

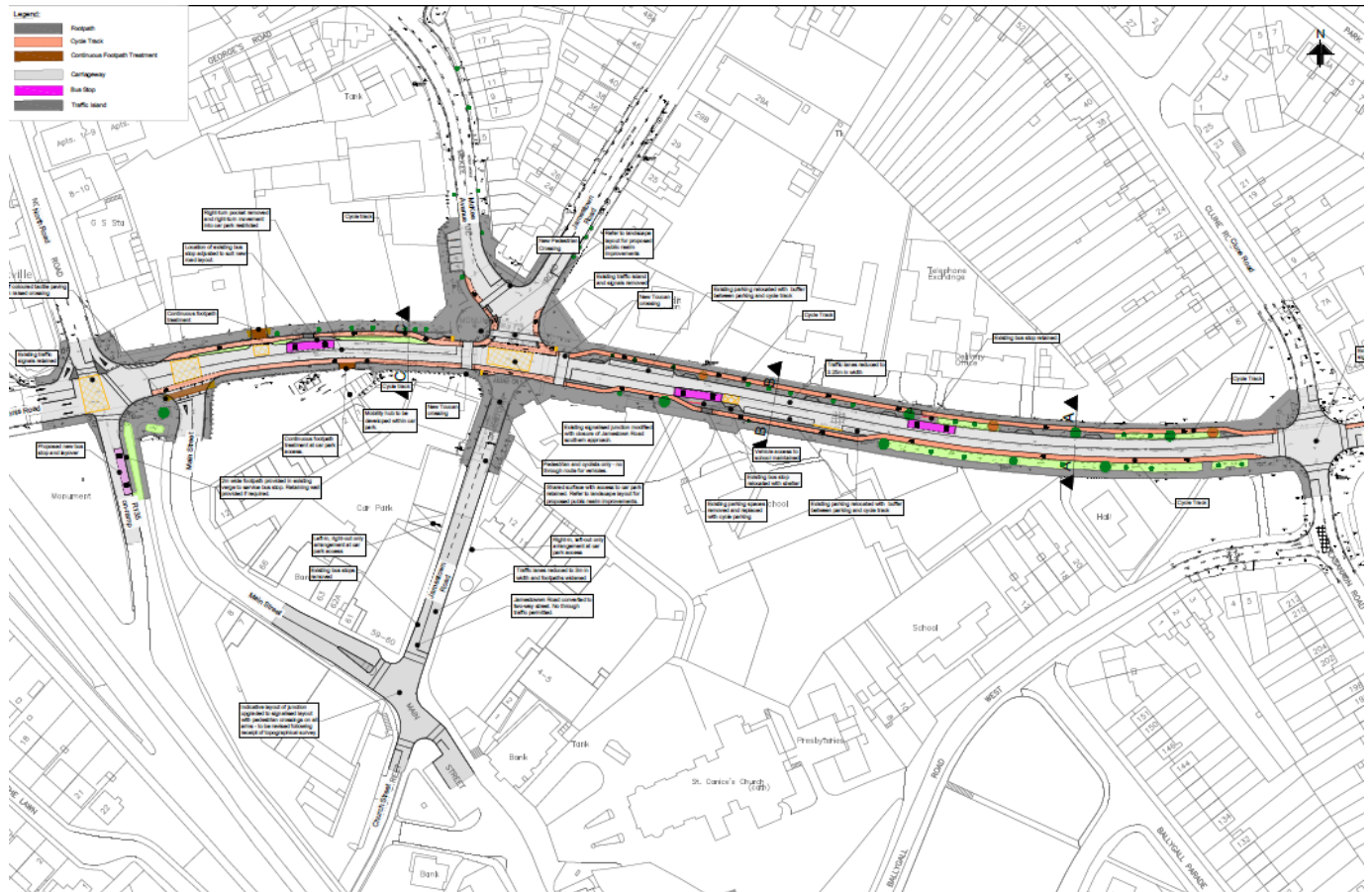
Dublin City Council

Finglas Village Improvement Scheme

Appropriate Assessment Screening Report

Reference: FVIS-ARUP-ZZ-XX-RP-YE-0001

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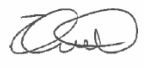

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1. Introduction

1.1 Overview

This report has been prepared on behalf of Dublin City Council (DCC) for the proposed Finglas Village Improvement Scheme FVIS (hereafter referred to as ‘the Proposed Development’) in Finglas Village, Dublin.

This report contains information required for Dublin City Council (DCC) to undertake screening for Appropriate Assessment (AA) to inform the Finglas Village Improvement Scheme (FVIS). The FVIS covers an area between the junction of Seamus Ennis Road/North Road (to the west) and the junction of Seamus Ennis Road / Clune Road / Glasanon Road (to the east). It also includes Jamestown Road between the junction with Main Street (to the south) and the junction with Seamus Ennis Road (to the north). This study area is shown in Appendix A.1 and described further in Section 1.3.

1.2 Background

The FVIS seeks to provide bus priority through Finglas Village while providing improvements to pedestrian and cyclist facilities and the public realm. It is predominantly focussed on the junction of Seamus Ennis Road / Jamestown Road / McKee Avenue (herein referred to as the ‘5-arm junction’).

1.3 Site Location

The FVIS is situated within Finglas Village, which is located approximately 5km north-west of Dublin City Centre. The study area of the FVIS comprises roads, footpaths and other areas of hardstanding in Finglas Village, as illustrated in Appendix A.1.

The road network through and in the immediate vicinity of the study area is presented in Appendix A.1. The proposed improvements to pedestrian and cyclist facilities and public realm (referred to as “proposed development” of “FVIS” in this report) starts from the western junction of North Road / Seamus Ennis Road and continues east along the Seamus Ennis Road. The proposed development extends east past the Main Street Junction and the McKee Road / Jamestown Road Junction to the eastern boundary at the Seamus Ennis Road / Clune Road / Glasanon Road Junction.

The roadway generally consists of a single lane of traffic in each direction. There is a one-way traffic flow on Jamestown Road South with two lanes before intersecting the Seamus Ennis Road / McKee Road Junction. Footpaths are situated on both sides of all roads mentioned above with no existing cycle lanes on any roads.

The Seamus Ennis Road is an arterial road connected to the Finglas Bypass and to Glasnevin in the East and Finglas West. Jamestown Road and McKee Avenue provide connections from Finglas Village to the Jamestown Business Park.

Existing junctions within the proposed development site are as follows:

- **Seamus Ennis Road / R135 Interchange NB on/off-ramp / North Road:** This is a four arm signalised junction with two arms on Seamus Ennis Road and one arm each on the North Road and R135 Interchange NB on/off ramp. Pedestrian crossings are in place at all crossings minus Seamus Ennis Road West. There are no cyclist crossings at any arm of the junction.
- **Seamus Ennis Road / Main Street:** This is a three arm unsignalized junction with two arms on Seamus Ennis Road and one on Main Street. There are no pedestrian or cyclist crossings at either arm of the junction.
- **Seamus Ennis Road / Jamestown Road / McKee Avenue:** This is a five-arm signalised junction with two arms on the Seamus Ennis Road, one arm on both Jamestown Road South and Jamestown Road North, and one arm on McKee Avenue. Pedestrian crossings exist at all arms except across Jamestown Road South.

- **Seamus Ennis Road / Clune Road / Glasanon Road:** This is a four-arm signalised junction with two arms on the Seamus Ennis Road. There are pedestrian crossings at all arms of the junction with no dedicated cyclist crossing.
- **Jamestown Road South / Main Street:** This is a four arm unsignalized junction with two arms on Main Street and one on Jamestown Road South with the final arm leading to a car park. A single, signalised pedestrian crossing is situated on the southern arm of Main Street.

1.4 Aims and Objectives

The aims of this report are to:

- provide information on and assess the potential for the FVIS to significantly impact on Natura 2000 Sites (also known as European Sites);
- determine whether the FVIS is directly connected with, or necessary to, the conservation management of any Natura 2000 Sites; and
- determine whether the FVIS, alone or in combination with other projects, is likely to have significant effects on Natura 2000 Sites in view of their conservation objectives.

1.5 Competent Expert

Fiona Patterson is an Associate with Arup with over 21 years' experience in environmental consultancy. She has a proven track record in leading numerous AA and EIA projects for a range of clients. She has delivered AA Screening Reports, NISs and NIRs on behalf of many government agencies, local authorities and the private sector. Her portfolio of projects includes Arklow, Douglas and Glashaboy Flood Relief Schemes, Indaver Waste to Energy facilities (Meath and Cork), M20 Cork to Limerick Motorway, N6 Galway City Ring Road, Shannon LNG terminal and North Irish Sea Array Offshore Windfarm.

Zoe Webb is a Principal Ecologist with Arup and has over 11 years' experience within ecological consultancy. She is also a Full Member of CIEEM and a Chartered Ecologist. During her career Zoe has gained experience supporting and leading HRAs and EcIAs for a range of clients including private companies and local authorities. This has included regularly delivering AA Screening reports, with her portfolio including the A66 dualling, the New Tees Crossing, and the Forth Bridge Experience, all of which had complex issues relating to HRA. Zoe has a BSc (Hons) in Zoology and an MSc in Environmental Consultancy.

Freya has over 5 years' experience as an ecologist and is an Associate Member of the CIEEM. Freya has a wealth of experience in national and international rail and road projects, comprising the completion of protected species surveys, biodiversity assessments, due diligence of designs and responding to public consultation. She gained a BSc (Hons) in Ecology and Environmental Management, which included an industrial placement year where she worked for Nottinghamshire Wildlife Trust's consultancy.

1.6 Report Layout

This report contains information required for the competent authority, DCC, to undertake screening for Appropriate Assessment (AA) to inform the FVIS.

This report is based on a desk study. A field survey was not deemed necessary given the nature and location of the proposed development. The screening information presented in this report comprises:

- a summary of relevant legislation (Section 2);
- an overview of the baseline information of the FVIS description and receiving environment (Sections 3 and Section 4);
- an ecological overview (Section 3.6) and identification of relevant Natura 2000 Sites (Section 3.5.2) within the zone of influence (ZoI) of the FVIS;
- consideration of any potential Likely Significant Effects (LSE) (Section 5);

- assessment of significant effects on Natura 2000 Sites (Section 5); and
- conclusions and Screening Statement (Section 6).

1.7 Guidance and Data Sources

This report has been prepared with regard to the following guidance documents:

- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPW 1/10 and PSSP 2/10;
- Department of Environment, Heritage and Local Government. Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (2010 revision);
- European Commission Environment Directorate-General [hereafter referred to as MN 2000], Managing Natura 2000 Sites: The Provision of Article 6 of the Habitats Directive 92/43/EEC (2000);
- European Commission Environment Directorate-General. Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodical Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (2021);
- European Commission Guidance Document on Article 6(4) of the Habitats Directive 92/43/EEC (2007);
- European Commission. Communication from the Commission on the precautionary principle (2000);
- Guidelines for Good Practice Appropriate Assessment of Plans under Article 6(3) Habitats Directive (International Workshop on Assessment of Plans under the Habitats Directive, 2011);
- Office of the Planning Regulator Practice Note PN01 – Appropriate Assessment Screening for Development Management (2021);
- National Transport Authority (NTA) (2023) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA.

Sources of information that were used to collect data on the Natura 2000 Sites and on the existing ecological environment comprise:

- Catchments.ie. information on environmental water quality data¹;
- Dublin City Development Plan 2022 - 2028²;
- Dublin City Planning Application Map³;
- Environmental Protection Agency (EPA) Online Environmental Map Viewer⁴;
- Google aerial photography⁵;

¹ www.catchments.ie (accessed January 2024);

² Dublin City Council (2022-2028). Dublin City Development Plan. Available at: [Development Plan 2022 - 2028 | Dublin City Council](#) (accessed January 2024).

³ Dublin City Council (2022). Dublin City Planning Application Map. Available at: <https://www.dublincity.ie/residential/planning/planning-applications/planning-applications-map> (accessed January 2024).

⁴ Environmental Protection Agency (2022). Environmental Protection Agency (EPA) Online Environmental Map Viewer. Available at: <https://gis.epa.ie/EPAMaps/> (accessed January 2024).

⁵ Google aerial imagery (2024).

- National Parks and Wildlife Service online data on protected sites⁶; and
- National Parks and Wildlife Service online data on protected flora and fauna⁷;

Guidance which has assisted in determining whether impacts are likely to be significant comprises:

- EPA. Guidelines on the Information to be Contained in Environmental Impact Statements (2022)⁸;
- Chartered Institute of Ecology and Environmental Management. Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater, Coastal and Marine (September 2018)⁹; and
- UISCE EIREANN: Irish Water. Ringsend Wastewater Treatment Plant Upgrade¹⁰.

⁶ National Parks and Wildlife Service (2022). National Parks and Wildlife Service online data on Protected Sites. Available at: <https://www.npws.ie/protected-sites> (accessed January 2024).

⁷ National Parks and Wildlife Service (2022). National Parks and Wildlife Service online data on protected flora and fauna. Available at: <https://www.npws.ie/> (accessed January 2024).

⁸ EPA (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR). Available at: <https://www.epa.ie/publications/monitoring--assessment/assessment/guidelines-on-the-information-to-be-contained-in-environmental-impact-assessment-reports-eiar.php> (accessed 04/01/2024).

⁹ CIEEM (2018). Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater, Coastal and Marine. Available at: <https://cieem.net/wp-content/uploads/2018/08/ECIA-Guidelines-2018-Terrestrial-Freshwater-Coastal-and-Marine-V1.2-April-22-Compressed.pdf> (accessed 04/01/2024).

¹⁰ UISCE EIRANN: Irish Water. Ringsend Wastewater Treatment Plant Upgrade Project. www.water.ie/projects/local-projects/ringsend/ (viewed in January 2024).

2. Legislation

2.1 Legislative Background

AA is a process required under Article 6(3) of the EU Habitats Directive. Article 6(3) is transposed in Ireland by the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), as amended, and by Part XAB of the Planning and Development Act, 2000, as amended. All plans and projects which are not directly connected with or necessary to the management of a European Site, but which either individually or in combination with other plans or projects, are likely to have a significant effect on “a European Site,” require an AA of these effects to determine if they will adversely affect the integrity of these sites. The proposed development is considered to fall under the requirements of AA as applied to all plans and projects.

The AA screening process scrutinises the plan or project to determine if there are likely significant effects (LSE) either individually or in combination with other plans or projects, on a European Site. European Sites are part of the Natura 2000 network and include those designated as Special Areas of Conservation (SACs), Candidate SACs or Special Protection Areas (SPAs).

SACs are selected for the conservation of Annex I habitats (including priority types which are in danger of disappearance) and Annex II species (other than birds). SPAs are selected for the conservation of Annex I birds and all migratory birds and their habitats. The Annex habitats and species, for which each site is selected, are the *qualifying interests* (QI) for SACs and *special conservation interests* (SCI) for SPAs of each site. *Conservation objectives* for the FVIS are defined for these qualifying interests.

A key requirement of the Habitats Directive is that the effects of any plan or project, which is not directly connected with or necessary to the management of a European Site, but which alone, or in combination with, other plans or projects, are likely to have a significant effect on a European Site, should be assessed before any decision is made to allow that plan or project to proceed. The obligation to undertake a screening for AA, and if necessary, an AA, derives from Article 6(3) of the Habitats Directive (92/43/EEC) and both involve a number of steps and tests that need to be applied in sequential order.

Article 6(3) is concerned with the strict protection of sites, while Article 6(4) is the procedure for allowing derogation from this strict protection in certain restricted circumstances.

Article 6(3) of the Habitats Directive states:

“Any plan or project not directly connected with, or necessary to, the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only having ascertained that it will not adversely affect the integrity of the site concerned and if appropriate, after having obtained the opinion of the general public”.

Article 6(4) states:

“If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.

Where the site concerned hosts a priority natural habitat type and/or a priority species, the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission to other imperative reasons of overriding public interest.”

2.2 Assessment Methodology

The competent authority (in this case DCC) is required to carry out a screening for AA, and if necessary, an AA as required by Article 6(3) of the Habitats Directive. If the competent authority determines that the plan or project will adversely affect the integrity of a European Site, it may only authorise that plan or project by following the Article 6(4) procedure. The Article 6(3) and 6(4) procedures are outlined as follows:

Stage 1 – Screening for Appropriate Assessment – to assess, in view of best scientific knowledge, if the project or plan, individually or in combination with another plan or project is likely to have a significant effect on the Natura 2000 Site.

Stage 2 – Appropriate Assessment – this is required if it cannot be excluded, on the basis of objective information, that the project or plan, individually or in combination with other plans or projects, will have a significant effect on a Natura 2000 Site. The AA must include a final determination by the competent authority as to whether or not a proposed project would adversely affect the integrity of a Natura 2000 Site. In order to reach a final determination, the competent authority must undertake examination, analysis and evaluation, followed by findings, conclusions and a final determination. The AA must contain complete, precise and definitive findings and conclusions, and may not have lacunae or gaps.

Stage 3 – Assessment of alternative solutions – the process which examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the Natura 2000 Site.

Stage 4 – Assessment where no alternative solutions exist and where adverse impacts remain – an assessment of compensatory measures where, in the light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project or plan should proceed.

Each stage determines whether the next stage in the process is required. If, for example, it is concluded, with thorough reasoning and justification that, at the end of Stage 1 there will be no significant impacts on Natura 2000 Sites, there is no requirement to proceed to Stage 2.

3. Baseline Conditions

3.1 Air Quality

The FVIS is situated in an urban area in Fingal, Co. Dublin. Commercial and residential developments are located within the immediate vicinity. The baseline environment is already well developed with a busy road network and bus traffic.

The FVIS is located within Zone A, Dublin Conurbation, as defined in the *Air Quality Standards Regulations, 2022*¹¹.

Background levels from 2022 provided by the EPA's yearly report *Air Quality in Ireland*¹² outlined air quality monitoring results of NO₂, PM_{2.5} and PM₁₀ in Zone A which demonstrated good compliance with air quality standards. There have been no exceedances in Zone A above limits set by the European Environment Agency as per the Air Quality Clean Air For Europe Directive (2008/50/EC).

There are a high number of sensitive receptors within the locality. These receptors are already exposed to urban air quality consistent with the level of development, yet still remain comfortably within EPA standards. There are several residential receptors immediately to the west of the Seamus Ennis and Clune Road Junction. Additionally, there are the St Canice's Girls National School and St Canice's Girls Primary School directly adjacent to the FVIS and Finglas Childcare Ltd directly to the north of the Seamus Ennis and North Road Junction.

3.2 Land and Soils

3.2.1 Geology

A review of the Geological Survey of Ireland (GSI) database¹³ indicates that the Lucan formation underlies the FVIS and the surrounding area. This bedrock consists of dark limestone and shale and ranges in thickness from 300m to 800m.

3.2.2 Soils

The shallow (superficial) soils at the FVIS and in the surrounding area are shown on the GSI database to be entirely made ground (shown as 'urban'). There is an area of till derived from limestone shown immediately to the north-east of the FVIS and this likely underlies the made ground.

3.2.3 Lands

Based on the FVIS's urban location and previous development, it is considered to be an urban site in terms of the potential impact of human activity on the FVIS's ground conditions. The made ground around the FVIS is deemed to be a waste once removed from the FVIS.

The made ground is likely to have a variable permeability dependant on the proportions of coarse materials in it. The made ground is not recorded as an aquifer by the GSI. The till is likely to have a low permeability dependant on the amount of fine material.

¹¹ Irish Statutory Book S.I. No. 739/2022 (2022) *Air Quality Standards Regulations 2022*.

¹² Environmental Protection Agency (EPA) (2023) *Air quality in Ireland 2022*.

¹³ Geological Survey Ireland (GSI) Spatial Resources. Available on <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>. Accessed January 2024.

3.3 Water and Hydrology

3.3.1 Groundwater

According to GSI¹³, there are no groundwater abstractions present within the FVIS and no drinking water protection areas in the surrounding area.

There are no groundwater boreholes located within 2km of the FVIS. The two nearest groundwater boreholes are located at the Premier Business Park, Ballycoolin and St Margaret's Rd, Finglas North, approximately 2.4km north west and north of the FVIS respectively.

The Lucan Formation is classified by the GSI as a Locally Important Aquifer – Bedrock which is Moderately Productive only in Local Zones. This is aquifer is capable of 'good' well yields between 100 to 400m³/d. However, based on nearby deeper abstraction wells, yields closer to 100m³/d are considered more likely. Groundwater flow and storage in the Lucan Formation is in the upper weathered zone of rock and within the bedrock fractures. Groundwater flow direction is likely to be to the east toward the Irish Sea. The permeability is likely to be moderate to poor and will reduce with depth.

Based on the information provided by the GSI, the effective rainfall over the FVIS and surrounding area is 302mm/yr. However, a recharge cap of 200mm/yr. is applied across the area due to the presence of urban development, including impermeable surfaces (roofs, roads, parking) and surface drainage.

Aquifer vulnerability is a data source provided by the GSI which presents the susceptibility of the bedrock aquifer to pollution. This is based on the thickness and permeability of the soil overlying the bedrock aquifer. Based on the GSI's database, The groundwater aquifer in the area is classified as 'a locally important aquifer – bedrock' which is moderately productive only in local zones. The groundwater vulnerability of the site varies from 'Extreme' to 'High' to 'Moderate'. The groundwater recharge for the site is considered to be high.

3.3.2 Surface Water

There are no known surface water features within the FVIS. Using EPA Maps¹⁴, the closest water features are identified as the Royal Canal and the River Tolka, which are located approximately 1.8km south and 50m to the west respectively of the FVIS.

The primary water feature located in close proximity to the FVIS is a section of the Tolka River (IE_EA_09T011100) which follows the Finglas Bypass which is situated within 50m of the western boundary of the FVIS. The Tolka River flows into the Tolka Estuary and eventually into Dublin Bay. The Tolka River is classified as 'at risk' and has a 'poor' River Waterbody Water Framework Directive (WFD) Status 2013-2018. The Tolka Estuary (IE_EA_090_0200) is classified as 'at risk' and has a 'moderate' Transitional Waterbody WFD Status 2013-2018. Dublin Bay is classified as having a 'good' Coastal Waterbody WFD Status 2013-2018 and a Waterbody Risk Status of 'not at risk'.

3.3.3 Stormwater

The existing drainage systems within the FVIS are mainly separate surface water and foul water drains. These drains discharge by gravity through existing drainage systems within the FVIS. There is no history of flooding within the FVIS according to Flood Maps¹. Both the existing surface water and foul water systems are connected into the Ringsend Waste water Treatment Plant (WwTP). The drainage undergoes treatment at the WwTP prior to discharge into Dublin Bay.

¹⁴ Environmental Protection Agency (EPA) Maps – Appropriate Assessment. Layer: Water feature. Available on <https://gis.epa.ie/EPAMaps/AAGeoTool>. Accessed on 10 January 2024.

3.4 Noise and Disturbance

One noise monitoring location is located in Mellows Park in Finglas Village and is mapped as part of the Dublin City Council Dublin Agglomeration Strategic Noise Maps¹⁵. On the Strategic Noise Maps in Mellows Park, Finglas Village, Lden values average 62db and Lnight values average 53db. Considering these readings, the baseline noise emanating from the nearby roads surrounding the FVIS is considered to be within the average noise range for a single carriageway road environment¹⁶.

3.5 Natura 2000 Sites

3.5.1 Zone of Influence

There is no consistently adopted ZoI to inform which Natura 2000 Sites should be considered within Screening. Guidance from the National Parks and Wildlife Service (NPWS)⁶ recommends that the ZoI should be evaluated on a case-by-case basis with reference to the nature, size and location of the project, and the sensitivities of the ecological receptors, and the potential for in-combination (cumulative) effects.

Natura 2000 Sites are only at risk from LSE where a source-pathway-receptor link exists between the FVIS and a Natura 2000 Site. This can take the form of a direct impact (e.g. where the FVIS and/or associated construction works are located within the boundary of the Natura 2000 Site(s)) or an indirect impact where impacts outside of the Natura 2000 Site(s) affect ecological receptors within (e.g. impacts to water quality which can affect riparian habitats at a distance from the impact source).

The identification of risk does not automatically mean that a LSE will occur. The identification of these risks means that there is a possibility of environmental or ecological damage occurring. The level and significance of the effect depends upon the nature of the consequence, likelihood of the risk and characteristics of the receptor.

The precautionary principle is applied for the purposes of screening to ensure that consideration and pre-emptive action is undertaken where there is a lack of scientific evidence.

The National Parks and Wildlife Service¹⁷ was reviewed in October 2022 to identify the following designations within relevant ZoI:

- International statutory designations, including, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites within a 15km ZoI of the Site.

A ZoI of 15km from the FVIS was precautionary and was determined by ecological features, such as species mobility, and distances at which air and hydrological pollution events could have a significant effect.

All drainage will drain into the Ringsend WwTP prior to discharge into Dublin Bay as per the existing drainage network. There are a number of Natura 2000 Sites in Dublin Bay, thus there is a theoretical hydrological link between the FVIS and these designated sites.

3.5.2 Natura 2000 Sites

A total of 15 Natura 2000 Sites are considered to be present within 15km (the ZoI) of the FVIS (Table 1). This comprises nine SACs and six SPAs. In order to identify those Natura 2000 Sites that could potentially be subject to a LSE as a result of the FVIS, it is necessary to describe the Natura 2000 Sites in the context of why they have been designated i.e. their QIs.

¹⁵ Dublin City Council, 2017. Noise Maps Reports and Statistics 2017. Available at: <https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/dublin-city-noise-maps/noise-maps-and-action-plans>. Accessed January 2023.

¹⁶ Centre for Hearing and Communication (2022). International Noise Awareness Day. Available at: <https://noiseawareness.org/info-center/occupational-noise-facts/>. Accessed January 2023.

¹⁷ National Parks and Wildlife Service (2022). Designated Site Boundary. Available at: <https://www.npws.ie/maps-and-data/designated-site-data/download-boundary-data> (accessed 04/01/2023).

Table 1: Natura 2000 Sites within 15km of the FVIS

Site Name and Code	Qualifying Interests	Approximate Distance From FVIS at Nearest Point	Potential Pathway
South Dublin Bay and River Tolka Estuary SPA 004024	Light-bellied brent goose (<i>Branta bernicla hrota</i>) Oystercatcher (<i>Haematopus ostralegus</i>) Ringed plover (<i>Charadrius hiaticula</i>) Grey plover (<i>Pluvialis squatarola</i>) Knot (<i>Calidris canutus</i>) Sanderling (<i>Calidris alba</i>) Dunlin (<i>Calidris alpina</i>) Bar-tailed godwit (<i>Limosa lapponica</i>) Redshank (<i>Tringa totanus</i>) Black-headed gull (<i>Chroicocephalus ridibundus</i>) Roseate tern (<i>Sterna dougallii</i>) Common tern (<i>Sterna hirundo</i>) Arctic tern (<i>Sterna paradisaea</i>) Wetland and Waterbirds	5.5km	There is a theoretical hydrological link between the combined drainage network and South Dublin Bay and River Tolka Estuary SPA via Dublin Bay.
South Dublin Bay SAC 000210	Mudflats and sandflats not covered by seawater at low tide Annual vegetation of drift lines Salicornia and other annuals colonising mud and sand Embryonic shifting dunes	8.1km	There is a theoretical hydrological link between the combined drainage network and South Dublin Bay SAC via Dublin Bay.
North Bull Island SPA 004006	Light-bellied brent goose Shelduck (<i>Tadorna tadorna</i>) Teal (<i>Anas crecca</i>) Pintail (<i>Anas acuta</i>) Shoveler (<i>Anas clypeata</i>) Oystercatcher (<i>Haematopus ostralegus</i>) Golden plover (<i>Pluvialis apricaria</i>) Grey plover (<i>Pluvialis squatarola</i>) Knot (<i>Calidris canutus</i>) Sanderling (<i>Calidris alba</i>)	8.6km	There is a theoretical hydrological link between the combined drainage network and North Bull Island SPA via Dublin Bay.

Site Name and Code	Qualifying Interests	Approximate Distance From FVIS at Nearest Point	Potential Pathway
	Dunlin (<i>Calidris alpina</i>) Black-tailed godwit (<i>Limosa limosa</i>) Bar-tailed godwit (<i>Limosa lapponica</i>) Curlew (<i>Numenius arquata</i>) Redshank (<i>Tringa totanus</i>) Turnstone (<i>Arenaria interpres</i>) Black-headed gull (<i>Chroicocephalus ridibundus</i>) Wetland and Waterbirds		
North Dublin Bay SAC 000206	Mudflats and sandflats not covered by seawater at low tide Annual vegetation of drift lines Salicornia and other annuals colonising mud and sand Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) Mediterranean salt meadows (<i>Juncetalia maritimi</i>) Embryonic shifting dunes Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) Fixed coastal dunes with herbaceous vegetation (grey dunes) Humid dune slacks Petalwort (<i>Petalophyllum ralfsii</i>)	8.6km	There is a theoretical hydrological link between the combined drainage network and North Dublin Bay SAC via Dublin Bay.
Baldoyle Bay SAC 000199	Mudflats and sandflats not covered by seawater at low tide Salicornia and other annuals colonising mud and sand Atlantic salt meadows Mediterranean salt meadows	10.2km	There is a theoretical hydrological link between the combined drainage network and Baldoyle Bay SAC via Dublin Bay
North-west Irish Sea SPA 004236	Common Scoter; Red-throated Diver; Great Northern Diver; Fulmar; Manx Shearwater; Shag; Cormorant; Little Gull; Kittiwake; Black-headed Gull; Common Gull; Lesser Black-backed Gull,	10.2km	There is a theoretical hydrological link between the combined drainage network and this SPA via Dublin Bay

Site Name and Code	Qualifying Interests	Approximate Distance From FVIS at Nearest Point	Potential Pathway
	Herring Gull, Great Black-backed Gull, Little Tern, Roseate Tern, Common Tern, Arctic Tern, Puffin, Razorbill and Guillemot.		
Malahide Estuary SAC 000205	Mudflats and sandflats not covered by seawater at low tide Salicornia and other annuals colonising mud and sand Atlantic salt meadows Mediterranean salt meadows Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) Fixed coastal dunes with herbaceous vegetation (grey dunes)	10.5km	There is a theoretical hydrological link between the combined drainage network and Malahide Estuary SAC via Dublin Bay
Malahide Estuary SPA 004025	Great crested grebe (<i>Podiceps cristatus</i>) Light-bellied brent goose Shelduck Pintail Goldeneye (<i>Bucephala clangula</i>) Red-breasted Merganser (<i>Mergus serrator</i>) Oystercatcher Golden plover Grey plover Knot Dunlin Black-tailed godwit Bar-tailed godwit Redshank (<i>Tringa totanus</i>) Wetland and Waterbirds	10.5km	There is a theoretical hydrological link between the combined drainage network and Malahide Estuary SPA via Dublin Bay
Baldoyle Bay SPA 004016	Light-bellied brent goose Shelduck Ringed plover Golden plover Grey plover Bar-tailed godwit Wetland and Waterbirds	10.7km	There is a theoretical hydrological link between the combined drainage network and Baldoyle Bay SPA via Dublin Bay
Rockabill to Dalkey Island SAC	Reefs	13.9km	There is a theoretical hydrological link between the

Site Name and Code	Qualifying Interests	Approximate Distance From FVIS at Nearest Point	Potential Pathway
003000	Harbour porpoise (<i>Phocoena phocoena</i>)		combined drainage network and Rockabill to Dalkey Island SAC via Dublin Bay.
Rogerstown Estuary SAC 000208	Estuaries Mudflats and sandflats not covered by seawater at low tide Salicornia and other annuals colonising mud and sand Atlantic salt meadows Mediterranean salt meadows Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) Fixed coastal dunes with herbaceous vegetation (grey dunes)	14km	No potential pathway (terrestrial or hydrological)
Howth Head SAC 000202	Vegetated sea cliffs of the Atlantic and Baltic coasts European dry heaths	14km	There is a theoretical hydrological link between the combined drainage network and Howth Head SAC via Dublin Bay
Rogerstown Estuary SPA 004015	Greylag Goose (<i>Anser anser</i>) Light-bellied Brent Goose Shelduck Shoveler Oystercatcher Ringed Plover Grey Plover Knot Dunlin Black-tailed Godwit Redshank Wetland and Waterbirds	14.3km	No potential pathway (terrestrial or hydrological)
Ireland's Eye SAC 002193	Perennial vegetation of stony banks Vegetated sea cliffs of the Atlantic and Baltic coasts	14.9km	There is a theoretical hydrological link between the combined drainage network and Ireland's Eye SAC via Dublin Bay
Ireland's Eye SPA 004117	Cormorant (<i>Phalacrocorax carbo</i>) Herring gull (<i>Larus argentatus</i>) Kittiwake (<i>Rissa tridactyla</i>) Guillemot (<i>Uria aalge</i>) Razorbill (<i>Alca torda</i>)	14.9km	There is a theoretical hydrological link between the combined drainage network and Ireland's Eye SPA via Dublin Bay

Given the scale and the nature of the FVIS and taking into consideration the lack of ecological connectivity, the following Natura 2000 Sites have been scoped out at this stage:

- Rogerstown Estuary SAC; and
- Rogerstown Estuary SPA;

The remaining 13 Natura 2000 Sites within 15km of FVIS remain scoped in for further assessment.

3.6 Ecology

Records of protected and notable species were obtained from the National Biodiversity Centre, in November 2022 from within 2km of the FVIS. This 2km was deemed suitable due to the nature of the FVIS and the urban nature of the FVIS and the surrounds. Records dated within 10 years of this assessment have been assessed within the context of the proposed development. Due to the transient nature of ecology, records older than 10 years are not considered a reliable source of information upon which to inform current baseline conditions.

These together provided an indication of the general ecological baseline for the FVIS. Whilst most of the habitat and species listed in Sections 3.6.1 and 3.6.2 will not be QIs of relevant Natura 2000 Sites, records of their presence does provide a picture of the ecological baseline, and therefore whether there are any pathways for effects on a Natura 2000 site or QI, or the conditions that support the conservation objectives of a Natura 2000 site.

3.6.1 Habitats

The FVIS is surrounded by a highly urbanised environment being situated in Dublin City Centre. The existing FVIS predominantly comprises hardstanding with scattered immature trees, immediately surrounded by commercial developments and residential dwellings.

There are semi-natural habitats in proximity to the FVIS including residential gardens, and an isolated area of broadleaved woodland, located immediately adjacent to the FVIS western boundary. Mellows Park is located approximately 400m north west, and comprises areas of grassland.

The River Tolka follows the Finglas Bypass which is situated within 50m of the western boundary of the FVIS, stretching from Finglas Road, Charlestown in the north, until it meets the River Tolka at Violet Hill Drive, Glasnevin. All drainage flows into Ringsend WwTP, there is no surface water connection between the Tolka River and the FVIS. The Tolka River flows into the Tolka Estuary and eventually into Dublin Bay.

The Natura 2000 Network Viewer¹⁸ was used to review Natura 2000 Habitat Types i.e., Annex 1 habitats that are QIs for Natura 2000 Sites in November 2022. There were no Annex 1 habitat types that are QIs for Natura 2000 Sites within the study area for the FVIS.

The FVIS is of low ecological potential. It does not offer significant interest for any mobile QI or SCI of the Natura 2000 Sites within a 10km ZoI of the FVIS, as listed within Table 1 in section 3.5.2, due to the lack of potential habitat for either roosting or foraging.

3.6.2 Species

Species records from the National Biodiversity Data Centre (NBDC) were reviewed in November 2022. Any records of protected or notable species over 10 years old were omitted from analysis as these were not considered to reflect the current species assemblage of the FVIS and surrounding area.

The NBDC website contains a mapping tool that indicates known records of legally protected and notable species within a selected OS 1km grid square. The FVIS is located within square O1339 and data on this

¹⁸ European Commission (2022). Natura 2000 data and maps. Available at: https://ec.europa.eu/environment/nature/natura2000/data/index_en.htm (accessed 04/01/2024)

square was downloaded from the website on 10th November 2022. It is noted that this list is not exhaustive, and an absence of records does not imply that they are not present within the given area.

Records returned for protected and notable plant species comprised goldcrest (*Regulus regulus*) and European hedgehog (*Erinaceus europaeus*). The invasive species Canadian Fleabane (*Conyza canadensis*) was also recorded within this 1km grid square in 2017. Goldcrests are typically associated with coniferous woodlands or parks with mature trees, and they are resident all year round in the Republic of Ireland. Hedgehogs are typically associated with parklands and residential gardens. Such habitats do not exist within the FVIS boundary. However, residential gardens and areas of woodland are located adjacent to the FVIS. Canadian Fleabane are annual flowering plants that can be found in farmland, roadside, sand dunes, towns, wasteland and on walls. Such habitats do exist within and immediately adjacent to the FVIS.

None of the species recorded by NBDC within the 1km grid square that the FVIS is located within, are QIs or SCIs.

4. Scheme Description

4.1 Overview

The FVIS (Appendix A) comprises the following aspects:

Area 1: Between North Road Junction and McKee Avenue/Jamestown Road/Seamus Ennis Road Junction Along Seamus Ennis Road:

- Removal of slip lanes from North Road arm of the junction of North Road/Seamus Ennis Road
- Removal of right-turn pocket into Drogheda Mall car park
- Removal of 9 no. on-street parking spaces. This includes the removal of 2 accessible bays which will be relocated within the Drogheda Mall car park.
- Provision of a segregated cycle track on both sides of the road
- Provision of a new bus shelter for westbound services
- Provision of entry treatment at the junction of Main Street and Seamus Ennis Road
- Introduction of new Sustainable Urban Drainage System (SuDS) features

Within Drogheda Mall Car Park, reconfiguration of car park to provide a mobility hub which incorporates the following:

- 3 no. accessible bays
- 4 e-charging bays
- Sheltered bike parking
- Public realm improvements
- The works at the Drogheda Mall car park will result in a net loss of 7 no. car parking spaces.

Area 2: Junction of McKee Avenue/Jamestown Road/Seamus Ennis Road

- Introduction of a protected style junction to enhance safety for cyclists
- Closure of the Jamestown Road approach to the junction to vehicles (i.e. the southern arm)
- New pedestrian and cycle crossings
- Public realm improvements outside of Super Valu including new pavement, modification to stairs and ramp, new artwork, new public lighting, new planting and trees

Area 3: Along Seamus Ennis Road between junction with McKee Avenue/Jamestown Road Junction and junction with Clune Road / Glasanaon Road

- Provision of segregated cycle tracks on both sides of the road
- Removal of 2 no. on-street parking spaces on the southern side of the road
- Relocation of bus shelters
- Reduction in footpath width to minimum 2m on northern side of the road
- Introduction of new SuDS features

Area 4: Jamestown Road (south) and Main Street

- Closure of the Jamestown Road (south) - i.e. the southern approach to the junction with Seamus Ennis Road
- Conversion of Jamestown Road (south) from one-way to two-way between Bank of Ireland and Main Street
- Provision of entry treatment at the junction of Main Street / Jamestown Road (south) along with minor works to the central traffic island on Main Street to accommodate vehicle movements
- Removal of bus stop and set-down along Jamestown Road (south)
- Public realm improvements between Seamus Ennis Road and Bank of Ireland car park access

4.2 Site clearance

Demolition comprising the breaking of kerbs and concrete and removal of sections of the Main Street and Jamestown Road traffic island will be undertaken. Localised break out of parts of existing footpaths will also be undertaken. Aside from these activities, there are no demolition works required for the completion of the proposed development.

Site clearance will comprise the removal of 3 trees¹⁹ (two Bradford pears (*Pyrus calleryana chanticleer*) and one rowan (*Sorbus aucuparia*) for the construction of the FVIS. One rowan was identified as not being suitable for retention and was recommended to be removed as part of proposed FVIS.

4.3 Construction

It is expected that construction will commence in Quarter 1 of 2024, subject to approval. The expected duration of the construction works will be approximately 6-9 months. Given that Seamus Ennis Road is a heavily trafficked road and that existing traffic will need to be facilitated during the works, the Contractor will be required to develop and implement a detailed Construction Traffic Management Plan (CTMP) at the outset to ensure that traffic disruption is kept to a minimum.

It is envisaged the works will predominantly take place during normal day time working hours, with a limited amount of night works anticipated.

Area 1: Between North Road Junction and McKee Avenue/Jamestown Road/Seamus Ennis Road Junction

Along Seamus Ennis Road, the main construction works will include:

- Installation of a new kerbs along the edge of the proposed cycle tracks and bus islands
- Break out and removal of the traffic islands at the North Road junction and the construction of new footpaths. New ducting and cabling will be required to power the relocated traffic signals.
- Construction of a new bus island and installation of bus stops on both sides of the road
- Construction of new gullies and connections to surface water network to match new kerb alignment
- Carriageway planning and resurfacing
- Laying of new asphalt for entry treatment works
- Replacement of concrete footpath with paving slabs/setts.
- Landscaping works including rain gardens, new street furniture and planters
- New road markings and signage

¹⁹ TreeSpace (2022). Arboricultural Assessment Report - *an assessment of trees in relation to development*, Finglas Village Improvement Scheme.

- Other utility alteration works which may include road crossings and trenches.

Within Drogheda Mall car park, the main construction works will include:

- Installation of a new kerbs within the car park and construction of new concrete footpaths
- Installation of a new bike shelter
- Installation of EV charging infrastructure along with associated cabling and ducting.
- Replacement of concrete footpath and carriageway with paving slabs/setts
- Landscaping works including rain gardens, new street furniture and planters
- New road markings and signage
- Other utility alteration works which may include road crossings and trenches..

Area 2: Junction of McKee Avenue/Jamestown Road/Seamus Ennis Road

- Installation of a new kerbs and protective islands along the edge of the proposed cycle tracks
- Removal of existing traffic island in centre junction
- Installation of new traffic signal poles, ducting, cabling and associated infrastructure for power, communications, and traffic control.
- Removal of existing and installation of public lighting poles and associated ducting and power.
- Construction of new gullies and connections to surface water network to match new kerb alignment
- Carriageway planning and resurfacing
- Replacement of concrete footpath with paving slabs/setts.
- Alteration of the steps and ramp outside of SuperValu
- Landscaping works including rain gardens, new street furniture and planters
- New road markings and signage
- Other utility alteration works which may include road crossings and trenches..

Area 3: Along Seamus Ennis Road between junction with McKee Avenue/Jamestown Road Junction and junction with Clune Road / Glasanaon Road

- Construction of new gullies and connections to surface water network to match new kerb alignment
- Break out of part of existing footpaths and construction of new footpath and cycle tracks
- Installation of a new kerbs and protective islands along the edge of the proposed cycle tracks
- Construction of a new bus island and installation of bus stops on both sides of the road
- Removal of trees
- Replacement of concrete footpath and carriageway with paving slabs/setts
- Landscaping works including rain gardens, new street furniture and planters
- New road markings and signage
- Other utility alteration works which may include road crossings and trenches..

Area 4: Jamestown Road (south) and Main Street

- Construction of new gullies and connections to surface water network to match new kerb alignment

- Break out of part of existing traffic island on Main Street and laying of asphalt
- Relocation of existing CCTV pole within traffic island and installation of associated ducting and cabling
- Laying of new asphalt for entry treatment works
- Construction of new concrete footpaths where build-outs proposed on Main Street
- Replacement of concrete footpath and carriageway with paving slabs/setts at northern end of Jamestown Road (south).
- Landscaping works including rain gardens, new street furniture and planters
- New road markings and signage
- Other utility alteration works which may include road crossings and trenches.

It is expected that works at Main Street will form part of the initial phase of works to accommodate traffic movements once the Jamestown Road (south) approach to Seamus Ennis Road is closed.

4.3.1 Air and Dust Management

Construction Dust

The employment of good construction management practices for the FVIS will be put in place, including the spraying of exposed earthworks during dry periods, ensuring vehicles delivering material with dust potential are enclosed or covered, the provision of wheel washes and sweeping of roads. A full list of measures will be proposed and implemented by the Contractor in advance of the construction works. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site.

A dust minimisation plan will be developed during detailed design, which will encompass the demolition and construction phases of the project. The Main Contractor shall put in place a regime for monitoring dust levels in the vicinity of the FVIS during construction works using the Berger Hoff Method (German Standard VDI 2119, 1972). The minimum criteria to be maintained shall be the limit specified by the EPA for licensed facilities in Ireland which is 350 mg/m²/day as a 30-day average¹². The Main Contractor shall monitor dust throughout construction to ensure the limits are not breached.

The level of monitoring and adoption of mitigation measures will vary throughout the construction works depending on the type of activities being undertaken and the prevailing weather conditions at the time. A dust screen will be used around the FVIS. It is noted that the stockpiling of excavated material on site is to be minimised with immediate removal of excavated materials envisaged for the majority of the works. All measures mentioned will be implemented as to comply with the EPA regulations and are not proposed to provide mitigation for any LSE on a Natura 2000 site.

Vehicle Emissions

The FVIS will result in emissions to air from the combustion exhausts of construction plant and machinery and the vehicles used to transport the workforce, materials and waste to and from the works areas. The contractor will implement standard good practice measures in monitoring and reducing exhaust emissions during the construction phase. Examples of measures to be employed include the spraying of exposed earthworks during dry periods, the provision of wheel washes and sweeping of roads. A full list of proposed measures will be proposed and implemented by the Contractor in advance of the construction works. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site.

A CTMP will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the FVIS. Construction traffic will be managed to keep trips by Heavy Goods Vehicles (HGVs) to the practical minimum.

4.3.2 Land-Use Requirements

Ecological Value

All land take required for the FVIS will be fulfilled by land within the FVIS boundary (Appendix A.1). The existing area is dominated by hardstanding with scattered immature broadleaved trees, therefore lacking semi-natural habitats and connectivity. It is currently low in ecological value. The second phase of construction involves the removal of several trees within the FVIS. These trees are limited in number and additional trees will be planted as part of the construction strategy, resulting in a net increase in the number of trees.

No habitat loss will occur within any Natura 2000 Site during the construction phase.

A section of the Tolka River (IE_EA_09T011100) follows the Finglas Bypass which is situated within 50m of the western boundary of the FVIS. The Tolka River flows into the Tolka Estuary and eventually into Dublin Bay. All of the existing and proposed drainage is connected into Ringsend WwTP. There are no direct or indirect discharges into the Tolka River.

Site Compound, Welfare Facilities and Parking

A site compound with welfare facilities and associated parking will be located within the FVIS. The exact location is yet to be determined, however is likely to be within the Drogheda Mall car park and on-street parking areas. In general, no dedicated car parking will be provided for construction staff.

4.3.3 Noise and Vibration

Noise will be generated during the construction of the FVIS due to construction traffic, construction machinery, excavation works etc. There are several residential receptors immediately to the west of the Seamus Ennis and Clune Road Junction. Additionally, there are the St Canice's Girls National School and St Canice's Girls Primary School directly adjacent to the FVIS with Finglas Childcare Ltd directly to the north of the Seamus Ennis and North Road Junction.

Noise emissions will be controlled by the implementation of best construction practice. Examples of measures to be employed include the selection of quiet plant, not leaving plant idling and maintenance of plant to minimise noise generation. A full list of measures will be proposed within the CEMP and implemented by the contractor in advance of the construction works. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site.

Significant rock breaking is not required, however if localised rock breaking is required this will be managed appropriately. The main vibration source during the construction phase will be from the proposed excavation/milling works. A variety of potential vibration causing items of plant are likely to be used such as excavators, lifting equipment and dumper trucks.

Vibration effects will be controlled by the implementation of best construction practice. Examples of measures to be employed include the use of suitable vibration isolators in equipment mountings and ensuring that materials are lowered rather than dropped from heights. A full list of proposed measures will be proposed within the CEMP and implemented by the contractor in advance of the construction works. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site.

Construction operations as part of the FVIS, deliveries to site and construction shift times will be managed to ensure minimal disruption and noise. Working hours will be limited to the hours of 0700 – 1800 Monday to Friday and 0800-1400 on Saturday will apply to all works. Night-time and Sunday working may be required to facilitate street works that cannot be undertaken during daytime / evening conditions.

4.3.4 Lighting

Limited construction lighting will be required given the hours of work are predominately within daylight hours. However, where night working is required, artificial lighting will be required and this will be agreed in advance with DCC.

4.3.5 Resources and Waste Management

Construction and Demolition Waste

Construction and Demolition (C&D) waste will be generated from the proposed demolition and construction works and will include concrete, brickwork, metals, glass, plastics and cabling. Only shallow excavations (max 1150mm) and milling will be required during the construction of the FVIS. Possibilities for re-use of clean, non-hazardous demolition material in construction works will be considered following appropriate testing to ensure the material is suitable for its proposed end use. The Contractor will send any excavated material which cannot be re-used/recycled for disposal to a suitably licenced facility. The contractor will ensure that any interim storage or waste management facilities for excavated material have the appropriate waste licences of waste facility permits in place.

The contractor will endeavour to send clean, non-hazardous or inert excavation material to authorised facilities for beneficial reuse, recovery or recycling in so far as is reasonably practicable. Excavated material that is deemed hazardous will be removed from site for treatment at an authorised facility either in Ireland or abroad. The contractor will arrange for removal of all material to a waste facility which has been authorised for recycling, recovery or disposal in accordance with the provisions of the Waste Management Act, 1996 as amended.

A Construction and Demolition Waste Management Plan (CDWMP) will be prepared during the detailed design stage of the works. This will include further details on the management of excavation waste during the construction phase of the FVIS. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site.

Municipal Waste

If a construction compound and welfare facilities are required, municipal waste will also be generated on site during the construction phase. This will be segregated at source, and the contractor will arrange for removal to a waste facility which has been authorised for recycling, recovery or disposal in accordance with the provisions of the Waste Management Act, 1996 as amended.

4.3.6 Water Management

Any construction run-off that is generated will enter the existing DCC surface water drainage system for eventual treatment at Ringsend WwTP before being discharged into Dublin Bay as per the existing scenario.

Excavations are shallow (max 1150mm) and dewatering is not envisaged. Any construction run-off that is generated will enter the existing surface water drainage system and will be diluted before entering the Tolka River and diluting further. Best practice construction measures such as silt and sediment controls will be detailed with the CEMP and installed prior to the commencement of any construction works. This includes:

Construction Machinery

No fuels will be stored on site. Best practice construction practices will be implemented throughout the duration of the construction phase.

Construction Site Drainage

Depth of any excavation works is shallow (less than 1.2m) so do not expect ground water infiltration. All wastewater collected from the FVIS will be discharged into Ringsend WwTP before being discharged into Dublin Bay, as is currently the normal practice. In the unlikely event that groundwater is encountered during the excavations, this will be collected from the FVIS will be discharged into Ringsend WwTP.

4.3.7 Air and Dust Management

During the operational phase, there will be fewer car parking spaces, and there will be an increase in the provision of bicycle facilities and bus shelters, providing amenities which will encourage the use of active

travel and public transport. The proposed upgrade works will give rise to decreased operational traffic numbers²⁰.

4.3.8 Land-Use Requirements

As mentioned in section 4.3.2, all land take required for the FVIS will be fulfilled by land within the red-line boundary (Appendix A).

There will be no additional land required as part of the operational phase. The FVIS will operate on developed land and is immediately surrounded by other areas of hardstanding. The habitat within the FVIS is low in ecological value. It lacks semi-natural habitats and connectivity. No habitat loss will occur within any Natura 2000 Site during the operational phase.

4.3.9 Noise Management

During the operational phase, the proposed upgrade works will not increase operational traffic numbers. The only noise will be from the existing traffic itself as is currently the norm.

4.3.10 Lighting

Energy-efficient LED lighting will be provided where new public lighting poles are proposed as part of the works. All new luminaires will be programmed with Constant Light Output (CLO) as standard and shall be dimmed to the required level between mid-night and 6.a.m. Switching control of public lighting systems is achieved by means of electronic photocells which operate from dusk to dawn, based on 35/18 lux trigger level.

4.3.11 Resources and Waste Management

No municipal waste is anticipated to be generated during the operational phase.

4.3.12 Water Management

The extent of the works (in a highly urbanised area) is relatively small, any run-off associated with the operational phase of the FVIS that is generated will be minor and will enter the existing surface water drainage system. In addition, surface water will be managed through the provision of new SuDs and all discharges from the FVIS will be restricted in line with DCC Drainage Division's requirements. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site. In the absence of this management in accordance with CIRIA SuDS Manual and DCC requirements, there will be no LSE on a Natura 2000 site due to the lack of a direct pathway. All water draining from the proposed development will be directed through and will receive treatment at Ringsend WwTP before discharge into Dublin Bay.

²⁰ Arup Ireland Partner Limited (2023). Finglas Village Improvement Scheme, EIA Screening 2022.

5. Assessment of Likely Significant Effects

5.1 Introduction

This assessment considers whether the FVIS is directly connected with, or necessary to, the management of the Natura 2000 Sites listed in Section 3.5, excluding those scoped out, and whether the FVIS has the potential to cause a LSE. A Natura 2000 Site will only be at risk from LSEs where the Source-Pathway-Receptor link exists between the FVIS and the Natura 2000 site.

5.2 Assessment

5.2.1 Loss of Habitat

There will be no land take from any Natura 2000 Site as part of the FVIS during the construction or operational phases. Habitats within the FVIS do not comprise habitats listed on Annex I of the Habitats Directive (see Section 2.1), and are not suitable to be utilised by any QI or SCI of the Natura 2000 Sites within the ZoI (Section 3.5.1).

Therefore, there will be no LSE on the conservation objectives of any Natura 2000 Site within the ZoI as a result of habitat loss.

5.2.2 Water Pollution

Best practice pollution prevention measures, such as silt and sediment controls, will be detailed in a CEMP and installed prior to the commencement of construction. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site. In the absence of this management, there will be no LSE on a Natura 2000 site due to the lack of a direct or indirect pathway. All water draining from the proposed development will be directed through and will receive treatment at Ringsend WwTP before discharge into Dublin Bay as per the existing baseline.

All operational drainage from the FVIS will connect into existing sewerage networks.

Therefore, there will be no LSE on the conservation objectives of any Natura 2000 Site within the ZoI as a result of water pollution.

5.2.3 Air Pollution

There is potential for dust impacts to arise during the construction phase, from activities such as demolition, excavation, and the stockpiling of material. However, due to the provision of measures discussed in Section 4.3.1 and to be further detailed in a CEMP during detailed design, no LSEs will be caused by dust generation.

During the construction phase, some localised dust emissions may be generated, however these will not be significant due to the relatively short duration of the works (approximately six months).

The contractor will implement standard good practice measures to reduce air pollution during construction. A CTMP will be developed and implemented prior to the commencement of construction, with construction traffic to be managed to keep trips by Heavy Goods Vehicles (HGVs) to the practical minimum. Emissions to air from the FVIS during the construction phase will be temporary and the effect on air quality is not expected to be significant.

All measures will be implemented to comply with the EPA regulations⁸ and are not proposed to provide mitigation for any LSE on a Natura 2000 Site.

There is no pathway identified from the FVIS to any Natura 2000 Sites, and the distance between the FVIS and the nearest Natura 2000 site (5.6km) is considered adequately distant for any impacts to occur.

Therefore, there will be no LSE on the conservation objectives of any Natura 2000 Site within the ZoI as a result of direct emissions to the air.

5.2.4 Noise Disturbance

During the operational phase, it is not expected that there will be a LSE resulting from noise, considering the existing busy, urban setting. Mechanical plant items serving the FVIS during the construction phase have the potential to emit noise, however, this will not be significant.

There is potential for noise to be generated during the construction phase due to construction traffic and machinery operation. The effect of construction noise on sensitive receptors (residential dwellings) in the immediate vicinity of the FVIS will be temporary only due to the short duration of the construction works.

Given the proximity to sensitive receptors mentioned in Section 3.4, noise emissions must be monitored and managed during construction by the Main Contractor to meet EPA noise standards.

Noise will be controlled by the implementation of best construction practice. Examples of measures to be employed include the selection of quiet plant, not leaving plant idling and maintenance of plant to minimise noise generation. A full list of proposed measures will be proposed and implemented by the contractor in advance of the construction works. Working hours will also be limited to 0700 – 1800 Monday to Friday and 0800-1400 on Saturday. Any works outside of these hours would be done by exception, limiting noise effects outside of these times. These measures are not proposed to provide mitigation for any LSE on a Natura 2000 site.

There is no pathway identified from the FVIS to any Natura 2000 Sites. The distance between the FVIS and the nearest Natura 200 site (5.6km) is considered adequately distant for any noise impacts to occur.

It is highly unlikely for any mobile QIs and SCIs to be using the FVIS due to the lack of suitable habitat. Any mobile QIs and SCIs that could be utilising habitat within the surrounding area will be habituated to high levels of noise disturbance given the urban setting.

Therefore, there will be no LSE on the conservation objectives of any Natura 2000 Site within the ZoI as a result of noise disturbance.

5.2.5 Lighting

Species within the surrounding area will already be habituated to the baseline levels of light given the urban location. Due to the level of disturbance and the limited semi-natural habitats and distance from Natura 2000 sites it can be assumed that QIs and SCIs species do not usually reside in this location or utilise the habitats.

There is no viable pathway identified from the proposed development to any Natura 2000 sites, as the distance between the proposed development and the nearest Natura 200 site (5.5km) is considered adequately distant for any impacts to occur.

In addition, there are no Natura 2000 sites within the ZoI that are designated for species of which are particularly sensitive to light disturbance.

Therefore, there will be no LSE on the conservation objectives of any Natura 2000 site within the ZoI as a result of light disturbance.

5.3 In-combination Effects

The DCC online planning records were consulted in January 2024²¹ in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the FVIS. Planning applications within 1km of the FVIS that were pending approval or fully approved within the past five years were reviewed.

Permission has been granted for the conversion of an existing office building into residential apartments at Raven House (Planning Reference: 3253/22). Planning permission has also been granted for the conversion of an existing building into a childcare facility at Hazelwood House (Planning Reference: 4424/22).

An application has been lodged for the minor works to the Ballygall Health Centre (Ref: 3015/24).

²¹ Dublin City Council (DCC). Available on [Dublin City Planning Application Map](#). Accessed January 2024.

The Finglas to Killester Cycle scheme and the Ballymun/Finglas to City Centre Bus Corridor Scheme are also planned for the immediate vicinity.

Due to the scale and nature of the planning applications as well as their location in relation to the Natura 2000 sites and the FVIS, it is considered that the FVIS would not have any likely significant in-combination effect to the Natura 2000 sites or their qualifying features.

5.4 Summary

The FVIS will not result in any likely significant direct, indirect or in-combination effects on Natura 2000 Sites. The checklist in Table 2 has been used to determine whether significant impacts are likely.

Table 2: Significant Impacts Checklist

<i>Does the project have the potential to:</i>	<i>Yes or No</i>
reduce the area of key habitats?	No
reduce the population of key species?	No
change the balance between key species?	No
reduce diversity of the FVIS?	No
result in disturbance that could affect population size or density or the balance between key species?	No
result in fragmentation?	No
result in loss or reduction of key features (e.g. tree cover, tidal exposure or annual flooding)	No
cause delays in progress towards achieving the conservation objectives of the FVIS?	No
interrupt progress towards achieving the conservation objectives of the FVIS?	No
disrupt those factors that help to maintain the favourable conditions of the FVIS?	No
interfere with the balance, distribution and density of key species that are the indicators of the favourable condition of the FVIS?	No
cause changes to the vital defining aspects (e.g. nutrient balance) that determine how the FVIS functions as a habitat or ecosystem?	No
change the dynamics of the relationships (e.g. between soil and water or plants and animals) that define the structure and/or function of the FVIS?	No
interfere with predicted or expected natural changes to the FVIS (e.g. water dynamics or chemical composition)?	No

In addition, this judgement has been arrived at on the following basis:

- All development activity will take place within the FVIS boundary. No works will take place within any Natura 2000 Site. There will be no encroachment on the habitats or species of any Natura 2000 Site;
- There will be no loss of Natura 2000 Site habitat area, no fragmentation of the habitats of Natura 2000 Sites, no disturbance to the qualifying species of the Natura 2000 Sites, no impacts on population density of these species, no impacts on water resources and no impacts on water quality of the Natura 2000 Sites; and
- There will be no significant emissions to air, soil or water during construction or operation. Thus, significant impacts on the receiving environment are not predicted to occur.

6. Screening Statement and Conclusions

The aims of this report were to:

- provide information on and assess the potential for the FVIS to significantly impact on Natura 2000 Sites;
- determine whether the FVIS is directly connected with, or necessary to, the conservation management of any Natura 2000 Sites; and
- determine whether the FVIS, alone or in combination with other projects, is likely to have significant effects on Natura 2000 Sites in view of their conservation objectives.

It has been objectively concluded by Arup that:

- there is no potential for the FVIS to significantly impact on any Natura 2000 Sites;
- the FVIS is not directly connected with, or necessary to the conservation management of any Natura 2000 Sites; and
- the FVIS, alone or in combination with other projects, is not likely to have significant effects on Natura 2000 Sites in view of their conservation objectives.

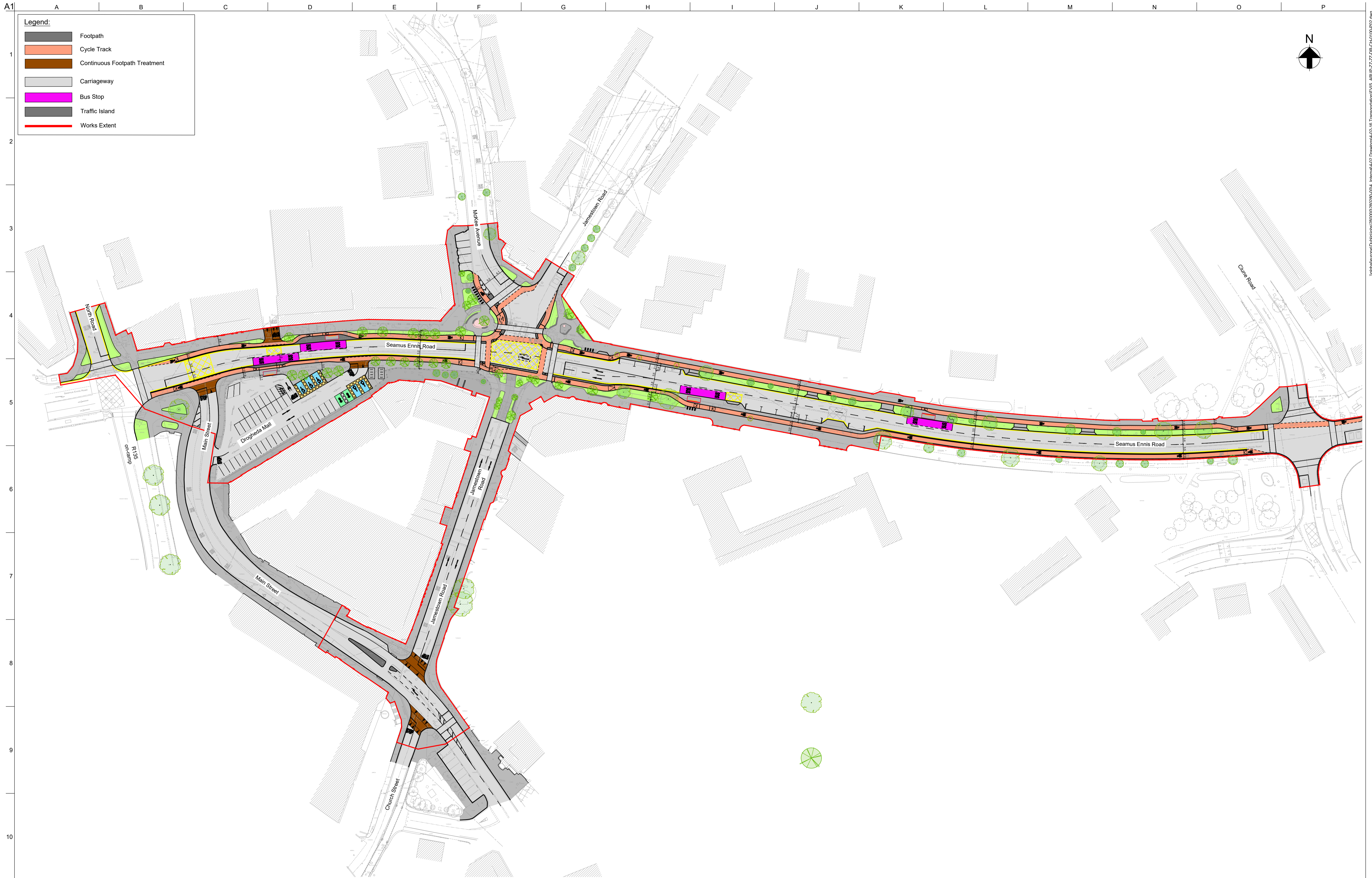
It has been determined by Arup that it is possible to rule out LSE on any Natura 2000 Sites. It is the view of Arup that it is not necessary to undertake any further stages of the Appropriate Assessment process.

Refer to Appendix B Finding of No Significant Effects Report.

Appendix A

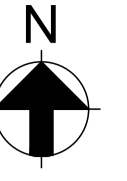
Maps

A.1 Proposed Finglas Village Improvement Scheme Boundary



Legend:

	Footpath
	Cycle Track
	Continuous Footpath Treatment
	Carriageway
	Bus Stop
	Traffic Island
	Works Extent



Do not scale

P02	12/01/23	ES	JF	JF
P01	13/12/22	ES	JF	JF
Issued for Stage Approval (Status S4)				
Issue	Date	By	Chkd	Appd

Client
Dublin City Council

Job Title
Finglas Village Improvement Scheme
(Bus Priority)

Scale at A1 1:250 @ A1 (1:500 @ A3)
Discipline Infrastructure

ARUP

Arup, 50 Ringsend Road
Dublin, D04 T6X0
Tel +353(0)1 233 4455 Fax +353(0)1 668 3169
www.arup.ie

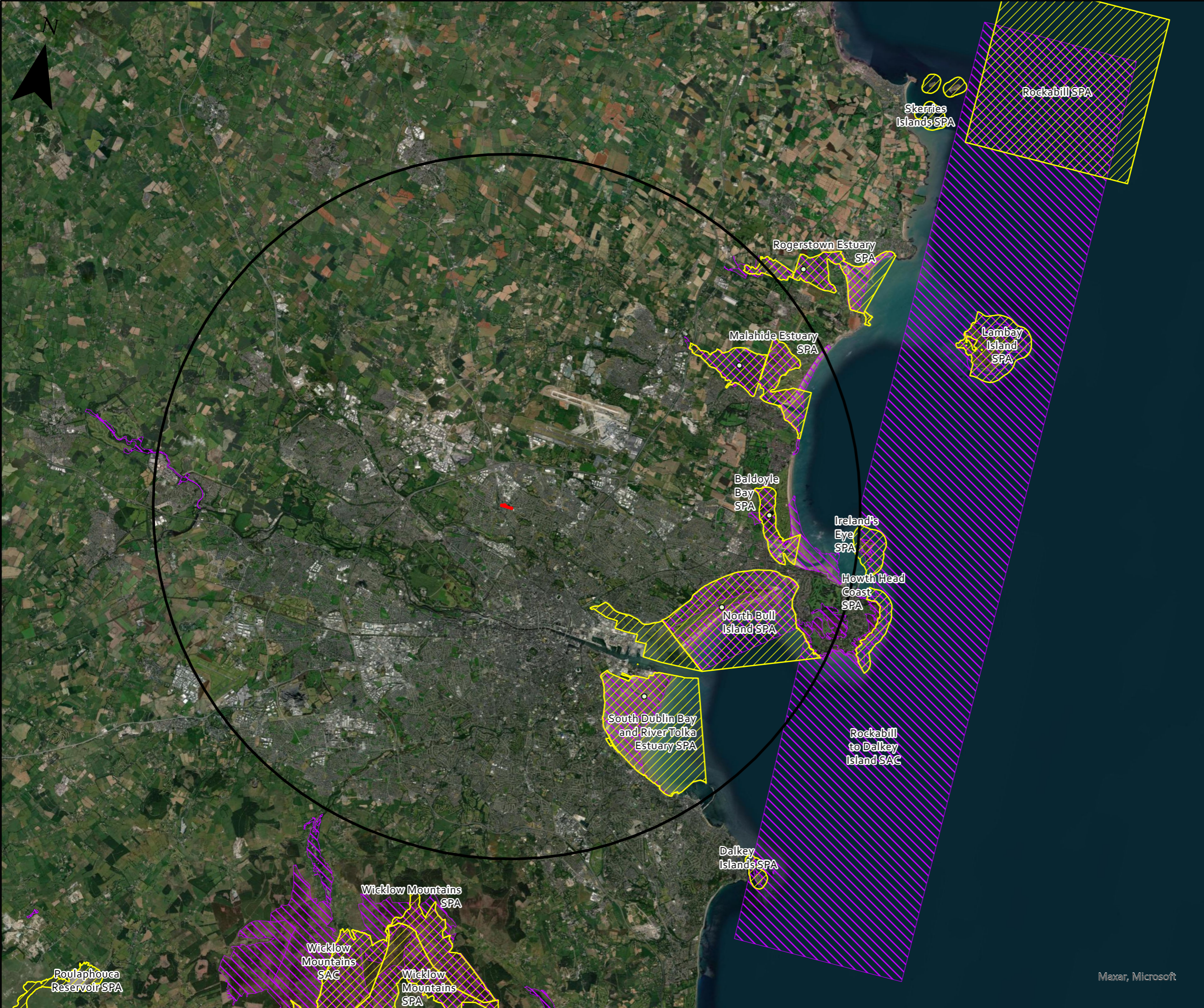
Drawing Title
General Arrangement
Overview

Drawing Status
S4 - For Stage Approval

Job No	Drawing No	Issue
280280-00	FVIS_ARUP-ZZ-ZZ-DR-CH-0100-00	P02

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A.2 Natura 2000 Sites Within 15km of the FVIS



Legend

- Fingals Village
- 15km Buffer
- SPA
- SAC
- RAMSAR Sites

Coordinate System:
IRISH NATIONAL GRID



01	16/11/2022	RQ	FJ	ZH	FP
Rev	Date	By	Chkd	Appd	Authd



50 Ringsend Road,
Dublin 4 D04 T6Z0
Tel +353 1 233 4455
www.arup.com

Client
Dublin City Council

Project Name
Finglas Village Improvement Scheme

Drawing Title
Natura 2000 Sites Within 15KM of the Proposed Development Site

Scale at A3
1:150,000

Suitability

Project Number 280280	Rev 01
Drawing Number 001	

Maxar, Microsoft

Appendix B

Finding of No Significant Effects

B.1 Finding of No Significant Effects Report

Name of Project: Finglas Village Improvement Scheme

Names of Natura 2000 Sites of relevance to the FVIS:

Site Name	Site Code
Baldoyle Bay SAC	000199
Baldoyle Bay SPA	004016
Howth Head SAC	000202
Ireland's Eye SAC	002193
Ireland's Eye SPA	004117
Malahide Estuary SAC	000205
Malahide Estuary SPA	004025
North Bull Island SPA	004006
North Dublin Bay SAC	000206
North-West Irish Sea SPA	004236
Rockabill to Dalkey Island SAC	003000
South Dublin Bay SAC	000210
South Dublin Bay and River Tolka Estuary SPA	004024

Is the project or plan directly connected with or necessary to the management of the site?

No

Are there other projects or plans that together with the project or plan being assessed could affect the site?

No

THE ASSESSMENT OF SIGNIFICANCE OF EFFECTS

Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 Site.

It has been determined by Arup that it is possible to rule out LSE on any Natura 2000 Sites.

Explain why these effects are not considered significant.

All development activity will take place within the FVIS works boundary. No works will take place within any Natura 2000 Site. No material or spoil from the works will be deposited in any Natura 2000 Site. There will be no encroachment on the habitats or qualifying species of any Natura 2000 Site.

There will be no loss of Natura 2000 Site habitat area, no fragmentation of the habitats of Natura 2000 Sites, no disturbance to the qualifying species of the Natura 2000 Sites, no impacts on population density of these species, no impacts on water resources and no impacts on water quality of the Natura 2000 Sites.

There will be no significant emissions to air, soil or water during construction or operation. Thus, significant impacts on the receiving environment are not predicted to occur.

DATA COLLECTED TO CARRY OUT THE ASSESSMENT

Who carried out the assessment?

The assessment was supervised, checked and completed by Fiona Patterson.

Sources of Data:

This report has been prepared with regard to the following guidance documents, where relevant:

- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPW 1/10 and PSSP 2/10;
- Department of Environment, Heritage and Local Government. Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (2010 revision);
- European Commission Environment Directorate-General [hereafter referred to as MN 2000], Managing Natura 2000 Sites: The Provision of Article 6 of the Habitats Directive 92/43/EEC (2000);
- European Commission Environment Directorate-General. Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodical Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (2021);
- European Commission Guidance Document on Article 6(4) of the Habitats Directive 92/43/EEC (2007);
- European Commission. Communication from the Commission on the precautionary principle (2000);
- Guidelines for Good Practice Appropriate Assessment of Plans under Article 6(3) Habitats Directive (International Workshop on Assessment of Plans under the Habitats Directive, 2011);
- Office of the Planning Regulator Practice Note PN01 – Appropriate Assessment Screening for Development Management (2021);
- National Transport Authority (NTA) (2023) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA.

Sources of information that were used to collect data on the Natura 2000 network of sites and on the existing ecological environment comprise:

- Catchments.ie. Information on environmental water quality data. www.catchments.ie (viewed in October 2023)¹;

- Dublin City Council. Dublin City Development Plan 2022-2028;
- Dublin City Council. Dublin City Planning Application Map (viewed January 2024)³;
- Environmental Protection Agency. Information on environmental quality data. Environmental Protection Agency (EPA) Online Environmental Map Viewer (viewed in October 2022)⁴;
- Google aerial photography (viewed in October 2023)⁵;
- National Parks and Wildlife Service online data on Natura 2000 Sites and (www.npws.ie) (viewed in January 2024)⁶;
- National Parks and Wildlife Service online data on protected flora and fauna (viewed in October 2022)⁷.

Guidance which has assisted in determining whether impacts are likely to be significant include:

- Environmental Protection Agency. Guidelines on the Information to be Contained in Environmental Impact Statements (2022)⁸;
- Chartered Institute of Ecology and Environmental Assessment. Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater, Coastal and Marine (September 2018)⁹; and
- UISCE EIREANN: Irish Water. Ringsend Wastewater Treatment Plant Upgrade Project. www.water.ie/projects/local-projects/ringsend/ (viewed in October 2023)¹⁰.

OVERALL CONCLUSIONS

Based on the information provided above, and by applying the precautionary principle, it has been determined by Arup that it is possible to rule out LSE on any Natura 2000 Sites and therefore it is the view of Arup that it is not necessary to undertake any further stage of the AA process.