19.0 INTERACTIONS AND CUMULATIVE IMPACTS

19.1 Introduction

This Chapter of the EIAR was prepared by Patricia Thornton (BSc. Surv) (MRUP). Patricia is a Director of Thornton O'Connor Town Planning, is a Corporate member of the Irish Planning Institute and has 22 No. years post-qualification experience. Patricia has experience in preparing and coordinating EIARs for a variety of projects and has also been involved in the coordination of a wide range of developments including residential and commercial developments.

This chapter collates the significant interactions between the different disciplines outlined throughout this EIAR. Table 19.1 (included at the end of this chapter) provides a matrix which summarises the significant interactions associated with the proposed development. the description of effects is in accordance with Table 3.4 of the *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, 2022*. These Guidelines note that:

> *"The relevant terms listed in the table below can be used to consistently describe specific effects. All categories of terms do not need to be used for every effect."*

Quality of Effects It is important to inform the non-specialist reader whether an effect is positive, negative or neutral	**Positive Effects** A change which improves the quality of the environment (for example, by increasing species diversity, or improving the reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).
	Neutral Effects No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative/Adverse Effects A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem, or damaging health or property or by causing nuisance).
Describing the Significance of Effects 'Significance' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see *Determining Significance*).	**Imperceptible** An effect capable of measurement but without significant consequences.
	Not Significant An effect which causes noticeable changes in the character of the environment but without significant consequences.

	Slight Effects An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
	Moderate Effects An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
	Significant Effects An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
	Very Significant An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
	Profound Effects An effect which obliterates sensitive characteristics.
Describing the Extent and Context of Effects Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.	**Extent** Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
	Context Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?
Describing the Probability of Effects Descriptions of effects should establish how likely it is that the predicted effects will occur so that the CA can take a view of the balance of risk over advantage when making a decision.	**Likely Effects** The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effects The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.

Describing the Duration and Frequency of Effects 'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	**Momentary Effects** Effects lasting from seconds to minutes
	Brief Effects Effects lasting less than a day
	Temporary Effects Effects lasting less than a year
	Short-term Effects Effects lasting one to seven years
	Medium-term Effects Effects lasting seven to fifteen years
	Long-term Effects Effects lasting fifteen to sixty years
	Permanent Effects Effects lasting over sixty years
	Reversible Effects Effects that can be undone, for example through remediation or restoration
	Frequency of Effects Describe how often the effect will occur (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)
Describing the Types of Effects	**Indirect Effects (a.k.a. Secondary or Off-site Effects)** Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway
	Cumulative Effects The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant

	effects
	'Do-nothing Effects' The environment as it would be in the future should the subject project not be carried out
	`Worst case' Effects The effects arising from a project in the case where mitigation measures substantially fail.
	Indeterminable Effects When the full consequences of a change in the environment cannot be described.
	Irreversible Effects When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
	Residual Effects The degree of environmental change that will occur after the proposed mitigation measures have taken effect
	Synergistic Effects Where the resultant effect is of greater significance than the sum of its constituents, (e.g. combination of SOx and NOx to produce smog)

This chapter outlines and discusses the principal significant interactions, however many other slight or less significant interactions may occur which have been outlined throughout this EIAR.

Throughout the preparation of this EIAR, each of the specialist consultants liaised with each other on a recurrent basis and dealt with potential interactions between effects predicted as a result of the proposed development and ensured that all required mitigation measures were incorporated.

19.2 Description of Significant Interactions

19.2.1 Interactions between Population/Human Health and Air Quality/Climate

Interactions between population/human health and air quality/climate are discussed in Chapters 5 and 12. The main interactions are predicated to arise during construction stage, which can cause health and dust nuisance issues. There is a low risk of dust-related human health impacts during the construction phase of the proposed development. Best practice mitigation measures will be implemented during the construction phase to ensure that the impact of the proposed development complies with all ambient air quality legislative limits. Therefore, the predicted impact is *direct, short-term, negative, localised* and *not significant* with respect to Air Quality and Population & Human Health during the construction phase.

During the operational phase, vehicles accessing the site will emit pollutants which may impact Air Quality and Population & Human Health. However, the increased number of vehicles associated with the proposed development will not cause a significant change in air pollutant emissions in the locality. It has been assessed that emissions will be in compliance with the ambient air quality standards which are set for the protection of human health. Impacts will be *long-term, localised, direct, negative* and *not significant* with respect to Air Quality and Population & Human Health during the operational phase.

19.2.2 Interactions between Population/Human Health and Transportation

The scheme will be developed in line with the Transportation Chapter (Chapter 15 of this EIAR) and the separately enclosed *Preliminary Construction Management Plan* (PCMP) and Construction and Environmental Management Plan (CEMP) to ensure any impacts on local traffic is minimised during the construction stage.

Chapter 15 notes that a large proportion of the construction employees are anticipated to principally arrive in shared transport therefore reducing the potential for associated temporary negative impacts on the surrounding road network. Due to the scale of the site, appropriate on-site parking and compounding will be provided on this site to prevent overflow onto the local network. Deliveries will be actively controlled and subsequently arrive at a dispersed rate during the course of the working day. Provided that mitigation measures and management procedures detailed in Chapter 15 are implemented, the residual impact on the local receiving environment during the construction stage will be short-term, imperceptible and neutral.

As the development proposes some 562 No. residential units and associated (albeit) reduced car-parking, along with a creche, café/restaurant and culture/community space, there will be additional traffic movements at the site and in the vicinity. The implementation of mitigation measures such as the implementation of the *Mobility Management Plan* will ensure that the residual effect on the local receiving environment is both managed and minimised. The promotion of sustainable modes of transport from the site, the large quantum of bicycle parking provided and the incorporation of permeable links through the site will contribute towards modal shift in travel patterns and increased physical activity, which will have a positive, significant and long-term effect on the area.

If the development does not proceed at the subject lands, there would be a potential negative impact for pedestrians and cyclists in the local area as the significantly enhanced

pedestrian and cyclist permeability through the site would not be provided to shorten journeys to public transport, services and facilities.

19.2.3 Interactions between Air Quality and Climate, Transportation and Population/Human Health

Chapters 12 and 15 outline interactions between air quality and traffic/transportation respectively. Interactions between air quality and traffic can be significant with increased traffic movements and reduced engine efficiency, i.e. due to congestion, the emissions of vehicles increase. The impacts of the proposed development on air quality are assessed by reviewing the change in annual average daily traffic on roads close to the site. Chapter 12 concludes that the impact of the interaction between traffic and air quality is considered to be long-term, direct, negative and not significant during the operational phase. The effects are considered to be *direct, short-term, neutral, localised* and *not significant* during the construction phase.

As set out above in Sections 19.2.1 and 19.2.2, the interaction between air quality/climate and transportation with population and human health is not expected to generate any significant impacts.

19.2.4 Interactions between Population/Human Health and Noise/Vibration

Interactions between population/human health and noise/vibration are discussed in Chapters 5 and 13. The potential impacts on human beings in relation to the generation of noise and vibration during the construction phases are that high levels of noise and vibration could cause nuisance to people in nearby sensitive locations. Best practice noise and vibration control measures will be employed by the contractor during the construction phase in order to avoid significant impacts at the nearest sensitive buildings. Implementation of the mitigation measures set out and adherence to good practice noise reducing measures will ensure that the short-term, slight to significant, negative impacts on human health will be lessened.

Similarly, during the operational phase, plant selections designed to achieve the relevant noise criteria will result in a residual impact that is long-term, imperceptible and neutral to people in nearby noise sensitive locations. External noise sources have been assessed and mitigation to ensure internal noise levels achieve the relevant noise criteria have been provided.

19.2.5 Interactions between Population/Human Health, Landscape and Wind

Chapter 9 provides a Landscape and Visual Impact Assessment prepared by Modelworks. The chapter sets out that the proposed development would introduce a new, higher density residential neighbourhood to the townscape, making more sustainable use of the valuable urban land resource. The proposal includes a substantial area of communal and public open space, most notably a new public park (including a playground and a network of footpaths) inside the site boundaries along Sandford Road and Milltown Road. The park would be visible and accessible from the public realm around the site, representing a significant gain in public open space with long-term, positive and significant impacts on the health of the existing population and the new resident community. Additionally, in its arrangement of built form and height, the proposal demonstrates consideration of the sensitivities in the

receiving environment, specifically the neighbouring residential streets and nearby protected structures.

The interactions between the proposed development and its environs and human health have been evaluated within the Wind Assessment. The modelling has included the proposed design, the proposed landscaping strategy and the existing landscape which will remain, in conjunction with the existing buildings surrounding the development. The combination of all interactions has resulted in a comfortable environment for pedestrians within the proposed development, and the interaction between population/human health, landscape and wind will be long-term, neutral and imperceptible.

19.2.6 Interactions between Population/Human Health and Waste Management

As set out in Chapter 14, the potential impacts on human beings in relation to the generation of waste during the demolition, construction and operational phases are the incorrect management of waste. This could result in littering which could cause a nuisance to the public and attract vermin. A carefully planned approach to waste management and adherence to the project specific Resource & Waste Management Plan and Operational Waste Management Plan, will ensure appropriate management of waste and avoid any negative impacts on the local population, and thus the interactions between population/human health and waste management will be long-term, imperceptible and neutral.

19.2.7 Interactions between Population/Human Health and Biodiversity

The open space within the site will provide amenity areas for residents and the public alike, which includes play areas, fitness areas and benches. This will involve thinning of trees within the woodland which, without mitigation, could impact on wildlife in the area for which the woodland provides cover and foraging ground. Mitigation measures involve planting native shrubs in the understory which will enhance the woodland structure and planting of 230 No. new trees across the site.

Interaction with population and human health involves the provision of lighting to provide a safe outdoor realm for residents which, without mitigation, could impact on nocturnal species, particularly on bats. Mitigation measures proposed include the provision of a dark corridor with restricted lighting in the core and buffer zones as appropriate, and a lighting design minimising impact on bats and another nocturnal animals, ensuring suitable commuting and foraging habitat is maintained.

With the implementation of the outlined mitigation measures, the interaction between population/human health and biodiversity will be long-term, not significant and neutral.

19.2.8 Interactions between Population/Human Health and Water-Hydrology

Potential impacts on human health have been considered in the Water-Hydrology chapter (Chapter 11). The chapter sets out that the implementation of the measures outlined within the chapter will ensure that the potential impacts do not occur on water and hydrology.

As set out in Chapter 11, surface water drainage has been carried out in accordance with Greater Dublin Strategic Drainage Study (GDSDS) and SuDS methodologies will be implemented. Potential impacts on population and human health have also been

considered, particularly with regard to provision of water supply and foul drainage infrastructure. This interaction between population/human health and water-hydrology is considered to be long-term, imperceptible and neutral.

19.2.9 Interactions between Biodiversity and Landscape

Open spaces will be provided within the site to provide amenity areas for residents, which will include play areas, fitness areas and benches. Trees will be thinned within the existing woodlands to facilitate this, which, in the absence of mitigation, could impact on wildlife using the woodland habitats for cover or foraging.

As a result, mitigation measures involve the planting of native shrubs in the understory which will enhance the woodland structure and the planting of 230 No. new trees across the Site. The planting of native shrubs will enhance the understory in the woodland as it presently is dominated by non-native shrub species, and the species selected will also ensure that the area along the perimeter is largely inaccessible to the public, maintaining a commuting/foraging corridor for species that may be using the woodland habitat. In addition, many of the removed trees will be compensated somewhat by the planting of other native and non-native tree species throughout the Site. Overall, these measures will provide a habitat for wildlife to safely commute around the wilder margins of the site and will also provide nesting/feeding opportunity for birds.

Therefore, the interactions between biodiversity and landscape are considered to be long-term, slight and neutral.

19.2.10 Interactions between Land, Soils and Geology, Biodiversity and Air Quality

The Air Quality and Climate Chapter (Chapter 12) notes that construction phase activities such as land clearing, excavations, stockpiling of materials etc. have the potential for interactions between air quality and land and soils in the form of dust emissions. With the appropriate mitigation measures to prevent fugitive dust emissions, it is predicted that there will be no significant interactions between air quality and land and soils. As set out in Chapter 10 (Land, Soils and Geology), dust generation can occur during extended dry weather periods as a result of construction traffic. Dust suppression measures (e.g. dampening down) will be implemented as necessary during dry periods and vehicle wheel washes will be installed for example.

The works involve stripping of topsoil and excavations will remove some vegetation such as trees and scrub. It will also generate dust and potentially impact on the air quality in the locality. However, the generation of dust will be temporary during the construction phase and is not anticipated to have a significant impact on biodiversity.

The impact of the interactions between land, soils and geology, biodiversity and air quality are considered to be short-term, imperceptible and neutral.

19.2.11 Interactions between Archaeology and Land, Soils and Geology

It is set out in Chapter 6 of the EIAR (Archaeology and Cultural Heritage) and Chapter 10 (Land, Soils and Geology) that should archaeological material be recorded in the course of monitoring, this may necessitate areas being left open to the elements for a period in order to facilitate consultation with Department of Housing Local Government and Heritage

(DHLGH), processing of licences and/or full excavation/preservation-by-record of archaeological features. Consequently, in this scenario, there will be interactions with land and soils, which are considered short-term, not significant and neutral.

19.2.12 Interactions between Archaeology and Architectural Heritage

The Archaeology and Cultural Heritage Chapter (Chapter 6) details that should earlier building footprints be recorded in the course of archaeological monitoring, the results of any subsequent archaeological works will contribute to our knowledge of the evolution of the Milltown Park complex (see Chapter 7 – Architectural Heritage), which is considered long-term, not significant and positive.

19.2.13 Interactions between Archaeology and Biodiversity

Interaction with archaeology relates to the construction phase where archaeological monitoring could record archaeological material adjacent to preserved mature trees. This has potential implications for arboriculture requirements. However, the potential impact on individual trees due to any archaeological findings is not anticipated to have a significant impact on the overall biodiversity on site. The impact of the interactions between archaeology and biodiversity is considered to be long-term, not significant and neutral.

19.2.13 Interactions between Architectural Heritage and Landscape

Chapter 9 of this EIAR (LVIA prepared by Modelworks) sets out that the proposed development would retain Tabor House and the Chapel, the two most valuable existing architectural features of the site, as part of the cluster of buildings. Their condition, and the character and condition of their setting would be improved by the development, with both buildings opened up to view from Milltown Road.

As a remnant of the Milltown Park demesne, the woodland belt inside the Sandford Road and Milltown Road boundaries is also a cultural heritage feature. While the proposed development includes the removal of a number of trees from the woodland belt, the majority of specimens in good condition would be retained (and supplemented by new planting), so that the woodland belt remains as a distinct landscape feature of the site, forming part of the new public park.

The development will improve the character and condition of the setting of Tabor House and the Chapel with views provided towards the refurbished buildings from Milltown Road, and the proposed replacement/modification of part of the tall boundary wall with a low wall and railing will also allow greater public appreciation of the woodland as a landscape/cultural heritage feature. The impact of the interaction between architectural heritage and landscape is considered to be long-term, moderate and positive.

19.2.14 Interactions between Land, Soils and Geology, Transportation and Noise/Vibration

Delivery of materials to site (e.g. aggregates for road construction, concrete for foundations, delivery of construction plant to site) and removal of excavated topsoil/subsoil will lead to potential impact on the surrounding road network. Measures to optimize design and minimise material generation are detailed in the relevant chapters.

However, mitigation works outlined in Chapter 10 (Land, Soils and Geology) such as the provision of vehicle wheel wash facilities will be installed in the vicinity of site entrances and road sweeping will be implemented as necessary in order to maintain the road network in the vicinity of the site.

The impact of the interaction is considered to be short-term, imperceptible and neutral during construction. On completion of the construction phase no further mitigation measures are proposed as there will be no further impact on soils and the geological environment.

There will be a level of construction related noise and vibration during the construction of the development on the lands. In relation to the interaction between transportation and noise/vibration, with the implementation of mitigation measures, the interaction between construction noise and vibration and transportation will be short-term, slight to significant and neutral. In the operation stage, the interaction will be permanent, imperceptible and neutral.

The volumes of surplus soils generated by the scheme and the earthworks import requirement will affect construction stage traffic generation.

19.2.15 Interactions between Land, Soils and Geology and Water-Hydrology

Stripping of topsoil will result in exposure of the underlying subsoil layers to the effects of weather and construction traffic and may result in subsoil erosion and generation of sediment laden surface water runoff. Due to relatively high level of groundwater encountered in some boreholes, there may be a need to dewater excavations during construction.

Chapter 10 (Land, Soils and Geology) sets out that the stripping of topsoil will be carried out in a controlled and carefully managed way and coordinated with the proposed staging for the development. Topsoil stockpiles will be protected for the duration of the works and not located in areas where sediment laden runoff may enter existing surface water drains. Topsoil stockpiles will also be located so as not to necessitate double handling. This interaction is considered to be short-term, imperceptible and neutral.

19.2.16 Interactions between Land, Soils and Geology and Waste Management

During the construction phase excavated soil, stone and made ground (between c.74,000m^3 and c. 80,000 m^3) will be generated from the excavations required to facilitate site levelling, construction of the basement and construction of new foundations. It is estimated that between c. 64,000m^3 and c. 70,000m^3 of excavated material will need to be removed offsite, however it is envisaged that c. 10,000m^3 material will be reused onsite.

Where material has to be taken off site it will be taken for reuse or recovery, where practical, with disposal as a last resort.

The management of waste during the construction phase in accordance with the Resource & Waste Management Plan will meet the requirements of regional and national waste legislation and promote the management of waste in line with the priorities of the waste hierarchy. Adherence to the mitigation measures in Chapter 14 (Material Assets: Waste Management) such as on-site segregation of waste and contacting nearby sites to

investigate reuse opportunities for clean and inert materials, and the requirements of the Resource & Waste Management Plan (Appendix 14.1), will ensure the effect is long-term, imperceptible and neutral.

19.2.17 Interactions between Land, Soils and Geology and Material Assets – Site Services

Trench excavations to facilitate site service installation will result in exposure of subsoils to potential erosion. Mitigation measures are outlined in Section 10.6 of Chapter 10 Land, Soils and Geology (i.e. service trenches to be backfilled as soon as practicable to minimise potential erosion of subsoils), and the impact of the interaction is considered to be short-term, imperceptible and neutral.

19.2.18 Interactions between Water-Hydrology and Transportation

Construction and operation stage traffic have the potential to impact water quality via hydrocarbon spills and leaks. Measures to mitigate against impacts are detailed in Chapter 11 (Water-Hydrology), and the impact of the interaction is considered to be short-term, imperceptible and neutral.

19.2.19 Interactions between Transportation and Material Assets – Waste Management

Construction and operational stage traffic have the potential to be impacted by waste generation and resource management on site. Local traffic and transportation will be impacted by the additional vehicle movements generated by removal of waste from the site during the construction and operational phases of the development. The increase in vehicle movements as a result of waste generated during the construction phase will be temporary in duration but these can be minimised by the appropriate management of waste materials, reducing the total number of HGVs accessing and egressing the site through the appointed haulage routes and thereby reduce the potential impact on the site's surrounding traffic network.

Construction and demolition waste will be managed in accordance with a Construction & Demolition Waste Management Plan which outlines the planning, prevention, management, duty of care and tracking of all construction and demolition waste.

Construction and demolition will be planned to identify and implement ways to prevent, reduce, reuse and recycle waste. Work will be planned with waste minimisation in mind.

With regard to operational waste, whilst there will be an increase in vehicle movements in the area as a result of waste collections during the operational phase, these movement will be imperceptible in the context of the overall traffic and transportation increase and has been addressed in Chapter 15 (Material Assets: Transportation).

Provided the mitigation measures detailed in Chapter 15 (Transportation) and the requirements of the Operational Waste Management Plan (included as Appendix 14.2) are adhered to, the interaction will be short to long-term, imperceptible and neutral.

19.3 Cumulative Impacts

Any potential cumulative impacts have been considered in the preparation of this EIAR and are detailed where relevant in the various EIAR Chapters e.g. construction stage impacts, surface water drainage infrastructure, foul drainage, water supply, landscape and visual impact and traffic for example. We confirm that this EIAR has assessed environmental impacts from existing developments as part of the baseline assessments.

At the time of writing this Environmental Impact Assessment Report, we note the following relevant applications. This list of planning applications has been reviewed and considered by the authors of each EIAR Chapter and included in the cumulative assessment where deemed appropriate.

Granted and Pending:

Reg. Ref.	Address	Summary of Development	Decision	Status
DCC Reg. Ref. 3937/23 (amended under DCC Reg. Ref. WEB2142/24)	RDS, Dublin 4	The demolition of the existing Anglesea Stand and Anglesea Terrace structure and the provision of to a new grandstand (6,775 person capacity), a 2 level (storey) hospitality and services building (Pocket Building), a club shop and substation (overall 8,892 sq.m). Amendment: minor alterations to the internal arrangement; alterations to the external elevations to include an increase in the overall height to c.24.04m (c.2.74m increase); increase in total capacity of the stand to 6,844 (69 no. additional spectators).	**Final Grant**: DCC Granted Permission on 14th September 2023 (Amendment: DCC Granted Permission on 16th December 2024)	Under Construction
DCC Reg. Ref. 3307/24	RDS, Dublin 4	The relocation of players' changing rooms and facilities from the existing Anglesea stand to the south stand, also known as the Grandstand. The proposal will comprise partial removal and replacement of the stand scaffold to allow for the insertion and construction of a single-storey structure (gross floor area 439 sq m).	**Final Grant**: DCC Granted Permission on 30th May 2024	Commencement Notice issued, no compliance submissions made.
DCC Reg. Ref. 3386/22	The Eglinton, (formerly Jefferson House), No. 2 Eglinton Road, Donnybrook, Dublin 4	The development will consist of the demolition of the existing 5-storey office/residential building on site (the total area for demolition is 2,910 sq.m.) and the construction of a new residential scheme on 11 floors at a height of 42.1m above ground level over an existing and extended basement. The residential development will comprise 20 no. 3-bed units all with winter gardens, communal roof garden and winter garden, terraces at fifth and seventh floors, residential amenity space at ground floor including meeting room, concierge and gym.	**Final Grant:** DCC Granted Permission on 17th August 2022	Not Commenced.

DCC Reg. Ref. WEB5434/25	Former Donnybrook Laundry at The Crescent, Donnybrook, Dublin 4	The provision of 38 No. residential units comprising the refurbishment of the existing laundry building to provide 4 no. units (2 no. duplex units and 2 no. houses) and the construction of 3 no. new blocks ranging in height from 3-6 storeys to provide 34 no. units comprising (31 no. apartments & 3 no. houses).	**Status:** Pending Decision	N/A - Live Application
DCC Reg. Ref. WEB5106/25	Junction of Donnybrook Road and Brookvale Road, Donnybrook, Dublin 4, D04K3T8	The demolition of existing buildings and structures on site and the construction of a 143 No. aparthotel development with a restaurant/ take-away unit and a café/retail unit provided within a 7 No. storey building.	**Status:** Live Application (submitted to DCC on 25th November 2025)	N/A - Live Application
DCC Reg. Ref. 2843/21 **ABP Reg. Ref. ABP-311692-21**	The Royal Hospital Donnybrook, Morehampton Road, Donnybrook, Dublin 4, D04 HX40	Construction of Donnybrook Primary Care Centre comprising 4 No. storeys over basement level accommodating HSE medical diagnostics, consulting and treatment rooms plus ancillary offices	**Final Grant:** ACP Granted Permission on 22nd December 2021	Not Commenced
DCC Reg. Ref. 2477/21	No. 47 Ranelagh Road, Ranelagh, Dublin 6	The demolition of a single storey rear return and provision of 2 No. residential units; and the provision of a new part 2 to part 4 No. storey structure to the rear of the site accommodating 10 No. residential units.	**Final Grant:** DCC Granted Permission on 19th January 2022	Not Commenced
DCC Reg. Ref. 4115/21 (ACP Ref. ABP-313048-22) **(Amended under DCC Reg. Ref. WEB2775/24)**	11C and 9/14 Milltown Road, Milltown, Dublin 6	The proposed development will consist of the following: Demolition of the existing buildings on site, with a total combined gross floor area (GFA) of 1,739 sq.m; Construction of a Build-to-Rent (BTR) residential development, comprising 97 No. BTR apartments with a mix of 48 No. 1 bed units and 49 No. 2 bed units in 3 No. blocks of part 3, part 4, part 5 and part 6 storeys in height, over basement level, including resident support and amenity facilities.	**Final Grant**: ACP Granted Permission on 26th July 2023 (Amendment: Granted by DCC on 28th July 2025)	Not Commenced

		The total GFA, including the basement level, of the proposed development is 9,216 sq m. (Amendment Application: alter the permitted development from a Build to Rent apartment scheme to a standard apartment scheme with no change in units proposed)		
DCC Reg. Ref. 3116/22	The Jesuit House of Studies, Milltown Road, Dublin 6	Planning permission for the development will consist of the construction of a two-storey archive storage and office building with c.765 sq m of combined floorspace provided including the following: (i) a reception area, an oratory, an archive storage room, research reading room, offices, storage rooms, staff canteen, toilets, shower, passenger lift, audio room and ancillary space; (ii) rooflights, photovoltaic panels and lift over-run at roof level; (iii) 9 No. parallel car parking bays along the existing roadway with the existing fence relocated to the site boundary and 15 No. new cycle parking spaces; (iv) residual car parking, hard and soft landscaping, heat pump and all associated site development works.	**Final Grant**: DCC Granted Permission on 30th June 2022	Not Commenced
DCC Reg. Ref. 4578/22 (ACP Ref. PL29S.322089)	'Dunelm', Rydalmount, Milltown Road, Dublin 6	The demolition of the existing building and structures on site and the construction of a 63 No. unit Build-to-Rent scheme within 2 No. blocks ranging between 4 No. storeys and 8 No. storeys in height.	**Status**: ACP Granted Permission on 18th January 2024. Decision quashed by Order of the High Court and is remitted to ACP under new case number ACP Ref. PL29S.322089. Still awaiting decision at the time of writing.	N/A - Live Application

DCC Reg. Ref. WEBLRD6063/25-S3 (ACP Ref. LH29S.323142)	Former Paper Mills site and adjoining properties Clonskeagh Road, Dublin 6	The construction of a purpose-built student accommodation (439 No. bedspaces) and residential development (16 No. apartments) in 5 no. blocks ranging from part 1 to part 7 no. storeys in height above a lower ground level, and extension and renovation of 14 no. existing residential dwellings at Clonskeagh Road.	**Status**: ACP Granted Permission 12th November 2025	Not Commenced
DCC Reg. Ref. WEB2190/24	Gonzaga College, Sandford Road, Dublin 6, D06 KF95	The development will consist of: the internal reconfiguration and full renovation of an existing 2 storey science block (c. 830 sq m) and the construction of a new 3 storey extension with a rooftop observatory (c. 1,431 sq m) located to the north-east of the college. The extension will connect to the existing 2 storey science building to the south via a double-height atrium and to the existing Sandford Grove House (educational use) to the west via a new glazed walkway at second floor level.	**Final Grant**: DCC Granted Permission on 21st January 2025	Not Commenced
DCC Reg. Ref. 4283/24	Rear of 50 Sandford Road, Ranelagh, Dublin 6	Permission is being sought for development a protected structure, comprising construction of a 72 sqm one bed two storey mews with access onto Marlborough Lane, Dublin 4, and all associated services and site works	**Final Grant**: DCC Granted Permission on 16th December 2024	Not Commenced
DCC Reg. Ref. 3011/24 (ACP Ref. ABP-320695-24)	No. 79, Sandford Road, Dublin 6, D06 CK83	Demolition of 169 sq.m of existing commercial buildings and construction of 6 two-storey (plus attic) townhouses.	**Final Grant**: ACP Granted Permission on 23rd July 2025.	Compliance submissions made
DCC Reg. Ref. LRD6003/22-S3 (ACP Ref. ABP-315488-23) **(Live Amendment Application No. 1: DCC Reg. Ref.**	A site which previously formed part of the overall RTÉ Campus at Montrose, Donnybrook, Dublin 4	Demolition of the existing structures and construction of a 608 No. apartment scheme and creche, all within 9 No. blocks ranging in height between 2 No. storeys and 10 No. storeys. (Amendment Application No. 1: The amendments proposed will reduce the total number of permitted	**Final Grant**: DCC Granted Permission on 12th July 2023	Not commenced

WEBLRD6081/25-S3) **(Live Amendment Application No. 2: DCC Reg. Ref. WEBLRD6092/25-S3)**		residential units by 98, resulting in an overall total of 510 no apartment units now proposed. The revised residential mix will comprise 8 no. Studios; 125 no. 1-beds, 326 no. 2-beds and 51 no. 3-bed apartments. It is also proposed to omit Condition Nos. 7 & 8 to remove the Build-to-Rent aspect of the development) (Amendment Application No. 2: the change of use from the permitted restaurant/café and retail use to a wellness facility and café/retail use and the provision of a new single storey swimming pool building)		
DCC Reg. Ref. WEB2320/25 (ACP Ref. ACP-323451-25)	No. 14 Morehampton Lane, Donnybrook, Dublin 4, D04Y6W0	The demolition of the existing single-storey garage and the construction of a new three-storey mews dwelling.	**Notification of Decision**: DCC decided to Grant Permission on 1st August 2025 **Status**: Pending Decision from ACP	Live Application
DCC Reg. Ref. 4437/23	No. 4 Chelmsford Close, Ranelagh, Dublin 6, D06XW20	The development will consist of the construction of a new 2 No. storey 2-bedroom house with study to the side of existing dwelling.	**Final Grant**: DCC Granted Permission on 11th December 2023	Commencement Notice issued & Compliance submissions made.
DCC Reg. Ref. 3129/21 (ACP Ref. ABP-314166-22)	Errigal House, Eglinton Court, Eglinton Road, Dublin 4	The development will consist of alterations to an apartment block known as Errigal House which will increase the quantum of residential units from 20 No. apartments to a total of 28 No. apartments and will result in the provision of a five-storey apartment building.	**Final Grant**: ACP Granted Permission on 8th December 2023	Not commenced.
DCC Reg. Ref. 4093/23 (ACP Ref. ABP-318615-23)	No. 66 Eglinton Road, Donnybrook, Dublin 4, D04P2X9	Demolition of existing garage and the construction of a single storey dwelling to the rear of the existing dwelling.	**Final Grant**: DCC Granted Permission on 10th July 2024	Not commenced.

DCC Reg. Ref. 3854/21 (ACP Ref. ABP-313312-22)	Woods Way to the rear of No. 20 Mount Eden Road, Donnybrook, Dublin 4	Demolition of the existing workshop/shed and boundary wall to Woods Way and the construction of a 2 No. storey 2-bedroom terraced mews dwelling.	**Final Grant**: ACP Granted Permission on 14th September 2023	Not commenced.

Therefore, it is clear that the potential for any cumulative impacts to occur have been comprehensively considered in the preparation of this EIAR, as detailed where relevant throughout the various chapters.

19.4 Difficulties Encountered

There were no difficulties encountered in compiling the information for this chapter.

Interactions →	Population and Human Health	Archaeological and Cultural Heritage	Architectural Heritage	Biodiversity	Landscape and Visual Impact	Land, Soils and Geology	Water-Hydrology	Air Quality and Climate	Noise and Vibration	Material Assets - Waste Management	Transportation	Material Assets - Site Services	Material Assets – Daylight and Sunlight	Microclimate – Wind
Population and Human Health				✓	✓		✓	✓	✓	✓	✓			✓
Archaeology			✓	✓		✓								
Architectural Heritage					✓									
Biodiversity					✓	✓		✓						
Landscape and Visual Impact														✓
Land, Soils and Geology							✓	✓	✓	✓	✓	✓		
Water-Hydrology											✓			
Air Quality and Climate											✓			
Noise and Vibration											✓			
Material Assets - Waste Management											✓			
Transportation														
Material Assets - Site Services														
Material Assets – Daylight and Sunlight														
Microclimate – Wind														

Table 19.1: Matrix of Significant Interactions Discussed Throughout Chapter 19