KILWOGHAN, CELBRIDGE, KILDARE

EIA Screening Report

Seattle Construction Limited

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1 INTRODUCTION

1.1 Background and Purpose

DNV has been commissioned by Seattle Construction Limited (hereafter referred to as the Client) to carry out an updated Environmental Impact Assessment (EIA) screening assessment for amendments to the Consented Phase 2 Residential Development, located on lands at the north of Celbridge in the townlands of Crodaun, Celbridge, Co. Kildare, hereafter referred to as the 'Proposed Development' and 'site').

The purpose of this report is to provide information to assist the Kildare County Council (KCC) to determine the need for a statutory environmental impact assessment with reference to amendments to the Permitted Development (planning reference: 25/60988) due to amendment for Phase 2 of the previously permitted Strategic Housing Development.

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

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

1.2 Purpose of EIA Screening

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

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

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

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

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

1.3 Competency of the Authors

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

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

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

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

This updated EIA Screening report has been completed by Gráinne Ryan and reviewed and approved by Catherine Keogan.

2 PART A SITE LOCATION AND DESCRIPTION

2.1 Site Location

The site is located in the townland of Crodaun, located approximately 1.2km north of Celbridge village and approximately 1.3km west, of Exit 6 on the M4 Motorway. The site is bound to the east by the R405 Maynooth road, to the south by Kilwogan lane, to the west by adjacent undeveloped lands, and to the north by the grounds of the Salesian Collage Secondary School.

Figure 2-1 shows the phase 2 site location map for the Proposed Development.

2.2 Site Description

The site is currently a brown field site where construction is ongoing in the phase 1 part of the site. The site has residential developments to the east and south, Applegreen Service Station and Celbridge Playzone to the north and Salesian College Celbridge and green field space to the west.

The site (phase 2) comprises 3.94 hectares and forms part of the overall site area of 12.93 hectares.

There are no national or international designated ecological sites on or adjacent to the site. The nearest European designated site is the Rye Water Valley/ Carton Special Area of Conservation (SAC) located 2.4 kilometres to the north of the site. The Royal Canal Proposed National Heritage Area (pNHA) is located 2.3 kilometres north of the site.

There are no protected structures on site. The nearest protected structure is the Burial: Crodaun (KD011-069001) and the Enclosure: Crodaun (KD011-069----), located 0.3 kilometres to the northeast of the site.

The site lies within Flood Zone C. There are no water features present on the site. However, two surface water features are located in close proximity of the site. The nearest waterbody is the Kilwoghan Stream, which runs along the southern boundary of the site. The River Liffey is located approximately 1.5 kilometres southeast of the site at its nearest point.

The site does not lie within or adjacent to any designated geological sites.

The surrounding area is predominantly urban, with a mixture of residential and commercial properties. The site lies within the Electoral Division of Celbridge which has a population of 16,066 according to the CSO 2022 data. Dublin city centre lies approximately 19.3 kilometres to the east of the site.

Figure 2-1: Site Location Map

2.2.1 Existing and Approved Land Use

The site is zoned as '*C: New Residential- To provide for new residential development'* in the Draft Celbridge Local Area Plan 2017 to 2023.

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

2.3 Site Planning History

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

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

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

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

Planning Reference	Development Proposal	Decision
25/60988	Large Scale Residential Development - to amend a previously permitted Strategic Housing Development (SHD) (ABP Case Reference 307100-20) on a site of approx. 12.93 ha located on lands at Kilwoghan Woods. The proposed amendments relate to phase 2 (c.3.94ha) of the overall permitted development and, will include amendments to 239 no. residential units. (The overall total number of permitted 461 no. units in phase 1 and 2 remain unchanged). The proposed development comprises a redesign of phase 2 to include: a) The construction of 2 no. 4-storey apartment blocks at the north of the site (81 no. units in total) to include a creche (351sqm – 94 no. children) with outdoor play area (93sqm) at ground floor; i. Block A - 38 no. units consisting of 17 no.1 bed and 22 no. 2 bed units ii. Block B - 43 no. units consisting of 20 no. 1 bed and 23 no. 2 bed units b) 5 no. 3-storey apartment and duplex units to be located on the eastern boundary of the site; i. Duplex C - 08 no. units consisting of 4 no. 2 beds and 4 no. 3 beds ii. Duplex D - 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds iii. Duplex E – 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds iv. Duplex F – 20 no. units consisting of 10 no. 2beds, and 10 no. 3 beds v. Duplex G – 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds c) 76 no. terraced houses consisting of; i. 48 no. 2 bed mid terrace units ii. 12 no. 3 bed end terrace units iii. 16 no. 3 bed end terrace dual frontage units d) 252 no. of car parking spaces which includes 2 no. car sharing spaces, 14 no. motorcycle spaces and 540 no. bicycle parking spaces will be provided for in phase 2. e) Amendments to the previously permitted open space in phase 2 to now provide 5,379sqm Public Open Space, 1,159 sqm Communal Open Space and 3,313 Amenity Space. Each of the units are afforded their own private open space in the form of private gardens, balconies or terraces. f) Amendments to internal residential access roads and cyclist/pedestrian paths to allow for the 4 arm entrance junction and a new shared pedestrian / cycle path through the site running north to south. g) All associated site development works, services provision, infrastructural and drainage works, internal access roads, home zones, cycle and pedestrian infrastructure, bin stores, car and bicycle parking, public lighting, communal open spaces, private open space in the form of gardens, terraces and/or balconies, landscaping and boundary treatment works. h) All application documentation and	Grant Permission Grant date: 03/12/2025

	information is available for public viewing at the following website www.kilwoghandrivephase2lrd.ie	
20307100	STRATEGIC HOUSING DEVELOPMENT (ABP Decision): 461 Residential Units. 199 No. Houses, 216 No. Apartments, 52 No. Duplexes, Childcare Facility, gym, café and retail unit and associated site works.	Grant Permission Grant date: 08/09/2020
2560543	For planning permission to modify a permitted Strategic Housing Development (SHD) permission (ABP-307100) by way of a planning application for a Large-Scale Residential Development (LRD) permission on a site of c12.68 hectares located on lands at Kilwoghan Woods, in the Townland of Crodaun, Celbridge, Co. Kildare. The minor modifications to the permitted SHD consists of (1) The change of permitted House Type A to House Type H (12 no. units) (2) The change of permitted House Type A1 to House Type H1 (2 no. units) (3) The change of permitted House Type A2 to House Type H2 (2 no. units) (4) The change of permitted House Type B2 B3 to House Type F.a and F.b (4 no. units) and all associated site development works	Grant Permission Decision Date: 15/07/2025
ABP-316413	Inclusion regarding draft map for Residential Zone Land Tax on lands at -Lands west of the Maynooth Road (R405) and north of the Kilwoghan Stream, Crodaun, Celbridge, Co.Kildare.	Decision Pending

3 PROJECT DESCRIPTION

The proposed development will consist of amendments to the permitted Phase 2 Large-scale Residential Development under Reg. Ref. 25/60988 at Kilwoghan Woods, Crodaun, Celbridge, Co. Kildare.

The proposed amendments comprise alterations to Duplex Blocks D, E and G, including the replacement of 12 no. 1-bedroom (2-person) apartments at first and second floor levels across the three blocks with 6 no. 3-bedroom (5-person) duplex units. These amendments result in a reduction in the overall number of residential units within the permitted development from 239 no. units to 233 no. units.

The development also includes a reduction in the number of balconies within Duplex Blocks D, E and G from 6 no. to 4 no. balconies per block, together with associated elevational amendments; the rotation of Duplex Block G and associated elevational amendments to improve its relationship with and passive surveillance of the adjoining public open space; the consequential reconfiguration of the public and communal open space surrounding Duplex Block G; the omission of the temporary pumping station; and all associated landscaping, services, site development and ancillary works..

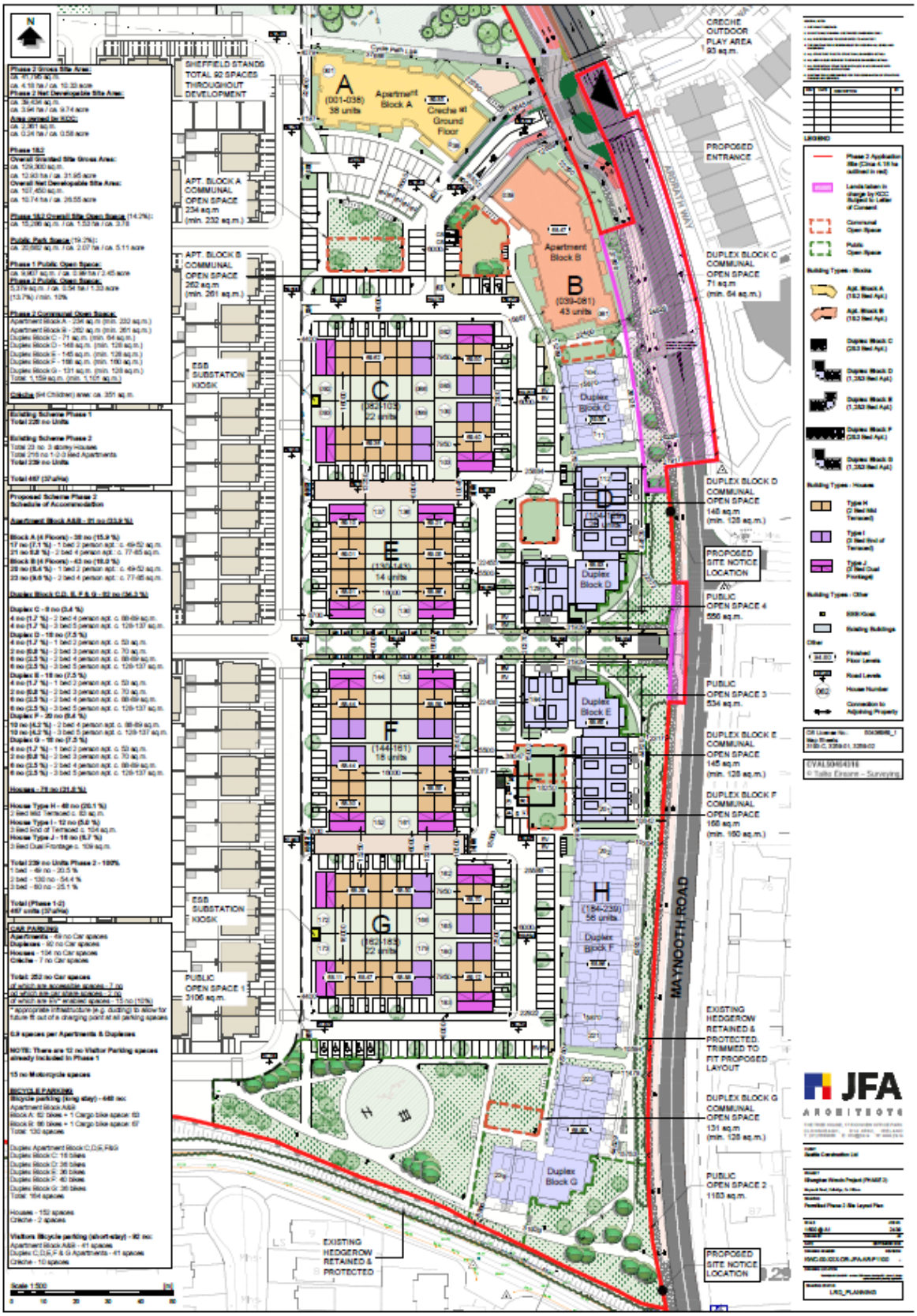

Figure 3-1: Phase 2 Site Layout Plan (JFA Architects, 2026)

3.1 Construction Phase

The construction phase for the proposed amendments will be incorporated into the consented development which is estimated to be 2.5 years for the whole of Phase 2 with an estimated completion date of 2028, there will be a small overlap with Phase 1 completion.

3.2 Operational Phase

The operational phase of the Proposed Development includes the typical operations of a residential development and a crèche.

4 PART B REVIEW AGAINST SCHEDULE 5 PROJECT CATEGORIES

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

- Category 10(b) infrastructure projects

Within this category of projects, the screening appraisal has considered two sub-project categories that may be relevant [10(b)(i) and10(b)(iv)].

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

- Category 10(dd) private roads
- Category 13(c) any change or extension of development;
- Category 14 demolition works; and
- Category 15 any projects (sub-threshold) but which would likely to have significant effects on the environment.

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

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

Category Reference	*Description of the criteria, size and threshold*	*Appraisal summary*	*Above or below the category threshold?*
Part 10 (b) (i).	Construction of more than 500 dwelling units.	The total number of residential units to be constructed for the amended phase 2 is 233 units, reduced from the consented 239 units. It is substantially lower than the 500-dwelling unit size threshold and accordingly a mandatory EIA is not required.	No – below the category size threshold
Part 10 (b) (iv).	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	The site is located within other parts of a built-up area, and as such, the applicable area threshold for mandatory EIA is 10 hectares. While the overall site area is 12.93 hectares, the current application relates only to Phase 2, which	No – below the category size threshold

Category Reference	Description of the criteria, size and threshold	Appraisal summary	Above or below the category threshold?
		comprises an area of 3.94 hectares. The amendments to this application do not relate to size of the site which remains unchanged. As this is below the relevant threshold, a mandatory EIA is not required for Phase 2.	
Part 10 (dd)	All private roads which would exceed 2000 meters in length	The existing private road measures approximately 737 metres, with an additional consented 262 metres proposed as part of Phase 2 of the Consented Development. There are no amendments to the private road as part of this application. The total length of private road associated with the Proposed Development is therefore approximately 999 metres, which is well below the threshold, thus a mandatory EIA is not required	No – below the category size threshold
Part 13 (c)	Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.	The proposed amendments to the consented Development will not consist of demolition on the site. The amendments will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by this EIA Screening
Part 14.	Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Development will not consist of demolition on the site.	To be determined by Part B of the EIA screening appraisal
Part 15.	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	The Proposed Amendments to Phase 2 will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by Part B of the EIA screening appraisal

4.1 Part B Conclusion

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

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

5 PART C LIKELIHOOD OF POTENTIAL EFFECTS

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

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

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

5.1 Use of Natural Resources

The proposed amendments to the Phase 2 Consented Development is a residential development and will be constructed with materials typically associated with such developments.

The main use of resources will be the construction materials used during the construction phase. There will also be a requirement for energy use (fuel for construction vehicles, electricity for tools) and a requirement for the removal of construction waste. During construction, the selected construction materials and methods will reduce waste generation as far as reasonably practicable and will be managed in accordance with good practice guidance.

All construction waste will be segregated, recycled and re-used wherever possible. An updated Outline Resource Waste Management Plan (ORWMP) has been prepared by DNV (2026), setting out the strategy for the collection, storage, transport and disposal of wastes generated on-site during construction. All waste generated during construction will be collected and disposed of by licensed waste management contractors.

In line with the Waste Hierarchy (from the Waste Framework Directive), prevention of waste and re-use will be prioritised over disposal. The construction phase of the proposed amendments to the Phase 2 Consented Development will align with this policy by implementing the following measures:

- A policy of ‘as needed’ ordering and strict purchasing procedures will prevent waste arisings as far as possible;
- Any excavated soil will be incorporated into the design of the Proposed Development. However, where the offsite removal of surplus soil materials is required, removal under an Article 27 By-product notification will be prioritised;
- Where required for landscaping, imported Article 27 soils will be prioritised;
- All waste streams will be segregated onsite to ensure the correct recovery and recycling;
- As far as possible, site hoarding, facilities and welfare units will be repurposed from previous sites and projects to reduce waste and encourage a circular building environment;
- Materials which have a high percentage of recycled material or that have a low environmental impact will be prioritised where feasible.

Waste generated during the operational phase will be collected and disposed of by licensed waste management contractors, with separate dedicated waste storage areas being provided for municipal waste and commercial

waste from the commercial floorspace. An updated Operational Waste Management Plan (OWMP) has been produced by DNV (2026), in line with KCC.

All collections must take place in compliance with conditions of the Waste Contractor's Waste Collection Permit for the region and in line with the Local Authority bye-laws and the Waste Management (Waste Collection Permit) Regulations 2007 as amended. All residents are obliged by law to avail of the waste management service and must comply with local bye-laws and Statutory Instruments in relation to the presentation of waste for collection.

In all cases, waste collection vehicles will service the bins and the empty bins will be returned to the Waste Storage Areas. Bins will never be left outside the curtilage of the Development. Access and egress of the waste collection vehicles will be in accordance with the Traffic Management Plan for the facility which has ensured the design allows for free-flowing movement of refuse collection vehicles throughout the development. BS 5906: 2005 – Waste Management in Buildings – Code of Practice has been taken into consideration when detailing vehicular access and egress to the development for the purposes of waste collection.

A Civil Engineering Infrastructure Report has been prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025). Under the previously granted planning permission (ABP Case Reference 307100-20), it was proposed to discharge to the 225mm diameter foul sewer located within the Crodaun Forest Park housing development to the east of the Proposed Development. A Statement of Design Acceptance (SODA) and a Confirmation of Feasibility (COF) were received from Uisce Éireann (UÉ) in March 2020 for a development of up to 491 residential units. However, the proposed scheme is for only 460 units which is less than the 491 figures confirmed feasible by UÉ. A Confirmation of Feasibility (COF) was received from UÉ on 11th July 2025 for phase 2 of the development of up to 240 residential units. (Civil Engineering Infrastructure Report, 2025)

The stormwater strategy for the development, as outlined in the previously approved planning permission, is proposed to remain largely unchanged. However, efforts have been made throughout the proposed amendments to the Phase 2 Consented Development to implement additional SuDS measures where possible and it is detailed in the Civil Engineering Infrastructure Report.

There is an existing 300mm diameter uPVC watermain running along the Maynooth Road (R405), adjacent to the eastern boundary of the Proposed Development, which serves as the water supply. In accordance with the previously granted planning permission (Ref. 20307100), it is proposed to connect to this existing watermain. The watermain design will be in accordance with the previously granted planning permission (ref. 20307100).

An updated Appropriate Assessment (AA) Screening has been prepared by DNV (2026). The AA Screening concluded that the possibility of any significant effects on the listed European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded.

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

5.2 Risk of Major Accidents and/or Disasters

An Outline Construction Environmental Management Plan (OCEMP) has been prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025) which details the site safety measures.

In the event of spillages or other incident steps will be taken to prevent environmental pollution, for example through protection of drains by use of drain covers or booms, use absorbent granules following and oil / chemical spill and turning off equipment or other sources of noise or dust.

Hoarding/temporary fencing will be erected to delineate all site works from public areas located adjacent to the Proposed Development.

The site is not located in an area which is anticipated to be at risk of foreseeable major disasters or accidents. The vulnerability of the Proposed Development to major accidents or disasters is likely to be related to flood risk and the potential impact that climate change may have on this. The site is located within Flood Zone C and has a low risk of flooding. The risk of flooding at the site will be assessed within the Site-Specific Flood Risk Assessment.

A Site-specific Flood Risk Assessment (SSFRA) has been prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025) and it concluded that,

'Based on available and recorded information, the site has not been subject to flooding in recent history. The risk of tidal flooding is considered low as the subject site lies outside the 0.1% AEP. The risk of fluvial flooding in the area is considered low as the proposed site lies outside the 0.1% AEP.

The risk of pluvial flooding is considered low, due to the site location and proposed measures for the development. Based on the flood risk identification in Stage 1, the Proposed Development falls in Flood Zone C. Therefore, the Proposed Development is deemed 'Appropriate' in accordance with the guidelines of the OPW's publication.'

The potential for the proposed amendments to the Phase 2 Consented Development to result in any major accidents and /or disasters can be considered low due to the adherence to all standard health and safety procedures.

5.3 Population and Human Health

The OCEMP ensures that all applicable environmental health and safety regulations are complied with throughout the construction/demolition phase thereby ensuring that this phase of the Proposed Development will not result in significant effects on human health or the environment.

During the demolition, construction and operational phases, due to good and established management practices, good housekeeping, and adherence to regulatory health and safety procedures, it is not foreseen that there will be any negative impacts to human health. The site lies within the Electoral Division of Celbridge which has a population of 16,066 (CSO, 2022).

During construction, the consented development will generate direct and indirect employment over the 22 to 24-month construction period. It is estimated that at peak construction periods that there would be approximately 60 - 70 people employed on site. The amendments to consented Phase 2 is expected to remain the same.

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

A Building Lifecycle report has been prepared by JFA Architects (2025) outlining how human health and wellbeing have been considered for the Proposed Development.

Table 5-1: How human health and well-being has been considered for this Proposed Development. (JFA Architects, 2025)

Measure	Description	Benefit
Natural daylight	Design of the layout of the building has been optimised to achieve a good quality of natural daylight to the units	Demonstration of how the scheme has been designed to comply with best practice
Security	Passive surveillance is incorporated into the design	Access to all residents to reduce risk of littering within the scheme and Reduces Potential waste charges
Accessibility	All units, egress routes and stair cores to comply with the requirements of Technical Guidance Documents Part M/K	Helps to reduce waste charges and the amount of waste going to landfill

Amenity	Provision of public / communal amenity space	Facilitates socialising, community interaction
Private Open Space	Provision of private open space	Facilitates interaction with outdoors

The updated OWMP prepared by DNV (2026) ensures that the management of waste during the operational phase of the proposed amendments and Phase 2 Consented Development is undertaken in accordance with the current legal and industry standards as outlined within the report. A waste collection service will be available to all occupants from first occupancy, irrespective of whether all units have been filled or not. All residents have ease of access to the bin store locations.

It is therefore considered that the proposed amendments and Phase 2 Consented Development will not give rise to any likely significant population and health effects.

5.4 Air Quality and Climate

The site falls into 'Zone C' of Ireland which is described by the EPA as 'Other Cities and Large Towns' (EPA, 2025). It is expected that existing ambient air quality in the vicinity of the site is characteristic of a suburban location with the primary source of air emissions such as particulate matter, nitrogen dioxide (NO_2,) and hydrocarbons likely to be of traffic, aviation, industrial activities, combustion and agriculture, and domestic fuel burning.

The proposed amendments and Phase 2 Consented Development involves construction works which may temporarily impact on air quality due to dust emissions. According to the Institute of Air Quality Management (2014), the main air quality impacts associated with construction are typically:

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

There is no potential significant sources of air quality pollution from its use as a residential development.

Any potential dust impacts will be localised in nature and last only for the duration of these work. Nevertheless, the site will be managed in accordance with the OCEMP which has been prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025). The objective of dust control at the site is to ensure that no significant nuisance occurs at nearby sensitive receptors. In order to develop a workable and transparent dust control strategy, a dust management plan will be formulated by drawing on best practice guidance from Ireland, the UK and the USA. The dust management measures listed in the OCEMP are below:

<u>Dust Control- Site Roads</u>

The most effective means of suppressing dust emissions from unpaved roads is to apply speed restrictions. A speed restriction of 20 km/hr will be applied as an effective control measure for dust for on-site vehicles.

Bowsers will be available during periods of dry weather throughout the construction period. Research has found that the effect of watering is to reduce dust emissions by 50%. The bowser will operate during dry periods to ensure that unpaved areas are kept moist. The required application frequency will vary according to soil type, weather conditions and vehicular use.

Any hard surface roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced roads shall be restricted to essential site traffic only.

<u>Dust Control - Land Clearing / Earth Moving</u>

Land clearing / earth-moving during periods of high winds and dry weather conditions can be a significant source of dust.

During dry and windy periods, and when there is a likelihood of dust nuisance, a bowser will operate to ensure moisture content is high enough to increase the stability of the soil and thus suppress dust.

Dust Control – Storage Piles

The location and moisture content of storage piles are important factors which determine their potential for dust emissions. Overburden material will be protected from exposure to wind by storing the material in sheltered regions of the site.

Regular watering will take place to ensure the moisture content is high enough to increase the stability of the soil and thus suppress dust. The regular watering of stockpiles has been found to have an 80% control efficiency.

Dust Control – Public Roads

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

- Vehicles delivering material with potential for dust emissions to an off-site location shall be enclosed or covered with tarpaulin at all times to restrict the escape of dust;
- Public roads outside the site shall be regularly inspected for cleanliness, as a minimum on a daily basis, and cleaned as necessary. A road sweeper will be made available to ensure that public roads are kept free of debris.
- A wheel wash facility will be employed at the exit of the site so that traffic leaving the site compound will not generate dust or cause the build-up of aggregates and fine material in the public domain.

The Building Lifecycle report prepared by JFA Architects (2025) outlines the approach to energy performance within the Proposed Development. It confirms that:

'A BER certificate will be provided for each unit in the Proposed Development. This will provide detail of the energy performance of the units. This is calculated through energy use for space and hot water heating, ventilation, and lighting and occupancy. It is proposed to target an A2/A3 rating for the apartments.

High standard white goods with high energy efficiency ratings will be supplied to all units.'(JFA Architects, 2025)

A Climate Change Impact Assessment (CCIA) report has been prepared by DNV (2025) and the report addresses the requirements for a Climate Change Impact Assessment by evaluating the impact of climate change on the Proposed Development and demonstrating how relevant policies and objectives from the Kildare County Development Plan 2023–2029 have been incorporated into the design. These policies have been considered alongside the UN Sustainable Development Goals (SDGs), and the Report demonstrates that adaptive measures proposed for the development contribute to achieving the relevant SDGs.

The CCIA has provided the following recommendations to ensure that these adaptive design measures, particularly in relation to drainage, are capable of operating as intended:

- Inspection and maintenance of HVAC systems should be carried out periodically and completed in accordance with good practice to ensure energy efficiency and resilience to temperature extremes.[1]

- The proposed surface water strategy includes modular attenuation systems, detention basins, permeable paving, green/blue roofs, and flow control devices. According to the Civil Engineering Infrastructure Report for Planning[2], these systems are designed to manage runoff from up to the 1-in-100-year storm event, with allowances for climate change (+20%) and urban creep (+10%). The correct operation and maintenance of the drainage system is necessary to reduce the risk of human or mechanical error causing pluvial flood risk from blockage. Inspection and maintenance of the drainage systems is carried out periodically and completed in accordance with good practice (particularly after every major storm event, the end of winter (to collect winter debris), mid-summer (to collect dust, flowers and grass-type deposits), and after autumn leaf fall). This will ensure that the drainage systems are capable of managing storm runoff during periods of exceptionally high rainfall. While the Civil Engineering Infrastructure Report for Planning report does not include a standalone maintenance schedule, it outlines the performance expectations and design criteria (based on the Greater Dublin Strategic Drainage Study) that imply the need for regular inspection and upkeep. It is expected that the site management team will be responsible for ensuring these systems are maintained to prevent blockages and ensure continued performance.

- The Site-Specific Flood Risk Assessment[3] confirms that the site lies within Flood Zone C, indicating a low probability of fluvial and tidal flooding. However, the report also notes that during extreme rainfall events or in the event of drainage system blockage, localised ponding may occur. To mitigate this, the drainage system has been designed with top water levels at least 0.5m below finished floor levels (FFLs), allowing runoff to be retained in access roads and landscaped areas. Given this residual risk, it is recommended that critical infrastructure not be located in basement or low-lying areas, where it would be more vulnerable to flooding from surface water or rising groundwater, particularly as groundwater levels at the site have been recorded as shallow as 1.4m below ground level.

- Risk relating to all changing climate hazards should be revisited and assessed periodically and in line with emerging studies to ensure that proper mitigation and adaptation measures are in place.

Due to the size and duration of the construction phase, and the mitigation measures proposed, the effect on national greenhouse gas emission (GHG) emissions will be insignificant in terms of overall national contributions and Ireland's obligations under the Paris Agreement and therefore the proposed amendments and Phase 2 Consented Development will have no likely significant adverse effects on air quality and climate.

5.5 Noise and Vibration

The proposed amendments and Phase 2 Consented Development site is located on lands at Kilwoghan Woods in the townland of Crodaun, Celbridge, Co. Kildare. There are residential areas to the north-east (Noise Sensitive Location (NSL 1), south-east (NSL2) and south (NSL3 and NSL4) of the site. The nearest NSL to the Proposed Development is NSL 3 (existing residential buildings).

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

[1] Refer to Building Lifecycle Report, JFA Architects.

[2] Refer to Civil Engineering Infrastructure Report for Planning, BM Civil & Structural Consulting Engineers, August 2025

[3] Refer to Site Specific Flood Risk Assessment, BM Civil & Structural Consulting Engineers, May 2025

to ensure that the proposed amendments and Phase 2 Consented Development is operated in a way that minimises detrimental impact to the amenities of local residents. The following codes and regulations will be followed during the construction phase:

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

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

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

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

Paragraph E.2 goes on to state:

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

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

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

Based on paragraph E.2 of BS 5228 the following criteria is adopted for the proposed amendments and Phase 2 Consented Development:

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

These limit values are also in agreement with those set by Transport Infrastructure Ireland (TII) for construction projects. Buildings other than dwellings which have a residential function will be considered for the lower noise limit, this including hotels, B&B's, student accommodation, co living developments etc. This is in line with the guidance and definition of noise sensitive residences of EPA NG4. Table 5-2 outlines the project criteria in tabular form.

Table 5-2: BS 5228 Threshold Levels

Assessment category and threshold value period	Threshold value, in decibels (dB) (L_{Aeq})		
	Category A[4]	Category B[5]	Category C[6]
Daytime (07:00 – 19:00) and Saturdays (07:00 – 14:00)	65	70	75
Evenings and weekends[7]	55	60	65
Night-time (23:00 to 07:00hrs)	45	50	55

Table 5-3 presents the TII indicative levels of acceptable construction noise from the TII publication *Good Practice Guidance for the Treatment of Noise during Planning of National Road Schemes*, March 2014. These noise limits are applied during the construction of road infrastructure projects at the façade of NSLs.

Table 5-3: TII Indicative Levels for Construction Noise

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

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

The TII limits set out in Table 5-3 will apply at all NSLs during the construction phase.

In the unlikely event that construction works were to be required during the night-time period, advice in relation to establishing significant construction noise effects as set out in BS5228-1:2014+A1 – *Code of practice for noise and vibration control on construction and open sites*. Annex E of BS5228 allows for the designation of a noise sensitive location into a specific category (A, B or C) through consideration of existing ambient noise levels in the absence of construction noise. With reference to the measured ambient noise levels at the proposed amendments and Phase 2 Consented Development site, it is expected that Category A values would be appropriate for night-time,

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

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

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

[7] 19:00 – 23:00 weekdays, 13:00 – 23:00 Saturdays and 07:00 – 23:00 Sundays.

i.e., 45 dB LAeq for the period 23:00 – 07:00 hrs. Construction activity at these times, other than that required for emergency works, will require the explicit permission of KCC.

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

Humans are sensitive to vibration and can feel vibration long before it becomes an issue in terms of cosmetic damage or structural damage to buildings. Vibration causes nuisance to humans as it is assumed that if vibration can be felt then damage to the building or structure is inevitable.

Table 5-4: Guidance of Effects of Vibration Levels on Residents/People

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

Table 5-5: Transient Vibration Guide for Cosmetic Damage

Type of Building	Peak Component Particle Velocity (PPV)	
	4 Hz to 15 Hz	15 Hz and above
Reinforced or framed structures / industrial and heavy commercial buildings	50 mm/s at 4 Hz and above	50mm/s at 4 Hz and above
Unreinforced or light framed structures. Residential or light commercial buildings[8]	15mm/s at 4 Hz increasing to 20mm/s at 15 Hz	20mm/s at 15 Hz increasing to 50mm/s at 40 Hz and above

The following limits from continuous vibration are required for the proposed amendments and Phase 2 Consented Development :

i. For vibration sensitive spaces an upper limit of 1mm/s is required. This includes educational and residential buildings. In addition to the lower limit for educational and residential buildings some buildings may contain vibration sensitive equipment including laboratories and hospitals. Impacts on sensitive equipment can occur well below the range of human perception. It is not always practical to mitigate construction vibration such that it achieves the very stringent vibration criteria for sensitive equipment. Rather, consultation should occur with the users of the equipment appropriate vibration limits set and vibration-intensive works should be scheduled such that the equipment can be used during agreed hours.

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

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

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

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

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

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

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

The OCEMP (Barrett Mahony Civil and Structural Consulting Engineers , 2025) has outlined the following noise mitigation measures:

- Liaison with neighbours;
- Noise monitoring;
- Hours of works;
- Selection of quiet plant; and
- Control of noise sources and screening.

An Acoustic Design Statement has been prepared by Wave Dynamics Acoustic Consultants (WDA) (2025).
The best practice measures set out in BS 5228 (2009) Part 1 includes guidance on several aspects of construction site mitigation measures, this includes the

- selection of quiet plant and equipment;
- noise control at source of the noise;
- screening, and;
- public liaison.

<u>Selection of quiet plant and equipment</u>

The noise impact of all plant and equipment should be assessed prior to selection of plant for the project. Where an item of plant is identified as noisy with the potential to cause a negative noise impact it should be reviewed to check if there is an alternative quieter version of the same plant to undertake the same construction task.

<u>Noise Control at Source</u>

Where replacing a noisy item of plant is not viable or practical, consideration should be given to control that noise at source. This includes modifying the piece of plant or equipment to generate less noise, using dampening to control vibration induced noise or rattling. Example best practice mitigation measures to be considered are as follows:

- All plant and equipment to be switched off when idling.
- The use of white noise reversing alarms.
- Restriction on the dropping and loading of materials to less sensitive hours.
- The use of local screening for noisy activities or works with hand tools
- Not dropping materials onto hard surfaces and using rubber mats etc for the dropping of materials.

- Ensure all plant and equipment is well maintained and cleaned, all lubrication should be in line with manufacturers guidelines.

Screening

Screening when used correctly can be an effective method of reducing the construction noise impact on the NSL's. The use of site hoarding and careful selection of areas for noise works, using buildings on the site, site offices and the building being constructed to screen noise from the works.

Public Engagement

It is recommended that a public liaison officer should be put forward by the contractor to liaise with the local residents on matters relating to noise. Occupants should be informed of any noise works scheduled where there is the potential to generate high levels of construction noise or if specialist works etc need to be conducted out of the working hours. This person should also be the point of contact for all complaints and be responsible for reviewing the noise monitoring results and exceedances.

Construction Noise Monitoring

Construction noise monitoring should be undertaken at periodic sample periods on the boundary with the nearest noise sensitive receptors.

Noise monitoring should be conducted in accordance with the International Standard ISO 1996: 2017: Acoustics – Description, measurement and assessment of environmental noise.

The Acoustic Design Statement outlines some site-specific noise mitigation measures.

Table 5-6: Attenuation required based on the construction noise predictions

Construction Stage	Recommended Noise Mitigation Measure
Site Setup	Erect a minimum 2.4m high site hoarding that blocks the line of sight between noise source and receiver. Example construction for the site hording would be as follows: • A 2.4m high and 9mm plywood (4.5 kg/m2). Barrier must be solid and not contain gaps at the bottom or between adjacent panels. Local screening using the examples provided in General Recommendations are required around hand tools in addition to hoarding. An absorptive lining should be considered for screening around hand tools will need to have an absorptive lining to avoid reflections increasing noise at other receivers. On this project 4 NSL's have been identified it is recommended that a noise monitor should be placed on the boundary with each of nearest noise sensitive locations closest to the works.
Substructure	Site hoarding to block line of sight. Local screening around noisy plant and equipment. An absorptive lining should be considered for screening around large plant that will need to have an absorptive lining to avoid reflections increasing noise at other receivers. Noise monitoring as above
Superstructure	Local screening around saws/hammers where possible. Use external new building to screen noise from works where possible.

	Noise monitoring as above
External finishes	Local screening around hand tools. Noise monitoring as above

The Acoustic Design Statement concludes that,

'The construction noise impact is predicted to exceed the BS 5228 requirements without any mitigation measures for the Substructure and Superstructure stages of the project.

General and site-specific mitigation measures have been provided in this report to bring the construction noise levels down within the limits of BS 5228. Following the noise mitigation recommendations in the report, the construction phase is expected to meet the requirements of BS 5228 based on the information provided to WDA.

In addition to the mitigation measures, guidance has been provided in this report for construction noise monitoring during the construction period to manage noise levels to manage construction noise.

An operational noise impact assessment has been conducted to assess noise generated from the communal open spaces, public spaces, car parking and an outdoor play area. It is predicted that operational noise from the Proposed Development will not cause a negative noise impact on the nearby noise sensitive locations during both daytime and nighttime operations The mechanical plant and equipment specification is not available at this stage of the project. Specific noise limits have been provided in this report for mechanical plant and equipment, at design development stage once the plant and equipment information are available it should be assessed for compliance with the criteria outlined in this report.' (WDA, 2025)

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

Based on the measures that will be carried out as outlined in the OCEMP and Acoustic Design Statement, it is concluded that the proposed amendments and Phase 2 Consented Development will not result in significant adverse noise and vibration related effects.

5.6 Daylight and Sunlight

The site is bound to the east by the R405 Maynooth road, to the south by Kilwogan lane, to the west by adjacent undeveloped lands, and to the north by the grounds of the Salesian Collage Secondary School.

A Daylight Assessment has been prepared by 3D Design Bureau (3DDB) (2025) to quantify the effect of the Proposed Development would have on the level of daylight and sunlight received by neighbouring properties/environment.

The Daylight Assessment states that,

'The Proposed Development was assessed against multiple metrics: Vertical Sky Component (VSC), Annual Probable Sunlight Hours (APSH), Winter Probable Sunlight Hours (WPSH) and No Sky Line (NSL). The results show that all relevant windows and rooms remain within BRE 209 target values, with the impact classified as 'negligible' across all metrics.

No other neighbouring properties met the geometric trigger for assessment due to either their distance, orientation, or position relative to the proposed scheme. The sunlight exposure (SE) analysis indicates an 88% compliance rate, which is considered a positive outcome, particularly given the range of unit types and layouts.

Additionally, communal and public amenity spaces within the Proposed Development receive good levels of sunlight due to the scheme's modest height, appropriate massing, and thoughtful orientation of blocks.

Overall, the Proposed Development performs strongly in both impact and internal daylight and sunlight performance. None of the neighbouring properties and associated gardens would be adversely affected by the Proposed Development, and a high number of the proposed units included in the assessments would meet the required levels of daylight and sunlight.'

The proposed amendments and Phase 2 Consented Development will not result in any adverse daylight/sunlight effects on the surrounding environment as a result of construction or operational activities.

5.7 Soils and Geology

The soil underlying the site of the Development site is classified as 'Fine loamy drift with limestones', and the underlying quaternary sediments are predominantly 'Bedrock outcrop or subcrop' (Rck), with small areas of 'Urban' and 'Till derived from limestones' (TLs) along the southern boundary of the site (GSI, 2025).

There are no protected Geological Heritage Sites in the vicinity of the Development site that will be affected by the proposed amendments and Phase 2 Consented Development .

During construction there is potential for exposure of contaminated soils, generation of dust, volatile organic compound emissions, migration of existing soil contamination to groundwater and off-site surface water, and accidental loss or spillage of construction materials. Given the nature of the proposed uses, the proposed amendments and Phase 2 Consented Development will not introduce significant new sources of contamination during operation.

The OCEMP (2025) details about the soil management. Topsoil on site, will be stripped back and stockpiled within the site boundary for reuse. This will be stored on site in the materials and waste storage area prior to reuse. Topsoil will be stored in stockpiles of maximum 2m high as per best practice. The stockpiles will be managed and maintained by the main contractor. The application of herbicide in advance of site clearance is not permitted.

It is estimated that site strip across the site, including excavations for foundations and site services, will be an average of c.0.75m and generate approximately 29,550m3 of spoil. Of this, any suitable topsoil required for reuse, shall be set aside and stockpiled on site. The balance of material will be removed from site.

An updated ORWMP has been prepared by DNV (2026). It is intended to reuse suitable excavated soil and subsoil for landscaping and engineering use. However, where required, the removal of unsuitable soil and subsoil offsite will be undertaken in accordance with all statutory legislation.

Surplus soil generated as part of the construction works will be re-used, recycled, or sent for recovery, where appropriate and feasible. Surplus soil identified as waste soil will be considered a waste until compliantly removed from the site and received at the final authorised recovery/reuse/disposal facility in accordance with all waste management legislation.

Any excavated soil will be incorporated into the design of the proposed amendments and Phase 2 Consented Development. However, where the offsite removal of surplus soil materials is required, removal under an Article 27 By-product notification will be prioritised.

In the event that soil is deemed to be unsuitable for re-use or does not meet the requirements of Article 27 By-product Notification, the removal of surplus soils and materials off-site for disposal will be undertaken in accordance with all relevant waste management legislation.

It is therefore considered that the proposed amendments and Phase 2 Consented Development will not result in any adverse effects on soils and geology as a result of construction or operational activities.

5.8 Hydrology and Hydrogeology

The site is located in the Liffey and Dublin Bay catchment (I.D: 09), and in the Liffey_SC_080 sub-catchment (I.D: 09_5).

The Liffey_150 stream (also called Kilwoghan stream) (IE_EA_09L011900), is the closest stream to the site of the site, located directly adjacent to the southern boundary of the site. This stream ultimately flows into the River Liffey (Liffey_160) (IE_EA_09L012040), which is 1.8 kilometres (km) downstream from the closest point of the site. The Liffey flows into the Irish Sea via the Liffey Estuary Lower transitional waterbody (IE_EA_090_0300), and the Dublin Bay coastal waterbody (IE_EA_090_0000).

The site is situated on the Dublin groundwater body (IE_EA_G_008), and the vulnerability to contamination of said groundwater from human activities is classified as predominantly 'High', with small sections to the south of the site being classified as 'Extreme' and 'Rock at or near Surface or Karst' (GSI, 2025). The Aquifer type in the surrounding area is 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones' (LI) (GSI, 2025).

A Site-specific Flood Risk Assessment (SSFRA) has been prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025) and it concluded that,

'Based on available and recorded information, the site has not been subject to flooding in recent history. The risk of tidal flooding is considered low as the subject site lies outside the 0.1% AEP. The risk of fluvial flooding in the area is considered low as the proposed site lies outside the 0.1% AEP.

The risk of pluvial flooding is considered low, due to the site location and proposed measures for the development. Based on the flood risk identification in Stage 1, the Proposed Development falls in Flood Zone C. Therefore, the Proposed Development is deemed 'Appropriate' in accordance with the guidelines of the OPW's publication.'

The OCEMP prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025), outlines the proposed approach to surface water management for the proposed amendments and Phase 2 Consented Development. The construction management of the site will take account of the recommendations of the CIRIA guides Control of Water Pollution from Construction Sites (2001) and Control of Water Pollution from Linear Construction Projects (2006) and Inland Fisheries Ireland's (IFI's) Requirements for the Protection of Fisheries Habitat during Construction and Development Works.

- Chemical, fuel and oil stores will be sited on impervious bases and within a secured bund of 110% of the storage capacity, within the lay down area;
- As fuels and oils are classed as hazardous materials, any on-site storage of fuel/oil, all storage tanks and all draw-off points will be bunded (or stored in double-skinned tanks) and located in the dedicated site compound. Provided that these requirements are adhered to and site crew are trained in the appropriate refuelling techniques, it is not expected that there will be any fuel/oil wastage at the site.
- Oil and fuel stored on site for construction should be stored in designated areas. These areas shall be bunded and should be located away from surface water drainage and features.
- The integrity and water tightness of all the bunding structures and their resistance to penetration by water or other materials stored therein shall also be tested and demonstrated.
- All fuel oil fill areas will have an appropriate spill apron.
- Vehicles and refuelling – standing machinery will have drip trays placed underneath to prevent oil and fuel leaks causing pollution. Where practicable, refuelling of vehicles and machinery will be carried out on an impermeable surface in designated areas, well away from any surface watercourse and surface water drains;
- Maintenance – maintenance to construction plant will not be permitted on site, unless vehicles have broken down necessitating maintenance at the point of breakdown. All necessary pollution prevention measures will be put in place prior to commencement of maintenance in this instance;
- Concrete - Wet concrete operations would not be carried out within watercourses or adjacent to watercourses or surface drains. Runoff from wastewaters or contaminated storm water will be directed to drains installed as part of the surface water management plan;
- Weather conditions and seasonal weather variations will also be taken account of when planning excavations, with an objective of minimizing soil erosion;
- Concrete batching will take place off site or in a designed area with an impermeable surface;
- Concrete wash down and wash out of concrete trucks will take place off site or in an appropriate facility;
- A designated impermeable cement washout area will be provided;
- Any in-situ concrete work to be lined and areas bunded (where possible) to stop any accidental spillage;
- All new infrastructure is to be installed and constructed to the relevant codes of practice and guidelines;
- All surface water infrastructure is to be pressure tested by an approved method during the construction phase and prior to connection to the public networks, all in accordance with Local Authority Requirements;

- Connections to the public network are be carried out to the approval and / or under the supervision of the Local Authority prior to commissioning;
- All new sewers are to be inspected by CCTV survey post construction; to identify any possible physical defects for rectification prior to operational phase;
- Care will be required for the environmental management of the site to ensure that no potential contamination issues are experienced;
- Mess, sanitation and welfare facilities will be required during construction and will be located at the construction compound. Foul effluent will make use of chemical facilities with periodic removal for offsite disposal.

Surface water generated at the site will be discharged via the operation phase surface water management system. The surface water management system has been designed to capture surface water generated at the site and discharge water at greenfield runoff rates. A suitable level of surface water attenuation has been catered for within the management system. Following attenuation and prior to release all surface water will be treated via a combine silt and hydrocarbon interceptor so that only treated surface water is discharged to the receiving stream and storm water network.

It is proposed to construct a new surface water drainage system for the proposed amendments and Phase 2 Consented development to collect runoff from roofs and paved areas and any additional runoff from landscaped areas which doesn't percolate to ground. The design intent of the new Kilwoghan Woods Development is to discharge to the south into Kilwoghan Stream.

It is proposed to provide with the following drainage system:

- Detention basins situated on the north-east side of the greenbelt open space;
- Green and blue roofs, proposed to be installed above the two blocks of apartments;
- Permeable paving for the paved areas such as carpark spaces;
- Underground attenuation tanks located to the northeast and south of the site.

These measures collectively aim to manage stormwater effectively, reduce flood risks, and contribute to a more sustainable urban environment.

Therefore, it is considered that the proposed amendments and Phase 2 Consented Development will not cause any significant adverse effects on the hydrology and hydrogeology within the site of the proposed amendments and Phase 2 Consented Development , or the surrounding area.

5.9 Biodiversity and Ecology

There are no national or international designated ecological sites at or adjacent to the site. The nearest European designated site is the Rye Water Valley/ Carton Special Area of Conservation (SAC) located 2.4 kilometres to the north of the site. The Royal Canal Proposed National Heritage Area (pNHA) is located 2.3km North of the site.

There is potential for the spread of invasive species during excavation and construction works or they may be accidentally introduced to a location via contaminated vehicles and equipment, in particular tracked vehicles, which were previously used in locations that contained invasive species.

The OCEMP (2025) has outlined the following measures to reduce the spread of invasive species. Adapted from the Irish Water Guidance (2016), the following best practice avoidance measures will help to contain and/or prevent the introduction of invasive species on a site as follows:

- In advance of site clearance, a preclearance survey will be undertaken by the project ecologist to confirm the absence of non-native species from the Proposed Development site.

- All plant and equipment employed on the proposed works (e.g. diggers, tracked machines, footwear etc.) must be thoroughly cleaned down using a power washer unit, and washed into a dedicated and contained area prior to arrival on site and on leaving site to prevent the spread of invasive aquatic / riparian species such as (but not limited to) Japanese knotweed (Fallopia japonica) and Himalayan Balsam (Impatiens glandulifera). A sign off sheet must be maintained by the contractor to confirm cleaning;

- Material gathered in the dedicated and contained clean down area will be appropriately treated as contaminated material on site;

- For any material entering the site, the supplier must provide an assurance that it is free of invasive species;

- Ensure all site users are aware of invasive species management plan and treatment methodologies. This can be achieved through Toolbox talks before works begin on the site;

- Adequate site signage, hoarding and fencing is to be erected in relation to the management of non-native invasive species.

If invasive species are present within the proposed amendments and Phase 2 Consented Development , a control and management plan and program for the particular invasive species is required as part of the planning process and to comply with the provisions of European Communities (Birds and Natural Habitats) Regulations 2011 and EU Regulations 1143/2014.

Mitigation Measures for Breeding Birds During Construction

Removal of vegetation (e.g. scrub and grassland) should be avoided, between the 1st of March and the 31st of August, to avoid direct impacts on nesting birds. Where the construction programme does not allow this seasonal restriction to be observed, then these areas will be inspected by a suitably qualified ecologist for the presence of breeding birds prior to clearance. Areas found not to contain nests will be cleared within three days of the nest survey. Where the vegetation is not cleared within three days of checks, a repeat check will be required. Should nesting birds be encountered during surveys, the removal of vegetation will be required to be delayed until after the nesting has finished.

An updated Appropriate Assessment Screening has been prepared by DNV (2026). The updated AA Screening concluded that,

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

- *North Dublin Bay SAC (000206)*

- *South Dublin Bay SAC (000210)*

- *North Bull Island SPA (004006)*

- *South Dublin Bay and River Tolka Estuary SPA (004024)*

- *North-West Irish Sea SPA (004236)*

On the basis of the best scientific knowledge available and objective information, that the possibility of any significant effects on the above listed European sites, whether arising from the project itself or in combination with other plans and projects, can be excluded in light of the above listed European sites' conservation objectives.'

With the adoption of mitigation measures set out, it is considered that no significant adverse effects on Biodiversity and ecology are likely to arise as a result of the proposed amendments and Phase 2 Consented Development .

5.10 Archaeology, Architecture and Cultural Heritage

The site is situated in the townland of Crodaun, the civil parish of Kildrought and the barony of Salt North.

There are no protected structures on site. The nearest protected structure is the Burial: Crodaun (KD011-069001) and the Enclosure: Crodaun (KD011-069----), located 0.3 kilometres to the northeast of the site.

There are 13 sites relating to the Sites and Momentums Record (SMR) within a 1km radius of the site.

Table 5-7: List of SMR in 1km Radius of the Proposed Development

S.No	Sites and Monuments Records (SMR)	Distance from the site
1	KD011-069001- : Burial: CRODAUN	Approximately 0.3km northeast of the site
2	KD011-069---- : Enclosure: CRODAUN	Approximately 0.3km northeast of the site
3	KD011-057---- : Habitation site: KILMACREDOCK UPPER	Approximately 0.5km northeast of the site
4	KD011-032---- : Field system: KILMACREDOCK UPPER	Approximately 0.91km northeast of the site
5	KD011-002002- : Road - road/trackway: KILMACREDOCK UPPER	Approximately 0.9km northeast of the site
6	KD011-002003- : Church: KILMACREDOCK UPPER	Approximately 0.97km northeast of the site
7	KD011-002002- : Road - road/trackway: KILMACREDOCK UPPER	Approximately 0.97km northeast of the site
8	KD011-002004- : Graveyard: KILMACREDOCK UPPER	Approximately 0.97km northeast of the site
9	KD011-002001- : Ecclesiastical enclosure: KILMACREDOCK UPPER	Approximately 0.97km northeast of the site
10	KD011-002---- : Ecclesiastical site: KILMACREDOCK UPPER	Approximately 0.97km northeast of the site
11	KD011-042001- : Kiln - corn-drying: CASTLETOWN	Approximately 0.98km northeast of the site
12	KD011-042---- : Ring-ditch: CASTLETOWN	Approximately 0.98km northeast of the site
13	KD011-042002- : Enclosure: CASTLETOWN	Approximately 0.98km northeast of the site

No designated archaeological sites will be directly affected by the construction and operation of the proposed amendments and Phase 2 Consented Development.

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

On the assessment of the above, it is demonstrated that there will be no significant adverse effect on the surrounding natural environment, in terms of Archaeology and Cultural Heritage, during the construction and operational phase of the proposed amendments and Phase 2 Consented Development.

5.11 Landscape and Visual

The overall site is on the northern fringe of Celbridge town. A triangular shaped area with a total land area of approximately 12.68Ha. The site is currently in two phases with phase one residential development under construction, Phase Two is consented with amendments to this Phase is this planning application.

The overall site is enclosed with agricultural hedgerow field boundaries. A small stream, the Kilwogan Stream, runs along the southern boundary and has dense scrub and trees on its embankments. It is proposed to retain the existing hedgerows with the exception of two vehicular entrances.

The surrounding area, with its mix of recently built structures and historic fields, is considered a "transitional landscape". The landscape has no inherent aesthetic qualities that would distinguish it from the general landscape, and the majority of the lands are considered to have no aesthetic value.

There are no protected trees or tree groups or views or prospects within the site.

During the construction phase it is expected that there will be a short-term effect on the surrounding landscape of the area. A Landscape Design Rationale has been prepared by PC ROCHE + associates Landscape Architects and Site Planners (2025). The Landscape Design Rationale states that,

'The proposed open space development will have a positive environmental impact, primarily through biodiversity enhancement and increased carbon sequestration. The diverse planting scheme will create habitats for a range of wildlife, including birds, insects, and small mammals.'

A Landscape Visual Impact Assessment (LVIA) was carried out as part of the Proposed Development planning application by PC Roche + Associates (2025). The LVIA states that,

'There are no sensitive views that include the site in the visual envelope.

Visual impact of Proposed Development during construction phase: The Proposed Development will have negative, moderate in magnitude and short term in duration. The visual impact on these views during construction will be construction scaffolding, cranes and construction materials visible.

Visual impact of Proposed Development during operational phase: Moderate negative and short-term are mitigated by existing hedgerow and new tree planting.

Effect on Landscape character during construction phase: The change from agricultural fields to a construction site will have a moderate, short-term negative visual impact on landscape character. This is mitigated by the site's approval for a residential development, commencing on site of placing services and construction compounds. Also, the completion of other recent residential developments within the sites visual window.

Effect on Landscape character during operational phase: The initial impact of replacing a rural landscape with built development is seen as a negative impact. However, the proposed landscape measures, such as retaining the native mature hedgerow, woodland and grassland habitats, will have a very positive impact on the landscape character and the wider environment. In the long term, this negative impact is expected to be reduced to a slight magnitude as the new habitats establish. The Proposed Development is considered consistent with existing and emerging trends in the area.'

On the assessment of the above, it is considered that there will no significant adverse effect on the surrounding natural environment in terms of landscape and visual amenity as a result of the proposed amendments and Phase 2 Consented Development .

5.12 Transport and Material Assets

5.12.1 Transport

The proposed amendments and Phase 2 Consented Development is situated within a sub urban area that benefits from access to a range of transport infrastructure, including regional and local road networks, public transport services, and pedestrian and cycling facilities. Understanding the existing transport context is essential to assess the potential impacts of the development on traffic volumes, road safety, and sustainable travel modes.

The site is bound to the east by the R405 Maynooth Road, to the south by residential developments which in turn bound onto Kilwogan Lane, to the west by adjacent green field, and to the north by the grounds of the Salesian College Secondary School. The R405 represents an important arterial link between Maynooth and Celbridge and also serves one of two links for traffic to/from Celbridge and the M4 Motorway.

There are high quality off-road pedestrian and cyclist facilities provided along the R405, linking the Town Centre with the schools to the north of the site. The site is directly connected to the Intel Campus via existing continuous footpaths and two-way cycle lanes, with an approximate cycling time of 15 minutes.

The site is served by Dublin bus W6, C4 and L59 which makes the site easily accessible to Dublin and Maynooth. This bus stop is adjacent to the site accessed via the eastern side of the site. The site is ideally placed to take advantage of the high frequency commuter services linking the site to Dublin City and to Maynooth.

The OCEMP prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025) provides detail on the vehicle movement and deliveries within the proposed amendments and Phase 2 Consented Development. Construction traffic will enter from and exit onto Maynooth Road. Vehicle movements will be planned to ensure arrival and departure times are maintained inside the agreed working hours. No daytime or nighttime parking of vehicles will be permitted outside agreed areas.

Over the course of the soil cut & fill, lime stabilization and construction programme (which is estimated at circa 22 – 24 months), the total number of large vehicle movements is estimated as follows (large vehicles are assumed to include spoil lorries, concrete trucks, large rigid delivery vehicles and HGV's)

- Earthworks, Site Strip and Site Services – estimated 250No. vehicle journeys.
- Buildings Construction – estimated 3,200 No. vehicle journeys.

Deliveries will be coordinated to prevent queuing of vehicles adversely affecting traffic flow and to minimise disruption to local traffic.

A Traffic Assessment (TA) of critical 4-arm signalised access junction has been prepared by Barrett Mahony Civil and Structural Consulting Engineers (2025). The proposed amendments and Phase 2 Consented Development quantum has not changed, and the residential unit numbers remain identical to those used in the Traffic Assessment report, previously submitted for the original application by NRB Consulting Engineers (2020). Given that residential units are the main driver of trip generation in the proposed amendments and Phase 2 Consented Development , the direct use of these trip rates ensures consistency with previous approvals while reflecting a realistic and tested basis for forecasting future conditions.

'In summary, the findings of TA provide clear evidence that:

- *The May 2025 survey provides a robust and conservative dataset for analysis.*
- *Using the original NRB trip generation rates is appropriate, reflecting the unchanged residential quantum and providing consistency with previously accepted methodologies.*
- *The reconfigured 4-arm junction will operate efficiently and well under projected future flows, with all arms operating within capacity, ensuring that the Proposed Development can proceed without adverse impacts on the local road network.*

This confirms that the proposed junction reconfiguration and the associated development traffic will integrate effectively into the local road network, supporting the delivery of the development while maintaining a safe and efficient traffic environment.' (Barrett Mahony Civil and Structural Consulting Engineers, 2025)

Therefore, it is considered that there is sufficient capacity to service the proposed amendments and Phase 2 Consented Development in this aspect, and there will be no significant adverse impact on the traffic.

5.12.2 Material Assets

Material assets refer to the physical infrastructure and resources that may be affected by the proposed amendments and Phase 2 Consented Development, including utilities, services, land, and built structures. This section provides an overview of the existing material assets within and surrounding the site and assesses the potential impacts of the development on these resources.

The proposed amendments and Phase 2 Consented Development involves construction works which will be subject to an ORWMP and OCEMP. Any construction waste which is deemed unsuitable for reuse, recycling or recovery onsite- will be removed offsite to suitably authorised waste disposal or materials recovery facilities.

An updated ORWMP has been prepared by DNV (2026), setting out the strategy for the collection, storage, transport and disposal of wastes generated on-site during construction. All waste generated during construction will be collected and disposed of by licensed waste management contractors.

In line with the Waste Hierarchy (from the Waste Framework Directive), prevention of waste and re-use will be prioritised over disposal. The construction phase of the proposed amendments and Phase 2 Consented Development will align with this policy by implementing the following measures:

- A policy of 'as needed' ordering and strict purchasing procedures will prevent waste arisings as far as possible;
- Any excavated soil will be incorporated into the design of the Proposed development. However, where the offsite removal of surplus soil materials is required, removal under an Article 27 By-product notification will be prioritised;
- Where required for landscaping, imported Article 27 soils will be prioritised;
- All waste streams will be segregated onsite to ensure the correct recovery and recycling;
- As far as possible, site hoarding, facilities and welfare units will be repurposed from previous sites and projects to reduce waste and encourage a circular building environment;
- Materials which have a high percentage of recycled material or that have a low environmental impact will be prioritised where feasible.

The management of operational phase waste of the Proposed Development is detailed in the updated OWMP prepared by DNV (2026). All collections must take place in compliance with conditions of the Waste Contractor's Waste Collection Permit for the region and in line with the Local Authority bye-laws and the Waste Management (Waste Collection Permit) Regulations 2007 as amended. All residents are obliged by law to avail of the waste management service and must comply with local bye-laws and Statutory Instruments in relation to the presentation of waste for collection.

In all cases, waste collection vehicles will service the bins and the empty bins will be returned to the Waste Storage Areas. Bins will never be left outside the curtilage of the development. Access and egress of the waste collection vehicles will be in accordance with the Traffic Management Plan for the facility which has ensured the design allows for free-flowing movement of refuse collection vehicles throughout the development. BS 5906: 2005 – Waste Management in Buildings – Code of Practice has been taken into consideration when detailing vehicular access and egress to the development for the purposes of waste collection.

There is an existing 300mm diameter uPVC watermain running along the Maynooth Road (R405) along the eastern boundary of the Proposed Development for the water supply. In accordance with the previously granted planning permission (ref. 20307100), it is proposed to connect to the existing 300mm diameter uPVC watermain running along the Maynooth Road (R405) along the eastern boundary of the Proposed Development. The watermain design will be in accordance with the previously granted planning permission (ref. 20307100) (Civil Engineering Infrastructure Report, 2025).

It is considered that the proposed amendments and Phase 2 Consented Development will be in keeping with the surrounding land uses and the zoning of the area, and the material assets will not be affected in any way by the construction or operational phases.

Therefore, it is considered that there is sufficient capacity to service the proposed amendments and Phase 2 Consented Development in this aspect, and there will be no significant adverse impact on the material assets and land.

5.13 Interactions

When considering interactions, the assessor has considered assessing pathways – direct and indirect – that can magnify effects through the interaction.

In practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most inter-relationships are neutral in impact when appropriate control measures are incorporated into the operation of the proposed amendments and Phase 2 Consented Development.

5.14 Cumulative Effects

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

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

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

Table 5-8 details existing granted planning permissions that may have the potential to act in-combination with the current Proposed Development.

Table 5-8: Planned or Permitted Developments

Application Reg. Ref.	Address	Development Proposal	Decision Date
2560988	Crodaun, Celbridge, Co. Kildare.	Large Scale Residential Development - to amend a previously permitted Strategic Housing Development (SHD) (ABP Case Reference 307100-20) on a site of approx. 12.93 ha located on lands at Kilwoghan Woods. The proposed amendments relate to phase 2 (c.3.94ha) of the overall permitted development and, will include amendments to 239 no. residential units. (The overall total number of permitted 461 no. units in phase 1 and 2 remain unchanged). The proposed development comprises a redesign of phase 2 to include: a) The construction of 2 no. 4-storey apartment blocks at the north of the site (81 no. units in total) to include a creche (351sqm – 94 no. children) with outdoor play area (93sqm) at ground floor; i. Block A - 38 no. units consisting of 17 no.1 bed and 22 no. 2 bed units ii. Block B - 43 no. units consisting of 20 no. 1 bed and 23 no. 2 bed units b) 5 no. 3-storey apartment and duplex units to be located on the eastern boundary of the site; i. Duplex C - 08 no. units consisting of 4 no. 2 beds and 4 no. 3 beds ii. Duplex D - 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds iii. Duplex E – 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds iv. Duplex F – 20 no. units consisting of 10 no. 2beds, and 10 no. 3 beds v. Duplex G – 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds c) 76 no. terraced houses consisting of; i. 48 no. 2 bed mid terrace units ii. 12 no. 3 bed end terrace units iii. 16 no. 3 bed end terrace dual frontage units d) 252 no. of car parking spaces which includes 2 no. car sharing spaces, 14 no. motorcycle spaces and 540 no. bicycle parking spaces will be provided for in phase 2. e) Amendments to the previously permitted open space in phase 2 to now provide 5,379sqm Public Open Space, 1,159 sqm Communal Open Space and 3,313 Amenity Space. Each of the units are afforded their own private open space in the form of private gardens, balconies or terraces. f) Amendments to internal residential access roads and cyclist/pedestrian paths to allow for the 4 arm entrance junction and a new shared pedestrian / cycle path through the site running north to south. g) All associated site development works, services provision, infrastructural and drainage works, internal access roads, home zones, cycle and pedestrian infrastructure, bin stores, car and bicycle parking, public lighting, communal open spaces, private open space in the form of gardens, terraces and/or balconies, landscaping and boundary treatment works. h) All application documentation and information is available for public viewing at the following website www.kilwoghandrivephase2lrd.ie	Grant of permission 03.12.2025

20306504 Applicant: Ardstone Homes Limited	Crodaun,Celbridge,Co. Kildare. Northeast boundary of the site	STRATEGIC HOUSING DEVELOPMENT (ABP Decision) The demolition of an existing agricultural structure on site and the provision of a new vehicular access onto the R405 Regional Road (Celbridge-Maynooth) to serve the proposed residential development that consists of 372 no. new residential units, comprising the following: • 122 No. Apartments arranged in 2 no. Apartment blocks of 4-storey height comprising 46 X 1 bed units (measuring either 49.4sqm or 52sqm in Gross Floor Area (GFA) and 76 X 2 bed units (ranging in size from 67.3sqm to 82.8sqm GFA each). • 12 no. 1 bed Maisonettes (own door apartments), measuring 61sqm GFA (Unit Type A2) or 53.8sqm (Unit Type A1). • 20 no. Duplex units, comprising 10 X 1 bed units, measuring 54sqm GFA (Unit Type A3) and 10 x 2 bed units, measuring 99.7 sqm GFA (Unit Types B2 and B3) • 218 no. houses, comprising a variety of housing sizes and forms to include: 20 X 2 bed/4 person, two storey terraced houses measuring 87.5sqm GFA (House Type B1) 88 X 3 bed/5 person, two storey terraced houses measuring 110.9sqm GFA (House Type C1) 8 X 3 bed/5 person, two storey semi-detached houses measuring 115.2sqm GFA (House Type C2) 1 X 3 bed/5 person, two storey detached house measuring 115.2sqm GFA (House Type C3) 7 X 3 bed/6 person, three storey terraced houses measuring 124.6sqm GFA (House Type C4) 36 X 3 bed/5 person, two storey terraced houses measuring 102sqm GFA (House Type C5) 36 x 4 bed/7 person, two storey semi-detached houses measuring 133sqm GFA (House Type D1) 12 X 4 Bed/7 person, two storey, semi detached houses measuring 142.6sqm GFA (House Type D2) 10 X 4bed/8 person, three storey, terraced houses measuring 145.6sqm GFA (House Type D3) • A childcare facility is proposed at ground floor level of Apartment Block B (approx. 191sqm GFA) A total of 633 no. car parking spaces and 340 no. bicycle parking spaces are proposed. The proposed development also includes the provision of 2 no. ESB sub-stations, site and infrastructural works including foul and surface water drainage, attenuation areas, open space, boundary walls and fences, landscaping, lighting, internal roads, cycle paths, footpaths, and cycle and pedestrian connections to the R405 and the R449 Regional Roads.	Grant Permission 20.08.2020
22627 Applicant: Esprit Investments Limited	Townlands of Moortown and Crodaun,Celbridge,Co. Kildare. Approximately 250m north of the site	a 9.8 Ha site in the townlands of Moortown and Crodaun, Celbridge, County Kildare, including part of the carpark serving Blocks C and D of the M4 Interchange Business Park and a dwelling known as “Mariposa”. The lands are generally bounded to the north by the M4 Motorway; to the east by greenfield lands; to the south-east by the Celbridge Community School and M4 Business Park beyond; to the south and south-west by Unit 1 Esprit Logistics Park, the R405 with residential dwellings and Salesian College beyond; and to the west by Blocks C and D of the M4 Interchange Business Park. The development, which will have a gross floor area of 27,034 sq m, will comprise the demolition of an existing dwelling known as “Mariposa” (c.270 sq.m) and the construction of 11 No. Warehouse and Light Industrial units with ancillary offices, staff facilities and associated development as follows; Unit A (Warehouse) will have a maximum	Grant Permission 13.04.2023

		height of 16 metres with a gross floor area of 2,708 sq m including a warehouse area (2,221 sq m), ancillary office areas and staff facilities (487 sq m); Unit B (Warehouse) will have a maximum height of 16 metres with a gross floor area of 2,622 sq m including a warehouse area (2,296 sq m), ancillary office areas, and staff facilities (326 sq m); Unit E (Light Industrial) will have a maximum height of 10 metres with a gross floor area of 1,298 sq m including a warehouse area (1,151 sq m), ancillary office areas and staff facilities (147 sq m); Unit F (Light Industrial) will have a maximum height of 10 metres with a gross floor area of 1,237 sq.m including a warehouse area (1,097 sq m), ancillary office areas and staff facilities (141 sq.m); Unit G (Light Industrial) will have a maximum height of 10 metres with a gross floor area of 1,500 sq m including a warehouse area (1,359 sq m), ancillary office areas and staff facilities (141 sq m); Unit H (Light Industrial) will have a maximum height of 10 metres with a gross floor area of 1,789 sq m including a warehouse area (1,649 sq m), ancillary office areas and staff facilities (141 sq m); Unit I (Light Industrial) will have a maximum height of 16.2 metres with a gross floor area of 2,512 sq m including a warehouse area (2,222 sq m), ancillary office areas and staff facilities (290 sq m) ; Unit J (Light Industrial) will have a maximum height of 16.2 metres with a gross floor area of 2,868 sq m including a warehouse area (2,579 sq m), ancillary office areas and staff facilities (289 sq m); Unit K (Warehouse) will have a maximum height of 16.2 metres with a gross floor area of3,149 sq m including a warehouse area (2,847 sq m), ancillary office areas and staff facilities (302 sq m); Unit L (Warehouse) will have a maximum height of 16.2 metres with a gross floor area of 3,487 sq m including a warehouse area (3,189 sq m), ancillary office areas and staff facilities (298 sq m); and Unit M (Warehouse) will have a maximum height of 16.2 metes with a gross floor area of 3,864 sq m including a warehouse area (3,560 sq m), ancillary office areas and staff facilities (303 sq m. The development will also include road upgrade works including a new entrance and roundabout at the R449 frontage for HGV access to the proposed development; modifications to the existing entrance (permitted under KCC Reg. Ref. 211170) to the R405 to provide an overhead entrance portal with height restrictor (preventing HGV entry at this access point), pedestrian crossing and pedestrian island; shared pedestrian/cycle track segregated from motorised vehicular traffic throughout site and along part of the R405 and R449 frontage; omission of 80 No. car parking spaces, 1 No. car set down space and 5 No. bus set down spaces which serve the existing Unit C and Unit D of the M4 Interchange Business Park (a total of 178 No. car parking spaces, 1 No. car set down space and 1 No. bus set down space in a part-modified layout will remain to serve these units); 335 No. proposed car parking spaces to serve the proposed development; bicycle parking; HGV parking spaces; HGV marshalling yards; level access goods doors; dock levellers; gates; signage; pedestrian access; internal roadways,; internal roundabout; lighting; plant; attenuation	

		pond; foul pump station; canopies; ESB substations; boundary treatments; hard and soft landscaping; and all associated site development works above and below ground	
211256 Applicant: Power Capital Renewable Energy Limited	Griffinrath,Celbridge,Co. Kildare Approximately 960m southwest of the site	application for a 10 year permission for development on lands in the townland of Griffinrath, Celbridge. The development will consist of the construction of a solar PV farm with an operational life of 35 years comprising approximately 75,984 No. photovoltaic panels on ground mounted frames within a site area of 44.21 hectares and associated ancillary development including 10 No. transformer stations, approximately 124 No. string-inverters, 1 No. onsite 38kV substation building, 1 No. 40ft storage container building, 7 No. CCTV security cameras mounted on 4 metre high poles and perimeter security fencing (2 metres high), the construction of an internal hardcore access road between the solar panels and the site access, localised improvements to an existing agricultural access from the adjoining L5065 road to facilitate construction and operational phase access and, the installation of a 38kV underground electricity cable from the onsite 38kV substation to the 110kV Griffinrath substation ca. 0.75km to the southeast. A Natura Impact Statement has been prepared in respect of the proposed development. Revised by Significant Further Information which consists of an Aviation Glint and Glare Assessment Report, an Archaeological Report ; an amended Noise and Vibration Impact Assessment; a Traffic Report; drawings of cable locations and trench reinstatement and road closures and road diversion routes; a Stage 1/2 Road Safety Audit; updated drawings of the existing and proposed entrance and the proposed compound and temporary set down area; and a risk assessment of the hazards associated with a fire in or near the solar arrays.	Grant Permission 23.03.2022
2360485 Applicant: Cairn Homes Properties Limited	“Leixlip Gate”, in the townlands of Kilmacredock Upper and Castletown,Leixlip,Co Kildare Approximately 1km northeast of the site	a Large Scale Residential Development (LRD) at this site of c.8.6ha at “Leixlip Gate”, in the townlands of Kilmacredock Upper and Castletown, Leixlip, Co Kildare. The site is located to the east of the R449, north of the M4, and south of the “Harpur Lane” residential and creche development currently under construction (Reg. Ref. ABP-307223-20, and as amended by KCC Reg Ref.22/1226 and Reg. Ref. 23/606). The development will consist of: Construction of 229 no. dwellings comprising: 139 no. 2-storey houses comprising 10 no. 2-bed, 119 no. 3-bed and 10 no. 4-bed units; 54 no. apartments within 1 no. 5-storey block comprising 25 no. 1-bed and 29 no. 2-bed units; 36 no. duplex units within 3 no. 3-storey blocks comprising 18 no. 2-bed and 18 no. 3 bed units; All with associated private gardens/ balconies/ terraces to the north/south/east/west elevations. 255 no. car parking spaces (including e-charging points) and 250 no. secure bike parking spaces (with residential spaces located within dedicated bicycle stores). Vehicular accesses to the development via the Harpur Lane development to the north with pedestrian/cyclist access via Harpur Lane and the R449 to the west. This includes a second access to Harpur Lane provided via the creation of a second permanent opening in the existing boundary demesne wall. Minor amendments to the permitted Harpur Lane development (Ref.	Grant Permission 05.04.2024

		ABP-307223-20) to provide the proposed accesses/connections and for connections to services. Provision of new open spaces and landscaped areas including a new public park to the south and west of the site. All associated site development works (including reprofiling of the land), boundary treatments, acoustic fencing (along the boundary with the R449 and M4 slip road), bin stores, ESB substations, public lighting; site services, drainage works and all associated infrastructure. Temporary permission (3 years) is also sought for the erection of an advertising signage adjacent to the R449 (total area c.9.29 sq.m).	
20307100 Applicant: Crodaun Development Company	West of Maynooth Road & North of Kilwoghan Stream, Crodaun, Celbridge, Co. Kildare.	STRATEGIC HOUSING DEVELOPMENT (ABP Decision): 461 Residential Units. 199 No. Houses, 216 No. Apartments, 52 No. Duplexes, Childcare Facility, gym, café and retail unit and associated site works.	Grant Permission 08.08.2020
2560543 Applicant: Seattle Construction Limited	Kilwoghan Woods, Crodaun, Celbridge, Co. Kildare	for planning permission to modify a permitted Strategic Housing Development (SHD) permission (ABP-307100) by way of a planning application for a Large-Scale Residential Development (LRD) permission on a site of c12.68 hectares located on lands at Kilwoghan Woods, in the Townland of Crodaun, Celbridge, Co. Kildare. The minor modifications to the permitted SHD consists of (1) The change of permitted House Type A to House Type H (12 no. units) (2) The change of permitted House Type A1 to House Type H1 (2 no. units) (3) The change of permitted House Type A2 to House Type H2 (2 no. units) (4) The change of permitted House Type B2 B3 to House Type F.a and F.b (4 no. units) and all associated site development works	Grant Permission 15.07.2025

On examination of the above, it is considered that there are no means for the proposed amendments and Phase 2 Consented Development to act in-combination with any plans or projects, that would cause any likely significant adverse effects on the surrounding environment. The most significant potential for adverse cumulative effects in combination with other projects in the area is in the potential for water pollution, noise, dust, airborne pollutants and/or vibrations, visual effects and increased traffic. However, the adherence and full implementation of the appropriate control measures will ensure no potential for cumulative effects to arise. Furthermore, any potential effects during the construction phase will be temporary and last only for the duration of this phase.

6 CONCLUSION

The proposed amendments and Phase 2 Consented Development has been assessed in accordance with the screening criteria set out in Annex III of the European Union 'EIA Directive' and in accordance with the national legislation transposing same, including the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). It has also been assessed based on Schedule 7 to the Planning and Development Regulations, 2001 as amended. Within Schedule 7A, information to be provided by the Developer for the purposes of screening sub-threshold development for EIA is set out. The proposed amendments and Phase 2 Consented Development has been assessed in accordance with this information.

Based on the assessment carried out in the appropriate sections of this Screening Report, it can be concluded that the proposed amendments and Phase 2 Consented Development will not have significant effects on the environment during both the construction and operational phases.

Having regard to the nature and scale of the proposed amendments and Phase 2 Consented Development on an urban site served by public infrastructure, and the absence of any significant environmental sensitivities in the area, it is concluded that, by reason of the nature, scale and location of the subject site, the proposed amendments and Phase 2 Consented Development would not be likely to have significant effects on the environment and a mandatory Environmental Impact Assessment Report (EIAR) is not required for the proposed amendments and Phase 2 Consented Development.

7 REFERENCES

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

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

Draft Celbridge Local Area Plan 2017 to 2023

Kildare County Development Plan 2023-2029

Environmental Assessments of Plans, Programmes and Projects – Rulings of the Court of Justice of the European Union (European Union 2017).

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

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

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

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

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

Institute of Air Quality Management (2014) Guidance on the assessment of dust from demolition and construction.

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

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

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

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

Unofficial Consolidation of the Planning and Development Regulations (2001-2023).

APPENDIX 1 *THE EIA DIRECTIVE*

The EIA Directive

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

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

In some cases, Member States have also established "exclusion" or "negative" lists specifying thresholds and criteria below which EIA is never required or below which a simplified EIA procedure applies. There may be exceptions to the negative thresholds, for example, for projects in defined sensitive locations. Such exceptions will

apply in the case of Habitats Directive 92/43/EEC (as amended) assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States.

APPENDIX 2 SUB-THRESHOLD DEVELOPMENT

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

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

1. A description of the proposed development, including in particular –

(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and

(b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the proposed development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from –

(a) the expected residues and emissions and the production of waste, where relevant, and

(b) the use of natural resources, in particular soil, land, water and biodiversity.

4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

APPENDIX 3 SCHEDULE 7

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

1. Characteristics of projects

(a) the size and design of the project;

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

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

(d) the production of waste;

(e) pollution and nuisances;

(f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and

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

2. Location of projects

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

(a) the existing and approved land use;

(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;

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

(i) wetlands, riparian areas, river mouths;

(ii) coastal zones and the marine environment;

(iii) mountain and forest areas;

(iv) nature reserves and parks;

(v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;

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

(vii) densely populated areas; and

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

3. Type and characteristics of the potential impact

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

(a) the magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e) the probability of the impact;

(f) the expected onset, duration, frequency and reversibility of the impact;

(g) the cumulation of the impact with the impact of other existing and/or approved projects; and the possibility of effectively reducing the impact.

APPENDIX 4 METHODOLOGY AND GUIDANCE

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

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA May 2022);
- Environmental Assessments of Plans, Programmes and Projects – Rulings of the Court of Justice of the European Union (European Union 2017);
- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017);
- Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013);
- Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union 2017);

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

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

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