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Dublin City Council

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Sandymount Flood Alleviation Scheme Constraints Report

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Sandymount Flood Alleviation Scheme
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Acronyms and abbreviations

AA	Appropriate Assessment
ACA	Architectural Conservation Area
AFA	Area for Further Assessment
ASI	Archaeology Survey of Ireland
AQIH	Air quality Index for health
cACA	Candidate Architectural Conservation Area
CAFE	Clear Air for Europe
CAP	Climate Action Plan
C&D	Construction & Demolition
FAS	Flood Alleviation Scheme
CFRAM	Coastal Flood Risk Assessment and Management
CSO	Central Statistics Office
DART	Dublin Area Rapid Transport
DAU	Development Applications Unit
DCIHR	Dublin City Industrial Heritage Record
DECC	Department of Environment, Climate and Communications
DoHLGH	Department of Housing, Local Government & Heritage
DCC	Dublin City Council
DLRCC	Dún Laoghaire Rathdown County Council
EIA	Environmental Impact Assessment
EMR	Eastern Midlands Region
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
EU	European Union
GCCC	Government Contracts Committee for Construction
GI	Ground Investigation
GSI	Geological Survey Ireland
HEV	Historic Environment Viewer
HP	Haase-Pratschke
LAP	Local Area Plan
LECP	Local Economic and Community Plan
LEIP	Local Environment Improvement Plan
MARA	Maritime Area Regulatory Authority
MIA	Most Important Areas
NAP	Noise Action Plan
NFGWS	National Federation of Group Water Schemes
NHA	Natural Heritage Area
NIAH	National Inventory of Architectural Heritage
NMS	National Monuments Service
NOx	Nitrogen Oxide
NO2	Nitrogen dioxide
NPWS	National Parks & Wildlife Service
NWCPO	National Waste Collection Permit Office
OSI	Ordnance Survey Ireland
OPW	Office of Public Works
ORE	Offshore Renewable Energy
PM	Particulate Matter
PoM	Programme of Measures
pNHA	Proposed Natural Heritage Area
RBMP	River Basin Management Plan
RDS	Royal Dublin Society
RMP	Record of Monuments
RPS	Record of Protected Structures
SAC	Special Area of Conservation

SCA	Seascape character Area
SDZ	Strategic Development Zone
SMR	Sites and Monuments Record
SPA	Special Protection Area
SWO	Storm Water Overflow
TII	Transport Infrastructure Ireland
UNESCO	United Nations Educational, Scientific and Cultural Organisation
VIP	Village Improvement Plan
WFD	Water Framework Directive
WHO	World Health Organisation
WIID	Wreck Inventory Database
WMP	Waste Management Plan
WWTP	Wastewater Treatment Plant

1. Introduction

1.1 Background

The Sandymount Flood Alleviation Scheme (FAS) originates from comprehensive assessments undertaken in compliance with the European Union (EU) Floods Directive (2007/60/EC), specifically within the framework of the OPW's Eastern Catchment Flood Risk Assessment and Management (CFRAM) Study. The Eastern CFRAM Study, focusing on the eastern region of Ireland, identified Sandymount as an Area for Further Assessment (AFA) due to its significant flood risk profile. This highlighted the area's vulnerability to flooding events and the consequent need for targeted flood risk management measures.

The Sandymount FAS aims to design and implement flood risk management measures that are: technically, socially, environmentally and economically acceptable; address various types of flooding, including coastal inundation, wave overtopping, surface water and drainage network flooding; and are fully adaptable as climate change progresses. Sandymount FAS is being developed by Dublin City Council (DCC) and the Office of Public Works (OPW) and its implementation is supported by funding allocated under the National Development Plan 2021-2030 (Department of Public Expenditure and Reform 2021), reflecting its strategic importance in enhancing Ireland's resilience to flood-related challenges.

1.2 Purpose and Content of Report

The purpose of this report is to document the constraints and opportunities, including potential key environmental issues, that need to be taken into account during the development of the Sandymount FAS. Early identification of such constraints and opportunities is essential to inform the identification of potential options, enable robust multi-criteria appraisal of options and decision making, and optimise the design and construction of the preferred option.

DCC has identified that the development of Sandymount FAS will be constrained and influenced by physical features, both natural and artificial, and other key external parameters as follows:

- Natural constraints (naturally occurring landscapes and features, including underground features);
- Artificial constraints (forming part of the built environment including underground features, e.g. disused landfills); and
- External parameters (design constraints, policy, procedural, financial and legal issues).

Section 2 of this report provides an overview of the key physical constraints and external parameters that could influence the development of Sandymount FAS and that should be taken into account as it is developed.

Building on Section 2, Section 3 of this report provides further detail of key environmental issues, constraints and opportunities relating to the development of Sandymount FAS, with specific reference to those aspects required to be considered under the EU Environmental Impact Assessment (EIA) Directive (2014/52/EU), and including reference to the EU Habitats Directive (92/43/EEC), Birds Directive (2009/147/EC) and Water Framework Directive (2000/60/EC).

1.3 Study Area

Sandymount FAS will be developed in and benefit the coastal suburb of Sandymount, Dublin 4, located c.4 km south-east of Dublin city centre. Neighbouring suburbs are Ballsbridge, Merrion and Irishtown.

An initial Scheme Area (Figure 1.1) for Sandymount FAS has been defined, informed by the Eastern CFRAM Study, and comprises the area between the River Dodder to the west, Sean Moore Park to the north, Elm Park Stream and Merrion Gates to the south and the coastal frontage to the east. This Scheme Area includes:

- Areas within which physical works could be constructed, accessed and maintained as part of any feasible scheme;
- Areas intended to benefit from, and be protected by, the scheme; and
- Lengths of river channel/watercourse/surface water (combined) network upstream and downstream that are likely to be impacted hydraulically by any technically feasible scheme.

Figure 1.1: Sandymount FAS Scheme Area (Red).

This initial Scheme Area will be refined and updated as technical work is progressed during the development of Sandymount FAS to ensure that wider study area(s) are identified, as appropriate, to include:

- The lengths of river channel/watercourse/surface water (combined) network and coastline that have hydraulic influence on the area intended to benefit from, and be protected by, any feasible scheme;
- Full hydrological catchment areas draining to the downstream ends of river channels/watercourses/ surface water network; and
- Areas that require environmental assessment as part of the development of any options or measures (e.g. areas of ex situ habitat that may support the qualifying interest features of designated sites within/adjacent to the initial Scheme Area; sections of coastline downdrift that could be affected by physical changes within the Scheme Area).

Therefore, although the focus of this constraints study is on the initial Scheme Area in Figure 1.1, consideration is and will be given, as appropriate, to constraints and opportunities in areas outside this boundary that may be identified as part of a wider study area for future technical assessments.

1.4 Constraints Study Approach

The constraints study documented in this report is a desk-based review based on online mapping and available data from DCC, OPW and other third-party providers, as detailed by environmental topic in Section 3, and informed by preliminary site walkovers of the initial Scheme Area.

The key environmental data used to provide an understanding of existing or future conditions and inform this constraints study have been sourced from:

- Online data sources (e.g. Environmental Protection Agency (EPA), National Parks and Wildlife Service (NPWS), Central Statistics Office (CSO), Tailte Éireann, Geological Survey Ireland (GSI), Historic Environment Viewer (HEV), National Inventory of Architectural Heritage (NIAH));
- OPW, DCC and Dún Laoghaire Rathdown County Council (DLRCC) data/plans (e.g. Flood Risk Management Plan for the Liffey & Dublin Bay River Basin (UOM09) (OPW 2018), Dublin City Development Plan 2022-2028 (DCC 2022), Dun Laoghaire Rathdown County Development Plan (DLRCC 2022), Dublin City Local Economic and Community Plan (LECP) 2024-2029 (DCC 2024a), Dublin City Biodiversity Action Plan 2021-2025 (DCC 2021), Dublin Agglomeration Noise Action Plan 2024-2029 (DCC 2024b));
- External/third party data holders (e.g. National Biodiversity Data Centre);
- Reports from previous assessments/studies in the study area (i.e. Part 8 assessment and planning reports for Sandymount FAS Phase 1 (DCC 2017) and Sandymount Martello Tower (DCC 2019), Sutton to Sandycove Promenade and Cycleway feasibility study (Scott Wilson 2010)); and
- Other contextual reports/plans (e.g. Water Action Plan 2024: A River Basin Management Plan for Ireland (Department of Housing, Local Government and Heritage (DHLGH) 2024)).

No specific site surveys have been undertaken for the Sandymount FAS at this time, although any available survey and assessment reports from previous studies undertaken in the Scheme Area have been reviewed.

The scope of the environmental issues, constraints and opportunities considered in this study was informed by, as appropriate, the requirements of an Environmental Impact Assessment (EIA) in accordance with the EIA Directive (2014/52/EU), and including reference to the EU Habitats Directive (92/43/EEC), Birds Directive (2009/147/EC) and Water Framework Directive (2000/60/EC), covering:

- Population and human health;
- Biodiversity;
- Land, soil, water, air and climate;
- Material assets, cultural heritage and the landscape; and
- The interaction between the factors referred to above.

Further details are provided in Section 3 with respect to each environmental topic considered.

1.5 Consultation and Engagement

Initial consultation has been undertaken with third party data providers to obtain the required data to inform the identification of relevant constraints presented within this report.

Further consultation will be undertaken as the Sandymount FAS develops to ensure that all relevant information regarding the Scheme Area and the views of all stakeholders are taken into account to inform the appraisal of options and identification of the preferred option for Sandymount FAS.

The community has previously expressed concerns and challenges regarding the delivery of the Scheme:

- Environmental impact: Potential disruption to local biodiversity, particularly during the construction phase.
- Aesthetic concerns: New flood defences might alter the visual appeal of the coastal promenade.
- Construction disruptions: Inconvenience due to noise, vibration, and restricted access during the construction period.

Additionally, the community has a strong desire to incorporate placemaking elements into the Scheme such as improved public spaces and access, recreational areas, and aesthetic upgrades that foster a sense of place and community.

Future planned consultation and engagement activities will inform the identification of key issues, constraints and opportunities identified in this report. In particular, the public were consulted at an initial Public Participation Day in April 2025, on current progress and activities relating to the Sandymount FAS, and their views specifically requested on constraints and opportunities that they consider should be taken into account.

2. Key Constraints and Opportunities

2.1 Physical Constraints

2.1.1 Natural Constraints

The Scheme Area in Sandymount is located in a low density yet highly urbanised suburban area in South Dublin Bay. Key natural features include the coastal and marine habitats and waters (albeit in parts modified by coastal urban development), limited areas of terrestrial natural/semi-natural habitat and the soil and underlying geological resources. Many of these natural features and areas are protected under national and international legislation and subject to planning policy that will constrain how the development and design of the Sandymount FAS is taken forward.

Key natural constraints include:

- Adjacent coastal waters, beach and watercourses (and associated habitats) which are notable in terms of:
    - Biodiversity – need for protection of habitats and species, including fisheries, with multiple designations at an international level;
    - Water quality and resources, particularly in terms of the EU Water Framework Directive (WFD) (2000/60/EC), and including bathing water quality;
    - Physical coastal processes and geomorphology – changes in which could impact on other locations within Dublin Bay;
    - Landscape and seascape character, including extensive views across Dublin Bay; and
    - Providing locally important recreational resources.
- Terrestrial habitats and species of biodiversity value and natural landscape features, including trees and areas of grassland etc.;
- Underlying geology, soils and hydrogeology resources; and
- Areas of undeveloped/open land and associated soil resources and recreational/amenity value.

Details of the key issues, constraints and opportunities associated with each of the above aspects of the natural environment within the Scheme Area, and the potential zone of influence of the Sandymount FAS are provided in Section 3.

2.1.2 Artificial Constraints

2.1.2.1 Existing

As a suburb of Dublin City, the Scheme Area in Sandymount is an urbanised area with numerous physical artificial features present in the built environment, some of which are protected by law and/or planning policy, that will constrain the development and design of the Sandymount FAS.

Key existing artificial constraints relating to the built environment include the:

- Structures along the coastal frontage including the sea wall, promenade, Martello tower (note that the sea wall and the Martello tower are designated as Protected Structures) that could be directly affected by flood alleviation works;
- Transport network, in particular along the coastal frontage, includes roads, car parks, footways/paths and cycling and bus infrastructure. The Dublin Area Rapid Transport (DART) rail line extends diagonally through the Scheme Area reaching the coast at Merrion Gates at the southern end of the Scheme Area;

- Buildings and properties including residences, businesses and community (including healthcare, religious, education and political) facilities across the Scheme Area that could benefit from flood risk reduction, but in areas where works are proposed will be sensitive to the impacts of construction disturbance, changes in views, access. Some buildings and structures will be of specific architectural heritage value and/or form part of a wider area of architectural heritage value such as those located in Sandymount Architectural Conservation Area;
- Amenity spaces – including Sandymount promenade and beach accesses, open spaces and parks, golf course, playgrounds, sports fields and clubs;
- Previously developed land with potential land quality considerations;
- Presence of underground and overground utilities and services; and
- Maritime activities within the adjacent coastal waters of Dublin Bay.

Details of the key issues, constraints and opportunities associated with each of the above aspects of the built environment within the Scheme Area and the potential zone of influence of the Scheme are provided in Section 3.

2.1.2.2 Planned development

In addition to the existing built environment, there are a number of planned developments in the vicinity of the Scheme that the design, construction and operation of the Scheme will need to take into account.

Using the DCC planning application mapper a planning history search has been undertaken to identify any major planning applications which are noteworthy within 10-15m of the coastline and large applications located within the remainder of the Scheme Area. Other significant applications which are located outside the Scheme Area (including in the DLRCC administrative area) but are in close proximity have also been identified.

Key applications to note within the Scheme Area include:

- East Coast Trail (formerly Sutton to Sandycove) cycleway (works proposed/carried out by Fingal County Council, DCC and DLRCC)[1];
- Dublin Port 3FM Project - consisting of: new public road and bridge, a new terminal, replacement of existing terminal, a ship turning circle, a maritime village and community gain elements (active travel routes, park and plaza);
- DCC District Heating Project – a District Heating System to recover and distribute waste heat primarily from the Dublin Waste to Energy Facility at Poolbeg Peninsula;
- Belfield/Blackrock to City Centre Core Bus Corridor Scheme (National Transport Authority) – bus priority infrastructure and traffic management including cycling infrastructure and improvements for active travel; and
- River Dodder Flood Alleviation Scheme Phase 3 (DCC in partnership with DLRCC and the OPW) - flood defence works for the River Dodder from Clonskeagh Bridge to Orwell Road Bridge.

Further to the above, a high proportion of applications identified are located within the Poolbeg West Strategic Development Zone (SDZ) to the north of the Scheme Area. The applications within the SDZ comprise mixed use development, office, residential and modifications to previously permitted applications.

[1] Appeal Number: 2021/224 cites that DCC can progress with a one way cycle track proposed in 2020 along Strand Road. DCC are yet to make a decision on the progression of these works at the time of writing.

Other applications identified include large scale residential developments (LRD), other residential applications, pipeline insulation joint replacement, change of use applications for southern and port access routes, and a new bridge.

A planning history search of the marine environment was undertaken to identify any major applications which have the potential to overlap and/or be in close proximity to the Scheme (considering areas off the coast from Sandymount within a potential zone of influence). Those identified include:

- An offshore windfarm (Bray Offshore Wind Limited and Kish Offshore Wind Limited);
- Installation of an electrical transmission circuit, including submarine cabling;
- Installation of a marine waterpark (Dun Laoghaire Harbour);
- Replacement of cables; and
- Offshore Renewable Energy (ORE) operations maintenance facility for an offshore windfarm.

A detailed review of the challenges/objections received for all key planning applications should be undertaken so that the development of the Scheme can be designed fully cognisant of these.

Details of the planning history search undertaken is provided in Appendix B.

2.2 External Parameters

2.2.1 Design Constraints

The Scheme Area is a developed urban area that extends up to the current sea defence. Along the coastal frontage, this creates a confined site with the following constraints relating to the design and construction of flood alleviation measures:

- Properties – The properties in the Merrion Gate area are situated directly on the seafront with the rear property walls being the existing sea defence in this area. The design options may be limited in the area due to private landowner preference and existing structures which form part of the properties. The properties situated on Strand Road (some of which are Protected Structures – refer to Figure 3.2 in Appendix A) have vehicle and pedestrian access onto the road which must be maintained during construction and considered in the final design.
- Roads and footways – Strand Road is a key route within the Sandymount area and heavily trafficked. The road and footway are adjacent to the promenade seawall south of Gilford Avenue and adjacent to the seawall to north of Gilford Avenue. The existing geometry and widths of the existing footway and road will need to be maintained in the final design, which significantly limits the footprint of any coastal protection solution and therefore limits the options available. Consideration will also need to be given during the design phase to maintaining use of the footpath and road during construction.
- Foreshore – the area that can be used by any new coastal defence on the foreshore may be dictated by environmental constraints. These constraints will have an effect on the footprint of the scheme and design options that can be taken forward in the Scheme Area.
- Utilities – due to the urban nature of the Scheme Area there are a number of utilities in the vicinity of the sea wall. It is likely that these utilities may require diversion during construction.
- Access to carparks, the promenade, and foreshore – the seafront has a significant number of access points that must be considered and maintained in the final design. This is likely to lead to elements of the defence that will not be passive and will need operational personnel to mobilise (e.g. installation of temporary flood barriers when flood events are predicted).
- Site traffic - The Scheme Area is in a residential area; any construction will require the import of a significant amount of construction material. There is a risk that limits will be placed on the allowable

number of vehicle movement to the construction site per day, which could dictate the speed and cost of construction.

- Temporary material storage – Material may need to be stored on the promenade during construction as there are no other obvious storage areas.
- Historic structures – The Scheme Area contains historic structures; the character of the structures will need to be maintained which will dictate design decisions.
- Proximity to water – The construction of the scheme will be highly influenced by tide and sea conditions. The design will consider this from a buildability and safety standpoint.

2.2.2 Financial, Legal, Policy and Procedural Constraints

This section outlines the key financial, legal, policy and procedural constraints facing the Sandymount FAS, as well as the governance requirements for schemes progressed under the Planning and Development Act 2000 (as amended) (hereafter referred to as the P&D Act 2000) by the OPW.

The Sandymount FAS faces significant constraints across financial, legal, and procedural domains. Careful navigation of these challenges, particularly in terms of funding allocation, environmental compliance, and adherence to OPW procedures and governance requirements, will be crucial for the project's success. The Scheme must maintain a balanced approach, ensuring flood protection while respecting environmental sensitivities, legal requirements, and governance structures.

2.2.2.1 Financial Constraints

Funding for flood risk management projects in Ireland typically comes from multiple sources:

- National Exchequer: The primary source, allocated through the OPW;
- EU Structural Funds: Potentially available for qualifying projects; and
- Local Authority contributions: DCC may need to allocate funds.

Constraints for the Sandymount FAS include:

- Budget limitations and competition with other national priorities;
- Need for cost-benefit analysis to justify expenditure;
- Potential for cost overruns due to project complexity;
- Long-term maintenance costs consideration;
- Requirement for detailed financial planning and regular budget reviews; and
- Potential impact of economic fluctuations on funding availability.

2.2.2.2 Legal and Policy Constraints

The Sandymount FAS must navigate a complex legal and policy landscape:

- Planning consent: Requires submission to An Bord Pleanála under the P&D Act 2000;
    - Note: Under the P&D Act 2000 there are no statutory decision-making timeframes for ABP.
    - Note: Section 175 (3)(A) states: "*A local authority shall not be eligible to make an application under subsection (3) in relation to proposed development in the maritime area unless it:*

      (a) "*is the holder of a maritime area consent granted for the occupation of a maritime site for the purposes of the proposed development,*

      (b) is the owner of land on which it is proposed to carry out the development concerned, or

(c) makes the application with the consent, or on behalf, of the owner of the land on which it is proposed to carry out the development concerned."

- The Planning and Development Act 2024 (hereafter referred to as the P&D Act 2024) was signed into law by the President on 17 October 2024 thus creating the P& D Act 2024.
    - The P&D Act 2024 will commence by Ministerial Orders on a phased basis over a two-year period, the timing of which is to be confirmed. This will include some elements of both the P&D Act 2000 and the P&D Act 2024 applying concurrently. The existing provisions in the P&D Act 2000 will remain in place until the relevant provisions in the P&D Act 2024 are commenced and the corresponding provisions in the P&D Act 2000 are repealed.
    - The P&D Act 2024 is being commenced on a phased basis and therefore different provisions within the P&D Act 2024 will gradually come into effect over time. Applications which are progressed under the P&D Act 2000 will continue to progress under that Act.
    - On 4 March 2025, the Department of Housing, Local Government and Heritage (DHLGH) published an 'Implementation Plan' and also stated that a dedicated website for the 'rollout' of the P&D Act 2024 as well as its associated revised regulation will be created.
- EIA: Likely to be mandatory under the EIA Directive due to the potential project scale and potential impacts on the receiving environment.
- Appropriate Assessment (AA): Required under the EU Habitats Directive due to proximity to and potential for impact on designated habitats and species.
- The full extent of the Scheme within the marine area is as yet unknown. Under the Maritime Area Planning Act 2021 (hereafter referred to as MAPA 2021) the 'maritime area' is defined under Section 3 (Application) as:

  'extending from the high water of ordinary or medium tides of the sea to the outer limit of the continental shelf, and includes—

  (a) the sea and tidal areas of internal waters of the State as construed in accordance with the Act of 2021

  (b) the territorial seas of the State as construed in accordance with the Act of 2021,

  (c) the exclusive economic zone as construed in accordance with the Act of 2021, and

  (d) the continental shelf.'
- In line with the above, any proposed development within 'the maritime area' is subject to the MAPA 2021. The MAPA 2021 sets out at Section 75 (when MAC is required prior to seeking development permission, etc) "(1) Subject to subsection (4) [and sections 75A and 76A], where development permission is required for a proposed maritime usage in a part of the maritime area, a person shall not seek, or otherwise have (by whatever means), such permission unless he or she is, in respect of that part, the holder of a MAC for the occupation of that part for the purposes of such usage."
- The Scheme should establish the extent of privately owned lands within the Maritime area so that any applicability of the MAPA 2021, Chapter 9 (Privately owned part of maritime area) can be reviewed.
- MAPA 2021 includes at Part 5 'Licences authorising certain maritime usages in the Maritime Area' under the heading 'Interpretation' Section 110 (1) "Schedule 7 usage means a maritime usage specified in Schedule." Schedule 7 'Maritime Usages which may be undertaken in Maritime Area pursuant to Licence' (Section 110) include (inter alia):
    - 1) "Marine environmental surveys for the purposes of scientific discovery or research; and
    - 2) Marine environmental surveys for the purposes of site investigation or in support of an application under Part XXI of the Act of 2000."

    - The Scheme should note that the Maritime Area Regulatory Authority (MARA) states on its website that licences for surveys are likely to take approximately 30 days, subject to all relevant information being submitted by an applicant, and to process MAC applications approximately 90 days after it is satisfied that the applicant has complied with all the requirements.

- WFD compliance: Need to ensure no deterioration of waterbodies, including consideration of any potential requirements for derogations under Article 4(7).
- Public consultation requirements: Statutory obligation for public engagement.
- Compliance with the Aarhus Convention: Ensuring public participation in decision-making and access to justice in environmental matters.
- Adherence to the Floods Directive: Aligning with national flood risk management strategies.
- There are a number of National, Regional and Local plans of relevance to Sandymount FAS which include both the terrestrial and marine areas. (See Appendix C). Compliance with planning policy is required. It is noted that during the lifetime of the Scheme new policy documents and revisions to policy documents may occur, for example: Within the Dublin City Development Plan 2022-2028 (DCC 2022) it is noted that within the Scheme Area, a Local Area Plan (LAP) or Village Improvement Plan (VIP) is to be prepared for Ringsend/Irishtown "subject to resources". In addition, a Local Environment Improvement Plan (LEIP) is to be prepared for Sandymount subject to resources. The Scheme should monitor the progress of plans as there could be opportunities to 'shape' the direction of local policy and objectives.

2.2.2.3 Procedural Constraints

The Sandymount FAS must adhere to strict procedural guidelines:

- Project management: Follow best practices in project management, including risk assessment and stakeholder engagement;
- Procurement rules: Compliance with national and EU procurement regulations for public works contracts;
- Environmental procedures: Conducting necessary surveys and assessments for protected species and habitats;
- Design standards: Adherence to flood defence design standards and climate change allowances;
- Interagency coordination: Ensuring seamless collaboration between DCC, OPW and other key stakeholders such as DLRCC;
- Quality assurance: Implementing robust quality control measures throughout the project lifecycle; and
- Change management: Establishing procedures for handling project modifications and scope changes.

For schemes progressed by the OPW under the P&D Act 2000, the following governance requirements must be adhered to:

1. Project Steering Group: Establishment of a high-level steering group comprising representatives from the OPW, relevant local authorities, and key stakeholders to provide strategic oversight.

2. Project management structure: Implementation of a clear project management structure with defined roles and responsibilities, including a Project Manager, Technical Advisors, and specialist consultants as required.

3. Statutory consultation: Engagement with prescribed bodies and relevant stakeholders as mandated by the P&D Act 2000, ensuring all statutory requirements are met.

4. Public participation: Development and implementation of a public participation strategy, including public information events, consultations, and feedback mechanisms.

5. Environmental governance: Appointment of environmental specialists to oversee compliance with environmental legislation and to manage the EIA and AA processes.

6. Financial oversight: Regular financial reporting to the Department of Public Expenditure and Reform, adhering to the Public Spending Code.

7. Risk management: Implementation of a robust risk management strategy, with regular risk assessments and mitigation measures.

8. Quality assurance: Adherence to the OPW's Quality Management System, ensuring all project deliverables meet required standards.

9. Procurement Governance: Strict adherence to public procurement guidelines, with oversight from the Government Contracts Committee for Construction (GCCC) where applicable.

10. Progress reporting: Regular progress reports to be submitted to the OPW senior management and relevant government departments.

11. Ministerial approval: Obtaining necessary approvals from the Minister for Public Expenditure and Reform at key project stages.

12. Interdepartmental coordination: Ensuring effective communication and coordination with other relevant government departments and agencies.

2.2.3 Delivery approach

This section outlines key delivery constraints facing the Sandymount FAS in terms of how the various types and sources of flood risk (coastal, fluvial and surface water (pluvial)) within the Scheme Area will be considered and addressed. Present understanding of the various sources of flood risk and the requirement for flood alleviation measures is at different stages of assessment and design development.

The coastal flood risk at Sandymount was identified as an AFA in the National Preliminary Flood Risk Assessment (OPW 2012) and included in the Eastern CFRAM study, which then assessed and produced flood risk mapping for the area (north/east of the DART line) from both inundation and wave overtopping. Therefore, the focus of the coastal flood risk element of the Scheme is now on developing options for implementation, selecting a preferred option and submitting for planning consent.

Hydraulic modelling of the three streams (Elm Park, Nutley and Trimleston) has not yet been undertaken and flood risk maps have not been produced. Therefore, it remains unclear whether a fluvial/surface water risk exists from these systems and if actions are required.

Any proposed coastal flood alleviation works are not proposed to extend south past Merrion Gates, and as all three streams discharge to the sea further south of that point, any works proposed to address the coastal and the fluvial/surface water flood risks are completely functionally independent of each other.

Therefore, given the existing understanding of coastal flood risk, the additional time required to understand fluvial/surface water risk and the functional independence of these flood risk sources, these elements of the Scheme will be progressed separately, with the identification of options to address coastal flood risk prioritised. These are also likely to be subject to separate planning applications (which will ensure in-combination and cumulative impacts are taken into account in the assessments produced in support of each application).

3. Potential Key Environmental Issues

3.1 Introduction

The focus of this report is to identify the potential key environmental issues associated with the development of the Sandymount FAS which may be impacted by possible flood alleviation measures and/or which may impose constraints on the viability and/or design of these measures.

This section identifies relevant receptors and describes potential constraints, key issues and opportunities within the Scheme Area and, as appropriate, the potential zone of influence of the Sandymount FAS, in terms of the following range of key topics, informed by the requirements of the EIA Directive and key guidance such as the EPA's Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA 2022):

- Population and human health;
- Biodiversity;
- Surface water;
- Landscape, seascape and visual amenity;
- Geology, soils, land and hydrogeology;
- Coastal processes and geomorphology;
- Archaeology and cultural heritage;
- Architectural heritage;
- Air quality;
- Noise and vibration;
- Climate;
- Traffic and transport;
- Material assets;
- Waste and resources; and
- Environmental interactions and cumulative effects.

This constraints study does not provide a complete description of existing and future baseline conditions within the Scheme Area, but reflects an understanding of key known constraints at the time of writing to inform the development of options. This understanding will be further developed as the Scheme progresses, through surveys, data collection and consultation, and baseline conditions will be more fully described in the environmental assessment documents to be prepared to support any consent applications submitted for the Sandymount FAS in the future.

In addition, whilst this section provides an overview of existing conditions and receptors across the Scheme Area, reflecting areas at risk and potential intervention to address various sources of flooding, there is a focus on the coastal frontage where the need for potential interventions to manage tidal flood risk are known.

3.2 Population and human health

3.2.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Sandymount FAS in relation to population and human health. A desktop study was carried out which included a review of Dublin City Development Plan 2022-2028 (DCC 2022), mapping and key data sources such as:

- Ordnance Survey Ireland (OSI) PRIME2 Data (OSI 2025);
- OSI mapping and aerial photography;
- Census 2016 and 2022, Central Statistics Office (CSO 2016, CSO 2022); and
- Environmental Protection Agency (EPA) maps (EPA 2025a).

3.2.2 Key receptors

3.2.2.1 Population

Sandymount is a coastal suburb situated along Dublin Bay characterised by a combination of residential, commercial and recreational spaces. The area is known for its attractive views of Dublin Bay, wide open spaces and accessibility to Dublin City Centre.

Population changes in Electoral Divisions within which the Scheme Area is located, based on census data (CSO 2016 and CSO 2022), are detailed in Table 3.1.

Table 3-1: Population levels in Electoral Divisions located within the Scheme Area from recent censuses (CSO 2016, CSO 2022).

Electoral Division	Total Population 2016	Total Population 2022
Pembroke East B (Dublin)	3,818	3,852
Pembroke East C (Dublin)	3,920	4,179
Pembroke East E (Dublin)	3,902	3,924
Pembroke East D (Dublin)	5,263	5,368
Dublin City	554,554	592,713

The Scheme Area is located in a low density yet highly urbanised area where the main constraints relating to population and human health relate to the urban fabric comprising residential, commercial and community/recreational sites. According to the OSI PRIME2 data (OSI 2025), there are 4,797 residential properties, 48 commercial properties, and 26 community/recreational sites within the Scheme Area.

Key commercial, community and recreational receptors within the Scheme Area include (but are not limited to):

- Schools and educational facilities:
  - St Matthew's National School;
  - Star of the Sea Boys Secondary School;
  - Sandymount Educate Together Secondary School;
  - Shellybanks Educate Together Primary School;

  - Lakelands Girls National School;
  - Marian College Catholic School;
  - St. Michael's College; and
  - The Teresian School.
- Hospitals and healthcare facilities:
  - St. Vincent's University Hospital;
  - St. Vincent's Private Hospital;
  - Nursing and care homes e.g. Mount Tabor Care Centre and Nursing Home; and
  - Doctors, dentists and other health practitioners.
- Religious facilities:
  - St. Mary's, Star of the Sea Catholic Church;
  - Donnybrook Parish Centre;
  - Our Lady Queen of Peace Catholic Church;
  - Christ Church Sandymount; and
  - Church of Sacred Heart Catholic Church.
- Community and recreational facilities and open spaces:
  - Sean Moore Park;
  - Lansdowne Tennis Club;
  - Wanderers Football Club;
  - Railway Union Sports Clubs;
  - Monkstown Rugby Club;
  - Pembroke Cricket Club
  - West Wood Club;
  - Merrion Cricket Club;
  - Anglesea Road Cricket Ground;
  - Ollie Campbell Park;
  - Old Belvedere Rugby and Squash Clubs;
  - Fianna Athletics Club;
- Political institutions including the embassies for several countries; and
- Other key commercial facilities including:
  - Donnybrook Bus Garage;
  - Royal Dublin Society (RDS) Convention Centre; and
  - Radio Telefís Éireann (RTÉ) Radio Centre.

Affluence and Deprivation

The Pobal Haase-Pratschke (HP) Deprivation Index is Ireland's most widely used social gradient metric, which scores each small area (50 – 200 households) in terms of affluence or disadvantage. The index uses information from Ireland's census, such as employment, age profile and educational attainment, to calculate this score. In

the 2022 census, County Dublin had a deprivation score of 2.69 classified as '*Marginally Above Average*'. Data from the previous 2016 census showed that County Dublin had a deprivation score of 4.12 and a classification as '*Marginally Above Average*' (Pobal HP Deprivation Index 2016 and 2022). HP indices for the Electoral Divisions that cover the Scheme Area are provided in Table 3.2, which indicate that the Scheme Area is predominately classified as '*Affluent*'.

Table 3-2: Electoral Division Pobal HP Index located in the Scheme Area

Electoral Division	Pobal HP Index 2016	Classification	Pobal HP Index 2022	Classification
Pembroke East B (Dublin)	14.87	*Affluent*	11.96	*Affluent*
Pembroke East C (Dublin)	15.53	*Affluent*	12.90	*Affluent*
Pembroke East E (Dublin)	17.71	*Affluent*	12.44	*Affluent*
Pembroke East D (Dublin)	10.15	*Affluent*	6.54	*Marginally Above Average*

3.2.2.2 Tourism and Recreation

The Scheme Area is not particularly considered a major tourist destination, however, it has some appeal for those visiting Dublin due to its scenic coastal location and surrounding attractions. Sandymount strand is a popular landmark located approximately 4km south east of Dublin City Centre. The strand is a popular area among locals and tourists for leisurely walks offering views of Dublin Bay and a tranquil atmosphere. The Martello Tower on Strand Road is a well-known landmark with literary connections to James Joyce making it of interest to literary tourists. To the north-east of the Scheme Area is Irishtown Nature Park which is connected via pathways to the Scheme Area.

As identified in Section 3.2.2.1, the Scheme Area includes a wide range of facilities and spaces for recreation and leisure. These comprise a range of sports clubs, numerous open spaces and parks, the promenade and Sandymount beach, which provide multiple opportunities for leisure activities. The Dublin City Development Plan (DCC 2022) identifies the coastal frontage of the scheme area as a Strategic Public Right of Way (Coast Road South) for the city.

Sandymount Strand is designated as a sea angling site by Inland Fisheries Ireland (DCC 2022) and the coastal waters support other water sports such as swimming.

3.2.2.3 Human Health

The constitution of the World Health Organization (WHO), which came into force in 1948, defines health as 'a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity' (WHO 1948). As such, there are considered to be many factors which contribute to a person's physical, mental and social wellbeing.

Data on the general health survey of the population in Dublin City in which the Sandymount FAS is located has been extracted from the 2022 census data, with a breakdown of people's perception of their general health.

The vast majority of people living in Dublin City described their own self-perceived health as 'Very Good' (48.1%) or 'Good' (27.7%) in the 2022 Census representing an overall total of 75.8%. This is significantly lower than the national average of 83% responding either 'Very Good' or 'Good' (53% and 30% respectively).

3.2.3 Potential constraints, issues and opportunities

Given the urbanised environment of the Scheme Area, there are several constraints relative to population and human health. Key constraints, issues and opportunities identified include:

- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide improved resilience to the population and health of the Scheme Area, reducing the risk to properties and other facilities from potential flood damage and improving the health and wellbeing of the community at risk;
- Sandymount is a well-established residential and commercial area with housing, businesses and key amenities. There are numerous properties and infrastructure located on or near the coastline with the potential to both benefit from, in terms of reduced flood risk, and be adversely affected by the Scheme. This is particularly the case during construction (e.g. increases in dust, noise, vibration, changes in views, access restrictions) with associated potential positive and negative impacts on health;
- In particular, impacts on, and access to highly sensitive/more vulnerable receptors e.g. schools, crèches, healthcare facilities, nursing homes; should be considered;
- The design of the Sandymount FAS should ensure that the public amenity value of the affected area is not diminished. Impacts on public amenity/recreational areas and tourism should be considered and avoided where practicable, minimised or mitigated as may be necessary. Opportunities should be sought to improve the quality of public spaces and their amenity value;
- Maintaining, and where possible improving, access to Sandymount Strand and along the promenade, including the Public Right of Way, whilst balancing impacts on biodiversity, is a constraint for any proposed flood risk management solution;
- Whilst a reduction in flood risk can have a positive impact on health and wellbeing for those at risk now and in the future, consideration of any temporary adverse impacts from construction disturbance will be needed.
- In developing the Sandymount FAS, DCC and OPW will proactively engage with the local community to identify opportunities to integrate public realm enhancement projects and other proposals within the scheme design/delivery, where possible subject to funding and meeting the key flood risk management objectives.

3.3 Biodiversity

3.3.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to biodiversity, as per the Guidelines for Assessment of Ecological Impacts of National Roads Schemes (National Roads Authority, 2009). A sensitive receptor in this context relates to the following types of features:

- Designations – international: Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), Ramsar sites; and national: Natural Heritage Areas (NHAs) and Proposed Natural Heritage Areas (pNHAs);
- Protected species e.g., Annexes II and IV;
- Habitats (artificial, built and natural) e.g., Annex I; and
- Birds and mammals.

The information presented in this section has been sourced primarily from the Dublin City Biodiversity Action Plan 2021-2025 (DCC 2021), Dublin City habitat map (DCC 2020) and previous reports and assessments, which will be supplemented through desk study using the following:

- Data and mapping:
    - NPWS protected site data - site boundaries, qualifying interests, conservation objectives;
    - NPWS habitat and species data: Habitat and Species data | National Parks & Wildlife Service;
    - National Biodiversity Data Centre - http://www.biodiversityireland.ie/ and Biodiversity Maps - http://maps.biodiversityireland.ie/#;
    - Birdwatch Ireland I-WeBS waterbird counts for Dublin Bay (site code 0U404). Includes two subsites directly adjacent to Scheme Area (0U474 Sydney Parade Avenue - Poolbeg and OU473 Merrion Gates - Sydney Parade Avenue) and immediately south of Scheme Area (OU462 Booterstown - Merrion Gates);
- Previous reports and assessments:
    - Part 8 assessment and planning reports for Sandymount FAS Phase 1 (DCC 2017) and Sandymount Martello Tower (DCC 2019);
    - Sutton to Sandycove Feasibility Study – Ecology (Biosphere Environmental Services 2008); and
    - Sandymount Coastal Defence Scheme (Phase 1) Screening for AA (Roughan O'Donovan 2017) – desk based only.

3.3.2 Key receptors

3.3.2.1 Statutory designations

The Scheme Area adjoins South Dublin Bay, an area of biodiversity importance, with the following statutory protected designations: SAC, SPA, Ramsar and pNHA (refer to Figure 3.1 in Appendix A). A summary of the sites within the Scheme Area, the reasons for their designation and the potential zone of influence of the Sandymount FAS are provided below.

Note that descriptions below focus on those designated sites in South Dublin Bay that have the potential to be affected by the Sandymount FAS. Due consideration of other designated sites located in the north of Dublin Bay, further offshore and to the south, will be given during the development of the Sandymount FAS. Consideration will also be given to any inland areas of ex situ habitat that may provide feeding sites for qualifying SPA interest features.

The South Dublin Bay and River Tolka Estuary SPA (Code 004024) comprises a substantial area of Dublin Bay and its boundary extends along the coastal frontage of the Scheme Area. The SPA is of ornithological importance and has an objective to maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA. Four of the species that regularly occur at this site are listed on Annex I of the EU Birds Directive (Bar-tailed Godwit, Common Tern, Arctic Tern and Roseate Tern).

This SPA supports an internationally important population of Light-bellied Brent Goose, and nationally important populations of a further nine wintering species:

- Light-bellied Brent Goose (*Branta bernicla hrota*) [A046];
- Oystercatcher (*Haematopus ostralegus*) [A130];
- Ringed Plover (*Charadrius hiaticula*) [A137];
- Grey Plover (*Pluvialis squatarola*) [A141];
- Knot (*Calidris canutus*) [A143];
- Sanderling (*Calidris alb*a) [A144];
- Dunlin (*Calidris alpina*) [A149];

- Bar-tailed Godwit (Limosa lapponica) [A157];
- Redshank (*Tringa totanus*) [A162]; and
- Black-headed Gull (*Chroicocephalus ridibundus*) [A179].

The SPA also supports a nationally important colony of breeding Common Tern and is an internationally important passage/staging site for three tern species.

- Common Tern *(Sterna hirundo)* [A193];
- Roseate Tern *(Sterna dougallii)* [A192]; and
- Arctic Tern *(Sterna paradisaea)* [A194].

The SPA and its component wetlands with associated waterbirds are of special conservation interest for Wetland & Waterbirds [A999].

The **South Dublin Bay SAC** (Code 000210) is located south of the River Liffey in County Dublin and extends from the South Wall to the West Pier at Dún Laoghaire. Its boundary extends along the coastal frontage of the Scheme Area. It is an intertidal site with extensive areas of sand and mudflats. The sediments are mainly sands but grade to sandy muds near the shore at Merrion Gates.

The SAC has an objective to maintain or restore the favourable conservation condition of the Annex I habitats for which the SAC has been selected. Qualifying interests are:

- Tidal mudflats and sandflats [1140];
- Annual vegetation of drift lines [1210];
- Salicornia and other annuals colonising mud and sand [1310]; and
- Embryonic shifting dunes [2110].

Sandymount Strand/Tolka Estuary Ramsar (Code 832) contains an excellent and extensive area of intertidal mud and sand, which are of importance as a habitat for wintering waterbirds. The area of the Ramsar designation is contained within the boundaries of both the EU Birds Directive (2009/147/EC) SPA for South Dublin Bay and River Tolka Estuary (004024), and the EU Habitats Directive (92/43/EEC) boundary for South Dublin Bay SAC (000210). Although the Ramsar site is smaller, it is an integral part of the wider wetland complex that is the SPA and SAC, and its boundary extends along the coastal frontage of the Scheme Area.

There are no NHAs within the Scheme Area but there is a pNHA: **South Dublin Bay pNHA** (Code 000210). Refer to the South Dublin Bay SAC and SPA above for further information regarding the habitats and species present in the pNHA.

In addition, **Dublin Bay Biosphere** was officially recognised in 1981 by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) as a Biosphere Reserve because of its rare and internationally important habitats and species of wildlife. The UNESCO Biosphere Reserve designation covers most of Dublin Bay (300km^2) and aims to ensure the protection of its water quality and biodiversity.

3.3.2.2 Notable/protected habitats and species

In addition to legally designated sites, there are numerous habitats across the Scheme Area that have conservation value for biodiversity. Dublin city has a wide range of habitats which have been mapped (DCC 2020). Within the Scheme Area, subject to survey, these are likely to include built surfaces, semi-natural grasslands, watercourses, woodland and hedgerows, street trees, gardens, railway lines and coastal habitats.

Habitats include those within protected areas of international and national importance (see Section 3.3.2.1), which in turn, support a wide range of flora and fauna, including protected species (DCC 2021).

In terms of coastal habitats, the Dublin City Biodiversity Action Plan (DCC 2021) highlights the beds of *Zostera* (seagrass/eelgrass) at Sandymount Strand near Merrion Gates - a keystone community, which has considerable importance to the overall ecology and biodiversity of a habitat by virtue of its physical complexity. These coastal habitats serve as important nursery grounds for a variety of marine species and provide a vital food source for the Light-bellied Brent geese. The coastal areas also support, and provide the opportunity for spotting, protected marine mammals, including Grey and Harbour seals (*Halichoerus grypus* and *Phoca vitulina*) that feed and haul out around Dublin Bay; Harbour Porpoises (*Phocoena Phocoena*) that swim up towards Dublin Port, and Bottlenose Dolphin (*Tursiops truncatus)* that traverse Dublin Bay (DCC 2021).

Rivers and streams form important ecological corridors in Dublin city for both aquatic and terrestrial species and allow for the dispersal of a range of flora and fauna, which is particularly vital in an urban environment (DCC 2021). The Dublin City Biodiversity Action Plan identifies that several rare or protected fauna are associated with the rivers, including bat species, otter, kingfisher and migratory fish. The River Dodder supports Brown Trout (*Salmo trutta*), Atlantic Salmon (*Salmo salar*), Lamprey species, and Eels. The habitats of the riverbanks may contain trees, scrub and semi-natural grasslands that support nesting birds, small mammals, and multiple invertebrate species (DCC 2021).

Parks are key areas for biodiversity across Dublin city and provide multiple habitats for legally protected, rare and common species. The range of woodland habitats, hedgerows, and shrub found in the city's parks provide habitat and foraging opportunities for mammals, such as several bat species, badgers (Meles meles), foxes (*Vulpes vulpes*), hedgehogs (*Erinaceus europaeus*), and pygmy shrews (*Sorex minutus*), numerous insects, and nesting and roosting sites for birds. The city's parks also provide essential grassland habitats. The amenity grasslands also provide valuable foraging habitat for protected bird species, such Light-bellied Brent geese and Oystercatcher that feed on public playing pitches each winter (DCC 2021).

Eighteen species of flora and fauna designated as invasive under the Third Schedule of the Regulations are recorded in Dublin City (DCC 2021); of which some are likely to be present within the Scheme Area.

The above provides an overview of the potential biodiversity interest of the Scheme Area based on the features and habitats present, although further work is required to confirm the presence of specific species. A comprehensive desk study of the available biodiversity data (refer to Section 3.3.1), supplemented by staged habitat and species surveys will be undertaken to identify the habitats and protected/notable species present within the Scheme Area and its zone of influence, focusing on those areas where potential interventions could be taken forward to inform the assessment of impacts.

3.3.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to biodiversity include:

- Proximity of European sites (SAC and SPA), Ramsar site and pNHA and the potential for significant effects on site integrity where flood alleviation measures could result in direct habitat losses or indirect effects such as disturbance or changes in water quality. Understanding the nature and quality of intertidal habitat along the coastal frontage and its use by qualifying interest bird species will be imperative to inform option development. Consent for the Sandymount FAS will not be granted unless it can demonstrate that it will not have an adverse effect on the ecological integrity of any European sites through the Appropriate Assessment process;
- An assessment of adjoining land to determine whether it is used by qualifying SPA bird species as ex situ (functionally linked) inland feeding habitat needs to be undertaken and potential impacts considered through the Appropriate Assessment process;
- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide benefits to the terrestrial biodiversity of the Scheme Area that could be adversely affected by flooding;
- Outside the designated sites, protected/notable species are likely to be present in habitats and waterbodies across the Scheme Area and in the zone of influence of the Scheme that could be affected by construction works as a result of impacts such as direct mortality, habitat loss, disturbance,

temporary increases in noise levels, changes in air quality from construction traffic emissions, changes to water quality across a range of terrestrial, coastal and aquatic habitats – details of which will be identified through desk study and surveys. Potential impacts will need to inform scheme design and mitigation requirements;

- Presence of legally protected and/or notable species/habitats, including those in other protected sites, that could be indirectly affected by physical changes to the coastal frontage with resulting changes in coastal processes, sediment movement and geomorphology (e.g. the eelgrass beds at Merrion Gates); and
- Subject to desk study and surveys, there may be opportunities to increase the biodiversity of the Scheme Area with improvements to habitat quality and extents through scheme design.

3.4 Surface Water Environment

3.4.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to surface water.

The information presented in this section has been sourced from:

- EPA WFD Ireland online map viewer (EPA 2025b);
- Geological Survey Ireland (GSI) database (GSI 2025);
- Catchments.ie: Water Quality data for Ireland (DHLGH, EPA and Local Authority Waters Programme 2025);
- Water Action Plan 2024: A River Basin Management Plan for Ireland (DHLGH 2024);
- HA 09 Liffey and Dublin Bay Catchment Report (EPA 2024); and
- OPW National Flood Hazard Mapping (OPW 2025).

3.4.2 Key receptors

3.4.2.1 Waterbodies

The WFD established a framework for the protection of both surface water bodies and groundwaters and provides a vehicle for establishing a system to improve and/or maintain the quality of water bodies across the EU. The WFD requires all water bodies (rivers, lakes, groundwater, transitional, coastal) to attain 'Good Water Status' (qualitative and quantitative) by 2027.River Basin Management Plans (RBMP) provide the mechanism for implementing an integrated approach to the protection, improvement and sustainable management of the water management environment and are published every six years. The third cycle RBMP, Water Action Plan 2024: A River Basin Management Plan for Ireland (DHLGH 2024) sets out a Programme of Measures (PoMs) necessary to deliver the objectives of the WFD in full across Ireland and to contribute to other environmental priorities. The Scheme Area is located in Hydrometric Area (HA) Liffey and Dublin Bay.

There are two river waterbodies (DODDER_050 (part of the River Dodder) and BREWERY STREAM_010 (also known as Elm Park Stream) (refer to Figure 3.1 in Appendix A) and one coastal waterbody (Dublin Bay) within the Scheme Area as listed in Table 3.3. Note that the descriptions below focus on those waterbodies within the Scheme Area but due consideration will be given to other waterbodies within a wider potential zone of influence during the development of Sandymount FAS.

Table 3-3: Key information regarding waterbodies within the Scheme Area (EPA 2024).

Waterbody Name	WFD Code	Waterbody Type	Waterbody WFD Ecological Status 2016-2021	WFD Risk 2016-2021	Protected Area	Significant Pressures
Dublin Bay	IE_EA_090_0000	Coastal	Good (High Confidence)	Not at Risk	Dublin Bay SAC / Dublin Bay and River Tolka SPA Liffey Estuary Nutrient Sensitive Area Bathing Waters	None
DODDER_050	IE_EA_09D010900	River	Moderate (High Confidence)	At Risk	Liffey Estuary Nutrient Sensitive Area	Urban Waste Water Anthropogenic Pressures Urban Run-off (Diffuse Sources)
BREWERY STREAM_010	IE_EA_09B130400	River	Poor (Low Confidence)	Review	Dublin Bay SAC / Dublin Bay and River Tolka SPA	Anthropogenic Pressures

These waterbodies within the Scheme Area include the following protected areas:

- European sites: SPA and SAC (refer to Section 3.3 for details);
- Liffey Estuary Nutrient Sensitive Area – designated under the Urban Waste Water Treatment Directive and requires a wastewater treatment plant (in this case Ringsend WWTP located approximately 1km to the northeast of the Scheme Area) to reduce nutrients to below a specified level before discharging to a nutrient sensitive waterbody; and
- Bathing Waters – Sandymount Strand (IEEABWC090_0000_0300) bathing waters cover the full length of coastal frontage within the Scheme Area. The annual water quality of the bathing waters is reported as poor. (https://www.beaches.ie/find-a-beach/#/beach/IEEABWC090_0000_0300).

Both river waterbodies are not meeting their objectives and are subject to a range of pressures as described in Table 3.3. Dublin Bay coastal waterbody is meeting its WFD objective.

In addition to the above WFD waterbodies, the Scheme Area also includes the Nutley and Trimleston Streams which are not classified as WFD waterbodies. Nutley Stream may have legacy issues with historic oil spillage events that may need to be taken into account.

Within the marine environment, the overarching EU Marine Strategy Framework Directive (MSFD) (2008/56/EC) aims to achieve Good Environment Status (GES) for all marine waters in Europe and protect the resource base for marine related economic and social activities. The MSFD complements the WFD, extending environmental protection into EU marine waters beyond the coastal waters (e.g. Dublin Bay), and Sandymount FAS must ensure that any flood alleviation measures do not compromise the achievement of GES.

3.4.2.2 Abstractions and discharges

There are no surface water, GSI Public Supply Source Protection Areas or National Federation of Group Water Schemes (NFGWS) Source Protection Areas located within the Scheme Area (GSI 2025). None of the river segments within the Scheme Area are designated Drinking Water Rivers.

There are no Wastewater Treatment Plants (WWTP) or IE/IPPC licenced sites in the Scheme Area. There are 14 discharge locations within the Scheme Area, including those from the Ailesbury and Shrewsbury pumping stations (pumped combined sewer overflows). Some discharge directly to water bodies, however most go to Ringsend WWTP located approximately 1km to the northeast of the Scheme Area (EPA 2025a).

3.4.2.3 Flood risk

A review of flood mapping prepared by the OPW (www.floodinfo.ie) identifies areas within the Scheme Area at risk of flooding under the present day medium scenario (i.e. an 0.5% annual chance of flooding at the present time). These areas include:

- The coastal frontage within the Scheme Area along the R131 Strand Road and Sandymount Promenade;
- More extensive coastal flood extents in the vicinity of Merrion Gates and in the north of the Scheme Area near Marine Drive; and
- River flooding from the River Dodder.

As described in Section 3.12, projected increases in sea levels and storm surge as a result of climate change will result in increased frequency and extents of flooding over time in the Scheme Area.

There are three streams within or close to the Scheme Area (Elm Park, Nutley and Trimleston Stream). These have been extensively culverted and are not included in the OPW flood mapping, however historical information indicates that flooding has previously occurred. The flood risk from these watercourses is therefore uncertain.

3.4.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to surface water environment include:

- Flood alleviation options along the coastal frontage have the potential to adversely affect the Dublin Bay coastal waterbody (currently at good ecological status) due to changes in hydromorphology and water quality from physical changes and associated works. Assessment of proposed options will be required in terms of the WFD Directive to inform option selection and scheme design. There should be no deterioration in WFD status for this waterbody and where possible opportunities to provide improvements in existing conditions should be sought through option selection and scheme design.
- Flood relief works have the potential impact on the biology, water quality, hydrology, and morphology of watercourses. Where required, suitable mitigation measures must be developed for the scheme in line with best practice measures in order to avoid negative impacts. River water bodies in the Scheme Area are classified under the WFD as 'At Risk' or 'under Review' in terms of meeting the WFD objectives of good ecological status due to anthropogenic pressures and wastewater discharges. Proposed flood alleviation options should not result in any new hydromorphological pressures on these waterbodies,

should works be required to these watercourses and, where possible, opportunities to provide improvements in existing conditions should be sought through option selection and scheme design.

- The delivery of the Sandymount FAS will provide potential reductions in tidal, fluvial and pluvial flood risk, taking into account predicted future climate change, with benefits to affected receptors within the Scheme Area. The design of the Scheme should ensure that reduction in flood risk within the Scheme Area, does not result in any worsening of flood risk elsewhere, to be evidenced through a flood risk assessment.
- The construction phase of the scheme has the potential to impact the water quality of the watercourses located within the Scheme Area through the release or run-off of suspended solids, accidental release of cement or contaminated materials; intentional discharge of oil/diesel or potential spread of invasive non-native species. Best practice environmental management measures will be required to be implemented to manage such risks.
- Development of the scheme design should consider the presence of licensed discharges.

3.5 Landscape, seascape and visual amenity

3.5.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to landscape, seascape and visual amenity. A sensitive receptor in this context relates to the following types of features:

- Landscape and seascape character;
- Trees, including Tree Preservation Orders (TPOs);
- Views or Prospects.

The information presented in this section has been sourced from:

- Dublin City Tree Strategy 2016 – 2020;
- Dublin City Development Plan 2022-2028;
- The Regional Seascape Character Assessment for Ireland (2020);
- Sandymount Village Design Statement (Heritage Council and DCC 2011);
- Published reports (e.g. Sandymount FAS Phase 1 and Martello Tower Part 8 planning reports (DCC (2017) and DCC (2019 and Sutton to Sandycove Promenade and Cycleway - Phase 2 (Scott Wilson 2010).

3.5.2 Key receptors

3.5.2.1 Landscape/seascape character

Marine Institute (2020) describes the Scheme Area as located within Seascape Character Area (SCA) 15 Dublin Bay. This seascape area is described as follows:

'*SCA 15 comprises the distinctive horseshoe bay of Dublin, framed by the elevated quartzite headland of Howth Head, to the north, and Killiney Hill, an elevated granite head to the south. These hard rocks have withstood erosive processes that have otherwise laid low the softer Carboniferous limestone and shales that floor the centre of the bay and underlie Dublin City.*

The character of this seascape is that of a busy and active area, with the busiest port in the country and the capital city. Dublin Bay is relatively shallow. Historically due to its shifting sandbanks it had a reputation of being treacherous for shipping. Frequently ships sailed out of Dublin but, tides would push them back onto its

inshore sandbanks, the North Bull and the South Bull. The shifting sandbars and the ongoing silting of the bay and the sandbars have ensured regular interventions to keep the port open.

Dublin Bay has long been exploited as a coastal resource, and although city of Dublin considered as being of Viking origin, archaeological evidence, found particularly on the northern part of this SCA suggest earlier coastal communities. The liminal character of sky, land and sea and its importance for ritual is reflected in the portal tomb at Howth Demesne, in addition to cairns and mounds on the Head of Howth.

The coast of this area is largely urban in character and has been extensively modified to accommodate the growing city. The hinterland is primarily urban in character; however, the Dublin Bay Biosphere designation reflects the importance of the bay for biodiversity.

Whilst heavily urbanised, the bay itself is a popular recreational area, for pleasure boats, and for activities such as kayaking and windsurfing. Popular areas for walking include Howth Head, Bull Island, South Wall, Dún Laoghaire Piers and Killiney Hill. Popular bathing areas include the Forty Foot, the recently reopening Clontarf Baths and the south wall.

Key vistas and landmarks associated with this SCA include the Poolbeg Chimneys, Howth Head, Killiney and Bray Head in the distance.'

The Village Design Statement for Sandymount (Heritage Council and DCC 2011) states that it is an historic urban village in south Dublin with a particularly well-developed sense of place despite being only 3km from Dublin city centre. Key elements are its seaside location with wide open strand, seawall, promenade and Martello Tower, variety of architectural styles, and renowned village character, focused around Sandymount Green. Sandymount Green and the Strand are the primary open spaces but the landscape character of the Village is further enhanced by private open green spaces and numerous sports pitches.

The Village Design Statement describes the character of Sandymount Village as influenced by wide open views to the surrounding natural landscape. Dublin Bay forms a substantial, sweeping stretch of sand to the east, along which there is a variety of coastal planting and 'seaside' architecture. Inland, the topography rises gently and merges with the rest of south-east Dublin, with the Dublin Mountains in the south forming the horizon.

The Dublin City Development Plan 2022 – 2028 (DCC 2022) identifies the importance of retaining the existing key landscapes and open spaces. Policy GI19 in the plan identifies the requirement to *continue to protect and enhance the city's landscape and seascape, the amenities of places and features of natural beauty and interest, through sustainable planning and design for both the existing community and for future generations in accordance with the National Landscape Strategy 2015 – 2025 and any updated strategy.* Policy GI20 *is to protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage*.

3.5.2.2 Trees (and Tree Preservation Orders)

The Dublin City Tree Strategy 2016 sets out a vision for long term planting protection and maintenance of Trees with Dublin City. The Dublin City Development Plan 20122 – 2028 Policy GI41 is to protect existing trees as part of new development, particularly those that are of visual, biodiversity or amenity quality and significance. There will be a presumption in favour of retaining and safeguarding trees that make a valuable contribution to the environment.

Sandymount is a particularly leafy suburb of Dublin and this character is central to the Village's heritage. Trees form an integral part of the village landscape within the Scheme Area inland from the coastal frontage, lining roads, in open spaces and in private gardens.

A review of the Dublin City Development Plan 2022-2028 (DCC 2022) identified that there are no trees subject to Tree Preservation Orders located within the Scheme Area.

3.5.2.3 Views or Prospects

The Village Design Statement (Heritage Council and DCC 2011) identifies that the wide sweeping view from Strand Road, across the strand to Poolbeg peninsula and Howth, contributes to the sense of space and openness, which is a vital part of the character of Sandymount. Within the Village, most vistas are relatively short, although the flat topography does allow some views along streets and over open spaces towards the Strand, the mountains and the chimneys at Poolbeg. A defining view of Sandymount Village is the Green with its surrounding buildings ranging from the castellated Sandymount Castle, large Georgian redbrick terraces and Christchurch, to small scale shops, pubs and restaurants.

Although there are no protected views or prospects within the Scheme Area (DCC 2022), the quality of open views across Dublin Bay from Strand Road/Beach Road and of key features within Sandymount are of importance to visual receptors such as residents and promenade/beach users.

Key viewpoints and views within the Scheme Area will be identified in relation to the proposed options under consideration through site assessment.

3.5.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to landscape, seascape and visual amenity include:

- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide improved resilience to the landscape of the Scheme Area, including designated assets and its wider heritage value.
- Flood alleviation measures must be sympathetic to the character of the local landscape and setting.
- Potential for the important open views across Dublin Bay to be affected by the introduction of new structures. The need to protect these views may constrain the type of flood alleviation options that can be considered.
- The development of flood alleviation measures along the coastal frontage presents opportunities, working in consultation with key stakeholders and the local community, to enhance the character of the local area and public realm.

3.6 Geology, soils, land and hydrogeology

3.6.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to geology, soils, land and hydrogeology.

The information presented in this section has been obtained from the following sources:

- Department of the Environment, Climate and Communications (DECC), Public Data Viewer Series, website: http://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228 (Department of the Environment, Climate and Communications, 2023);
- Department of the Environment, Climate and Communications, Open-source Automated Library System (OPALS) Public Viewer, website: https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=da2d9d49c3364f84a0f46ad0da0eeee8 (Department of the Environment, Climate and Communications, 2023);

- EPA Maps, website: https://gis.epa.ie/EPAMaps/default (Environmental Protection Agency Ireland, 2025);
- Geological Survey Ireland, Data and Maps, website: http://www.gsi.ie/en-ie/data-and-maps/Pages/default.aspx (Geological Survey Ireland, 2025);
- Government of Ireland, GeoHive Map Viewer, website: https://webapps.geohive.ie/mapviewer/index.html (Government of Ireland, 2023); and
- Ordnance Survey Ireland (OSI), National Townland and Historical Map Viewer, website: https://osi.maps.arcgis.com/apps/webappviewer/index.html?id=bc56a1cf08844a2aa2609aa92e89497e.

3.6.2 Key receptors

3.6.2.1 Soils and Geology

The following information has been obtained from GSI Geological Maps.

- **Quaternary Sediments 50k:** There are a few different superficial deposits in the entire Scheme Area. The northern tip of the area extent is overlain by Urban deposits (made ground), the strip along the coast is covered by Marine beach sands, most of the section within the central area, a small part in the north and a minor strip running along the south extent of the Scheme Area is made up of gravelly alluvium deposits. The remainder of the area between the gravelly alluvium and to the south of the Scheme Area is overlain by tills derived from Limestone.
- **Bedrock Geology datasets 100k:** The Scheme Area is underlain by Lucan Formation which comprises dark limestone and shale. GSI has mapped some bedrock outcrops around Donnybrook. Limestone is generally associated with karst features and therefore the area is susceptible to voids that might collapse or cause excessive settlement.
- **Bedrock levels:** GSI has integrated the boreholes from existing ground investigation (GI) and suggests variable bedrock depth across the Scheme Area. The eastern, central and some areas along west and south side of the Scheme Area have generally not encountered bedrock up to depths of 20mbgl (metres below ground level) whereas some areas in the northwest, centre and southeast of the Scheme Area have encountered bedrock between 5.0 to 30mbgl.
- **Geological Heritage Audited Sites:** There is a weir built on natural exposures of thick limestone beds in the River Dodder channel near Clonskeagh, which indicates an area of variable ground conditions.
- **Landslides:** There are no landslides mapped in the Scheme Area. The closest past landslide event is mapped 4.6km southwest near Dundrum on the M50 motorway.
- **Landslide susceptibility:** The Scheme Area is predominantly classified as low to low (inferred) landslide susceptibility. A small section at the northern tip of the Scheme Area is classified as made ground.
- **Mineral Exploration Boreholes:** There are no mineral exploration boreholes mapped within the Scheme Area. The closest mineral exploration borehole is located at about 2km northeast.
- **Active Quarries:** There are no active quarries mapped in the Scheme Area. The closest active quarry is mapped 10.2km to the southwest in Belgard.

3.6.2.2 Land

Land cover within the Scheme Area is mainly urban, comprising residential, commercial and community usage, interspersed with areas of open space with recreational space. Notable current commercial / industrial land uses within the Scheme Area include:

- Dublin Bus Donnybrook Depot;
- St Vincent's University Hospital;
- Meta Corporate Office;
- RTÉ studio complex;
- Railway and associated stations/infrastructure;
- RDS complex; and
- Possible construction yard (Park Avenue in the centre of the Scheme Area).

The earliest available historical maps (1830s onwards) indicate that the Scheme Area mainly comprised agricultural fields with some areas of managed gardens with scattered houses and occasional larger dwellings. The Scheme Area was previously used for brickmaking due to the suitability of the clay present. The Scheme Area has gradually developed with mainly residential buildings and green space during the 1900s to the present day. Notable features identified within the historical maps include the following:

- The area currently known as Sean Moore Park at the northern boundary of the Scheme Area was originally part of the tidal flat area and has been reclaimed. The composition of this reclaimed ground is not known;
- The present day Dublin Bus Donnybrook Depot was previously a tramway depot from the late 1800s;
- Possible filled ground/spoil heap adjacent to the railway from the late 1800s in the current Shrewsbury area;
- Land described as 'Royal Nurseries' in the late 1800s in the current location of Park Court; and
- A former tidal lake on the Nutley Stream (before the railway was constructed) located at/around St Albans Park; and
- Railway station/sidings described as the 'Royal Dublin Society Branch' in the late 1800s in the location of the present day Meta Corporate Office.

The surrounding land is also predominantly residential with green space and some interspersed commercial / industrial properties. The historical maps indicate a similar history, the most notable historical land use being a former gas works (appearing on the 1888-1915 historical map) approximately 200m to the north east of the study area.

The Teagasc soil information system map indicates that the soil type throughout the study area is 'urban', which is consistent with current land use and historical development.

3.6.2.3 Hydrogeology

The following are key aspects of the hydrogeology of the Scheme Area:

- **Groundwater Wells and Springs:** Two boreholes are mapped in Merrion. One borehole well is between Merrion Road and Nutley Lane junction with a total depth of 10.12mbgl and bedrock encountered at 10.4mbgl. The other borehole well is in Elm Park Golf Course and is 83.8mbgl deep with rock encountered at 15.2mbgl.
- **Groundwater level:** The historical GSI reports have noted groundwater during drilling at depths from 0.5 to 8.5mbgl. However, the historical groundwater data is from 23 and 62 years old and might not be representative of recent groundwater levels. Also, water strikes during drilling may not represent actual groundwater levels.
- **Karst Data:** No karst features, or evidence has been mapped in the study area. The closest karst landform is spring feature called St. Doolagh wall and is mapped at 8.85km northeast from the northern extent of the Scheme Area.

- **Groundwater group scheme and public supply source protection area:** No groundwater protection areas are mapped within the study area. The closest groundwater protection zone is located about 19.5km northwest from the site in Dunboyne, Co. Meath and consists of both an inner and outer protection area.
- **Groundwater Surface Features** intersect the Scheme Area: River Dodder flows from southwest to north along the western boundary of the study area before merging with River Liffey that ultimately drains into Dublin Bay in the northeast. There is also a minor surface water feature called Elm Park Stream running along the south of Elm Park Golf and Sports Club from west to east and flows into Dublin Bay.
- **WFD groundwater bodies:** The Dublin (IE_EA_G_008) WFD groundwater body underlies the Scheme Area which is described as poorly productive bedrock and is classified (2016-2021) as of Good status, subject to review.
- **Groundwater Resources (Aquifer):** The Scheme Area is mapped to be Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones. One area in the north, east of Sean Moore Park is denoted as Locally Important gravel aquifer.
- **Groundwater Vulnerability**: Most of the Scheme Area is mapped to have low groundwater vulnerability. The southeastern side and a minor strip along the western boundary of the Scheme Area have moderate vulnerability. There are also some minor areas on the southwest boundary that are mapped as high, extreme and rock at or near surface or karst vulnerability. There is also a small green park area in the east of the Scheme Area mapped as high vulnerability. Area with moderate to rock at surface vulnerability pose a geotechnical constraint.
- **Groundwater Recharge**: Groundwater recharge in the study area has been predominantly recorded as average 62.32mm/year and some areas in the centre and east have an average groundwater recharge ranging between 21.5 and 200mm/year.
- **Subsoil Permeability**: The Scheme Area is predominantly mapped to have low subsoil permeability. The area between River Dodder and Anglesea Road to the west is recorded to have moderate permeability and a green park area in the east is mapped as high permeability.

3.6.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to geology, soils, land and hydrogeology include:

- The existing geology and ground conditions across the Scheme Area present a range of geotechnical constraints in terms of scheme design and construction, for example:
    - Made ground is inconsistent and usually associated with variable ground conditions.
    - Alluvium is unsuitable for construction due to its low bearing capacity and low shear strength.
    - Excavated till may be re used as Class 2 General Fill, subject to laboratory testing confirming its suitability.
    - Beach sands have can have very low shear strength, bearing capacities and poor consolidation.
    - Limestone is generally associated with karst features and therefore susceptible to voids that might collapse or cause excessive settlement.
    - Difficult construction/excavation in areas of very shallow bedrock.
- Reclaimed land (Sean Moore Park) at the northern study area boundary and along Sandymount Promenade may present a geotechnical and land contamination constraint, subject to further investigation as required.

- The Scheme Area mainly comprises residential areas on former agricultural land, so widespread contamination is not expected. However isolated potential sources of contamination within the Scheme Area (e.g. bus depot/former tram depot, building yard) could present land contamination constraints, presenting a risk to construction workers, local residents, end users, surface water and groundwater if works intersect these locations.
- Below ground materials excavated as part of the Sandymount FAS will require assessment to determine whether they are suitable or required for reuse within the project, or whether off site disposal is necessary and a disposal route identified.
- Potential groundwater could be encountered in case of construction works and could result in design amendments/technique and requirement for dewatering (for excavation below the water table). Dewatering could impact nearby wells (drying) and reduce flow to nearby streams and settlements of nearby buildings (especially if build on compressible soils).
- Natural flow of direction of groundwater could be altered with excavation activities. This might lead to local flooding or undesired infiltration into structures.
- If contaminated groundwater exists, construction works (excavation) can mobilise contaminants.

3.7 Coastal processes and geomorphology

3.7.1 Introduction

Coastal processes are the physical forces that shape coastlines through erosion, transportation, and deposition of sediment. Coastal geomorphology is the landforms that result from these processes.

Neither coastal processes nor coastal geomorphology in their own right are protected features of any designated sites at Sandymount. However, coastal processes and geomorphology are key factors that can influence other receptors; therefore they are considered a 'pathway' rather than a receptor.

Pathways in which any changes to coastal processes and geomorphology caused by the Scheme could influence other receptors include: influence on characteristics of habitats that support biodiversity within designated sites (covered in Section 3.3); influence on beach amenity and coastal flood and erosion risks -both of which could impact population and human health (covered in Section 3.2).

3.7.2 Key pathways

The coastal geomorphology of the Sandymount frontage is characterised by a very wide, gently sloping sandy foreshore interspersed with intertidal channels. At the northern end of the Scheme frontage there is a sandy beach backed by vegetated sand dunes.

Modelling of currents in the southern part of Dublin Bay by Jacobs (2023) indicated that at/near high tide when the water reaches the existing coastal defences at Sandymount, the current speeds are generally low along the Scheme frontage (below 0.2m/s). Current speeds then increase up to 0.5m/s further seaward around 2-3 hours before and after high tide.

Waves in Dublin Bay are sheltered by the island at Howth to the north and Dalkey Island to the south. In the southern half of Dublin Bay where Sandymount is located, waves are dominantly from the east-northeast direction (Jacobs 2023).

Shallow offshore banks are present within Dublin Bay, which have a significant effect on the inshore wave conditions at Sandymount. The most notable bank to have an impact is the Burford Bank in the mouth of Dublin Bay which reduces inshore wave heights by sheltering the Bay from easterly waves (Jacobs, 2023). However, the bank does not have a significant impact of wave direction, other than small local changes noted across the banks (Jacobs 2023).

Coastal sediment data collected in 2018 along a profile at the southern end of the Scheme frontage, near Merrion Sands, indicated that the median sediment size (D50) here ranged from 0.16-0.19 mm (Ove Arup 2020), which is classed as fine sand according to the Wentworth (1922) scale.

The net annual sediment transport along the coastline to the south of Dublin Bay is generally northwards (Jacobs 2023) and the sheltered position of the Sandymount frontage within Dublin Bay has led to significant accumulations of coastal sediment on the foreshore and nearshore zones. This creates shallow nearshore bathymetry relative to the more exposed coast outside of Dublin Bay, with wide expanses of intertidal sandflats and mudflats (Jacobs 2023).

These coastal processes and geomorphology described above influence biodiversity along the Scheme frontage. The habitats within statutory designations (as outlined in Section 3.3.2) that are influenced by coastal processes and geomorphology are summarised in Table 3-4. Consideration of influences on notable/protected habitats and species will be undertaken following the biodiversity desk study and surveys.

Table 3-4: Habitats influenced by coastal processes and geomorphology within statutory designations and notable/protected habitats

Designation Level	Site	Habitats within site influenced by coastal processes and geomorphology
Statutory	South Dublin Bay and River Tolka Estuary SPA (Code 004024)	Wetlands
	South Dublin Bay SAC (Code 000210)	Tidal Mudflats and Sandflats [1140]; Annual vegetation of drift lines [1210]; Embryonic shifting dunes [2110].
	Sandymount Strand/Tolka Estuary Ramsar (Code 832)	Intertidal mud and sand

3.7.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to coastal processes and geomorphology include:

- The Scheme presents an opportunity to reduce wave overtopping and risks of flooding at Sandymount. However, a constraint in this respect is that the Scheme design should aim to minimise any potential changes sediment transport, either alongshore or cross-shore, which could lead to foreshore scour and/or lowering (either at the site itself or downdrift), as this could increase inshore wave heights and the risk of wave overtopping and coastal defence failures on adjacent frontages.
- Any changes in coastal processes and geomorphology caused by the Scheme that lead to changes in factors such as foreshore levels, sediment characteristics, patterns of erosion/accretion and dune morphology, could impact protected coastal habitats within the designated sites.

3.8 Archaeology and cultural heritage

3.8.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to archaeology and cultural heritage. A sensitive receptor in this context relates to the following types of features:

- Designated sites/assets i.e. Recorded Monuments and sites listed on the Sites and Monuments Records (SMR); and
- Undesignated sites/assets and areas of archaeological potential.

The information presented in this section has been sourced from:

- Historic Environment Viewer (HEV) (Government of Ireland 2025a);
- Wreck Inventory Database (WIID) (National Monuments Service);
- Heritage Council Maps (Heritage Council 2025);
- Database of Irish Excavation Reports List of excavations – Excavations.ie. (DHLGH 2025);
- Dublin City Development Plan 2022-2028 (DCC 2022);
- Dublin City Strategic Heritage Plan 2024-2029 (DCC 2024);
- National Monuments Services (NMS 2025); and
- Published reports (e.g. Sandymount FAS Phase 1 and Martello Tower Part 8 planning reports (DCC (2017) and DCC (2019)) and associated heritage reports (Lotts (2017) and Rubicon Heritage (2018)), and Sutton to Sandycove Promenade and Cycleway - Phase 2 (Scott Wilson 2010).

3.8.2 Key receptors

3.8.2.1 Designated sites/assets

Record of Monuments and Sites and Monuments Record Sites (RMP/SMR) and Zone of Archaeological Potential

Currently, over 120,000 archaeological sites and monuments are legally protected by way of inclusion in the statutory RMP, established under Section 12 of the National Monuments (Amendment) Act 1994 (DHLGH/OPR, 2021). The RMP comprises a list of recorded monuments and places and accompanying maps on which such monuments and places are shown for each county (National Monuments Service 2025). The relevant county list and map were consulted for the Scheme Area and any Recorded Monuments identified within the Scheme Area are listed in Table 3.5.

The Sites and Monuments Record (SMR) is the national database of the Archaeology Survey of Ireland (ASI) compiled and maintained by the NMS. The SMR details all sites where a monument is known to the ASI pre-dating AD and includes a selection from post-AD 1700 period. Inclusion on the SMR does not, it itself, confer legal protection.

The SMR was consulted through the HEV (Government of Ireland 2025a). A total of 13 SMR sites and associated Zones of Notification are located within the Scheme Area as set out in Table 3.5 and shown on Figure 3.2 in Appendix A.

Table 3-5: Recorded Monuments and SMR Sites located within the Scheme Area (NMS 2025)

SMR No.	Classification	Status	Proposed for Next RMP	ITM_E	ITM_N	Townland
DU018-056	Bridge	SMR	Yes	718183	733036	Dublin South City
DU018-059	Bridge	SMR	Yes	717809	732457	Dublin South City
DU018-060004	Bridge	SMR	Yes	717678	731858	DONNYBROOK EAST, DONNYBROOK WEST
DU018-063002	Gatehouse	SMR	Yes	718086	731848	Dublin South City
DU018-063001	Castle – tower house	SMR	Yes	718084	731841	Dublin South City
DU019-018	Martello tower	SMR	Yes	719449	732045	MERRION (Dublin By.)
DU022-084	Burial	SMR	Yes	718161	731323	SIMMONSCOURT
DU022-085	Ritual site – holy well	SMR	Yes	718 541	731314	PRIESTHOUSE
DU023-001001	Castle - tower house	SMR	Yes	719616	730908	MERRION (Dublin By.)
DU023-001003	Armorial plaque	SMR	Yes	719581	730899	MERRION (Dublin By.)
DU023-001004	Stone head	SMR	Yes	719581	730896	MERRION (Dublin By.)
DU023-001005	Fish pond	SMR	Yes	719696	730855	MERRION (Dublin By.)
DU023-001002	House - 18th century	SMR	Yes	719613	730846	MERRION (Dublin By.)

National Monuments

There are no National Monuments located within the Scheme Area.

World Heritage Sites

There are no World Heritage Sites in the Scheme Area nor are there any sites contained in the tentative list of candidate Sites (UNESCO 2025).

Underwater Archaeology

The Wreck Inventory Database was consulted and no wrecks were recorded within the Scheme Area (NMS 2011).

3.8.2.2 Undesignated sites/assets

There is one historic railway line located within the Scheme Area: Pearse to Wicklow.

There are two historic railway stations within the Scheme Area: Sydney Parade that remains in use and Merrion, which permanently closed in 1935 (Heritage Council 2025).

A number of historic tramway routes (1959) are located within the Scheme area (Heritage Council 2025).

There is a record of archaeological excavations in 2004 undertaken in advance of the Elmpark residential development at Merrion Road identified two flints of particular note, a single barbed and tanged arrowhead and a heavily utilised tertiary flint flake (Licence 04E0272). The former may date from the Beaker period, while the latter is possibly a Late Mesolithic Bann Flake (Baker 2004). During the Mesolithic period, people hunted, foraged, and gathered food, and appear to have had a nomadic lifestyle, probably occupying seasonal, temporary settlements. The most common evidence found to indicate such temporary settlements are scatters of worked flint material, a by-product from the production of flint implements. This indicates that there is the potential for areas of undiscovered archaeological heritage located within the Scheme Area.

3.8.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to archaeology and cultural heritage include:

- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide improved resilience to the archaeological and cultural heritage of the Scheme Area, including designated assets and its wider heritage value.
- There are 13 recorded SMR sites located within the Scheme Area, including sites such as ancient settlements, structures and burial grounds. Construction activities have the potential to disturb these sites, although only the Martello tower listed on the SMR is located on the coastal frontage with the potential to be directly affected. Given the provisions of the National Monuments Act, no disturbance to, or interference with, any known archaeological sites can take place without prior Notification, assessment and consultation with the National Monuments Service (NMS) of the DHLGH. This should be conducted through the established consultation process via the Development Applications Unit (DAU) as part of planning.
- There is also an opportunity to improve access to and awareness of the archaeological and cultural heritage within the Scheme Area, through the provision of interpretation information and the design of flood alleviation measures that complement existing assets.
- There is the potential for the presence of unrecorded archaeological sites and artefacts within the Scheme Area. The history of settlement along the river network and the low-lying topography, as well as the evidence-base from recorded SMPs suggest that the Scheme Area is generally deemed to be of good archaeological potential to retain presently unrecorded archaeological find and features.
- Any lands that may be impacted by ground disturbance works required by the Scheme (e.g. hard defences, topsoil stripping, access tracks, compounds etc.) may require archaeological investigations. Appropriate mitigation measures will need to be determined during the design phase in consultation with the NMS.
- Subject to desk-based assessment and although there are no known designated features present, there remains the risk that works in the foreshore and coastal zone could have implications for underwater archaeology, which is particularly sensitive to construction. Surveys may be required to assess the potential for unrecorded underwater finds/features. Archaeological monitoring may be required during construction to ensure that any discoveries are documented and preserved and any impacts to archaeological heritage are minimised.

- Any ground disturbance works, including ground investigations, associated with the Scheme should be further assessed for archaeological potential. Appropriate monitoring and mitigation should be determined during the design phase in consultation with the NMS of the DHLGH and the DCC Archaeologist.

3.9 Architectural Heritage

3.9.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to architectural heritage. A sensitive receptor in this context relates to the following types of features:

- Record of Protected Structures (RPS);
- National Inventory of Architectural Heritage (NIAH) - Buildings;
- Industrial Heritage Features; and
- Architectural Conservation Areas (ACAs)/Candidate Architectural Conservation Areas (cACAs).

The information presented in this section has been sourced from:

- Historic Environment Viewer (HEV) (Government of Ireland 2025a);
- DCC Development Plan 2022-2028: Volume 4 Record of Protected Structures (DCC 2022);
- NIAH Dataset (NMS 2025);
- Heritage Council data/maps (Heritage Council 2025);
- National Monuments Service (NMS 2025);
- Dublin Historic Industry Database Report (GSI 2011);
- Dublin City Strategic Heritage Plan 2024-2029 (DCC 2024c); and
- Published reports (e.g. Sandymount FAS Phase 1 and Martello Tower Part 8 planning reports (DCC (2017) and DCC (2019)) and associated heritage reports (Lotts (2017) and Rubicon Heritage (2018)), and Sutton to Sandycove Promenade and Cycleway - Phase 2 (Scott Wilson 2010).

3.9.2 Key Receptors

3.9.2.1 Record of Protected Structures (RPS)

The Dublin City Strategic Heritage Plan 2024-2029 (DCC 2024c) sets out DCC's goals and priorities for heritage over the next five years.

The P&D Act 2000 sets out the conditions relating to the protection of architectural heritage. Structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest are protected under this Act, through their inclusion on the Record of Protected Structures (RPS) and are known as Protected Structures.

A review of the RPS of the Dublin City Development Plan (DCC 2022) indicates that 186 RPS sites are located within the Scheme Area. Within Sandymount village a significant number of buildings are Protected Structures and the Village centre is a designated Conservation Area (refer to Section 3.9.2.3).

RPS sites of particular note include Martello Tower (RPS Ref No. 7860) and sea wall/former sea wall (RPS Ref No. 7861) located along the coastal frontage. The RPS also includes a number of residential properties on Strand Road (refer to Figure 3.2 in Appendix A).

The Sandymount Martello Towers or 'Tower 16 South', is part of a series of Martello towers (originally 28 defensive towers and batteries, 16 of which are located to the south of the city and 12 to the north) stretching from Bray to Balbriggan designed and constructed in 1804-1805 to protect the city of Dublin against the imminent threat of a French invasion during the Napoleonic Wars (1803-1815).

The Sandymount Martello Tower is one of several Martello Towers still standing in Ireland, and it holds historical significance. It is located near Sandymount Strand providing views of Dublin Bay and is a popular site for those interested in Irish history and coastal walks.

The sea wall (RPS Ref No. 7861) refers to a historic structure that was once part of the coastal defence system along Dublin Bay. The structure serves as a protective barrier against coastal flooding and erosion, safeguarding the adjacent land and properties. The sea wall is considered to be a significant feature of the urban setting of Sandymount and of the coastal landscape of Dublin Bay (Lotts 2017).

3.9.2.2 National Inventory of Architectural Heritage (NIAH) – Buildings

The NIAH provides a source of guidance on the significance of buildings in their respective areas. Inclusion within the NIAH in of itself does not confer statutory protection, although some protection is afforded via the policies in Chapter 11 of the Dublin City Development Plan (DCC 2022).

The NIAH Building Survey was consulted through the HEV. The relevant NIAH dataset for the Scheme Area was reviewed and identified that there are no NIAHs located within the Scheme Area (note that the survey of buildings/structures is ongoing and updated information will be available in due course, which will be considered as part of the development of the Scheme).

3.9.2.3 Industrial Heritage Features

Dublin City Development Plan 2022-2028 (DCC 2022) sets out key policies in relation to industrial heritage:

BHA16 Industrial Heritage:

'To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans and the assessment of planning applications. To review the DCHIR in accordance with Ministerial Recommendations arising from the National Inventory of Architectural Heritage (NIAH) survey of Dublin City.'

BHA17 Industrial Heritage of Waterways, Canals and Rivers:

'To support and promote a strategy for the protection and restoration of the industrial heritage of the city's waterways, canals and rivers, including retaining features such as walls, weirs, millraces, and the graving dock structures at Ringsend.'

The following Industrial Heritage Features are located within the Scheme Area:

- Railway Tracks - Historical:
    - Dublin Tramways;
    - Dublin Pearse/Wicklow;
- Irish Stained Glass Revival – An Túr Gloine & Harry Clarke:
    - Christ Church Methodist Church; and
    - Church of Sacred Heart.

3.9.2.4 Architectural Conservation Areas (ACAs)/Candidate Architectural Conservation Areas (cACAs)

An ACA refers to a place, area or group of structure or townscape that is of special architectural, archaeology, historical, social, cultural, or scientific interest, or that contributes to the appreciation of a Protected Structure. A review of the Dublin City Development Plan 2022-2028 (DCC 2022) indicates that there is one ACA within the Scheme Area; Sandymount Village ACA.

Sandymount Village ACA is described as having a particularly well-developed sense of place in the heart of Dublin City. It boasts an attractive seaside location, variety of architectural styles, and a renowned 'village' character making it a special place to live.

3.9.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to architectural heritage include:

- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide improved resilience to the architectural heritage of the Scheme Area, including designated assets and wider heritage value.
- Any works along the coastal frontage are likely to directly or indirectly (in terms of setting) impact on protected structures such as the historic seawall and Martello tower. All Protected Structures have statutory protection and avoidance of these structures and their setting should be undertaken where possible.
- In accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (Department of Arts, Heritage and the Gaeltacht (DAHG)/DHLGH 2011) any work to or in the vicinity of a Protected Structure (or in the ACA) require a conservation heritage impact assessment by a conservation architect.
- Design proposals in the vicinity of protected structures should be carried out in a way that will not materially affect the character, integrity, amenity and setting of these sites. An architectural conservation specialist may be required to advise on appropriate measures mitigate any potential impact on this.

3.10 Air Quality

3.10.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to air quality, with reference to the TII Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (TII 2011).

A sensitive receptor in this context includes residential housing, schools, hospitals, places of worship, sport centres and shopping areas i.e. locations where members of the public are likely to be regularly present (TII 2011). Designated areas of conservation (either Irish or European designation) are also considered sensitive air quality receptors (TII 2022).

The information presented in this section has been sourced from:

- EPA website accessed at airquality.ie (EPA 2025a);
- Google maps;
- Air Quality in Ireland Report 2023 (EPA 2024); and
- Dublin City Development Plan 2022-2028 (DCC 2022).

3.10.2 Key Receptors

Four air quality zones have been identified in Ireland in order to assess and manage air quality (implemented under the Air Quality Standards Regulations 2011 (S.I. No.180/2011) as amended (S.I. No.659 of 2016)).

The Scheme Area is located in Zone A: Dublin. According to the EPA Air quality Index for health (AQIH) the air quality of the zone in which the Scheme is located was reported as '3-Good' (EPA 2025a).

Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on Ambient Air Quality and Cleaner Air for Europe (referred to as the CAFE Directive) sets annual mean limit values for a number of air pollutants. In the case of particulate matter (PM), those limits are an annual mean of 40µg/m^3 for PM_{10} and 25µg/m^3 for $PM_{2.5}$. In the case of PM_{10}, there is an additional 24-hour limit set at 50µg/m^3, which is not to be exceeded more than 35 times per year.

Baseline air quality data assessment for nitrogen dioxide (NO_2), nitrogen oxides (NO_x) and particulate matter (PM_{10} and $PM_{2.5}$) are reported by the EPA on a continuous basis at a series of monitoring stations around Ireland.

There is one air quality monitoring site located within the Scheme Area: Sandymount Green (DM30-00530). This monitoring site tracks PM concentrations, monitoring both PM_{10} and $PM_{2.5}$ hourly. Between September 2024 and March 2025, the mean PM_{10} concentration at this monitoring location has been 11.09µg/m^3 and mean $PM_{2.5}$ concentration has been 6.06µg/m^3, both below the CAFE Directive limit values. The 24-hour PM_{10} limit value has also not been exceeded within this period at this monitoring location.

Given the highly urbanised environment there are many constraints relative to air quality. According to the OSI PRIME2 data (OSI 2025), there are 4,797 residential properties, 48 commercial properties, and 26 community/recreational sites within the Scheme Area.

Specific constraints within the Scheme Area that are sensitive to changes in air quality include:

- Residential properties;
- Designated habitats (e.g., SAC and SPA) and ecologically sensitive areas;
- Amenity / recreational areas (e.g. Sean Moore Park, sports clubs, Sandymount Promenade);
- Healthcare facilities e.g. St Vincent's Hospital; and
- Schools and childcare facilities.

Existing source of pollution within the Scheme Area include:

- Railway traffic from existing rail line; and
- Road traffic across the road network.

3.10.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to air quality are limited to the construction of the Scheme. These include:

- The Scheme Area is in a developed suburban location with residential properties and other sensitive receptors such as recreational users along the coastal frontage; and sensitive ecological receptors, including waterbirds and habitats, in close proximity in the adjacent intertidal areas. Sensitive receptors in proximity to the location of construction works will be highly sensitive to any adverse changes in air quality from dust and/or emissions, even at a localised scale.
- Construction activities can generate significant dust, especially during excavation and earthworks which will need to be effectively managed (e.g. Dust Mitigation Plan, dust suppression techniques) to minimise impacts on sensitive receptors in the vicinity of works.

- Increases in traffic from construction-related transport and use of diesel-powered construction equipment machinery has the potential to increase levels of nitrogen oxide and particulate matter and contribute to local air pollution in the vicinity of construction works and the affected road network, especially in confined urban areas (i.e. the Scheme Area), with potential impacts on sensitive receptors.
- In addition, the need for temporary traffic management measures, including any temporary road diversions/closures, during construction could lead to changes in traffic movements, slower speeds and an increase in the volume and duration of cars idling. This could result in increased emissions and impacts on air quality along Strand/Beach Road and on the wider local road network.
- The scheme design should take into consideration any air sensitive receptors such as residences, schools, businesses and medical facilities located in proximity to works associated with the Scheme;

3.11 Noise and Vibration

3.11.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to noise and vibration.

The information presented in this section has been sourced from:

- EPA Maps;
- OSI PRIME2 Data;
- Noise Action Plan (NAP) 2024-2028 – Dublin Agglomeration (Logika Noise Air Quality Consultants 2025).

3.11.2 Key receptors

With references to Section 3.2.2 and Section 3.10.2, according to the OSI PRIME2 Data (OSI 2025), there are 4797 residential properties, 48 commercial properties, and 26 community/recreational sites within the Scheme Area. Key noise sensitive receptors within the Scheme Area include:

- Homes;
- Schools and childcare facilities;
- Churches and other religious facilities;
- Accommodation facilities;
- Hospitals and healthcare facilities;
- Recreational users of open spaces/parks e.g. Sean Moore Park, Sandymount Promenade; and
- Ecological receptors, including qualifying interest features of the SPA.

Sensitive receptors to changes in vibration include homes, any facilities with vibration-sensitive equipment; and structures/buildings of heritage importance which may be affected structurally.

The predominant sources of background noise in the Scheme Area are primarily from road and rail traffic, with a small area of noise experienced by industrial activities in the northeast (EPA 2025a).

In accordance with the Environmental Noise Directive (2002/49/EC) and transposing Regulations, the most recent (4th) Noise Action Plan (NAP) 2024-2028 – Dublin Agglomeration (Logika Noise Air Quality Consultants 2025) reports the results of strategic noise mapping, prepared in consultation with TII, Irish Rail (Iarnród Éireann) and the EPA, for noise from road traffic, rail traffic and industrial activity sites, including ports. The results of the strategic noise mapping presented within the NAP have been used to identify areas within the Agglomeration to be subject to noise management activities during the implementation of the NAP or

preservation for environmental noise quality. The NAP identifies Important Areas, Most Important Areas and Priority Important Areas within the Agglomeration with respect to noise from roads and railways.

Within the Scheme Area, the NAP identifies Most Important Areas (MIA) for road and rail noise. They are locations with the greatest concentration of harmful effects. An MIA is located along the rail line which transverses the Scheme Area. One location within the Scheme Area (Sean Moore Park) is proposed as a Potential Candidate Quiet Area to be considered for preservation for environmental noise quality.

3.11.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to noise and vibration are limited to the construction of the Scheme. These include:

- The Scheme Area is a developed urban area with residential properties and other sensitive receptors such as recreational users along the coastal frontage; and sensitive ecological receptors, including waterbirds, in the adjacent intertidal habitats. These will be highly sensitive to any increases in noise and vibration. In particular, Sean Moore Park is identified in the NAP as a Potential Candidate Quiet Area for the preservation of environmental noise quality.
- Construction activities with the potential to generate significant noise and vibration may exacerbate noise levels in areas already subject to existing high noise levels from other sources, in particular 'important' areas identified in the NAP such in the vicinity of the DART line and parts of the road network.
- Increased traffic from construction vehicles, machinery and personnel could contribute to additional noise pollution from within works areas and on the road network and in particular through residential areas.
- Vibration during construction has the potential to cause structural damage to buildings and structures in the vicinity of the works. The seawall and Martello tower are Protected Structures and their sensitivity to increases in vibration should be understood to inform scheme design and associated construction methodologies.

3.12 Climate

3.12.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to climate.

The Climate Action and Low Carbon Development (Amendment) Act 2021 (Government of Ireland 2021) is an amendment to the Climate Action and Low Carbon Development Act 2015. It sets out the central objective relating to emission reductions. It legally binds Ireland to have net-zero emissions no later than 2050 and to a 51% reduction in emissions by the end of the decade (2030), against a base of 2018 emissions.

The Climate Action Plan (CAP) 2025 (Government of Ireland 2025b) is the third statutory annual update to Ireland's Climate Action Plan under the Climate Action and Low Carbon Development (Amendment) Act 2021. The 2025 CAP refines and updates the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings set out in CAP 2024. The CAP is a roadmap to deliver a halving of Ireland's emissions by 2030 and reach net-zero no later than 2050.

Ireland's Climate Change Assessment (ICCA) (Thorne et al., 2024) modelled on the work of the International Panel on Climate Change (IPCC), is Ireland's first climate assessment. This echoes global findings and shows that Ireland's climate is changing and sufficient preparation has not been made. In line with global trends, Ireland's annual average temperature has increased by approximately 1°C over the last 100 years, with 16 of the 20 warmest years occurring since 1990, and 2023 being the hottest year on record.

Climate change projections for Ireland, based on the IPCC reports and other climate studies conducted for the region, highlight the potential effects on temperature, precipitation and sea levels. Near-surface temperature is projected to increase by 0.5–0.7°C (under the climate change scenarios of projected socioeconomic global changes up to 2100 - Shared Socioeconomic Pathway (SSP) 1-2.6) from 2021–2050) and by 2.4–3.0°C (under SSP 5-8.5) from 2071–2100, with the largest increases in the east. Sea levels are projected to rise by approximately 0.2 to 0.6m by 2100, depending on the emissions trajectory. Rising sea levels will exacerbate the risk of coastal flooding, especially in low-lying areas (Climate Ireland 2025).

Storm surges and extreme waves pose an ever-increasing threat to Ireland as sea levels continue to rise, including for many coastal cities such as Dublin, and to critical infrastructure. Particularly at risk are soft sediment shorelines.

The Climate Change Sectoral Adaptation Plan for Flood Risk Management 2019 – 2024 (Government of Ireland 2019) considers Flood Relief Schemes to be a key prevention strategy for effects of climate change, and as such, this Scheme is integral to the overall climate adaptation strategy.

3.12.2 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to climate include:

- The potential impacts of climate change should be assessed with regard to the prediction of flood risk and should be taken into consideration in the design of the Scheme. Climate change can increase the frequency and severity of storm surges. The Scheme should be designed to protect against potential storm surges, particularly during high tide events, and mitigate erosion along vulnerable sections of Sandymount beach and shoreline.
- Projected increases in sea levels and storm surge will result in increased frequency of coastal flooding and erosion, with significant impacts for receptors at risk, including local communities, coastal and heritage sites situated in proximity to the coast that the Scheme should seek to address.
- The Scheme aims to improve resilience of the Scheme Area to the effects of climate change particularly, coastal, fluvial and pluvial flooding. However, it should also be considered that new infrastructure is a long-term investment and will need to remain operational over many decades, in the face of a changing climate. Therefore, consideration should be given to the vulnerability of the Scheme to potential impacts of climate change during its Operational Phase, including flooding, the effects of wind and storms, higher average temperatures leading to increased transmission losses; and earth movement or subsidence caused by flooding or drought.
- Construction of the Scheme will contribute to climate change in terms of carbon emissions from the use of construction materials, construction traffic and construction processes. Opportunities should be sought to identify flood alleviation options and designs that minimise embodied carbon through the selection of measures and materials and ensure construction processes minimise carbon emissions. The whole life carbon impacts of options being considered should be calculated and the outputs inform the selection of preferred measures/options.

3.13 Traffic and transport

3.13.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to traffic and transport, with reference to the Traffic and Transport Assessment Guidelines (TII 2014).

The information presented in this section has been sourced from online mapping and:

- DCC website – planning application register;

- TII website – proposed projects and improvements; and
- National Planning Application Database.

3.13.2 Key receptors

The Scheme Area is an urbanised area with high travel demand. Transport in the Scheme Area faces the challenge of road congestion during peak times. The transport network in this area provides for movement by car, bus, walking and cycling, and connects these modes to the Dublin Area Rapid Transit (DART) stations.

There are no airports, runways or ports located within the Scheme Area although it sits within the wider transport hub of Dublin City, with Dublin Port located to the north across South Dublin Bay.

Road Network

The following key national and regional roads are located within the Scheme Area:

- N11 Stillorgan Road;
- R118 Merrion Road; and
- R131 (Beach Road/Strand Road) which extends along the coastal frontage within the Scheme Area and would be directly affected by any coastal flood alleviation works.

Rail and Bus Network

Sandymount is well-served by public transport including the DART rail line and associated infrastructure. The DART stations of Sandymount and Sydney Parade are located in the Scheme Area.

Donnybrook Bus Depot is located in the west of the Scheme Area and there is an extensive bus network (subject to the changes arising from the National Transport Authority's (NTA) Dublin Network Redesign Project, part of the national BusConnects Programme) across the Scheme Area. In particular, route S2 (Sean Moore Park to Heuston Station) extends along the northern section of Strand Road and through Sandymount village.

Active travel

The road network within the Scheme Area includes, in locations, cycle lanes and footways. There is also a network of well used off road footpaths and cycleways, including along the River Dodder (greenway in development) and in residential areas.

Planned Infrastructure

The Transport Strategy for the Greater Dublin Area (GDS) 2022-2042 (NTA 2022) including the GDA Cycle Network, sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare. Within Dublin City, DCC's Development Plan 2022-2028 (DCC 2022) and City Transport Plan (DCC 2023) set out a transport vision for a low traffic city centre with public transport, walking and cycling being prioritised and identify challenging targets to be met.

Within this context and as identified in Section 2.1.2.2, there are number of proposed future transport schemes located within the Scheme Area as follows:

- Infrastructure works needed to support the BusConnects Dublin Core Bus Corridors including:
    - Ringsend to City Centre Core Bus Corridor Scheme;
    - Belfield/Blackrock to City Centre Core Bus Corridor Scheme; and
    - Bray to City Centre Core Bus Corridor Scheme;
- DART+ Coastal South – upgrading of existing infrastructure to improve frequency of service; and
- East Coast Trail cycleway proposals.

3.13.3 Potential constraints, issues and opportunities

Key constraints, issues and opportunities identified in relation to traffic and transport include:

- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide improved resilience to transport infrastructure, in particular along the coastal frontage.
- There are a number of important transport routes and networks (rail, road, bus lanes, cycleways, footways) located across the Scheme Area, with particular constraints along Strand and Beach Roads on the coastal frontage. Scheme design needs to provide for continued movement along key corridors during the future operation of Sandymount FAS.
- The development of the Scheme has the potential to interfere with existing transport routes during construction when will likely be temporary traffic disruptions or closures, causing delays in local movements, daily commutes and affecting local residents, businesses and access to key social and community infrastructure. Potential issues will be exacerbated in areas of high traffic levels.
- There is a need to maintain access for emergency vehicles at all times in the Scheme Area.
- Opportunities should be sought to improve active travel provision, working with other parties as appropriate, linked to any new flood alleviation measures.
- Need to consider constraints and opportunities related to planned/in development transport schemes within the Scheme Area or its zone of influence as part of the development of Sandymount FAS to minimise the potential for adverse effects and optimise potential benefits through option selection and scheme design.

3.14 Material assets

3.14.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to material assets. The EPA Guidelines (EPA 2022) specifically lists built services, roads and traffic, and waste management facilities as topics which fall into the category of material assets.

Given that this constraints report includes separate sections for population and health, archaeological and cultural heritage, architectural heritage, traffic and transport, soils and geology, and waste and resources, this section of the report focuses on built services and infrastructure, namely major infrastructure and utilities (electricity, gas, wastewater, water mains and telecommunications).

The information presented in this section is based on online mapping/aerial photography and discussion with DCC. Consultation with utilities providers (including EirGrid, the Electricity Supply Board (ESB), Uisce Éireann and telecommunications providers) will be undertaken to map the location and details of all utilities and services as the Scheme is developed.

3.14.2 Key receptors

Major infrastructure within the Scheme Area includes the DART railway line, including two railway stations at Sandymount and Sydney Parade. There is an extensive network of roads as outlined in Section 3.13.

Details of utilities located within the Scheme Area have not yet been obtained but given its nature as a developed suburban location; the distribution and coverage of utilities and services, both overhead and underground, are expected to be extensive and include electricity, gas, potable water, sewers and telecommunications lines. It is noted that in 2023, Uisce Éireann, in partnership with DCC, completed the replacement of over 3km of old and deteriorated arterial trunk main running underneath Beach Road and Strand Road in Sandymount to upgrade and improve the water supply for over 80,000 homes and businesses across Sandymount and the eastern part of Dublin City. Known services, existing and planned, that may affect

the Scheme include: the high voltage electrical cables located in front of the sea wall, an international communications cable that makes landfall along this frontage, and the proposals to extend the District Heating project to St Vincent's Hospital along the coastal frontage (path and timescale to be determined).

3.14.3 Potential Constraints, Issues and Opportunities

Key constraints, issues and opportunities identified in relation to material assets include:

- In reducing flood risk within the Scheme Area, the delivery of the Sandymount FAS will provide improved resilience to major infrastructure, including the DART infrastructure and road network, and utilities and services.
- Scheme design and construction strategy should ensure that road and rail links within the scheme area are maintained so that any disruption to local transport during construction and operation are minimised and opportunities to provide improved resilience to flooding are provided. Consultation with DCC and TII will be required in relation to traffic management on existing transport routes.
- The presence and location of overhead and underground services, both existing and proposed, will be determined and considered in the scheme design. The possible interruption of these services and utilities should be minimised, where possible.
- Regard must be had to future changes that are likely to take place in the Scheme Area e.g. through the Uisce Éireann water services investment programme, investment by Transport Infrastructure Ireland, Iarnród Éireann, EirGrid, etc.

3.15 Waste and Resources

3.15.1 Introduction

This section identifies relevant constraints within the Scheme Area and the potential zone of influence of the Scheme in relation to waste and resources. Waste from within the Scheme Area could be accepted at sites nationally or internationally for treatment; recovery and disposal, and therefore this topic differs from the others in that it does not fit into the study area model.

Waste management planning in Ireland is undertaken on a national and regional basis. The Scheme Area is located within the Eastern-Midlands Waste Region and falls under the requirements of the National Waste Management Plan for a Circular Economy 2024 – 2030 (Regional Waste Management Planning Offices (RWMPO) 2024) which replaces the Eastern-Midlands Region (EMR) Waste Management Plan 2015-2021 (EMR 2015).

In addition to the above plans, the information presented in this section has been sourced from:

- EPA online mapped licenced facilities (EPA 2025a);
- Local Authority Waste Facility Register on the National Waste Collection Permit Office (NWCPO) website (NWCPO 2025).

3.15.2 Potential constraints, issues and opportunities

The National Waste Management Plan for a Circular Economy sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030. Ireland is moving away from the traditional linear 'take-make-use-dispose' model towards a 'circular economy' regenerative growth model where resources are reused or recycled as much as possible, and the generation of waste is minimised. The transition to a circular economy is essential to reduce pressure on natural resources, aid in achieving climate targets, support Sustainable Development Goals and create sustainable growth and jobs. The Plan targets a 12% reduction in construction and demolition (C&D) waste by 2030 ((RWMPO 2024).

In terms of waste infrastructure, there are no operational EPA licensed or DCC permitted waste management facilities within the Scheme Area.

Key constraints, issues and opportunities identified in relation to waste and resources include:

- The approach to option selection, scheme design and construction should be in line with circular economy principles and policies and follow the waste hierarchy (prevention-reuse-recycle-recovery-disposal). The Scheme should avoid and, if needed minimise, waste generation and seek opportunities for the beneficial reuse of materials at all stages of scheme development and delivery.
- Where waste generation cannot be avoided, there will be a requirement to handle, store, remove and dispose of waste material in accordance with the relevant waste management legislation and adhere to the EPA Best Practice Guidelines on the Preparation of Waste Management Plan for Construction & Demolition Project (EPA 2021).
- Where waste material generated is to be stored on-site and reused it is important that it is not stored close to any watercourses or other sensitive receptors.
- Any excavated material which is deemed unacceptable for re-use in the works will have to be removed off-site for disposal or for processing and as such may be required to be removed or disposed of under a waste permit or certificate of registration from the local authority. Correct procedures for storage and disposal of such wastes and excess materials will be implemented.

3.16 Environmental Interactions and Cumulative Effects

During the construction and operation of Sandymount FAS there are likely to be interactions between environmental topics that could give rise to additional effects. For example, potential impacts on the hydromorphology or water quality of waterbodies as a result of the Scheme could impact on tidal flows, sediment processes and ecological processes dependant on coastal ecosystems. Changes in air quality and noise levels during construction could impact on the health of sensitive human and ecological receptors. These interactions, and the potential for additional effects, will be considered under relevant topics, for example, such as coastal processes and geomorphology, human health and biodiversity, within the environmental assessments to be undertaken as part of the development of the Scheme.

Sandymount FAS will also interface and interact with other proposed developments in its vicinity. An initial review of other proposals is provided in Section 2.1.2.2, which will be updated as the Scheme is taken forward. The potential for additional effects during construction and/or operation from the Sandymount FAS, in combination with these proposals, will be considered throughout the development of the Scheme and reported on within the environmental assessments (e.g. Environmental Impact Assessment Report (EIAR), AA and WFD assessment) to be undertaken support the planning application. Consideration of constraints and opportunities related to these other proposals will be integral to the development of Sandymount FAS to minimise the potential for adverse effects and optimise potential benefits through option selection and scheme design.

4. Conclusion and Recommendations

4.1 Summary of Key Constraints

The Sandymount FAS is subject to a range of constraints that require careful consideration throughout the design and implementation phases. The key constraints identified within the report include:

- Numerous residents, businesses and community facilities across the Scheme Area will benefit from reduced flood risk; but some could also be affected by construction works (e.g. dust, noise, vibration, changes in views, access restrictions);
- Environmental designations and sensitive areas such as SACs, SPAs, Ramsar sites, pNHAs and associated habitats and protected species;
- Complexities within the built environment including protected structures such as the Martello Tower and sea wall, critical transportation infrastructure (e.g., DART rail line, major roads and bus corridors), essential utilities, and community facilities;
- Significant legal, regulatory, and policy constraints including compliance requirements for EIA, AA, Maritime Area Consent (MAC), and the EU WFD;
- Challenging geotechnical conditions for design and construction including made ground, alluvium and beach sands, and underlying geology with variable bedrock depths;
- Protected Structures, recorded monuments and areas identified with archaeological potential;
- Importance of landscape and visual amenity considerations, particularly maintaining significant views across Dublin Bay and preserving the distinctive character of Sandymount Village (an Architectural Conservation Area);
- Developing a scheme design that takes into account essential climate resilience considerations and effectively addresses projected sea-level rise, storm surge events, and coastal erosion;
- Transportation and traffic management constraints during construction phases, aimed at minimising disruption to residents, businesses, emergency services, and infrastructure.
- Financial limitations with requirements for demonstrable cost-effectiveness through rigorous cost-benefit analysis;

4.2 Potential Opportunities

The Scheme also presents opportunities to provide additional benefits and enhancements, such as:

- Substantial reduction in flood risk, offering enhanced protection to residential communities, businesses, critical infrastructure, cultural heritage assets, and environmental resources;
- Seek opportunities to enhance biodiversity as part of the flood alleviation measures;
- Improvement and enhancement of recreational amenities and public access along the Sandymount Promenade, integrating landscape improvements and new public realm features;
- Integration and enhancement of active travel facilities in partnership with ongoing infrastructure developments such as the East Coast Trail;
- Adoption of sustainable and environmentally sensitive construction methods, aligned with circular economy principles to reduce carbon footprint;
- Comprehensive stakeholder engagement and public consultation activities, fostering community involvement and support, and ensuring the incorporation of local insights into the scheme design.

4.3 Next Steps

- Commission desk studies and a range of specific environmental surveys to inform the understanding of existing baseline conditions and support the development and assessment of options and the selection and design of the preferred option. Initial surveys will include:
    - Ecological surveys for locations within the zone of influence of the Proposed Scheme, focusing on those areas where interventions are likely to be proposed. Initial habitat and biotope surveys proposed that will map the habitats present and identify the potential for presence of notable/protected species. Targeted surveys will follow, the scope of which will be determined by the initial habitat/biotope surveys, subject to seasonal timing constraints;
    - Roosting/wintering bird surveys for coastal frontage - may need to be extended to cover any areas of ex situ habitat (inland feeding sites) identified from desk study;
    - Landscape site assessment – initial walkover to characterise the Scheme Area and potential areas of intervention. Selection of receptors/views and scope of more detailed site appraisal and photography to be determined based on selected option;
    - Heritage site walkovers to assess the historic environment and affected receptors within the Scheme Area in the context of scheme proposals to inform scheme design and impact assessment. Any ground investigation activities should include a review of the need for associated archaeological monitoring;
    - The need for additional targeted environmental surveys and site assessments (e.g. river geomorphology, noise, traffic) will be identified during the option identification and appraisal process.
- Commission a range of engineering surveys to cover topography, drainage network, sediment sampling, utilities and geotechnical investigations to inform the design of scheme options;
- Initiate targeted stakeholder and community consultations, commencing with the planned Public Participation Day (PPD) held in April 2025, to capture essential feedback and ensure scheme transparency;
- Complete comprehensive constraints mapping and detailed evaluation to support the appraisal and refinement of potential flood alleviation options;
- Develop and evaluate preliminary flood alleviation solutions through robust multi-criteria analysis to determine and select a preferred option that effectively addresses constraints and maximises identified opportunities;
- Prepare detailed statutory documentation, including an EIAR, AA, WFD assessment and additional planning documentation, to support the statutory consent application process.

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Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014, amending Directive 2011/92/EU of the European Parliament and the Council of 13 December 2011 on the assessment of the impacts of certain public and private projects on the environment

Maritime Area Planning Act 2021

Planning and Development Act 2000 (as amended)

Planning and Development Act 2024

Appendix A: Drawings

A1 - Figure 3.1 Statutory Nature Conservation Designations and WFD River Waterbodies

A2 - Figure 3.2 - Heritage Assets

Appendix B: Planning History (DCC)

Planning Reference	Application Description	Grant Date
WEBPWSDZ2596/24	Pembroke Beach DAC intend to apply for planning permission for development, comprising modifications to a permitted mixed-use residential development (referred to as 'Phase 2'). The subject lands are c. 1.38 ha and are identified as being within the A1 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The modifications relate to the provision of an additional storey within Blocks D1 and E1 permitted under Dublin City Council Planning Reference PWSDZ3700/24. The proposed modifications consist of: • The provision of an additional storey within Block D1 along Sean Moore Road (c. 790 sq m) comprising 9 No. units (permitted as a five-storey building with additional setback floor; proposed as a six-storey building with additional setback floor). • The provision of an additional storey within Block D1 along Gabbard Street (c. 1,348 sq m) comprising 16 No. units (permitted as a seven-storey building with additional setback floor; proposed as an eight-storey building with additional setback floor). • The provision of an additional storey within Block E1 along Gabbard Street (c. 1,456 sq m) comprising 15 No. units (permitted as a seven-storey building with additional setback floor; proposed as an eight-storey building with additional setback floor). • The proposed modifications include relocation and alterations to permitted communal roof terraces and roof level SuDS features and an increase in the overall proposed communal amenity space throughout Block D and E. The proposed modifications also include minor facade modifications, additional car and bicycle parking at basement level, and all other associated works. • The proposed modifications will comprise an overall increase in GFA of c. 3,595 sq m resulting in 40 No. additional units: 21 No. 1-bed; 12 No. 2-bed; and 7 No. 3 bed.	30/01/2025
WEBPWSDZ2249/24	Modifications to a permitted mixed-use development (referred to as 'Phase1B') located at this site of c.0.76 ha. which is identified as being within the 'A3' lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The modifications relate to Block L of the development permitted under Dublin City Council Planning Reference PWSDZ3406/22 (and amended through Planning Ref. PWSDZ4341/23, and PWSDZ3945/24). The proposed modifications consist of the change of use of permitted Ground Floor Level internal amenity space, bike store, circulation space, and an apartment unit (2-bed) (Unit No. L-00-004) to creche space/facility (c. 277 sq m). The proposed development will result in an overall apartment unit reduction of 1 No. apartment. The proposed development also includes: change of use at Basement Level from maintenance store. to residential amenity (spin studio); provision of outdoor crèche play space within the Ground Floor Level courtyard; provision of 'drop off' car and bike spaces along 'Furnace Walk'; relocation of all secure cargo bike parking from Ground Floor Level to Basement Level; and all other associated works.	27/11/2024
WEBPWSDZ2252/24	Permission for development comprising modifications to a permitted mixed-use development (referred to as "Phase 1") located at a site of c. 15.1 ha (with a focussed area of c. 0.84 ha) and is identified as being within the "A3" and "A4" Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The modifications relate to the Meanwhile Uses (MWU) 'Cultural Hub', permitted under Dublin City Council Planning Reference PWSDZ3207/21 (and amended through Planning Ref. PWSDZ4276/23, PWSDZ3461/24, and PWSDZ3468/24). The proposed modifications consist of the omission of the Meanwhile Uses 'Cultural Hub', and its ancillary development, from the 'Phase 1' and wider masterplan development, and the extension of temporary hoarding along the Central Boulevard, and all associated works.	26/11/2024
WEBPWSDZ2247/24	Planning permission for development comprising modifications to a permitted mixed-use development (referred to as 'Phase 1') located at this site of c. 1.94 ha, which is identified as	26/11/2024

Planning Reference	Application Description	Grant Date
	being within the A3 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4.The amendments relate to Blocks K, M, and O of the development permitted under Dublin City Council Planning Reference PWSDZ3207/21 (and amended through Planning Ref. PWSDZ4276/23, PWSDZ3461/24, and PWSDZ3468/24). The proposed development consists of the following change of use modifications: • Block K Ground Floor Level community facility, including outdoor play space, from creche space to enhanced entrance and amenity space; • Block K Level 08 2-bed apartment unit (Unit No. BK-U191), facing the Level 08 terrace, from apartment unit to amenity space; • Block M Ground Floor Level 2-bed apartment unit (Unit No. BM-U012), fronting 'Holbrook Street', from apartment unit to enhanced entrance and amenity space; and • Block O Level 16 1-bed and 2-bed apartments units (Units No. BO-U173, BO-U174, BO-U175 & BO-U176), from apartment units to executive suite. • The proposed development also includes the following: • Block K and O roof terrace modifications, including the provision of pergolas, at Level 05 (Block K), Level 08 (Block K), Level 09 (Block O) and Roof Level (Block O); • Ground Floor Level landscaping materiality modifications; and • Block O Roof Level antenna installation. The proposed development includes all other associated works. The proposed development will result in an overall apartment unit reduction of 6 No. apartments.	
PWSDZ3062/24	For the construction of a 6 storey structure to accommodate a multi-functional Community Hub and an Innovation Hub (12,556 sqm GFA) (referred to as Block P, accommodating community, innovation (office), leisure, cultural, artistic, café, educational and library uses) on a site of 15.06 hectares (identified as 'Glass Bottle') including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focussed primarily, but not exclusively, on a net site area of 0.4523 hectares in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-east by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The Block P structure is bounded to the north-west by the permitted Blocks O and M, to the north-east by the school site, to the south-east by the permitted Village Green and to the south-west by Clanna Gael Fontenoy CLG. The overall site subsumes the 4.3 hectare site of the Infrastructure Permission ('Parent Permission') (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020. The infrastructure Permission (Reg. Ref. PWSDZ3270/19) permits: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces (including the Village Green and a Dog Park); and temporary landscaping of a school site, all to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The proposed Block P development will consist of: - Amendment of Permission Register Reference PWSDZ3270/19 in those areas where the net site of 0.4523 hectares overlaps with the boundaries of the earlier 4.3 hectare Infrastructure Permission (Reg. Ref. PWSDZ3270/19) to facilitate amendments to materials, urban tree locations and landscaping, and to facilitate the change in levels between the western edge of the permitted Village Green and the proposed Block P together with public realm and public amenity space; - Amendment of Permission Register Reference PWSDZ3207/21 at the permitted local street (side street) identified as Holbrook Street where the net site area of 0.4523 hectares overlaps with the boundaries of the earlier 4.46 hectares' focussed site area of the Phase 1 Permission (Reg. Ref. PWSDZ3207/21) to facilitate the provision of on-street bicycle parking; and - the construction of a multi-functional Community Hub and an Innovation Hub (12,556 sqm GFA) comprising a single 6-storey Block (with set-backs at Levels 3, 4 and 5 including set-back accessible roof terraces at 5th floor level, roof amenity space (including an enclosed basketball court) and roof level plant) to provide: community and educational uses (2,863 sqm GFA); a Community/Innovation Centre (including café) (1,785 sqm GFA), cultural uses (678 sqm GFA) including (20 No. Artists' Studios (13 No. individual Artists' Studios and 7 No.-equivalent Shared Artists' Studio/Exhibition Space)); Innovation Hub (office) (7,058 sqm GFA) (including bike storage and changing facilities); and ancillary back-of-house spaces/facilities (172 sq m) including ESB substation and associated MV switchroom, tenant landlord switchroom, transformer room and telecom room; and bin stores). The proposed Block P development will also consist of the: - Provision of 5 No. new on-street car parking spaces (incl. 2 No. Accessible car parking spaces) and 1 No. on-street loading/taxi bay; and -	13/11/2024

Planning Reference	Application Description	Grant Date
	Provision of 219 No. bicycle parking spaces (147 No. long-stay standard bicycle parking spaces located at the Innovation Hub Bike Store; 70 No. short-stay standard bicycle parking spaces located on-street at surface level; and 2 No. cargo bicycle parking spaces located at surface level). Access and servicing of the proposed Block P development will be by way of the permitted Local Street (Side Street) identified on the emerging Masterplan as "Holbrook Street" (as included in the Permitted Phase 1 (Reg. Ref. PWSDZ3207/21) and Phase 1B (Reg. Ref. PWSDZ3406/22) Schemes) and by the Coastal Link to be delivered as part of this development between Holbrook Street and the Village Green (permitted under the 'Parent Permission' (Reg. Ref. PWSDZ3270/19). The proposed development will also consist of the provision of: hard and soft landscaping incl. Coastal Link Planting, and roof terraces; publicly-accessible roof amenity space; a mural on the south-east elevation; pedestrian and cycle links; boundary treatments; tree removal and tree planting; interim site hoarding; public lighting; green and blue roofs; piped site wide services; and all ancillary works and services necessary to facilitate construction and operation. This application will be accompanied by a Natural Impact Statement (NIS).	
PWSDZ3798/24	Planning permission for development of an office and mixed-use scheme (Referred to as Phase A Commercial) on an infill site of c.15.08 hectares (with a net focused site area of c. 1.75 ha) of land within the former Irish Glass Bottle (IGB) and Fabrizia sites on Sean Moore Road, Dublin 4 (including some 198 sq metres of public domain on Southbank Road to accommodate vehicle and pedestrian access). The site is identified as within the A1 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-east by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The overall site subsumes the 4.3 hectares site of the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020, permitting: streets, transportation, water services and utilities' infrastructure; public realm and public amenity spaces; and temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The proposed development will consist of an office and mixed-use scheme with a total GFA of 46,101 sq m (excl. basement / undercroft UC-02) comprising 2 No. blocks (identified as Blocks A and B). The proposed development will consist of: Block A (includes Block AA & AB) of 26,254 sq m and ranging in height from 5-7 storeys over basement/undercroft carparking to include double height (UC-01 & 00 Level) ground floor reception, office, a restaurant/ bar, bakery/ café and event space with the upper floors to be used as offices. The offices have been designed to be suitable for a single user or multiple users with subdivisions. Block B of 19,847 sq m, and ranging in height from 5-12 storeys over basement/undercroft car parking to include double height (UC-01 & 00 Level) ground floor reception, games bar and office with the upper floors to be used as offices. The offices have been designed to be suitable for a single user or multiple users with subdivisions. The UC-01 level of Block A includes café, sports and recreation area, collaborative office, storage and building services. The UC-01 level of Block B includes collaborative office, management facilities and building services. Each office block has a number of amenity terraces including at 1st, 3rd, 4th, 5th, 6th and roof level in Block A and at 4th and 6th floor level in Block B. A total of 77 no. commercial car parking spaces (incl. 4 no. disabled access spaces & 16 no. EV spaces) and 4 no. motorbike spaces, located at basement level with vehicular access from the street level (Block A north eastern elevation), and the provision of 27 no. on-street car parking spaces (incl. 7 no. EV spaces and 6 no. disabled access spaces). Provision of 616 no. bicycle parking spaces located at basement level with bicycle ramp access from street level and 100 no. short-stay standard bicycle parking spaces located at surface level. Plant rooms, building services and energy centres, water tank, sprinkler rooms, tenant rooms, kitchenette, parcel/ courier store, archive store, bin stores, bicycle stores, lockers, showers, changing facilities, facilities management and games bar storage located at basement/ UC-01 level. Provision of public realm spaces including 1 no. public square (Pembroke Square), Glass Bottle Lane and public amenity spaces (totalling 1,920 sq m). Two new local/side streets (Pembroke Place & Glass Bottle Place) connecting to South Bank Road. The provision of the South Bank Link Road as identified in the SDZ Planning Scheme. The proposed development will include hard and soft landscaping, pedestrian and cycle links, boundary treatments, tree planting, public lighting, green roofs, solar pv panels, and all ancillary works and services necessary to facilitate construction and operation. The scheme also provides for an option which includes for temporary site hoarding, and cycle lane alongside Sean Moore Road, should the proposed development proceed ahead of the adjoining Phase 2 residential proposal commencing. This application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).	18/10/2024

Planning Reference	Application Description	Grant Date
PWSDZ3945/24	Permission for development, comprising modifications to a permitted mixed-use development (referred to as Phase 1B). The subject lands are c. 0.76 ha and are identified as being within the A3 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The modifications relate to the ground floor and roof level of Block L, permitted under Dublin City Council Planning Reference PWSDZ3406/22 (and amended through Planning Reference PWSDZ4341/23). The proposed development consists of installation of air source heat pump plant on the roof of Block L (max height c. 2.4 m), ancillary louvre screening, and all other associated and ancillary works. The proposed development also consists of the change of use of ground floor residential amenity space to ESB substation and associated switch room (c. 34 sq m), including the provision of access from the Central Boulevard, and all other associated and ancillary works above and below ground.	19/08/2024
PWSDZ3700/24	Pembroke Beach DAC intends to apply for permission for development for a mixed used development (referred to as Phase 2) on this site of 15.06 hectares including lands known as the Former Irish Glass bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focused primarily on a net site area of 1.99 hectares (identified as within the A1 Lands) in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The proposed Phase 2 development will consist of: amendment to permission Register Reference PWSDZ3270/19 and PWSDZ3207/21 in those areas where the net site of 1.99 hectares overlaps with the boundaries to the earlier permitted developments (including amendment to the urban tree plant along the Sean Moore Road interface & minor amendment to permitted public realm at the junction between Central Boulevard and South Bank Link Road) and the construction of a residential and mixed use scheme comprising an above ground gross floor area (GFA) of C. 48,648 sq.m., together with a basement/undercroft area of c. 10,654 sq.m., comprising 5 no. blocks (identified as blocks D1, D2, E1, E2, E2A) to provide: 502 no. apartment units and associated residential amenity facilities; a childcare facility; 3 no. Retail/ Food & Beverage units; 3 no. Retail Units, 2 no. Food/ beverage units; Health Facility; basement carparking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme. Access and servicing of the proposed Phase 2 development will be by way of the central boulevard as permitted (subject to compliance with Condition No. 24e) in the Phase 1 planning permission (PWSDZ3207/21) which also amends the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) amongst other things. An additional access for emergency vehicles only with retractable bollards will be provided at the junction of Bloom Street and Sean Moore Road. The proposed Phase 2 development will consist of : • 5 no. Blocks (D1, D2, E1, E2, E2A) ranging in height between 6 and 7 storeys with 8 storey setback over basement/undercroft to provide 502 no. apartment units (with balconies/terraces to be provided on all elevations at all levels for each residential block), consisting of : 216 no. 1-bedroom units; 245 no. 2-bedroom units and 41 no. 3-bedroom units (for the avoidance of doubt, Section 11.5.1 of the Planning Scheme clarifies the description of 'height' in Figure 11.3 to be taken from the constructed ground floor level; references to 'basement' and 'undercroft', respectively, are interchangeable given the changes in level across the site); • The provision of c.740 sq.m. of residential amenity facilities within Block E1 (to include a tenant reception of with admin support spaces, shared work space, Residents Lounge, Events space, Library/ Film Room, Dining Kitchen & meeting room) • A childcare facility (c. 412 sq.m) located at the ground floor of block D1 providing c. 92 no. childcare places and an outdoor play area of c. 199 sq.m; • A health centre at ground floor of Block D1 (c. 202 sq.m.); • 3 no. retail/food and beverages spaces & 1 no. retail spaces located at the ground floor of Blocks D1, D2 (total GFA c. 1,153 sq. m); • 2 no. retail spaces and 2 no. food and beverage spaces located at the ground floor of Blocks E1, E2, E2A (total GFA c. 1,249 sq. m); • A total of 139 no. car parking spaces; 121 car parking spaces located at basement level (incl. 7 no. accessible spaces (2 of which are accessible/EV spaces) & 21 no EV spaces, 8 no. car share parking spaces (2 of which are car share/EV spaces), 4 no. crèche parking spaces, 4 no.	05/07/2024

Planning Reference	Application Description	Grant Date
	heath centre parking space & 4 no. retail parking spaces located at basement level with vehicular access from the street level (Block D1/D2 south eastern elevation); the provision of 18 no. on street car parking spaces (incl. 5 no. EV on-street car parking spaces and 7 no. accessible spaces) and 5 no. loading bays. (Note that 6 no. surface car parking spaces along South Bank Link Road will not be accessible until vehicular access from South Bank Road is provided at a future date); • Provision of 906 no. bicycle parking spaces; 816 no. long stay stand bicycle parking spaces located at basement level (incl. 6 no. crèche, 24 no. retail, 20. no. cargo spaces and 28 no. e-bike spaces); 90 no. short-stay standard bicycle parking spaces located at surface level (70 no. residential (incl. 10 no. cargo bike spaces), 20 no. non-residential); • Plant rooms, resident storage spaces, bin stores, bicycle stores, water storage, sprinkler rooms. laundry located at basement level; • Landscaped open spaces to comprise residential communal courtyards incl. children's play areas (Block D1/D2 c. 815 sq. m & Blocks E1/E2 c.992 sq.m.); amenity terraces at 8th storey level on Blocks D1/D2 (totalling c. 900 sq.m.); amenity terraces at 8th storey level on Blocks E1/E2/E2A (totalling c. 1,798 sq.m); • 2 no ESB sub stations located at the ground floor level of blocks D1/D2 (totally c.48 sq.m) and 4 no. ESB sub stations located at the ground floor level of blocks E1/E2/E2A (totalling c. 42 sq. m); • 3 no. LV switch rooms located at ground floor level of Blocks D1/D2 (c. 66 sq.m) and 4 no. LV switch rooms at ground floor level of blocks E1/E2/E2A (totalling c. 57 sq.m); • Communal commercial bin stores located at ground floor of Block D2 (c. 40 sq. m) and at ground floor level of Block E2 (c. 30 sq.m); • Bin store and health waste bin store located at ground floor of Block D1 associated with the proposed health centre; • Ancillary storage spaces located at round floor of blocks D2, E2; • Provision of public realm spaces including a portion of Glass Bottle Square, streets and public amenity spaces; • One new local /side street (Market Street) connecting to the permitted Central Boulevard; • The provision of the South Bank Link Road as identified in the SDZ Planning Scheme. Note that the proposed South Bank Link Road will include temporary bollards and fencing to restrict access until such time that a future connection/tie into South Bank Road is proposed and delivered. The proposed development will include hard and soft landscaping, pedestrian and cycle links, boundary treatments, tree planting, interim site hoarding, public lighting, green/blue roofs, commercial and residential waste & recycling facilities, piped site wide services and all ancillary works and services necessary to facilitate construction and operation. This application will be accompanied by an Environmental Impact Assessment Repot (EIAR) and a Natura Impact Statement (NIS).	
PWSDZ3461/24	For development, comprising modifications to a permitted mixed-use development (referred to as Phase 1). The subject lands include two sites of c. 678 sq m and c. 25 sq m (identified, respectively, on the Site Layout Plan) and are identified as being within the A3 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The modifications relate to the roof levels of Block K and Block M, permitted under Dublin City Council Planning Reference PWSDZ3207/21 (and amended through Planning Reference PWSDZ4276/23). The proposed development consists of the installation of air source heat pump plant on the roof of Block K (max height c. 0.83 m above roof parapet level), associated flue at the roof of Block M (max height c. c 0.63 m above roof parapet level), ancillary louvre screening, and all other associated and ancillary works.	15/05/2024
PWSDZ3468/24	Planning permission for development comprising modifications to a permitted mixed-use development (referred to as Phase 1) located at this site of c. 0.15 ha and is identified as being within the A3 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The modifications relate to Block M and the street referred to in the Planning Scheme as the "Coastal Link", permitted under Dublin City Council Planning Reference PWSDZ3207/21 (and amended through Planning Reference PWSDZ4276/23). The proposed development consists of modifications to the permitted Coastal Link including omission of Condition 25(b) attached to the PWSDZ3207/21 Grant of Permission, which requires a 1 m wide paved verge to be included on both sides of the street, and landscape alterations. The proposed modifications also include a change of use of the	22/05/2024

Planning Reference	Application Description	Grant Date
	Block M ground floor level bins store, fronting the Coastal Link, from a bins store to a management suite to accommodate the Scheme's management team.	
PWSDZ4276/23	Planning permission for development comprising modifications to a permitted mixed-use development (referred to as Phase 1 located at this site which is identified as being within the A3 lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The wider site also includes the lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The amendments relate to the Block O tower of the development permitted under Dublin City Council Planning Reference PWSDZ3207/21 only. The proposed development consists of the following modifications: 1. change of facade material from polished concrete to aluminium unitised panels on the permitted tower of Block O, 2. partial reconfiguration of the basement and ground floor of block O to provide for additional residential amenity space, 3. alteration of the permitted entrance to Block O.	15/12/2023
PWSDZ4341/23	Planning permission for development comprising modifications to a permitted mixed-use scheme (Referred to as Phase 1B) at a site including lands known as Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The site is identified as being within the A3 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The proposed development consists of a change of plan and a change of unit types from that permitted under Dublin City Council Planning Reference PWSDZ3406/22. The proposed development will comprise a total of 324 no. residential units (as permitted). The amendments related to the replacement of 8 no. 2 bed units with 8 no. 1 bed units resulting in an overall unit mix of 100 no. 1 beds, 166 no. 2 beds, and 58 no. 3 beds. These unit modifications are to facilitate the construction of an additional stairs from the 10th to 17th storey within the permitted development to address fire safety requirements. The proposal will result in minor elevational changes.	13/10/2023
PWSDZ4217/23	Permission for development comprising modifications to a permitted mix-use scheme (referred to as phase 1B) at a site including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The site is identified as being within the A3 lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The proposed development consists of a change of plan and a change of unit types from that permitted under Dublin City Council Planning Reference PWSDZ3406/22. The proposed development will comprise a total of 324 no. residential units (as permitted). The amendments relate to the replacement of 8 no. 2 bed units with 8 no. 1 bed units resulting in an overall unit mix of 100 no. 1 beds, 166 no. 2 beds and 58 no. 3 beds. These unit modifications are to facilitate the construction of an additional stairs from the 10th to 17th storey within the permitted development to address fire safety requirements. The proposal will result in minor elevational changes.	11/08/2023
PWSDZ4380/22	Development of an office and mixed-use scheme (Referred to as Phase A Commercial) on an infill site of c.15.08 hectares (with a net focused site area of c. 1.78 ha) of land within the former Irish Glass Bottle (IGB) and Fabrizia sites on Sean Moore Road, Dublin 4 (including some 198 sq metres of public domain on Southbank Road to accommodate vehicle and pedestrian access). The site is identified as within the A1 Lands in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-cast by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The overall site subsumes the 4.3 hectares site of the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020, permitting: streets, transportation, water services and utilities' infrastructure; public realm and public amenity spaces; and temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the Poolbeg West SDZ Planning Scheme. The overall site also includes a recently issued planning permission approved (Phase 1) (PWSDZ3207/21) which relates to the development on a site area of some 4.46 hectares and proposes 570 No. apartments within a mixed-use development (53,032 sq m), as well as the Multi-Modal Transport Hub (232 sq m) and the Meanwhile Use 'Cultural Hub' (1,364 sq m). The overall site is also the subject of an application for planning permission (Phase 1B) (PWSDZ3406/22) which relates to the development on a site area of some 0.76 hectares and proposes 356 No. apartments and residential amenities, within a mixed-use development (43,944 sq m) comprising 1 No. block (identified as Block L). The overall site is also the subject of an	08/06/2023

Planning Reference	Application Description	Grant Date
	application for planning permission (Phase 2) (PWSDZ4058/22) which relates to the development on a site area of some 2.10 hectares and proposes a residential and mixed-use scheme comprising a floor area of 64,906 sq m (54,682 sq m above basement). The development comprises 2 No. blocks (identified as Block D and E) to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The Phase 2 application for planning permission is located directly adjacent to the proposed Phase A development The proposed development will consist of an office and mixed-use scheme with a total GFA of 45,993sq.m (excl. basement / undercroft UC-02) comprising 2 No. blocks (identified as Blocks A and B). The proposed development includes the removal of tree cover located along the South Bank Road interface. An amendment to the parent permission (PWSDZ3270/19) is also sought and relates to a reduction in the no. of trees proposed (by 1 no. tree) along the Sean Moore Road interface and within the focused site area. The proposed development will consist of: Block A (includes Block AA & AB) of 26,545sq.m and ranging in height from 5-7 storeys over basement/undercroft car parking to include double height (UC-01 & 00 Level) ground floor reception, office, a restaurant/bar, bakery/ café and event space with the upper floors to be used as offices. The offices have been designed to be suitable for a single user or multiple users with subdivisions. Block B of 19,448sq.m, and ranging in height from 5-12 storeys over basement/undercroft car parking to include double height (UC-01 & 00 Level) ground floor reception, games bar and office with the upper floors to be used as offices. The offices have been designed to be suitable for a single user or multiple users with subdivisions. The UC-01 level of Block A includes café, sports and recreation area, collaborative office, storage and building services. The UC-01 level of Block B includes collaborative office, management facilities and building services. Each office block has a number of amenity terraces including at 1st, 3rd, 4th, 5th, 6th and roof level in Block A and at 4th and 6th floor level in Block B. A total of 77 no. commercial car parking spaces (incl. 4 no. disabled access spaces & 16 no. EV spaces) and 2 no. motorbike spaces, located at basement level with vehicular access from the street level (Block A north eastern elevation), the provision of 29 no. on-street car parking spaces (incl. 8 No. EV spaces and 6no, disabled access spaces) and 5 no. loading bays; Provision of 613 No. bicycle parking spaces located at basement level with bicycle ramp access from street level and 130 no. short-stay standard bicycle parking spaces (incl. 4 no. cargo bicycle spaces) located at surface level; Plant rooms, building services and energy centres, water tank, sprinkler rooms, tenant rooms, kitchenette, parcel/courier store, archive store, bin stores, bicycle stores. lockers, showers, changing facilities, facilities management and games bar storage located at basement/UC-01 level; Provision of public realm spaces including 1 no. public square (Pembroke Square), Glass Bottle Lane and public amenity spaces (totalling 1,931sq m); and two new local/side streets (Pembroke Place & Glass Bottle Place) connecting to Southbank Road. The provision of the South Bank Link Road as identified in the SDZ Planning Scheme. The proposed development will include hard and soft landscaping, pedestrian and cycle links, boundary treatments, tree planting, public lighting, green roofs, solar pv panels, and all ancillary works and services necessary to facilitate construction and operation. The scheme also provides for an option which includes for temporary site hoarding should the proposed development proceed ahead of the adjoining Phase 2 Residential Proposal commencing.	
PWSDZ4058/22	Permission for development for a mixed use development (Referred to as Phase 2) on this site of 15.06 hectares including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focused primarily on a net site area of 2.10 hectares (identified as within the A1 Lands) in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-east by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The overall site subsumes the 4.3 hectares site of the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020, permitting: streets, transportation, water services and utilities infrastructure; public realm and public amenity spaces; and temporary landscaping of a school site, to facilitate Phase I development as provided for under the approved Poolbeg West SDZ Planning Scheme. The overall site also includes a recently issued planning permission (Phase 1) (PWSDZ3207/21) which relates to the development on a site area of some 4.46 hectares and proposes 570 No. apartments within a mixed-use development (53,032 sq m), as well as the Multi-Modal Transport Hub (232 sq m) and the Meanwhile Use 'Cultural Hub' (1,364 sq m). The Phase I Permission is located directly adjacent to the proposed Phase 2 development	26/05/2023

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	(opposite side of Central Boulevard) within the overall site. The overall site is also the subject of an application for planning permission (Phase IB) (PWSDZ3406/22) which relates to the development on a site area of some 0.76 hectares and proposes 356 No. apartments and residential amenities within a mixed-use development (43,944 sq m) comprising I No. block (identified as Block L). The Phase 1B application for planning permission is located directly adjacent to the proposed Phase 2 development (opposite side of Central Boulevard) within the overall site. The proposed Phase 2 development will consist of: amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.10 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission (including amendment to the urban tree planting along the Sean Moore Road interface); and the construction of a residential and mixed-use scheme comprising a floor area of 64,906 sq m (54,682 sq m above basement), together with a basement/undercroft area of 10,224 sq m, comprising 2 No. blocks (identified as Block D and E) to provide: 516 No. apartment units and associated residential amenity facilities; a childcare facility: 5 no. café restaurant units; 2 no. Retail Services; 14 no. Retail Units; 1 no. Foodhall, 1 no. Health Facility: basement car parking; together with associated infrastructural works on the overall site. The proposed development will also include provision of the South Bank Link Road as identified in the SDZ Planning Scheme. The 516 No. apartment units will include 143 No. "Build-To-Rent" apartments (including resident support facilities and resident services and amenities), 52 No. social housing apartments, 77 No. affordable housing apartments and 244 No. apartment units. (The social and affordable housing is provided in accordance with Objective H7 of the Planning Scheme.) Access and servicing of the proposed Phase 2 development will be by way of the central boulevard as permitted (subject to compliance with Condition No. 24e) in the Phase 1 planning permission (PWSDZ3207/21) which also amends the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) amongst other things. The proposed Phase 2 development will consist of: Blocks D and E ranging in height from 4 - 10 storeys over basement/undercroft to provide 516 No. apartment units (with balconies/terraces to be provided on all elevations at all levels for each residential block), consisting of: 180 No. 1-bedroom units; 252 No. 2-bedroom units; and 84 No. 3 bedroom units (for the avoidance of doubt, Section 11.5.1 of the Planning Scheme clarifies the description of "height" in Figure 11.3 to be taken from the constructed ground floor level; references to 'basement' and 'undercroft', respectively, are interchangeable given the changes in level across the site); the provision of 1,404 sq m of residential amenity facilities (to include a gym, co-work space, meeting room & other private amenities) a childcare facility (453 sq. m) located at the ground floor of Block D providing c.90 No. childcare places, and an outdoor play area of c.200sq m; 17 No. retail spaces (Retail Units, Retail Services & Foodhall) located at the ground floor of Blocks D & E (Total GFA 2,172 sq m) 5 no. café / restaurants located at ground floor level (Total GFA 722 sq m); A total of 103 no. residential car parking spaces (incl. 5 no. disabled access spaces & 21 no. EV spaces), 8 No. car share parking spaces, 4no. crèche parking spaces, 1 no. health centre parking space & 6 no. retail parking spaces located at basement level with vehicular access from the street level (Block D south eastern elevation), the provision of 20 no. on-street car parking spaces (incl. 6 No. EV on-street car parking spaces and 6 no. disabled access spaces) and 5 no. loading bays. Note 5 No. of the proposed on-street car parking spaces will not be accessible until such time that a future connection/tie into Southbank Road is proposed and delivered; Provision of 942 No. bicycle parking spaces; 852 No. long-stay standard bicycle parking spaces located at basement level (Incl. 5 no. crèche, 28 no. retail, 3 no. healthcare and 16 No. cargo bicycle parking spaces); 90 no. short-stay standard bicycle parking spaces located at surface level (70 no. residential [incl10 no. cargo bike spaces], 10 no. additional spaces and 10 no. crèche); plant rooms, resident storage spaces, bin stores, bicycle stores, water storage, sprinkler rooms, laundry located at basement level; landscaped open spaces to comprise residential communal courtyards (incl. children's play areas), and 4,401 sq. m of roof terraces to Block D (5th, 6th, 7th and 8th Floor), Block E (5th, 6th and 8th Floor); 1 no. double ESB sub station located at the ground floor level of Block D (76 sqm) and 1 no double ESB sub station located at the ground floor level of Block E (57 sqm); Provision of public realm spaces including 2 no. public squares (Glass Bottle Square and Pembroke square, totalling 1.820 sq m). streets and public amenity spaces; One new local/side street (Market Street) connecting to the permitted Central Boulevard; and the provision of the South Bank Link Road as identified in the SDZ Planning Scheme. Note that the proposed South Bank Link Road will include temporary bollards and fencing to partially restrict access to pedestrians only until such time that a future connection/tie into Southbank Road is proposed and delivered. The proposed development will include hard and soft landscaping, pedestrian and cycle links, boundary treatments, tree planting, interim site hoarding, public lighting, green roofs, commercial and residential waste & recycling facilities, piped site wide services and all ancillary	

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	works and services necessary to facilitate construction and operation. This application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).	
PWSDZ3406/22	Permission for development for a mixed use development (Referred to as Phase1B) on this site of 15.06 hectares including lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4, focused primarily, but not exclusively, on a net site area of 0.76 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone (SDZ) Planning Scheme (April 2019). The overall site is bounded to the north-west by Sean Moore Road, to the north-east by South Bank Road, to the south-east by Dublin Port lands and Dublin Bay, and to the south-west by Sean Moore Park. The overall site subsumes the 4.3 hectares site of the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020, permitting: streets, transportation, water services and utilities' infrastructure; public realm and public amenity spaces; and temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme. The overall site is also the subject of an application for planning permission (Phase 1 RFI Scheme) (PWSDZ3207/21) which relates to the development on a site area of some 4.46 hectares and proposes 570 No. apartments within a mixed-use development (53,032 sq m), as well as the Multi-Modal Transport Hub (232 sq m) and the Meanwhile Use 'Cultural Hub' (1,364 sq m). The Phase 1 RFI Scheme is located directly adjacent to the proposed Phase 1B development within the overall site. Access and servicing of the proposed Phase 1B development will be by way of the central boulevard and adjoining side street as included in the Phase 1 RFI Scheme application for planning permission (PWSDZ3207/21) which also seeks to amend the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270/19) amongst other things. The proposed Phase 1B development will consist of: amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 0.76 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission (including amendments to the permitted vehicular and basement access point, materials, urban tree locations and landscaping, and changes in level for the permitted streets, village green and public realm and public amenity spaces); and the construction of a residential and mixed-use scheme comprising a floor area of 43,944 sq m (37,020 sq m above basement, together with a basement/undercroft area of 6,924 sq m, comprising 1 No. block (identified as Block L) to provide: 356 No. apartment units and associated residential amenity facilities; ground floor retail unit; together with associated infrastructural works on the overall site. The 356 No. apartment units will consist of: 264 No. apartment units; 55 No. affordable housing apartments; and 37 No. social housing apartments. (The social and affordable housing is provided in accordance with Objective H7 of the Planning Scheme.) The proposed Phase 1B development will consist of: • The building will range in height from 5 – 18 storeys over basement/undercroft to provide 356 No. apartment units (with balconies/terraces to be provided on all elevations at all levels for each residential block, consisting of: 89 No. 1-bedroom units (2no. studio 1-bedroom 1 person and 87 no. 1-bedroom 2 persons); 213 No. 2-bedroom units; and 54 No. 3-bedroom units (for the avoidance of doubt, Section 11.5.1 of the Planning Scheme clarifies the description of 'height' in Figure 11.3 to be taken from the constructed ground floor level; references to 'basement' and 'undercroft', respectively, are interchangeable given the changes in level across the site); • The provision of 844 sq m of residential amenity facilities (to include a lounge, meeting area, and other private amenities); • Retail space located at the ground floor (310 sq m); • A total of 69 No. car parking spaces (incl. 6 No. car share spaces) located at basement level with vehicular access from the street level along the north-western elevation and the new adjacent side street, and the provision of 11 No. on-street car parking spaces (incl. 2 No. EV	08/02/23

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	on-street car parking spaces)) (Note the 11 No. on-street car parking spaces is inclusive of 2 No. on-street car parking spaces proposed as part of the Phase 1 Residential application for planning permission (PWSDZ3207/21)); • Provision of 610 No. bicycle parking spaces (550 No. long-stay standard bicycle parking spaces located at basement level); 38 No. short-stay standard bicycle parking spaces located at surface level; 17 No. cargo bicycle parking spaces located at basement level; and 5 No. cargo bicycle parking spaces located at surface level); • plant rooms and resident storage spaces located at basement level; • Landscaped open spaces to comprise c.2441 sq m of residential communal courtyards (incl. children's play areas), and roof terraces (6th, 8th, 10th & 17th Floors); and • 1 No. ESB double substation and associated LV switch rooms located at ground floor along the south elevation. The proposed development will also include hard and soft landscaping, pedestrian and cycle links, boundary treatments, tree planting, interim site hoarding, public lighting, green roofs, commercial and residential waste facilities, piped site wide services and all ancillary works and services necessary to facilitate construction and operation. This application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).	
PWSDZ4121/21	PERMISSION and RETENTION: Permission for development to amend the Parent Permission and for retention permission for development on a site of c. 15.06 hectares on lands known as the Former Irish Glass Bottle & Fabrizia Sites, Poolbeg West, Dublin 4. The site is located within the ''A Lands' sector'' of the Poolbeg West Strategic Development Zone Planning Scheme (April 2019) The overall site includes some 4.3 hectares of land for which a ten year permission for enabling and infrastructual works was granted in January 2020. (Reg. Ref. PWSDZ3270/19; the ''Parent Permission'') The element of the scheme for which retention permission for development is sought consists of the removal of two sections of tree cover cumulatively-consisting of some 100 No. trees. The first section of tree cover (some 9 No. trees) was located along South Bank Road running east to west along the northern site boundary, whilst the second section (some 91 No. trees) was located internally within the centre of the site running south to north parallel to the east and west site boundaries (a mixture of primarily of Lawson Cypress and Lombardy Poplar). Whilst the Planning Scheme facilitates and the Parent Permission permitted the removal of some trees, these two sections of additional tree cover were removed in contravention of Condition No. 22 of Planning Permission Reg. Ref. PWSDZ3270/19. The element of the scheme for which permission for development is sought will consist of: amendments to the ''Parent Permission'' (PWSDZ3270/19) to provide temporarily: three rows of tree cover and associated landscaping consisting of some 100 No. native trees (a mixture of Crab Apple, Field Maple, Hawthorn, Rowan, Wild Cherry and Black Alder); 1,183 sq m of native understory whip mix (a mixture of Blackthorn, Crab Apple, Elderberry, Hazel, Holly, Spindle and Hawthorn); and 1,498 sq m of native wild flowers, located within the boundary of the permitted Village Green, to mitigate against the biodiversity loss associated with the removal of trees on site (the temporary measure to be in place until the resolution of Condition No. 19 of Planning Permission Reg. Ref. PWSDZ3270/19, which requires agreement between the Planning Authority and the Applicant in relation to the final landscape design of the permitted Village Green);the erection of rabbit-proof fencing around the proposed trees and 2 No. associated maintenance access gates; and for all associated works above and below ground.	29/06/2022
PWSDZ3207/21	Permission for development for a mixed use development on a site of 15.3 hectares (including some 0.2 hectares of public domain on Sean Moore Road and the junction with Pine Road), focused primarily, but not exclusively, on a net site area of 2.4 hectares (identified as within the A3 Lands) in the Poolbeg West Strategic Development Zone Planning Scheme (April 2019). The overall site is bounded to the north west by Sean Moore Road, to the north east by South Bank Road, to the south east by Dublin Port lands and Dublin Bay, and to the south west by Sean Moore Park. The overall site subsumes the 4.3 hectares site of the infrastructure permission (Parent Permission) (Reg. Ref. PWSDZ3270-19) for which Dublin City Council issued a Notification of Final Decision (10-year permission) on 28 January 2020, permitting, streets, transportation, water services and utilities' infrastructure, public realm and public amenity spaces; and temporary landscaping of a school site, to facilitate Phase 1 development as provided for under the approved Poolbeg West SDZ Planning Scheme.	22/03/2022

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	The proposed development will consist of: amendment to Permission Register Reference PWSDZ3270/19 in those areas where the net site of 2.4 hectares overlaps with the boundaries of the earlier 4.3 hectare infrastructure permission (including amendments to the streets to be taken in charge, amendments to permitted vehicular and basement access points, materials, urban tree locations and landscaping, and changes in level for permitted streets, parks and public realm and public amenity spaces); and the construction of a residential and mixed-use scheme comprising a floor area of 61,310 sq m (53,048 sq m above basement, together with a basement undercroft area of 8262 sqm, comprising 4 No. blocks (identified as Blocks 0, M and K (with Block M comprising two separate structures: a larger block and a smaller townhouse block) to provide: 600 No, apartment units and associated residential amenity facilities; a childcare facility; café restaurant unit; and two retail units; together with associated infrastructural works on the overall site. The 600 No apartment units will consist of: 304 No, apartment units; 144 No. 'Build-To-Rent' apartments (including resident support facilities and resident services and amenities (as per the requirements of the Sustainable Urban Housing: Design Standards for New Apartments (December 2020); 90 No. affordable housing apartments; and 62 No. social housing apartments. (The social and affordable housing is provided in accordance with Objective H7 of the Planning Scheme.) The proposed development will consist of: • Blocks K, M and O ranging in height from 3 - 16 storeys over basement undercroft to provide 600 No. apartment units (with balconies terraces to be provided on all elevations at all levels for each residential block, consisting of: 32 No. studio units; 267 No. 1-bedroom units; 245 No. 2-bedroom units; and 56 No. 3 bedroom units (for the avoidance of doubt, Section 11.5.1 of the Planning Scheme clarifies the description of 'height' in Figure 11.3 to be taken from the constructed ground floor level; references to 'basement' and 'undercroft', respectively, are interchangeable given the changes in level across the site); • The provision of 804 sq m of residential amenity facilities (to include a gym, lounge, meeting room, cinema room and other private amenities.) • A childcare facility (458 sq m) located at the ground floor of Block k providing c.80 No. childcare places, and an outdoor play area of c.200 sq m; • 2 No, retail units located at the ground floor of Block K (314 sq m (82 sq m and 232 sqm); • 1 café restaurant located at the ground floor of Block K (97 sq m); • A total of 166 No. car parking spaces (with 128 No. located at basement level with vehicular access from the ground floor of Block M from the new adjacent side street, and the provision of 38 No. on-street car parking spaces); • Provision of 961 No. bicycle parking spaces (911 No. long-stay bicycle parking spaces located at basement and surface level; and 50 No. short-stay bicycle parking spaces located at surface level); • Plant rooms and resident storage spaces located at basement level; • Landscaped open spaces to comprise 4052 sq m of residential communal courtyards (incl. children's play areas), and roof terraces to Block K (4th & 7th Floor), • Block M (3rd & 6th Floor) and Block O (8th & 16th Floor); and • 1 No. ESB substation located within each of the ground floors of Block O (32 sqm) and M (32 sq m), and 2 No. ESB substations located within the ground floor of Block K (64 sq m). The proposed development will also include the provision of additional streets and site services, hard and soft landscaping, pedestrian and cycle links, boundary treatments, tree removal and tree planting, interim site hoarding, public lighting, green roofs, commercial and residential waste facilities, piped site wide services (including a temporary attenuation detention basin to serve Phase One) and all ancillary works and services necessary to facilitate construction and operation. This application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).	
LRD6054/24-S3	Planning permission for a Large Scale Residential Development (LRD) of a Purpose-Built Student Accommodation (PBSA) development at this site of c. 0.28ha located at the former Gowan Motors Compound site, 169-177 Merrion Road, Dublin 4. The site is located south of Merrion Road. The proposal will include the construction of 2 no. blocks, ranging in height from 1-6 storeys (over basement) and comprising 200 no. student bedspaces in total. Block A will range in height from 4 to 6 storeys and will comprise 17 no. clusters providing 103 no. bedspaces (99 no. standard and 4 no. accessible rooms). Block B will range in height from 1 to	05/11/2024

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	5 storeys and will comprise 15 no. clusters providing 97 no. bedspaces (96 no. standard rooms and 1 no. studio room.) The development will also provide internal communal amenity space at basement and ground level including a reception area, lobby, parcel and laundry room, student residents' lounge, co-working space, multi-purpose gym/studio. The proposal will also include communal open space, 1 no car parking space, and 1 no. set down space at surface level. All associated site development works, services provision, cycle parking spaces, bin stores, plant, vehicular/pedestrian access, open space, landscaping and boundary treatment works. The LRD application may also be inspected online at the following website set up by the applicant: www.gowanmotorscompoundlrd.ie	
3661/21	The development will consist of the construction of pipeline insulation joint replacement, comprising: site set-up, excavation works, the provision of temporary supports on the pipeline, degassing and purging of the pipeline, cutting and removing of the insulation joint, welding the new insulation joint in place and subsequent testing and commissioning of the new insulation joints. The works area will be reinstated following the proposed works. A Natura Impact Statement (NIS) has been prepared and will be submitted to the planning authority with the application.	08/11/2021
3888/21	The development will consist of the construction of pipeline insulation joint replacement, comprising: site set-up, excavation works, the provision of temporary supports on the pipeline, degassing and purging of the pipeline, cutting and removing of the insulation joint, welding the new insulation joint in place and subsequent testing and commissioning of the new insulation joint. The works area will be reinstated following the proposed works. A Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the application.	29/03/2022
4879/22	Permission is sought to amend the residential development permitted under reg. ref. 3743/19 (ABP-307424-20). The proposed revisions to the scheme comprises: • Increase in residential units from 73 no. to 78 no. with a unit mix of 1 no. studio units; 16 no. 1 bed units; 8 no. 2 bed (3 person) units; 46 no. 2 bed (4 person) units and 7 no. 3 bed units • Internal revisions to permitted units • The proposal provides for an additional floor to the secondary block (resulting in 5 total over basement) and to the primary block (resulting in 10 storeys over basement) including the provision of an additional amenity area and an external swimming pool at 9th floor level • Elevational revisions and consequential revisions to the scheme • Provision of new single storey multi use amenity pavilion within the open space • Increase in car parking provision from 73 no. to 78 no. within existing basement footprint • All associated site development works, revised photovoltaic panels to roof spaces, landscaping and tree removal	11/11/2022
WEB2737/24	We, Elm Park Golf & Sports Club CLG intend to apply for permission for development at this site: Elm Park Golf & Sports Club CLG, Nutley House, Nutley Lane, Dublin, D04 WE09. The development will consist of: 1) Erection of new safety netting; 2) erection of new flood lighting pole for new driving bays and 3) demolition of old driving bays (exempt from planning).	14/02/2025
3853/24	Permission for development at a c. 0.3914 ha site at Seamark Building, Elmpark Green, Merrion Road, Dublin 4, D04 FY58. The proposed development comprises the temporary change of use for 5 years of part of the ground and first floor of the Seamark Building, from office space to healthcare, in order to accommodate the relocation of the existing Saint Vincent's University Hospital Dermatology Department. The proposed works consist of; the fit-out of a new dermatology facility of c. 2,946 sq.m, the provision of an enclosed plant area at basement level of c. 302 sqm & the provision of two rooftop flues to service the new facility and all associated site development works.	07/08/2024
3429/24	To amend the residential development permitted by DCC Reg. Ref. 3743/19 (ABP-307424-20) as subsequently amended by DCC Reg. Ref. 4848/22. The proposed revisions to the scheme comprise:The omission of the single storey, multi-use amenity pavilion (permitted by DCC Reg. Ref. 4848/22); and, All associated site development works.	15/05/2024
4837/23	PERMISSION: To amend the residential development permitted by DCC Reg. Ref. 3743/19 (ABP-307424-20) as subsequently amended by DCC Reg. Ref. 4848/22. The proposed revisions to the scheme comprise: • Increase in number of units from 77 units to 79 units with an overall proposed unit mix of 1 no. studio units; 16 no. 1 bed units; 8 no. 2 bed (3 person) units; 48 no. 2 bed (4 person) units and 6 no. 3 bed units; the proposed 2 no. additional units comprise 2 No. 2 bed units (4 person);	24/01/2024

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	• Internal revisions to permitted units; • The proposal provides for an additional floor to the primary block (resulting in 10 storeys total over basement); • Elevational revisions and consequential revisions to the scheme; • Increase in bicycle parking provision from 98 bicycle parking spaces to 105 bicycle parking spaces; • The omission of the single storey, multi-use amenity pavilion (permitted by DCC Reg. Ref. 4848/22); • The provision of additional tree planting; and, • All associated site development works.	
4879/22	Permission is sought to amend the residential development permitted under reg. ref. 3743/19 (ABP-307424-20). The proposed revisions to the scheme comprises: • Increase in residential units from 73 no. to 78 no. with a unit mix of 1 no. studio units; 16 no. 1 bed units; 8 no. 2 bed (3 person) units; 46 no. 2 bed (4 person) units and 7 no. 3 bed units • Internal revisions to permitted units • The proposal provides for an additional floor to the secondary block (resulting in 5 total over basement) and to the primary block (resulting in 10 storeys over basement) including the provision of an additional amenity area and an external swimming pool at 9th floor level • Elevational revisions and consequential revisions to the scheme • Provision of new single storey multi use amenity pavilion within the open space • Increase in car parking provision from 73 no. to 78 no. within existing basement footprint • All associated site development works, revised photovoltaic panels to roof spaces, landscaping and tree removal	11/11/2022
4848/22	Permission is sought to amend the residential development permitted under reg. ref. 3743/19 (ABP-307424-20). The proposed revisions to the scheme comprises: Increase in residential units from 73 no. to 77 no. with a unit mix of 1 no. studio units; 16 no. 1 bed units; 8 no. 2 bed (3 person) units; 46 no. 2 bed (4 person) units and 6 no. 3 bed units. Internal revisions to permitted units. The proposal provides for an additional floor to the secondary block (5 total over basement) with no increase in floors to the primary block (9 storeys over basement). Elevational revisions and consequential revisions to the scheme. Provision of new single storey multi use amenity pavilion within the open space. Increase in car parking provision from 73 no. to 77 no. within existing basement footprint. All associated site development works, photovoltaic panels to roof spaces, landscaping and tree removal.	08/11/2022
4312/22	The existing office and leisure centre is located between the Links Apartment building to the west and the Bay Apartment building to the east. The leisure centre was permitted under DCC Reg. Ref.: 1539/02 & ABP Ref.: PL29S.201622 and subsequently amended by DCC Reg. Ref. 4445/18 and 2186/21. The development will consist of Change of use of the first floor of the building as permitted under DCC Reg. Ref. 4445/18 from office to leisure use and all ancillary works necessary to facilitate the development.	18/08/2022
2186/21	Permission for amendments to previously permitted development Reg. Ref. 4445/18 at Elmpark Green, Merrion Road, Dublin 4. The proposed amendments comprise the following: • Change of use from office to Leisure Centre at ground floor level (c.324.5 sq.m.) • Minor internal reconfiguration of Leisure Centre ground floor layout • Minor amendments to the window openings along the northern elevation and all other ancillary site development works necessary to facilitate the development.	31/03/2021
2912/20	The development consist of minor amendments to the previously permitted development (DCC Reg. Ref. 3608/17) incorporating the expansion and internal rationalisation of the previously permiited rooftop plant area (with an overall increase in area of 165sqm) on the hotel to the east of the site; an increase in the height of the lift overrun of 1.6m; an increase in height of the enclosed plant room parapet of between 0.4m and 0.7m; and the installation of a total of 68no. photovoltaic panels on the roof of the previously permitted apartments.	18/08/2020
2024127	Development of land on Poolbeg Peninsula for port related uses and construction of a southern port access route comprising of a new bridge across the River Liffey.	18/07/2024
2022083	Routed along the N31 Temple Road from the junction with Monkstown Road, then along R118 Rock Rd/Merrion Rd/Pembroke Rd, R816 Pembroke Rd/Baggot St Upper/Baggot St Lwr and Fitzwilliam St Lwr and Nutley Lane.	29/04/2022

Planning Reference	Application Description	Grant Date
2024145	Offshore wind farm with all associated onshore and offshore transmission infrastructure, including landfall and grid connection.	23/8/2024
2019190	Recreational and Interpretive Centre Building; associated biodiversity measures; vehicular access; 68 car parking spaces; 92 bicycle parking spaces; 3 motor cycle spaces and site works.	14/11/2019
2019191	Vehicular access; Biodiversity Proposals; and site works	14/11/2019
2024127	Development of land on Poolbeg Peninsula for port related uses and construction of a southern port access route comprising of a new bridge across the River Liffey.	18/7/2024

Appendix C: Planning Policy

Level	Plan
National	Project Ireland 2040 – National Development Plan 2021-2030
	National Planning Framework (NPF)
	Updated Draft National Planning Framework
	Climate Action Plan 2024
	National Adaptation Framework 2024
	Coastal Change Management Strategy 2023
Regional	Regional Spatial Economic Strategy for the Eastern and Midlands Region
Local	Dublin City Development Plan 2022-2028
	Dublin City Climate Action Plan 2024-2029
	Poolbeg West SDZ planning document
	Sandymount Village Design Statement 2013
	A Vision for Dublin Bay 2018

Legend

- WFD - Rivers
- Special Area of Conservation
- Special Protection Areas
- Proposed Natural Heritage Areas
- Scheme Area

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Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
0	27/03/2025	Initial Issue	ÓH	CH		

Scale @ A3	Scale: 1:12,500 DO NOT SCALE
Jacobs No.	D3931500

Jacobs

Client: Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Project: Sandymount Coastal Flood Alleviation Scheme (CFAS)

Drawing Title: Statutory Nature Conservation Designations and WFD River Waterbodies

Drawing No.	Drawing Status
D3931500_001	DRAFT

FIGURE 3.1

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Legend

- Sites and Monuments Record (SMR)
- Record of Protected Structures (RPS)
- Scheme Area

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Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
0	27/03/2025	Initial Issue	ÓH	CH		

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Jacobs No.	D3931500

Jacobs

Client: Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Project: Sandymount Coastal Flood Alleviation Scheme (CFAS)

Drawing Title: Heritage Assets

Drawing No.	Drawing Status
D3931500_002	DRAFT

FIGURE 3.2

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