

Greater Dublin Drainage Project Addendum

**Environmental Impact Assessment Report Addendum:
Volume 3A Part A of 6**

Chapter 6A Population and Human Health: Population

Uisce Éireann

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6. Population and Human Health: Population

6.1 Introduction

As detailed in Chapter 1A (Introduction) in Volume 2A Part A of this Environmental Impact Assessment Report (EIAR) Addendum, we have reviewed Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR submitted with the original 2018 planning application, in the light of:

- Changes to the baseline environment.
- The requirement for updated surveys; and
- Changes to the law, policy, and industry standards and guidance in the intervening period.

Table 6.1 includes a summary of the project elements which were incorporated into the planning design for the Greater Dublin Drainage Project (hereafter referred to as the Proposed Project) following direction at the Oral Hearing in 2019 and the subsequent planning conditions applied to the 2018 planning application submission. A full description is included in Chapter 4A (Description of the Proposed Project) in Volume 2A Part A of the EIAR Addendum. The remaining elements of the Proposed Project included in the 2018 planning application remain unchanged.

Table 6.1: Updated Proposed Project Elements

Updated Element	Outline Description of Updated Element
Ultraviolet (UV) Treatment	<ul style="list-style-type: none"> • UV Treatment is to be included in the treatment process at the proposed wastewater treatment plant (WwTP) in the northern section of the WwTP site. • The UV treatment system will be designed for the expected flows at the plant and will be installed on the final effluent line. UV treatment will be in operation 24 hours a day, 365 days a year. • The UV system will consist of a minimum of three and a maximum of four treatment units located below or partially below ground level with an above-ground Motor Control Centre (MCC) (in a kiosk) along with minor maintenance and control equipment (e.g., shut-off button, frame for supporting, retracting and cleaning of UV lamps etc.).
River Mayne Culvert Extension	<ul style="list-style-type: none"> • Extension of the River Mayne Culvert on the proposed access road to the WwTP by 4m (from 21m to 25m) to cater for the full width of the future north south link road.

‘Population’, in this Addendum Chapter, refers to people who live, work or visit the study area. Actual and perceived impacts of the Proposed Project on population may arise from a number of elements. The following chapters in Volume 3A Part A of the EIAR Addendum outline any updates to these types of impacts as part of their respective updated assessments:

- Chapter 12A (Landscape and Visual);
- Chapter 13A (Traffic and Transport);
- Chapter 14A (Air Quality, Odour and Climate);
- Chapter 15A (Noise and Vibration);
- Chapter 19A (Agronomy); and
- Chapter 21A (Material Assets).

Any updates to aspects of the Proposed Project that are relevant to consider from the perspective of human health are dealt with in Chapter 7A (Population and Human Health: Human Health) in Volume 3A Part A of this EIAR Addendum.

This Chapter should be read in conjunction with Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR submitted with the original 2018 planning application.

The updated population assessment for the Regional Biosolids Storage Facility (RBSF) is included in Section 3A of Volume 4A Part A of this EIAR Addendum.

6.2 Methodology

6.2.1 Overview

The methodology for the updated assessment undertaken as part of this EIAR Addendum is based on the updated Environmental Protection Agency (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (hereafter referred to as the updated EPA Guidelines) (EPA 2022), in addition to those guidelines listed and described in this Section of the EIAR in the 2018 planning application.

In addition to the site visits recorded in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application, a further site visit covering the full extent of the study area was undertaken on 9 December 2022.

There are no further updates to this Section of the EIAR in the 2018 planning application.

6.2.2 Desktop Research – Principal Data Sources

A desk-based study was undertaken in August 2023 to identify any changes to the population baseline for the Proposed Project since the 2018 planning application submission.

The desk-based assessment was undertaken based on information from the data sources outlined in this Section of the EIAR in the 2018 planning application, in addition to the following updated principal data sources:

- Central Statistics Office (CSO) Census 2022 summary results (CSO 2023a), where available;
- GeoDirectory (Q1 2023 data) (GeoDirectory 2023); and
- Online Planning Search Facility – Fingal County Council (FCC) (FCC 2023a).

The following strategic planning guidance documents were also reviewed as part of the updated assessment for this Addendum Chapter:

- Variation 1, 2 and 3 to the Fingal Development Plan 2017-2023 (FCC 2019a; FCC 2020a; FCC 2020b);
- Dublin City Council (DCC) Dublin City Development Plan 2022-2028 (DCC 2022);
- Fingal Development Plan 2023-2029 (FCC 2023b);
- Dublin Airport Local Area Plan (hereafter referred to as the Dublin Airport LAP) (FCC 2020c);
- Kinsaley Local Area Plan May 2019 (hereafter referred to as the Kinsaley LAP) (FCC 2019b); and
- Eastern and Midland Regional Assembly (EMRA) Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031 (hereafter referred to as the RSES) (EMRA 2019).

The other data sources and guidance documents included in this Section of the EIAR in the 2018 planning application remain unchanged.

6.2.3 Consultation

Following an Oral Hearing process, An Bord Pleanála (ABP) previously made a decision to grant the planning application by Order dated 11 November 2019 under reference number ABP-301908-18 for the Proposed Project. That decision was quashed by Order of the High Court and the case was remitted by that Court to ABP for a fresh determination. Following the remittal Order, ABP decided that given the passage of time since the submission of the original planning application, and in accordance with Section 37F(1)(c) of the Planning and Development Act 2000 (as amended), Uisce Éireann should have the opportunity to update, where appropriate, the EIAR and Natura Impact Statement, and any other information submitted.

In light of this, ABP contacted those who had made submissions as part of the original consultation process in 2018 advising that the case had been reactivated under a new reference number (ABP-312131-21) and invited those interested parties to make any further general submissions / observations on the planning application

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by 30 September 2022. A total of 16 submissions were received. KPMG Future Analytics has reviewed the submissions received and found seven of these to be of relevance to this Addendum Chapter. In summary, these submissions commented on the following:

- Impact to population from odour;
- Local traffic impacts;
- Impact on residential amenity;
- Impact from air, noise and vibration;
- Impact to local business; and
- Lack of consultation.

All points raised in submissions have been considered alongside those captured in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application and are reflected on and provided for, where relevant, in the baseline, impact and mitigation sections of this Addendum Chapter.

6.2.4 Definition of Study Area

There are no changes to the study area, or the information presented in this Section of the EIAR in the 2018 planning application. The new Proposed Project elements, as set out in Table 6.1, are located within the study area boundaries defined in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR submitted for the 2018 planning application.

6.2.5 Impact Assessment Criteria

The updated assessment satisfies the requirements of the Guidance on Impact Assessment as set out in Section 3.7 of the updated EPA Guidelines (EPA 2022) which addresses Directive 2014/52/EU of the Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (hereafter referred to as the EIA Directive). The EIA Directive was transposed into Irish planning law with the enactment of a number of implementing legislative measures, including S.I. No. 296/2018 – European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (hereafter referred to as the 2018 EIA Regulations), with effect from 1 September 2018. The 2018 EIA Regulations came into effect following the submission of the original planning application to ABP on 20 June 2018. However, ahead of the original 2018 planning application, the former Department of Housing, Planning and Local Government (DHPLG) issued Circular Letter PL1/2017: Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive) – Advice on Administrative Provisions in Advance of Transposition (DHPLG 2017). The original 2018 planning application was prepared in line with the advice contained in Circular Letter PL1/2017, in order to ensure compliance with the requirements of European Union (EU) law, and in order to meet the requirements of the EIA Directive.

6.3 Baseline Environment

6.3.1 Location

There have been no changes to the Proposed Project boundary since the 2018 planning application, and therefore the Electoral Divisions (EDs) that the Proposed Project will be located in, remain as outlined in this Section of the EIAR in the 2018 planning application.

6.3.2 Population

Since the submission of the EIAR in the 2018 planning application, a new Census was undertaken in 2022. The full results of Census 2022 have not yet been published but based on the Census 2022 summary results (CSO 2023a), over 2 million people, or just over 40% of the population of Ireland, now live in the Greater Dublin Area (GDA) which includes the counties of Dublin, Meath, Kildare, and Wicklow. By 2031, the population of the GDA is projected to reach 2.2 million. The GDA experienced a 24.7% increase in population in the period from 2006 to 2022 with an increase of 8.7% from 2016 to 2022. The Census 2022 summary results inform that

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the GDA also recorded the largest inward migration nationally, with +81,702 persons between 2016 to 2022. Fingal's population increased by 37% in the period from 2006 to 2022, with an increase of 11.2% from 2016 to 2022, significantly above the regional growth rate for the same period, while all four administrative areas of Dublin were amongst the fastest growing nationally.

A population profile of the ED areas that the proposed WwTP, orbital sewer route, Abbotstown pumping station and outfall pipeline route will be situated in proximity to, determines that, while variations exist across the study area, there has been a 57% increase in the overall population in the period from 2006 to 2022 (refer to Table 6.2), from 68,789 people in 2006 to 105,150 in 2022. The growth rate in the period between 2016 and 2022 is 15%, from a population of 91,347 to 105,150. Balgriffin ED experienced the greatest population growth of 508% (to 5,536 persons) while Kinsaley ED experienced an increase of 109% (to 11,542 persons) in the period 2006 to 2022.

The population changes in the Priorswood A and Priorswood E EDs have been less significant, with 0% and 1% growth respectively for the period from 2006 to 2022, and a slight population decrease of 2% and 3% respectively from 2016 to 2022. Priorswood B ED experienced a decline in population of 9% over the period from 2006 to 2022. Five EDs along the proposed orbital sewer route, Abbotstown pumping station and outfall pipeline route have recorded a decline in population in the period from 2006 to 2022, most notably Blanchardstown-Corduff (24% decrease). While from 2016 to 2022, nine EDs experienced population decline, with Blanchardstown-Corduff and Finglas North A recording a decrease of 6%. The population trends associated with each ED between 2006 and 2022 are set out in Table 6.2. The EDs highlighted in grey in Table 6.2 represent those which intersect directly with the Proposed Project (proposed WwTP and / or orbital sewer route, Abbotstown pumping station and outfall pipeline route), while the remaining EDs represent those within the study area.

Table 6.2: Population Change Between 2006 and 2022 (CSO 2022)

ED	2006	2011	2016	2022	Percentage Change (2016-2022)	Percentage Change (2006-2022)
Blanchardstown-Abbotstown	4,122	4,870	6,195	6,573	6%	59%
The Ward	5,181	8,241	9,602	13,242	38%	156%
Dubber	3,747	6,359	7,372	8,812	20%	135%
Airport	1,611	4,032	5,018	6,139	22%	281%
Balgriffin	911	1,966	3,131	5,536	77%	508%
Baldoyle	5,942	7,050	7,524	8,106	8%	36%
Portmarnock South	3,522	3,465	3,621	4,751	31%	35%
Blanchardstown-Coolmine	10,774	10,819	11,320	11,162	-1%	4%
Blanchardstown-Roselawn	1,831	1,682	1,688	1,658	-2%	-9%
Blanchardstown-Corduff	4,806	3,788	3,871	3,652	-6%	-24%
Finglas North A	3,472	3,227	3,319	3,124	-6%	-10%
Turnapin	1,723	1,683	1,700	1,683	-1%	-2%
Priorswood A	1,581	1,562	1,618	1,587	-2%	0%
Priorswood B	2,882	2,673	2,728	2,612	-4%	-9%
Priorswood C	3,557	4,491	4,854	4,784	-1%	34%
Priorswood E	2,731	2,821	2,839	2,746	-3%	1%
Grange B	2,870	4,565	5,326	7,441	40%	159%
Kinsaley	5,526	8,475	9,621	11,542	20%	109%
Total	66,789	81,769	91,347	105,150	15%	57%

There are no further updates to this Section of the EIAR in the 2018 planning application.

6.3.3 Household Formation

Census 2016 (CSO 2016) remains the most up-to-date, available dataset for household formation. Therefore, there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

6.3.4 Community and Residential Settlement

This Section was reviewed to determine the updated baseline in relation to community and residential settlements. Existing and proposed settlements situated within the 1km (kilometre) study area of the proposed WwTP site and within 500m of the proposed orbital sewer route, Abbotstown pumping station and outfall pipeline route have been identified.

This involved new site visits (undertaken in December 2022), a review of aerial photography and a review of the latest development plans including the Dublin City Development Plan 2022-2028 (DCC 2022) and the Fingal Development Plan 2023-2029 (FCC 2023), and the latest GeoDirectory data (GeoDirectory 2023).

Existing Residential Development

Using the latest GeoDirectory data (GeoDirectory 2023), it has been established that there are 4,994 residential buildings (including residential buildings with multiple units (e.g., apartments)) located across the study areas. Of these, a total of 2,369 residential buildings are located within the study area for the proposed orbital sewer route, Abbotstown pumping station and outfall pipeline route. The lands surrounding the proposed WwTP site are primarily agricultural in nature. However, several private dwellings and residential developments are situated within the wider 1km study area for the proposed WwTP, with the latest GeoDirectory database indicating a total of 2,625 residential buildings as of Q1 2023. The residential areas of Belcamp and Darndale are located approximately 0.8km to the south of the proposed WwTP site.

The locations of these buildings are displayed in Figure 6.1 in Volume 5A of the EIAR Addendum, and a more detailed description of residential settlements is provided in Appendix A6.1 in Volume 3A Part B of this EIAR Addendum.

Residential Zoned Land

Updates to this Section of the EIAR in the 2018 planning application reflect new Local Area Plans, the new Fingal Development Plan 2023-2029 (FCC 2023), and associated changes.

The Fingal Development Plan 2023-2029 was adopted in February 2023 and came into effect on 5 April 2023. The main land use zonings, as designated in the Fingal Development Plan 2023-2029, pertaining to the study area for the proposed orbital sewer route, Abbotstown pumping station, WwTP, and outfall pipeline route, are as follows:

- General Employment – Provide opportunities for general enterprise and employment;
- Open Space – Preserve and provide for open space and recreational amenities; and
- Green Belt - Protect and provide for a Greenbelt.

Other land use zones include High Amenity, Heavy Industry, High Technology, Residential, Residential Areas, Warehousing and Distribution, Metro Economic Corridor, Dublin Airport, and Rural Village. 'National Sports Campus' has been added in the Fingal Development Plan 2023-2029 as a new land use zoning to facilitate the development of the campus.

It is also relevant to note that the proposed orbital sewer route, Abbotstown pumping station and outfall pipeline route will pass through or will be in close proximity to the lands designated as part of Local Area Plans referred to below, which include residential elements. This list revises and supplements the Local Area Plans presented in this Section of the EIAR in the 2018 planning application.

- Dardistown Local Area Plan (LAP) (FCC 2013a) – Lands covered by the Dardistown LAP, which was extended in November 2017 for a five-year period to November 2022, were identified as an important strategic development land bank located to the south of Dublin Airport. The Local Area Plan lands include the future Dardistown Station of the MetroLink Project which will be the first southbound stop from Dublin Airport;
- Baldoyle-Stapolin Local Area Plan (LAP) (FCC 2013b) – The Baldoyle-Stapolin LAP is a land use plan and overall strategy for the development of lands in Baldoyle-Stapolin over the period 2013 to 2019 which are located directly south of the Portmarnock South LAP lands;

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- Portmarnock South Local Area Plan (LAP) (FCC 2013c) – The Portmarnock South LAP sets a framework for a new residential community south of Portmarnock Village for the period 2013 to 2019;
- Kinsaley LAP (FCC 2019b) – Since the 2018 planning application, the Kinsaley LAP was published in 2019 and takes effect for a period of six years (2019 to 2025) and outlines the key objectives for the sustainable development of the village in relation to aspects such as new residential development and community and social facilities; and
- Dublin Airport LAP (FCC 2020c) – Since the 2018 planning application, the Dublin Airport LAP replaced the previous Dublin Airport LAP published in 2006 (FCC 2006) and sets out a robust policy framework supporting the continued growth of Dublin Airport.

Appendix A6.2 in Volume 3A Part B of this EIAR Addendum sets out a more detailed description of the nature and contents of the new LAPs published since the submission of the 2018 planning application.

There are no further updates to this Section of the EIAR in the 2018 planning application.

6.3.5 Education

This Section of the EIAR in the 2018 planning application was reviewed to determine if there have been any changes to the baseline environment in relation to educational facilities. This review determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application. The primary data source for information on educational attainment levels remains as per Census 2016 (CSO 2016), as the Census 2022 results on education have not yet been published.

6.3.6 Economic Activity

This Section of the EIAR in the 2018 planning application was reviewed to determine if there have been any changes to the baseline environment in relation to economic activity. The following sections outline the changes that were identified.

Economic Status

There are no changes to the information presented in this Section of the EIAR in the 2018 planning application. The principal data source remains as Census 2016 (CSO 2016), as Census 2022 results on Socio-Economic Groups have not yet been published.

Unemployment

Live register figures from social welfare offices located in or in close proximity to the study area were reviewed for an up-to-date overview of employment trends (CSO 2023b). The live register figures show that unemployment has been decreasing in the north Dublin communities across the study area since 2021, particularly in the Blanchardstown area where the number of people drawing social welfare had decreased by 14%, from 3,873 persons in January 2021 to 3,326 in January 2022. There was an increase in persons on the live register during March and August 2022 in the north Dublin communities across the study area. In the Blanchardstown area, the record shows an increase of 27.5% in one month (from 3,351 persons in February 2022 to 4,271 persons in March 2022). The number has decreased since August 2022 and maintained relatively stable. In July 2023, the number of people on the live register was substantially lower than July 2022 and at a similar level to the same period in 2021. For example, in the Ballymun area, 2,181 persons were on the live register in July 2021, 2,505 persons in July 2022, followed by 2,004 persons in July 2023.

Existing Economic Activity

A review of the sectoral base and locations of business within the study area of the proposed WwTP, orbital sewer route, Abbotstown pumping station and outfall pipeline route was undertaken using the updated GeoDirectory database (GeoDirectory 2023). Table 6.3 presents the updated number of buildings in commercial use within selected locations of the study area.

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Table 6.3: Locations of NACE Coded Commercial Buildings within the Selected Locations of the Study Area (Q1 2016 and Q1 2023) (GeoDirectory 2023)

Location	Number of Commercial Buildings (Q1 2016)	Number of Commercial Buildings (Q1 2023)	Change (2016-2023)
Businesses in the Coolmine Road area	151	160	9
Businesses located in the North Finglas area (south of the M50 Motorway)	90	139	49
Businesses located in Blanchardstown (to the west of the N2 National Road)	157	230	73
Businesses located on the R132 Swords Road in the Collinstown Cross / Dardistown area.	73	110	37
Businesses located in the Clonshagh, Belcamp and Darndale area	71	120	49
Business located on the R107 Malahide Road and Kinsealy area	30	74	44

Confirmation on the nature of commercial activity within the study area was provided on analysis of the GeoDirectory database, which lists commercial activity and sectoral base / provisions of services in any given location at a specific point in time (Q1 2023). There are 1,156 commercial activity points within the study area and 744 of them are categorised by European Industry Activity Classification (NACE Codes) (refer to Table 6.4 below, and Figure 6.2 and Figure 6.3 in Volume 5A of the EIAR Addendum).

Table 6.4: Sectoral Base for the Study Areas (Q1 2016 and Q1 2023) (GeoDirectory 2023)

European Industry Activity Classification (NACE Code)	Total (Q1 2016)	% (Q1 2016)	Total (Q1 2023)	% (Q1 2023)	Change (2016-2023)
Agriculture, Forestry and Fishing	24	3%	20	3%	-4
Manufacturing	45	6%	33	4%	-12
Water Supply; Sewerage, Waste Management and Remediation Activities	1	0%	2	0%	1
Construction	18	2%	26	3%	8
Wholesale And Retail Trade; Repair of Motor Vehicles And Motorcycles	162	22%	145	19%	-17
Transportation And Storage	54	7%	57	8%	3
Accommodation And Food Service Activities	48	6%	59	8%	11
Information And Communication	27	4%	20	3%	-7
Financial And Insurance Activities	17	2%	20	3%	3
Real Estate Activities	18	2%	14	2%	-4
Professional, Scientific and Technical Activities	69	9%	66	9%	-3
Administrative and Support Service Activities	65	9%	59	8%	-6
Public Administration and Defence; Compulsory Social Security	14	2%	14	2%	0
Education	26	3%	26	3%	0
Human Health and Social Work Activities	57	8%	77	10%	20
Arts, Entertainment and Recreation	31	4%	36	5%	5
Other Service Activities	70	9%	70	9%	0
Total	746	100%	744	100%	-2

There are no further updates to this Section of the EIAR in the 2018 planning application.

[Economic Activity – Proposed Wastewater Treatment Plant Study Area](#)

Economic activity within the study area of the proposed WwTP remains focused primarily in the Belcamp / Darndale area, specifically the lands between the R139 Regional Road (Northern Cross Link) and Priorswood Road. This part of the study area continues to be dominated by residential uses, with economic activity in the

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area largely comprising supporting retail and neighbourhood services. Some commercial and industrial uses are also located on Clonshaugh Road (including the addition of the Holiday Inn Hotel alongside previously recorded uses such as the Clayton Hotel, Topaz Service Station, agricultural and horticultural land uses, and industrial premises located in Clonshaugh Business and Technology Park). The study area also encompasses much of Baskin Lane, located to the north of the proposed WwTP site at Clonshaugh. Economic activity in this area remains as being primarily agricultural and horticultural based.

Economic Activity – Proposed Orbital Sewer Route Study Area and Abbotstown Pumping Station

Any changes to lands through which the proposed orbital sewer route will pass that are in agricultural use are described in Chapter 19A (Agronomy) in Volume 3A Part A of this EIAR Addendum.

An updated wider review of the business activity in the study area of the proposed orbital sewer route, Abbotstown pumping station and outfall pipeline route, and a description of any updated uses occurring within the study area for the proposed orbital sewer route and Abbotstown pumping station, by principal economic sector, is provided below.

Industrial and Commercial Activity

With the further development of the Dublin Airport Logistics Park, there are several new commercial units operating in this industrial campus including Geodis and DHL. It should be noted that the new commercial developments are fully within the site of Dublin Airport Logistics Park and the proposed orbital sewer route will not pass through this site.

The Horizon Logistics Park has been expanding during the updated assessment to inform this Addendum Chapter, with three new commercial units developed and constructed, including Geva Logistics and Caesarstone. The new commercial developments are fully within the site of the Horizon Logistics Park and the proposed orbital sewer route will not pass through this site.

There are no further updates to the information presented in this Section of the EIAR in the 2018 planning application.

Transport and Critical Infrastructure

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

Retail, Hospitality and Service Industry

The Holiday Inn Hotel has been built on Clonshaugh Road alongside the Topaz Service Station since the 2018 planning application. At the time of writing, the hotel was in use as a centre to accommodate asylum seekers. This is a temporary change of use, which is subject to a planning exemption under the European Union (Planning and Development) (Displaced Persons from Ukraine Temporary Protection) Regulations 2022. This exemption is expected to expire on 31 December 31 2024, after which the original use will be reinstated. There are no further updates to the information presented in this Section of the EIAR in the 2018 planning application.

Economic Activity – Proposed Outfall Pipeline Route (Land Based Section)

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

Economic Activity – Proposed Outfall Pipeline Route (Marine Section)

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

6.3.7 Tourism, Public Amenities and Community Infrastructure

This Section of the EIAR in the 2018 planning application was reviewed to determine if there have been any changes to the baseline environment in relation to tourism-related sites. The following sections outline the changes that were identified.

Beaches and Associated Water Based Activities

Velvet Strand remains as the only Blue Flag Beach within the population study area.

Healthcare Facilities

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

Educational Facilities

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application. (Please note that Lutrellstown Community College was inaccurately included on Figure 6.9 in Volume 5 Part A of the EIAR in the 2018 planning application. This Community College is outside of the study area for the population assessment and the accompanying Figure 6.5 in Volume 5A of the EIAR Addendum has been updated to remove reference to this Community College).

Other Community Infrastructure

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

Heritage Sites

Following this updated review, it was determined that there are no changes to the information presented in this Section of the EIAR in the 2018 planning application.

Sports and Recreation

The Baldoyle to Portmarnock Greenway was constructed in the study area since the submission of the 2018 planning application (refer to Figure 6.6 in Volume 5A of this EIAR Addendum). All other sports and recreation facilities listed in this Section of the EIAR in the 2018 planning application remain unchanged.

6.4 Impact of the Proposed Project

This Section of Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application has been reviewed and considered against all updates to elements of the Proposed Project (outlined in Section 6.1), changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission.

6.4.1 Construction Phase

There are no changes to the information presented in this Section of the EIAR in the 2018 planning application. The summary list of impacts provided in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application remain relevant and up-to-date, with no changes arising as a result of the new elements of the Proposed Project, changes to the baseline environment, or as a result of new policy / legislation.

6.4.2 Operation Phase

There are no changes to the information presented in this Section of the EIAR in the 2018 planning application. The summary list of impacts provided in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application remain relevant and up-to-date, with no changes arising as a result of the new elements of the Proposed Project, changes to the baseline environment, or as a result of new policy / legislation.

6.5 Proposed Wastewater Treatment Plant: Construction Phase and Operational Phase Impacts

6.5.1 Population

Construction Phase

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction Phase.

Operational Phase

The Proposed Project will continue to facilitate the delivery of development on lands zoned for such purposes in the statutory development plans for the study area, namely Fingal Development Plan 2023-2029 (FCC 2023) adopted in February 2023 and which came into effect on 5 April 2023, and the updated Dublin City Development Plan 2022-2028 (DCC 2022).

There are no other changes to the information presented in this Section of the EIAR in the 2018 planning application.

6.5.2 Community and Residential Settlement

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction or Operational Phase.

6.5.3 Economic Activity

Employment

Construction Phase

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, the only change is to record a Negative, Slight and Temporary Impact on the Holiday Inn Hotel which has opened in the period since the 2018 planning application submission. This impact arises as a result of potential traffic restrictions and a temporary reduction in amenity for the business that may arise as a result of construction work in the area.

There are no other changes to the information presented in this Section of the EIAR in the 2018 planning application.

Operational Phase

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission,

there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Operational Phase.

6.5.4 Tourism, Public Amenities and Community Infrastructure

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction or Operational Phase.

6.6 Proposed Orbital Sewer Route, Abbotstown Pumping Station and Outfall Pipeline Routes: Construction Phase and Operational Phase Impacts

6.6.1 Population

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction or Operational Phase.

6.6.2 Community and Residential Settlement

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction or Operational Phase.

6.6.3 Economic Activity

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction or Operational Phase.

6.6.4 Tourism, Public Amenities and Community Infrastructure

Construction Phase

Sports Clubs and Recreational Amenities

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, the only change is the inclusion of the Baldoyle to Portmarnock Greenway in the study area.

The Greenway is likely to be affected during the Construction Phase, as the proposed outfall pipeline route (land based section) will cross the Greenway and the adjacent R106 Coast Road. Proposed temporary construction compound no. 9 will be located adjacent to the Greenway to the immediate west. However, this crossing is proposed as trenchless / tunnelled, and the microtunnelling techniques proposed for the crossing will limit impact to surface activities and avoid the need for any temporary closure or diversion. It is therefore considered that there will be a Negative, Slight and Temporary impact on the Greenway and patrons utilising the Greenway due to construction work and the presence of proposed temporary construction compound no. 9.

Operational Phase

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Operational Phase.

6.6.5 Community Infrastructure

Following consideration of the updates to elements of the Proposed Project, changes to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission, there is no change to the predicted potential impacts outlined in this Section of the EIAR in the 2018 planning application as a result of the Construction or Operational Phase.

6.6.6 Important Planning Schemes and Forthcoming Developments

Construction Phase

The routing of the proposed orbital sewer route through the Dardistown LAP (FCC 2013a) lands, particularly as the route turns north and passes through the centre of the lands, follows the indicative road network through the site between the Airport Commercial and Logistics Park and the Eastern Corridor. The proposed orbital sewer route will not impact on any of the character areas set out in the Dardistown LAP, and so the impact on the Dardistown LAP is assessed as Neutral and Imperceptible. The Dardistown LAP lands also contain the proposed Dardistown Station of the proposed new MetroLink Project route. The proposed orbital sewer route will pass the route of the indicative proposed new MetroLink at a point along the southernmost boundary. The scheduling of works in this area will avoid any adverse impacts on the construction of the proposed new MetroLink. While the timeframe for construction works on both schemes are unknown, it is unlikely that these will be concurrent given the short-term and temporary nature of the construction works for the proposed orbital sewer route within this location. As such, the impact is assessed as Neutral and Imperceptible, which is in line with the impact outlined in this Section of the EIAR in the 2018 planning application.

The proposed orbital sewer route will be located immediately adjacent to the Dublin Airport LAP (FCC 2020c) lands following the indicative road network through the site between the Airport Commercial and Logistics Park and the Eastern Corridor. The proposed orbital sewer route will not impact on the sustainable growth objectives set out in the Dublin Airport LAP, and so the impact on the Dublin Airport LAP is assessed as Neutral and Imperceptible.

The proposed outfall pipeline route (land based section) will pass directly adjacent to Kinsaley LAP (FCC 2019b) lands. Construction work in this area will not impact on development land reservations in the Kinsaley LAP, and so with the appropriate mitigation measures outlined in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application, the impact on the Kinsaley LAP is considered as Neutral and Imperceptible.

Operational Phase

The operation of the Proposed Project will have a Positive, Significant and Long-Term impact in terms of facilitating future developments proposed within the Dublin Airport LAP (FCC 2020c) and Kinsaley LAP (FCC 2019b) lands, in addition to those LAPs listed Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR in the 2018 planning application, through the provision of essential wastewater drainage and treatment services.

6.7 'Do Nothing' Impact

The 'Do Nothing' impact is considered to be the same as was assessed in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR of the 2018 planning application. This is on the basis that there is still a critical need to increase the wastewater treatment capacity currently available to the GDA,

particularly as the Census 2022 summary results (CSO 2023) show that the population is increasing, as projected, in the GDA. A Negative and Significant impact is determined on the economy and society in general were the 'do nothing' scenario to occur.

6.8 Mitigation Measures

Based on the comparative assessment of impacts identified in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR of the EIAR in the 2018 planning application and the present day, it is considered that all mitigation measures remain valid and applicable to new impacts identified.

6.9 Residual Impacts

As there are no material changes to the previously assessed impacts of the Proposed Project in Chapter 6 (Population and Human Health: Population) in Volume 3 Part A of the EIAR of the 2018 planning application, and therefore the mitigation measures originally proposed will also remain unchanged, the residual impacts of the Proposed Project are considered to be the same as presented in this Section of the EIAR in the 2018 planning application.

The residual impact of the newly identified impacts outlined in Section 6.4 of this Addendum Chapter will remain as outlined in Section 6.4, following mitigation.

6.10 Difficulties Encountered in Compiling Required Information

No difficulties were encountered in compiling the information contained in this Addendum Chapter.

6.11 Conclusion

This Addendum Chapter has considered all updates to elements of the Proposed Project, updates to the baseline environment, and updates to guidance and reference material since the 2018 planning application submission. Following consideration, the Proposed Project will continue to have no significant negative impact on population as the result of any of the updates assessed in this Addendum Chapter.

6.12 References

CSO (2016). 2016 Census of Population

CSO (2023a). Census 2022 summary results

CSO (2023b). Live Register July 2023

DCC (2022). Dublin City Development Plan 2022-2028

DHPLG (2017). Circular Letter PL1/2017: Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive) – Advice on Administrative Provisions in Advance of Transposition

EMRA (2019). Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031

EPA (2022). Guidelines on the Information to be Contained in Environmental Impact Assessment Reports

FCC (2013a). Dardistown Local Area Plan

FCC (2013b). Baldoyle-Stapolin Local Area Plan

FCC (2013c). Portmarnock South Local Area Plan

Greater Dublin Drainage Project Addendum

FCC (2019a; FCC 2020a; FCC 2020b) Variation 1, 2 and 3 to the Fingal County Development Plan 2017-2023

FCC (2019b). Kinsaley Local Area Plan. May 2019

FCC (2020c) Dublin Airport Local Area Plan

FCC (2023a). Planning Application Search. [Online] Available from <https://www.fingal.ie/view-or-search-planning-applications>

FCC (2023b). Fingal Development Plan 2023-2029

GeoDirectory (2023). Q1 2023 data

Directives and Legislation

Directive 2014/52/EU of the Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

European Union (Planning and Development) (Displaced Persons from Ukraine Temporary Protection) Regulations 2022

Planning and Development Act 2000 (as amended)

S.I. No. 296/2018 – European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018