height. All units will be provided with terraces/balconies. The proposed development will provide all associated public open space and play area, 54 no. car parking spaces including accessible parking and Electric Vehicle parking, 273 no. bicycle parking spaces, 3 no. motorcycle parking spaces, bin/waste store, bulky goods stores and plant room at ground floor levels, 1 no. detached ESB substation and 1 no. detached bicycle store. The proposed development will also provide for all associated site development and infrastructural works including foul and surface water drainage, roads, footpaths, landscaping, boundary treatment, public lighting and a pedestrian and cycling pathway connecting Belarmine Vale and Kilgobbin Road. Vehicular access to the development will be from Belarmine Vale.	Permission granted 21/04/2026
DZ26A/0151	In the Townlands of Laughanstown and Cherrywood, in Cherrywood, Dublin 18.	The development proposed consists of 188no. residential units in a mixture of houses, duplexes and apartments. The overall development proposed comprises the following: 80no. apartments accommodated in 2no. blocks up to 5 storeys in height. Block A includes 40no. units (28no. 1-bedroom and 12no. 2-bedroom) with balconies/terraces and Block B accommodates 40no. units (29no. 1-bedroom and 11no. 2-bedroom) with balconies/terraces. 88no. 3 storey duplex units (25no. 1-bedroom, 29no. 2-bedroom and 34no. 3-bedroom). 20no. 3 storey 4-bedroom houses. All associated and ancillary site development and infrastructural works, car and cycle parking, drainage, hard and soft landscaping, communal and private open space, bin stores, ESB substations, bike stores and mobility hubs. Vehicular Access is provided from a single existing access point from Bishop Street. The proposed development consists of revisions/modifications to approximately 0.75ha of the works permitted at the Tully Park development (permitted pursuant to Reg Ref DZ15A/0813, as extended by DZ15A/0813/E and amended by Reg Ref DZ17A/0714, Reg Ref DZ17A/0862, Reg Ref DZ18A/0458 and Reg. Ref. DZ20A/0946) comprising the: Modification and relocation of the Level 5 local neighbourhood road along boundary with Tully Park immediately adjoining the development; The inclusion of a Part M compliant footpath in the	Request for Additional Information 22/04/2026

		Greenway located alongside the permitted Cherrywood Square / Tully Park Link Access Route linking Bishop Street with Tully Park; Amendment to entrance details at Tully Park Entrances. Tully Park itself is not affected by the development being proposed. No works are proposed to or in the vicinity of Tully Church Graveyard or within its grounds (Ref: DU026023001-2; National Monument No. 225) or to the National Monument including the high crosses (Ref: DU026023003, 4, 7: National Monument No.216).	
DZ24A/1030	In the Townlands of Laughanstown and Cherrywood, Dublin 18	The proposed development comprises of amendments to development permitted under Reg. Ref. DZ21A/0932 consisting of: Addition of 59no. units (3no. studio, 19no. 1-bed and 37no. 2-bed units) accommodated through a 1 storey increase to Block A (now 4 storeys in height), 1 storey increase to both Block B and Block C (now ranging in 4-5 storeys in height) and a part-1 part-2 storey increase to Block D (now ranging in height from 4-5 storeys); Amendments proposed to 99no. permitted units consisting of minor alterations to private amenity spaces, facades and layouts including 1no. studio in lieu of a permitted 2-bed unit and 1no. unit type change (Unit number C006); Reduction and reconfiguration of basement level, resulting in a reduction in total car parking quantum from 155no. spaces permitted to 133no. spaces now proposed (4no. spaces at surface level and 129no. spaces at basement level); Increase in cycle parking provision from 175no. spaces permitted to 267no. spaces now proposed (220no. long stay, 45no. short stay and 2no. cargo spaces); Omission of tenant amenity space and temporary creche facility; Minor amendments to facades; Minor amendments to the shared road and basement access to accommodate the reconfigured basement as well as minor amendments to foul water, water supply, surface water drainage and SuDS design; Landscaping amendments inclusive of the redesign of courtyard pavilions to accommodate communal refuse storage, an increase in communal open space provision and alterations to planting and boundary treatments; Including all associated and ancillary site development works. The development remains as otherwise permitted under Reg. Ref. DZ21A/0932.	Permission granted 11/06/2025
DZ24A/0696	Townlands of Laughanstown, and Brennanstown, Dublin 18	Permission is sought for amendments to development permitted under Reg. Ref. DZ23A/0028 consisting of development comprising: the addition of 4no. apartment units (2no. 1 bed and 2 no. 2 bed units) at Level 03 of Apartment Building 1, together with an increase in parapet height (c.800mm) for a section of the Apartment Block to provide a stepped building profile (Apartment Building 1 now 4 storeys overall); 4no. additional car parking spaces, 5no. additional bicycle parking spaces and 1no. additional motorcycle parking space; repositioning of a portion of the attenuation area, together with all ancillary and associated site development works; all on a development tile (T13) of approximately 0.8ha.	Permission granted 29/10/2024
DZ25A/0318	Lands within the townland of Brennanstown, Dublin 18	This application relates to development in the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Strategic Development Zone Planning Scheme 2014 (as amended) and forms part of Development Area 5 (known as Druid's Glen). The proposed development provides for the construction of 24 no. houses, consisting of 8 no. 2 storey 3 bed terraced dwellings (Types H3A1 and H3A3), 6 no. 2 storey 4 bed terraced dwellings (Types H4A1 and H4A4), and 10 no. 2 storey 4 bed semi-detached dwellings (Types H4A1, H4A3, and H4A4). The vehicular, pedestrian and cycle access will be from Phase 01 of Reg. Ref.: DZ19A/0863, as extended under Reg. Ref.: DZ19A/0863/E and amended under Reg. Ref.: DZ24/0621/WEB. The proposal includes associated internal roads, pedestrian and cycle paths, and the provision of the	Permission granted 20/08/2025

		proposed infrastructure up to the application site boundary to facilitate future connections to adjoining lands. The proposed development includes 36 no. car parking spaces, cycle and bin storage, foul and surface water drainage, including attenuation system, open space, landscaping, boundary treatment, lighting, and all associated site works.	
DZ26A/0148	Townland of Laughanstown, Dublin 18, The site is bounded by Grand Parade and Western Courtyard roads	The development will consist of a residential scheme of 311 no. units and a crèche facility in buildings ranging in height from 3 to 6 storeys over partial basement. The residential units will comprise 252 no. apartments, 28 no. duplex units and 31 no. houses. The apartments will be accommodated in 5 no. blocks ranging in height from 4 to 6 storeys (over partial basements) as follows: 1) Block A (6-storeys) will accommodate 48 no. units comprising 7 no. 1-bedroom, 29 no. 2-bedroom and 12 no. 3-bedroom units. 2) Blocks B and C (4 to 6 storeys) will each accommodate 58 no. units comprising 11 no. 1-bedroom, 31 no. 2-bedroom and 16 no. 3-bedroom units. 3) Block D (6-storeys) will accommodate 60 no. units comprising 6 no. 1-bedroom, 42 no. 2-bedroom and 12 no. 3-bedroom units. 4) Block E (4-storeys) will accommodate 28 no. units comprising 5 no. 1-bedroom, 16 no. 2-bedroom and 7 no. 3-bedroom units. Block E will accommodate a Crèche facility at ground floor level. 5) The apartments will have associated private balconies/terraces. The houses and duplex units will be located in 2 housing blocks (labelled A and B). Housing Block A will accommodate 14 no. 2-bedroom duplex units and 14 no. 3-bedroom duplex units in 2 no. 3-storey duplex terraces and 12 no. 4-bedroom 3-storey terraced houses. Housing Block B will accommodate 19 no. 4-bedroom 3-storey terraced houses. Three separate basements are proposed which will accommodate 165 no. car parking spaces, bicycle parking, refuse storage and plant. The development will include 2 no. vehicular accesses from the existing road that serves the adjacent residential development to the north-east, pedestrian access from Grand Parade and Western Courtyard, new internal access roads and footpaths, surface level car parking (127 spaces) and bicycle parking, landscaped amenity spaces, boundary treatments, part of the new landscaped Greenway connecting Tully Park and Lehaunstown Valley and all associated site development works and services.	Request for Additional Information 21/04/2026
DZ24A/0485	Site Known as Block G3, Cherrywood Business Park, Cherrywood, Loughlinstown, Co. Dublin	The proposed development will provide for a science and technology-based office building of 4 storeys over basement with a gross floor area of 5,818 sqm. The building will be comprised of office and research & development laboratory accommodation on ground to third floor, with basement-level accommodating 27 No. Car parking spaces, 34 No. bicycle parking spaces and associated welfare facilities, storage, plant; E.S.B. substation at ground floor, semi-enclosed plant at first floor, roof plant and elevated link-bridge connection at second floor level to existing third floor level of Building 11 and associated alterations to the façade of Building 11. The external roof plant will accommodate air handling and heat pump technology behind louvred screen and laboratory exhaust flues. The proposed development will include, green roof, hard and soft landscaping, vehicular set-down area, boundary treatment works, 30 No. Surface bicycle parking spaces, lighting, attenuation and drainage works (including amendment of permitted attenuation pond granted under Reg. Ref. DZ22A/0681), and all ancillary site development works including the realignment of the existing access road, works to public road including removal of car parking space. The application relates to development within the Cherrywood Strategic Development Zone (SDZ) and is subject to the Cherrywood Planning Scheme 2014 (as amended).	Permission granted 19/12/2024

D25A/0150	Lands Adjoining St. Laurence College, Wyattville Park, Loughlinstown, Co. Dublin	(i) Construction of an assisted living facility across four blocks (A-D) comprising 119 no. units (9 x 3-bed, 29 x 2-bed & 81 x 1-bed) ranging in height from 5 to 6 storeys. (a) Block A contains 24 no. units (16no. 1 Beds, 4no. 2 Beds, 4no. 3 Beds.) across 5 storeys; (b) Block B will contain 27 no. units (18no. 1 Beds, 4no. 2 Beds, 5no. 3 Beds.) across 5 storeys. Provision of communal facilities at ground floors of Block A and B comprising library/study area, cinema/presentation room, oratory, gym, resident's lounge, assisted living dining room, and community facilities comprising tea rooms and multifunctional community facility; (c) Block C will contain 32 no. units (22 no. 1 bed, 10 no. 2 bed) across 6 storeys; (d) Block D will contain 36 no. units (25 no. 1 bed, 11 no. 2 bed) across 6 storeys. Provision of communal social space with kitchen and servery, staff room and WC, consultation room, family meeting room, reception/admin area, and reception welcome area; Each unit will contain a living/dining/kitchen area, bathrooms, storage and private balconies/terraces. (ii) Construction of transitional care home (Block E) across 5 storeys providing 180 no. bed spaces; (iii) Provision of 2 no. MUGA playing pitches and ancillary lighting and boundary treatments; (iv) Provision of 2 no. grass playing pitches; (v) Closure of exiting gate along southern boundary of site and removal of existing path on western boundary; (vi) Provision of 97 no. car parking spaces and 60 no. bicycle parking spaces; (vii) Alterations to existing entrance onto Wyattville Park and creation of new entrance and footpaths on the southern boundary providing access to the N11; (viii) provision of a new access road to St. Laurence College from the existing entrance from Wyattville Park and the provision of a new school drop-off area; (ix) all other associated ancillary works including SUDs and foul drainage, landscaping, lighting, and boundary treatments necessary to facilitate the development.	Permission granted 19/02/2026
D26A/0008	a site containing Barn Close, Barn Close Lodge, Beechlands and Shanganagh Castle, on the Shanganagh Road, Shankill, Dublin 18 (Protected Structure)	The proposed development consists of the following: Demolition of the bungalow (Barn Close Lodge) located on the eastern boundary of the site and existing outbuildings and structures on the application site. Refurbishment of Beechlands House and Barn Close as 2 no. 5 bed dwellings. Provision of a total of 68 no. residential units, comprising: 29 no. 2 storey 3 bed houses to be provided in a mix of terraces, semi-detached and detached houses; 8 no. duplex units comprising 4 no. 2 bed units and 4 no. of 3 bed units, in a terrace of 4 no. 3 storey duplexes, each comprising 1 no. 2 bed at ground level and 1 no. 3 bed at upper levels; First-storey outdoor terraces are provided on the southern elevation of the duplexes; 31 no. apartments comprising 9 no. 1 bed apartments and 22 no. 2 bed apartments, within a part 3 and part 4 storey apartment block. Balconies are provided for all apartments on the eastern, western and south-western elevations. Retention and structural works to Shanganagh Castle and incorporation into a landscaped area which is publicly accessible. Vehicular and pedestrian access via an upgrade of the existing entrance from Shanganagh Road. The proposal includes alterations and improvements to Shanganagh Road, including provision of footpath and new pedestrian crossing to the south. A road reservation is provided for on the south eastern portion of the site to cater for the Six Year Road Objective to upgrade Shanganagh Road. The development also includes 73 no. car parking spaces (59 no. at surface level and 14 no. at ground level within the apartment building), 101 no. of cycle parking spaces (26 no. at surface level and 31 no. at ground level within the apartment building and 44 no. spaces in free-standing secure enclosures). Infrastructural works include foul and surface water drainage, landscaping, provision of public and	Request for Additional Information 04/03/2026

		communal open space, boundary treatment, lighting, landscaping, bin stores and PV panels at roof level and all associated site works.	
LRD24A/0396	Site to the south of Abingdon, Shanganagh Road, Shankill, Dublin 18	The development will consist of amendments to the permitted Strategic Housing Development (SHD) planning permission (Ref. ABP-308418-20). The amendments will be to permitted Blocks B, C and D to provide 5 no. additional apartments resulting in a total of 198 no. apartments across the entire development. The alterations will consist of the following: • Alterations to the permitted internal layout and facades to replace amenity space and cycle parking with 3 no. additional 1-bed units in Block B, 1 no. additional 1-bed unit in Block C and 1 no. additional 1-bed unit in Block D. • Amendments to the permitted car parking arrangement providing an overall increase of 3 no. car parking spaces. • Alterations to the permitted public open space to provide 3 no. external bike stores and 2 no. visitor bicycle parking clusters along with the replacement of the permitted Pavilion with a playground. • The proposed amendments will include all associated site services and development works required to facilitate the amendments outlined above. Otherwise, the development will be completed in accordance with the parent permission Ref. ABP-308418-20.	Permission granted 25/07/2024

16.1 Air Quality and Dust

The cumulative impact assessment for Air Quality and Dust has been reviewed having regard to the additional developments identified in Table 16-2. The mitigation measures identified in Chapter 6 of the EIA, including liaison with other high-risk construction sites where construction periods overlap, remain applicable.

No additional significant cumulative effects have been identified, and the conclusions of the EIA remain unchanged.

16.2 Climate

No potential cumulative impacts were identified with regard to climate.

16.3 Noise and Vibration

No potential cumulative impacts were identified with regard to noise and vibration.

16.4 Population and Human Health

If the construction periods of the developments shown in Table 16-1 and Table 16-2 are to overlap with the proposed development, there is a potential to impact on population and human health through additional disruption, including increased construction traffic and disturbance to residents and road users. These effects would be temporary while the construction phase progresses and will not be significant.

Planning Application D24A/0341 (ABP-320493-24), previously identified in the EIA, has since been refused and is no longer considered a foreseeable development in this cumulative impact assessment.

Planning Application LRD25A/0729 proposes the construction of 120 no. apartment units on Kilgobbin Road via Belarmine Vale, partially overlapping with the site area of the proposed development, and has been granted permission. If this project goes to construction at the same time as the proposed development, there is potential for impacts with regard to construction traffic and disruption along Kilgobbin Road.

Planning Application D26A/0008 proposes the demolition of existing structures and the construction of 68 no. residential units on Shanganagh Road, and is currently subject to a request for further information. If this project goes to construction at the same time as the proposed development, there is potential for impacts with regard to construction traffic and disruption along Shanganagh Road.

The relevant contractors will be required to liaise on sequencing and traffic management measures should construction occur at the same time.

No other projects nearby are expected to lead to cumulative impacts with the proposed development.

Once operational, the proposed FRS, when considered cumulatively with the above developments, will have a positive impact on population and human health.

16.5 Biodiversity

The list of projects identified in Table 16-2 has been consulted. With the implementation of mitigation measures outlined in the Biodiversity chapter, no significant cumulative impacts are considered likely with regard to biodiversity.

16.6 Land and Soil

The additional developments identified in Table 16-2 have been reviewed. No significant cumulative effects on land, soils and geology are anticipated. The conclusions of the EIAR remain unchanged.

16.7 Water

The Dublin Array wind farm project has the potential for adverse effects on water in the Irish Sea due to its offshore elements, and on the Carrickmines-Shanganagh river network due to its onshore elements. The proposed wind farm has been subject to a standalone EIAR. The EIAR concluded that with appropriate mitigation measures in place, any potential impacts to surface water quality will not be significant.

Other projects outlined in Chapter 16 will not have a significant cumulative impact with the proposed development, due to their small size and lack of complex likely effects.

16.8 Material Assets – Traffic and Transport

The cumulative impact assessment for Traffic and Transport has been reviewed separately in relation to the additional developments identified in Table 16-2. The mitigation measures identified in the EIAR, including traffic management measures and liaison with other contractors where construction periods overlap, remain applicable, as updated in Chapter 11 of this Addendum of the EIAR. The cumulative impact remains a slight adverse temporary impact during the construction phase. No cumulative effects are anticipated during the operational phase.

16.9 Material Assets – Utilities and Waste

The list of projects outlined in Table 16-1 and Table 16-2 has been consulted; no significant adverse impacts on Utilities and Waste are expected.

If construction of the Dublin Array wind farm happens at the same time as the construction phase for the proposed development, there could be disruptions due to the proximity of the schemes. DLRCC and the Dublin Array project team are liaising closely, which will ensure that programming and potential interactions are managed closely. No significant cumulative impacts are expected.

16.10 Cultural Heritage

No potential cumulative impacts were identified with regard to cultural heritage.

16.11 Landscape and Visual Impact

The projects listed in Table 16-1 and Table 16-2 were considered and assessed in terms of their potential impact on landscape and visual amenity and their potential to be experienced cumulatively with the proposed development.

It is possible that the construction period of the proposed development will overlap with that of several developments in the area. This would result in a temporary slight adverse cumulative effect on the local visual amenity and landscape for the duration of the overlapping construction period. A significant impact would not occur in this scenario.

Due to the nature of the proposed development and the nature of the other projects listed, cumulative effects during the operational phase are expected to be imperceptible.

17 Risk of Major Accidents and / or Disasters

This chapter has been prepared in response to Item 3a of the Request for Further Information (RFI) for ACP Ref no 321937-25 which stated:

“The EIA must include the expected effects arising from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project, however this is not addressed in the EIAR. An addendum to the EIAR should address this issue.”

The EIA Directive requires that the EIAR considers the effects on the environment in the event of major accidents and / or disasters relevant to the project, including those caused by climate change.

It is considered that the four areas of potential for major accidents and/or disasters relevant to the project are:

- Risk of spillage
- Risk of flooding;
- Risk of a major road traffic incident during construction; and
- Impact on critical infrastructure.

Proximity to Seveso sites was also considered but ruled out due to the distance from the nearest Seveso site (8.6km) to the proposed development. The site is the Dublin Waste-to-Energy Facility located on Pigeon House Rd, Dublin. Given the distance and scale of the proposed scheme, there are no likely significant impacts on the environment of the site.

17.1 Risk of Spillage

During construction, there is a risk of localised accidental pollution incidences from the following sources:

- Spillages or leakage of temporary oils and fuels stored on site;
- Spillages or leakage of oils and fuels from construction machinery or site vehicles;
- Spillage of oil or fuel from refuelling machinery on site;
- Run-off from concrete and cement during the use of cement-based products.

In absence of mitigation, pollutants could enter nearby drainage pathways and subsequently affect surface water or groundwater receptors. Potential impacts include contamination of surface water and groundwater, which could adversely affect water quality and ecological receptors. Where such contamination affects drinking water or recreational water use, there is also potential for indirect effects on population and human health. Potential interactions between water quality and population and human health are addressed in Chapter 7 Population and Human Health of the EIAR.

The implementation of mitigation measures outlined in Section 10.4 of Chapter 10 Water – Surface and Groundwater of the EIAR, Section 6.2.4 of the Preliminary CEMP and the Surface Water Management Plan (SWMP) prepared as part of the RFI response, including the appropriate storage of fuels and chemicals in bunded areas, controlled refuelling procedures, and the availability of spill response equipment on site, will minimise this risk.

With these measures in place, the likelihood of a significant pollution incident and associated effects on population and human health occurring is low. In line with the WFD Assessment prepared as part of the RFI response, no deterioration in the status of surface water or groundwater body is expected, either during construction or operation of the proposed development.

17.2 Risk of Flooding

17.2.1 Construction Phase Flood Risk

During construction, there is a potential for temporary works, such as cofferdams, to be overtopped or fail during high flow events, resulting in localised flooding of the works area. Such an event could also have consequences for the health and safety of construction workers and, where areas outside the works are affected, members of the public. The relationship between flooding and population and human health is addressed more broadly in Chapter 7 Population and Human Health of the EIAR. This will be managed through mitigation measures outlined in Section 10.4 of Chapter 10 Water – Surface and Groundwater of the EIAR and Section 6.2.5 of the Preliminary CEMP including the monitoring of weather forecasts and river conditions to minimise risks associated with extreme rainfall and high flow events.

In addition, Section 6.2.1 of the Preliminary CEMP identifies measures to reduce the potential impacts of flooding at site compounds, including the storage of lubricants, oils, fuels, cement and other potentially harmful substances outside the identified flood zones. Temporary works and flood defence structures will be designed and constructed in accordance with the project Design Risk Assessment to minimise the risk of failure.

There is also a potential risk of localised flooding arising from the blockage of existing or proposed culverts and drainage infrastructure by sediment, debris or vegetation during construction or operation. Such blockages could reduce flow conveyance capacity and result in localised flooding of adjacent lands or infrastructure. This risk has been considered within the scheme design and will be managed through routine inspection and maintenance of drainage infrastructure.

With the mitigation, design and maintenance measures described above in place, the potential for a flood-related major accident or disaster, including as a result of temporary works failure, culvert blockage or extreme weather events, and associated effects on population and human health is considered low.

17.2.2 Operational Flood Risk and Climate Change Adaptation

Extreme weather events, including flood events that exceed the design Standard of Protection (SoP), have the potential to impact the flood defence infrastructure during the operational phase. The proposed scheme has been designed to provide protection against the 1% AEP event.

The Climate Change Adaptation Plan included in Appendix B of the Options Development Report.

Various climate change adaptation measures have been considered for the scheme, with the following two principal adaptation approaches identified:

- **Raising and extending flood defences:** Increased flows may result in higher water levels and increased backwater effects, which could cause floodwater to escape around the ends of existing defences. Raising and extending the various containment measures would allow the Standard of Protection to be maintained. However, there are practical limits to the extent to which defences can be raised. At Commons Road, for example, peak water levels under the High-End Future Scenario may increase by approximately 2.0m in some locations. Additional measures may therefore be required to limit future defence raising to a reasonable level.
- **Flood storage:** Storage was considered throughout the options development process. Some storage measures were ruled out for the present-day scheme due to constraints or negative impacts, despite providing hydraulic benefits. As the need to control flows increases in the future, storage may be reconsidered to manage flood levels and limit the extent of defence raising required. Storage, in combination with the raising and extension of defences, would allow the scheme to manage increased future flows more effectively.

The following four work items have been incorporated into the proposed scheme as climate change adaptation measures:

- Development of stronger foundations of hard defences (walls/embankments) for new defences to allow raising of levels in the future;
- Installing culverts that can convey HEFS flows;
- Raising/extension of defences to climate change protection levels; and
- Protection measures at Shanganagh Road Bridge designed to withstand climate change events.

These measures are intended to improve the adaptability of the proposed scheme to future increases in rainfall, river flows and tidal levels.

The potential for structural failure of the permanent flood defence infrastructure has also been considered through the project Design Risk Assessment and the design of the permanent works. With the relevant design measures in place, the likelihood of structural failure giving rise to a major accident or disaster is considered low.

17.2.3 Residual and Exceedance Flood Risk

However, the proposed scheme design and climate change adaptation measures, a residual risk remains that more extreme events, such as the 0.1% AEP event, could exceed the design capacity of the flood defences, resulting in overtopping or inundation of defended areas.

While the consequences of such exceedance events could include localised flooding, the proposed scheme would significantly reduce flood risk compared to the do-nothing scenario. Such flooding could also have consequences for population and human health where properties, roads or other areas used by the public are affected. The scheme has been designed to increase the resilience of the area to flood events and would not introduce significant additional flood risk elsewhere.

Any remaining residual risk may be further managed through wider flood risk management measures, including the monitoring of weather conditions, flood forecasting and Property Flood Resilience (PFR) measures, where appropriate.

With the mitigation, design, monitoring and maintenance measures described above in place, the potential for a flood-related major accident or disaster, including as a result of temporary works failure, culvert blockage, structural failure or extreme weather events, and associated effects on population and human health, is considered low. While a residual risk of exceedance remains, this risk is lower than under the do-nothing scenario.

17.3 Risk of Major Road Traffic Incident

Construction works associated with the proposed development will require temporary traffic management on a number of roads. The most significant interface with the strategic road network is associated with the N11 Overflow Culvert and Bray Road, where works will require temporary traffic management within the existing road network. A major road traffic incident during these works could result in injury or other health and safety consequences for road users and members of the public. Relevant interactions between roads, traffic and transport and population and human health, including in relation to the N11 Overflow Culvert, are addressed in Chapter 7 Population and Human Health of the EIA.

The potential impacts associated with construction traffic and the N11 works are addressed in Chapter 11 Material Assets – Traffic and Transport of the EIA and Section 6.6 of the Preliminary CEMP. A detailed Construction Traffic Management Plan (CTMP) will be prepared prior to construction to ensure the safety of road users and construction personnel. Construction works at the N11 Crossing Site will be undertaken at night-time, with the N11 and Bray Road reopened for public use outside the working hours. The CTMP will be agreed with the relevant authorities and will include appropriate traffic and pedestrian safety measures. Temporary traffic management at the N11 and Bray Road will be undertaken at night-time, subject to

agreement with the relevant authorities, and a Traffic Management Plan will be prepared in consultation and agreement with the local authority. Where necessary, coordination will also be undertaken with contractors working on nearby projects and public transport operators to manage interfaces associated with temporary traffic management. With these measures in place, the likelihood of a major road traffic incident and associated effects on the health and safety of road users and members of the public is considered low.

17.4 Impact on Critical Infrastructure

During construction, there is potential for accidental damage to existing underground or overhead utilities notably watermains, electricity and gas mains, particularly in areas where services intersect with the proposed scheme. In the event of an accidental utility strike, the resulting consequences could include localised flooding, fire or explosion, and electrical hazards, depending on the utility affected. Such events could result in injury or other health and safety effects on construction workers and members of the public.

These risks will be managed by the implementation of mitigation measures outlined in Section 12.4 of Chapter 12 Material Assets – Utilities and Waste of the EIA, including the contractor liaising with the relevant service providers prior to the commencement of works and confirmation of utility locations. With these mitigation measures in place, the likelihood of a major accident or disaster and associated effects on population and human health is considered low.

17.5 Summary

In terms of the effects on the environment in the event of major accidents and/or disasters relevant to the project, this section has considered the risk associated with proximity to Seveso sites, the risk of spillage, the risk of flooding, the risk of a major road traffic incident during construction, and impacts on critical infrastructure. Potential consequences for population and human health have also been considered within these assessments, where relevant. In all cases the risk is assessed as low; this is due to the nature of the proposed scheme in combination with proposed mitigation measures as detailed and the implementation of three construction plans: a Construction Traffic Management Plan (CTMP), a Construction Environmental Management Plan (CEMP) and a Construction Waste Management Plan (CWMP) to be produced by the appointed Contractor.

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